



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5-F-20-RZ

1 message

Jennifer Welch <welch384@gmail.com>

Thu, May 14, 2020 at 9:26 AM

Reply-To: welch384@gmail.com

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

Dear Planning Commissioners:

I want to ask you to consider the impact to Knox County citizens' safety before you approve the development at W. Emory and Blacks Ferry Roads. Please consider the following:

* LACK OF NOTICE Many citizens did not get notice of today's hearing. Smithbilt put one sign on Blacks Ferry and not on Emory Road, even though they want the subdivision entrance to be on Emory Road. The lone sign was destroyed over a week ago. Knox I notified Planning of this on May 5th and

it was not corrected as of yesterday. Delay this vote to allow citizens to get the notice required by the Planning Commission.

* DANGER ON BLACKS FERRY I called Smithbilt to have questions answered. I was assured that no access would be on Blacks Ferry but the planning report made me concerned. Please delay the vote and each of you actually go drive Blacks Ferry before you approve any access through Blacks Ferry. See the ruts where cars have to drive in the grass in order for two cars to pass one another. See the blind curve right at the Smithbilt location where the sign was posted for a few days before being destroyed.

* BLIND CURVE ON EMORY I also beg you to try to turn left out of Blacks Ferry onto Emory. I wait until the westbound lane is clear in case I have to veer into it to avoid being hit when I turn eastbound as people fly around that curve. See the hidden driveway sign. This is the area where Smithbilt will be flooding hundreds more vehicles per day per your report. Again, I implore you to drive this and see it firsthand during the day before you subject citizens to this added danger.

*ENVIRONMENTAL IMPACT This lovely farm area to be developed also includes some Hilltop and Ridgetop protection area. Please follow the recommendations made in the 2012 MPC plan to protect this area. Give us a buffer for the cattle next door from the 92 homes that Josh Sanderson at Smithbilt told me they want to build on 22-lsh acres.

In closing, I ask you to:

- (1) BLOCK THIS PROPOSAL FOR THE SAFETY OF THE CITIZENS.
- (2) IF NOT, LIMIT IT TO 2 HOMES PER ACRE TO LIMIT OUR INCREASED DANGER.
- (3) REQUIRE SMITHBILT TO BUILD A FULL TURN LANE.
- (4) DO NOT ALLOW BLACKS FERRY ACCESS UNDER ANY CIRCUMSTANCE.
- (5) DO NOT ALLOW EMORY ROAD ACCESS; INSTEAD FLOW THROUGH PATRIOT WAY.

Please, please choose the safety of Knox County.

Thank you,

Jennifer Welch

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] opposition to case number 5F20RZ

2 messages

'Kainer, David' via Commission <commission@knoxplanning.org> Wed, May 13, 2020 at 6:54 PM

Reply-To: kainerd@ornl.gov

To: "liz.albertson@knoxplanning.org" <liz.albertson@knoxplanning.org>

Cc: "commission@knoxplanning.org" <commission@knoxplanning.org>

Dear Liz Albertson,

I hope this email is not too late to have some influence on tomorrow's planning meeting.

I have read some previously submitted emails detailing fellow Karns residents' opposition to the proposed Smithbilt development at Blacksberry and West Emroy Rd (5F20RZ). As such I will not go into the details regarding traffic flow, road safety, school student numbers, over-the-top housing density, property devaluation, loss of regional character, ridiculous connection to Patriot Way, and the myriad other reasons why this rezoning and development should be rejected. Those items have been well addressed by others and I agree with all of them.

Instead, I would like to voice my opposition on the grounds that it is the role of our representatives and town planners to both REPRESENT and PLAN for the current tax-paying residents, not just for some phantom future residents that will one day add to the tax take. It is quite obvious that developments to date, and new proposals such as 5F20RZ, are not taking current residents into account. It is exceedingly easy to point out the long list of negative impacts of such a development (see above). I challenge you, however, to list one (just one!) benefit to the current residents from this development. I'd LOVE to hear back from you with an answer, because I personally cannot think of even one. There is no proposal to improve the roads. No proposal to add green spaces, commercial facilities, community spaces, or anything that might increase the livability and value of Karns. Why would anyone in Karns support this? Why would our own representatives and planners support this?? Please do explain as I am at a loss to find an answer.

I am a pragmatic guy so I can understand that development of the Northwest Knox County region is happening and will continue to happen. Surely a middle ground in planning can be found that sees a requirement for both housing development AND community development. i.e improving Karns rather than rapidly stripping it of everything of value. I believe Karns residents would be far more supportive of the population expansion in the area if a vision for the region was created that showed that some thought and actual planning is occurring. In the meantime, I request that that the planning commission hit the pause button on this development.

Best regards

David Kainer

--

This message was directed to commission@knoxplanning.org

Liz Albertson <liz.albertson@knoxplanning.org>

Wed, May 13, 2020 at 7:18 PM

Reply-To: liz.albertson@knoxplanning.org

To: Knoxville-Knox County Planning Commission <commission@knoxplanning.org>

Forwarding community comments.

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

From: **Kainer, David** <kainerd@ornl.gov>

Date: Wed, May 13, 2020 at 6:54 PM

Subject: opposition to case number 5F20RZ

To: liz.albertson@knoxplanning.org <liz.albertson@knoxplanning.org>

CC: commission@knoxplanning.org <commission@knoxplanning.org>

Dear Liz Albertson,

I hope this email is not too late to have some influence on tomorrow's planning meeting.

I have read some previously submitted emails detailing fellow Karns residents' opposition to the proposed Smithbilt development at Blacksferry and West Emroy Rd (5F20RZ). As such I will not go into the details regarding traffic flow, road safety, school student numbers, over-the-top housing density, property devaluation, loss of regional character, ridiculous connection to Patriot Way, and the myriad other

reasons why this rezoning and development should be rejected. Those items have been well addressed by others and I agree with all of them.

Instead, I would like to voice my opposition on the grounds that it is the role of our representatives and town planners to both REPRESENT and PLAN for the current tax-paying residents, not just for some phantom future residents that will one day add to the tax take. It is quite obvious that developments to date, and new proposals such as 5F20RZ, are not taking current residents into account. It is exceedingly easy to point out the long list of negative impacts of such a development (see above). I challenge you, however, to list one (just one!) benefit to the current residents from this development. I'd LOVE to hear back from you with an answer, because I personally cannot think of even one. There is no proposal to improve the roads. No proposal to add green spaces, commercial facilities, community spaces, or anything that might increase the livability and value of Karns. Why would anyone in Karns support this? Why would our own representatives and planners support this?? Please do explain as I am at a loss to find an answer.

I am a pragmatic guy so I can understand that development of the Northwest Knox County region is happening and will continue to happen. Surely a middle ground in planning can be found that sees a requirement for both housing development AND community development. i.e improving Karns rather than rapidly stripping it of everything of value. I believe Karns residents would be far more supportive of the population expansion in the area if a vision for the region was created that showed that some thought and actual planning is occurring. In the meantime, I request that that the planning commission hit the pause button on this development.

Best regards

David Kainer

--

Liz Albertson, AICP
Senior Planner
865.215.3804



Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902

[Quoted text hidden]



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] No sign at the proposed development on west Emory rd. file: 5 F 20 RZ

1 message

James Smith <nitrousrna@gmail.com>

Wed, May 13, 2020 at 11:16 PM

Reply-To: nitrousrna@gmail.com

To: commission@knoxplanning.org

I assessed the area via the video footage I took and that which I sent you and there was no sign posted concerning the resining meeting. This violates the agreement that the developer signed with the county give a 15 day notice to the area residents. I just found out and have spoken to people the past couple days and no one had an idea except those notified on our Facebook page. This should provide an idea to all of the community that this developer will not inform the public of their actions even as directed by the planning commission.

Sent from my iPhone

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5F20RZ

1 message

wtrox via Commission <commission@knoxplanning.org>

Wed, May 13, 2020 at 2:55 PM

Reply-To: wtrox@aol.com

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

Dear Commission,

I am contacting you regarding my concern over a proposed subdivision on West Emory Road at Blacks Ferry Road.

My driveway is connected to West Emory Road so I have a direct view of the traffic on this road on a daily basis.

Traffic has steadily increased over recent years. Cars traveling on West Emory travel at high rates of speed and pulling

On to West Emory is a challenge. There are no stop signs or traffic signals from the one at Clinton Highway going west

For approximately 8 miles which contributes to the accelerated speeds on this stretch of highway. With the increase in

Traffic the increase in accidents has accelerated.

In the area of the subdivision proposed, there is a sharp hand blind curve and then again not much further west is an

Additional blind curve. To add more cars entering West Emory Road in this area only increases the probability of accidents.

As a homeowner in the community I am also concerned with environmental impacts from the heavy traffic flow on this two

Lane road as well as stress on sewer systems and the water pressure which has gone down more and more as subdivisions

And condo units have been added to the area. The noise level has elevated and the exhaust fumes are very much noticeable

Outdoors and sometimes indoors.

Please deny rezoning as requested to severely limit the number of homes that can be built on the property being considered.

Please, please protect our community and the resources we have.

Sincerely,
Joyce Troxler

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Emory Road Subdivision

1 message

Jeff Stone <JStone@cinemark.com>

Wed, May 13, 2020 at 3:22 PM

Reply-To: jstone@cinemark.com

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

Hello,

My name is Jeff Stone and I am a resident living in the Barrington subdivision in Karns (5708 Glenlyn Drive – my property backs up to Emory Road). My family has lived here for the past 9 years. This email is in response yet another proposed subdivision cramming apparently 90+ houses into a not-large-enough-for-that-many-houses new subdivision to go in at Emory and near Blacks Ferry Road.

Emory Road is already overrun with traffic. I see accidents there about every other day. It is a winding curving elevation-changing little country road – state highway or not. My child has been involved in one of them (rear-ended not far from where the new subdivision will be while waiting to make a left turn) I think it is crazy to bring even more traffic to that road with that many houses and new families – especially since we already have a new not-large-enough-for-that-many-houses subdivision that went in and is still being built not a mile or so away near Emory and around Cate Road.

I am not anti-growth. I am a business person and understand profit & loss, that cities & counties reap benefits from tax revenue & etc. when communities grow, etc. I get all of that and am fine with it. What I am not fine with is the haphazard and seemingly unplanned way the Karns/Powell community is going about it. These new not-large-enough-for-that-many-houses subdivisions are going up everywhere. There is yet another one on Karns Valley Road, which Emory Road turns into at some point, not 3-4 miles the other direction from this new one. With all the open land around, additional subdivisions are coming. I'm a realist – the growth is going to happen.

What I suggest is that you stage the growth to happen in accordance with the infrastructure. And adding 92 houses that dump out one way or another onto Emory Road, most likely right at one of its most dangerous blind intersections on a curve (Emory & Blacks Ferry) and maybe a half mile from its probably second-most dangerous intersection (the screwed up three-way nonsense right where the Mac's Barber shop and the convenience store sit) is neither responsible nor intelligent.

I ask that you do the responsible and intelligent thing and rethink approving this decision. At the very least, limit the houses to 2 per acre instead of the proposed 4-5 per acre. That would be a good compromise.

Sincerely,

Jeff Stone

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Fwd: Case Number 5F20RZ

1 message

Liz Albertson <liz.albertson@knoxplanning.org>

Wed, May 13, 2020 at 12:31 PM

Reply-To: liz.albertson@knoxplanning.org

To: Knoxville-Knox County Planning Commission <commission@knoxplanning.org>

Forwarding community comments.

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

From: **Nancy Shedden** <nps84@bellsouth.net>

Date: Wed, May 13, 2020 at 12:23 PM

Subject: Case Number 5F20RZ

To: <Liz.Albertson@knoxplanning.org>

Following are my major concerns with the development a new subdivision proposed on Emory Road and Blacks Ferry Road. My assumption at this point is that the property in question is accessed only by Blacks Ferry Road. Rumor has it that Smithbilt wants to put five (5) houses per acre in developing this property at some future date.

1. Five (5) house per acre is too dense a population and this will put strain on infrastructure and utilities. Three (3) houses per acre would be more reasonable.
2. Traffic on Blacks Ferry and West Emory Road is already very high. Where Blacks Ferry intersects with West Emory is a blind curve. I realize West Emory Road (Highway 131) is a state road and I assume Knox County Planning Commission would be communicating with the State Highway department to improve this intersection.
3. The sanitary sewer capacity is already strained if not exceeded. Evidence of this can be seen after any one-inch rain accumulation along Beaver Creek in the vicinity of Blacks Ferry Road. The situation of the sewers overflowing has been on-going for many years.
4. The increased density of the proposed 92 unit subdivision plus roads gives impermeable services which leads to additional runoff into Beaver Creek. The situation of Beaver Creek flooding its banks has been ongoing for many years.

Question: East of this intersection is a large tract of land that spans both sides of West Emory Road. I understand there are plans to build a very large subdivision on this tract. Please advise what utility district will handle the sewer system for this development and the future development off of Blacks Ferry Road. Also, please advise what the total number of houses will be for this development off West Emory Road.

Please provide the requested information to my email address shown below.

Thank you.

Mark Shedden
[9105 West Emory Road](#)

Knoxville TN 37931
865-300-0119
Email: rmnps@bellsouth.net

--

Liz Albertson, AICP
Senior Planner
865.215.3804



Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Fwd: Project 5-F-20-RZ

1 message

Liz Albertson <liz.albertson@knoxplanning.org>

Wed, May 13, 2020 at 10:27 AM

Reply-To: liz.albertson@knoxplanning.org

To: Knoxville-Knox County Planning Commission <commission@knoxplanning.org>

FYI - See community comments below.

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

From: **John Merritt** <jmerritt851994@gmail.com>

Date: Wed, May 13, 2020 at 10:02 AM

Subject: Project 5-F-20-RZ

To: <liz.albertson@knoxplanning.org>

I'm aware of the proposed re-zoning of the land adjoining Blacks Ferry Rd & Emory Rd. There is great concern as to how this will affect the area pertaining to:

School density

Traffic flow

Housing density.

School density - you've got Powell High School and Karns High School that are both crowded as is. How is adding ANOTHER 90+ home neighborhood going to help any of that? Has there been any consideration for addressing that? And, it should be addressed BEFORE any re-zoning / allowances to the builder are made.

Traffic flow - Emory Rd is already heavily traveled in that area - a significant amount of traffic turns onto Harrell Rd each morning which causes several issues as there is no turn loan. All westbound traffic on Emory Rd backs up when this is the case. How is adding ANOTHER 90+ home neighborhood going to help that?

Housing density - Smithbuilt just completed the Emory Brooke subdivision in the last year which is about 1 mile due east on Emory Rd. They're just month into another project at the corner of Oak Ridge Hwy and W. Emory Rd that is going to add a significant number of homes already. We don't even know what impact that will have on the area yet... and we want to approve rezoning for the NEXT big project? Shouldn't we allow that neighborhood to complete, and determine how that'll affect the area?

Any traffic study done now... won't account for this new neighborhood. This new neighborhood should be completed, then a traffic study completed, and then this case for a re-zoning request should be made. To allow re-zoning without even knowing the impact of recent completions and under construction neighborhoods in the area does no good. We're quickly moving this area of Emory Rd into Hardin Valley... namely, over-populated, traffic density way to high for the infrastructure in place to support it. How about the county... evaluate infrastructure requirements and address those needs... THEN review adding residential density. Don't build

it... then try to address it afterward. We all see how well that has worked for Hardin Valley (insert sarcasm).

To speak to a couple of Mr. Sanderson's (Smithbuilt rep) points:
You're asking to re-zone now, and then you'll have a traffic study done. Why the rush to re-zone first? Put that on hold... get the traffic study, allow council and residents to review, and then make your case for re-zoning.

Regarding Patriots Way - your comment speaks to "if it becomes an issue we'll see what we can do..." What is the rush? Table the re-zoning request... have the traffic study done, and then come back to the table with you request.

I didn't see anywhere in Mr. Sanderson's responses his addressing the sheer volume of traffic on 2 lane rd Emory Rd... it is crowded as is... and with significant rain Harrell Rd become impassable which only exacerbates the traffic issues. How does that get better w/ another 90+ homes thrown into the mix. And, let's not forget the new neighborhood being built at Oak Ridge Hwy / W Emory Rd is just now getting going and the area hasn't absorbed that new traffic yet. Can we at least see how that'll affect things...before we approve for more residential density in the immediate area. We're looking at having upwards of 200 new houses just from the currently completed or yet to be completed Smithbuilt projects that we've not yet adjusted for.

Mr. Sanderson doesn't speak to the school crowding issue in place today... that'll only get worse. I will simply state - it appears that there are several questions that need to be answered / addressed regarding traffic studies, school population study, infrastructure upgrades needed on 2-lane Emory Rd, the turn traffic at Harrell Rd... Why the rush to re-zone with all of these things needing to be addressed? We've not even gotten started on the request of 5 houses per acre... that area has several neighborhoods all w/ nice decent sized lots. We're going to stack houses on top of one another so Smithbuilt can just sell as many as possible with little regard for the surrounding community?

I'm opposed to agreeing to a re-zoning at this time. For all the reasons stated... there are too many questions that need answers... BEFORE we proceed w/ a zoning change. Thank you.

John J. Merritt
865-680-2353
Concerned citizen.

--

Liz Albertson, AICP
Senior Planner
865.215.3804



Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5F20RZ

1 message

Chris Foster <fosnut@gmail.com>

Tue, May 12, 2020 at 9:21 PM

Reply-To: fosnut@gmail.com

To: commission@knoxplanning.org

We are greatly concerned about the newest attempt to create a subdivision off of Emory Road that would potentially add 92 new homes with what we believe will cause further negative impacts on our Karns community. Following is a copy of a letter we have sent to the Knoxville/Knox County Planning Committee. Feel free to use any of the ideas/concerns we present, but please do couch them in your own words. I will post a total of three letters in separate posts. This first letter is of the most critical time frame. If you decide to communicate with the Planning Commission, they must receive your message by 3 PM tomorrow (Wednesday, the 13th). Following is the text of our message to the Planning Commission.

Dear Commission Members:

I am contacting you to express some specific concerns I have regarding Item #12 (FILE #: 5-F-20-RZ) on the agenda for your Thursday May 14 meeting. This is a high density starter home development that has been proposed to be located just west of the intersection of W. Emory Road and Blacks Ferry Road. It calls for about 92 housing units located on about 22 acres.

I request you carefully consider the information below.

TRAFFIC ISSUES - I am very concerned about traffic safety on Emory Road. In the last 5-10 years the traffic increase on W. Emory Road has been horrific. Many people are using W. Emory for a runway and are driving way above the posted 40 MPH speed limit. Using a stopwatch and known distances I have tracked cars driving between 50 and 60 mph on W. Emory. Combine this speed with the number of driveways and blind curves, accessing and driving on W. Emory has become difficult and borderline dangerous without another new housing project.

The proposed new housing development intends to dump the traffic from the new subdivision onto W. Emory Road via the intersection with [Blacks Ferry Road](#). 92 new homes will mean between 150 and 200 additional cars (at least) daily entering W. Emory at morning rush hours at this already-dangerous intersection. The intersection, as I am sure you are aware, is in the middle and bottom of a double blind curve near the posted "blind driveway" area. Much of this new traffic is likely to turn south on W. Emory and then turn left onto Harrell Road as a short cut to the Oak Ridge Highway. Harrell Road traffic has become high. (This "malfunction junction" intersection of W. Emory Road, Harrell Road and Carpenter Road is already a dangerous situation to be made worse by the proposed subdivision traffic.) The rest of the traffic entering W. Emory from the proposed housing development on Blacks Ferry Road will be making a left

turn onto W. Emory toward the Clinton Highway; this is a particularly dangerous left turn during morning rush hour.

Documentation put forth in the Rezoning Report states an average of 1110 daily vehicle trips. Personally I think this number may be low. What is not mentioned in the report is the fact that many of these trips will be people going to work and returning home in rush hours. A large number of vehicles accessing W. Emory Road from Blacks Ferry road in morning rush hours creates new potential hazards.

OTHER ISSUES

In addition to traffic problems, those of us who have lived in the Karns area are also concerned about the infrastructure demands of these new housing developments and who is going to pay for them. I assume the purpose of the Planning Commission is to take a hard look at proposed new housing developments and seek input from experts on traffic issues, environmental impact, schools and infrastructure requirements. The purpose of this Commission is not to rubber stamp every housing project proposal brought before them.

ENVIRONMENT - With housing density in the proposed project of up to 5 homes per acre there is bound to be an impact on rain water run off. The added paving of driveways and access roads also impacts runoff. This proposed new development is near an existing flood plain. Has this been examined by a competent civil engineering firm?

SCHOOLS - The Rezoning Report states an estimate of 44 new students, grades K-12 as a result of the proposed development. Considering that there are 92 proposed new homes in the proposed development, this number of students (1/2 student per home) seems to me to be seriously underestimated.

INFRASTRUCTURE - Who will be paying the the needed new infrastructure? Will the developer be including the these costs into his budget or are existing taxpayers going to have to pay for them?

SUGGESTIONS

- 1) I suggest that TDOT be requested to study the impact on local traffic safety associated with this proposed housing development.
- 2) I suggest that a competent Civil Engineering firm be asked to look at environmental issues, including the impact of rain water runoff associated with the proposed housing density of up to 5 homes per acre combined with the new road and driveway paving that will be necessary.
- 3) I would like to see a report from public school officials on the impact of the proposed housing development. I am concerned that there will be a much higher number of students in the next 5-10 years than the 44 K-12 students forecast by the Rezoning Report.

REQUESTS

- 1) I urge the Commission to TABLE any rezoning on the proposed housing development until such time that needed data and critical information on traffic, safety, infrastructure, schools and environment can be available.

2) I urge the commission to LIMIT HOUSING DENSITY to 2 homes per acre on any new development.

Please give the Karns area a rest from new high density starter home projects.

Respectfully,

Chris Foster

865-216-8304

1Thes5:19

Sent from my Atari 2600

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case 5F20RZ

1 message

wanda ackerman <wackerman1@gmail.com>

Wed, May 13, 2020 at 12:05 AM

Reply-To: wackerman1@gmail.com

To: commission@knoxplanning.org

I would like to go on record as opposing the building of a new subdivision by Smithbilt Homes at W. Emory Road and Blacks Ferry Road. This area is not suitable for such a subdivision for several reasons.

--W. Emory Road already has a high level of traffic for a two lane road. A study of the current traffic flow would show the road to be currently servicing about all it can safely manage. The morning and afternoons are extremely congested. It's so difficult to enter Emory Road at the feeder Harrell Road intersection that traffic is often backed up halfway to Oak Ridge Hwy. Conversely, making a left hand turn onto Harrell Road off Emory can also create an unsafe situation.

--The Karns schools would be placed into a possible overcrowding situation with such a large number of families entering their zone. Karns Middle School just found relief from just such a situation with the building of the Hardin Valley Middle School. These children should not have to face that again. Even with the building of any new schools in the near future, we would be facing at least a two year wait---not beneficial to the current education of our children!

--The building of such a large subdivision would stress the infrastructure of the area. Sewers and feeder roads from the development would require improvements that I'm sure the developer would not be prepared to fund. The narrow roads are not suitable high levels of traffic--much less the safety of the school buses that would have to travel them daily. Entering W. Emory from Blacks Ferry Road would be a safety nightmare for drivers since there is limited visibility at that intersection.

I ask you to deny this development or at least limit the acceptable number of homes to make it safer for those living in this area. Your consideration of these exceptions would be greatly appreciated.

Wanda Ackerman
[7561 Saint Baron Way](#)

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Fwd: 5-F-20-RZ Comments

2 messages

Liz Albertson <liz.albertson@knoxplanning.org>

Mon, May 11, 2020 at 2:41 PM

Reply-To: liz.albertson@knoxplanning.org

To: Knoxville-Knox County Planning Commission <commission@knoxplanning.org>

FYI - See community comments below.

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

From: **Jeff Lowe** <jefflowe@gmail.com>

Date: Mon, May 11, 2020 at 2:03 PM

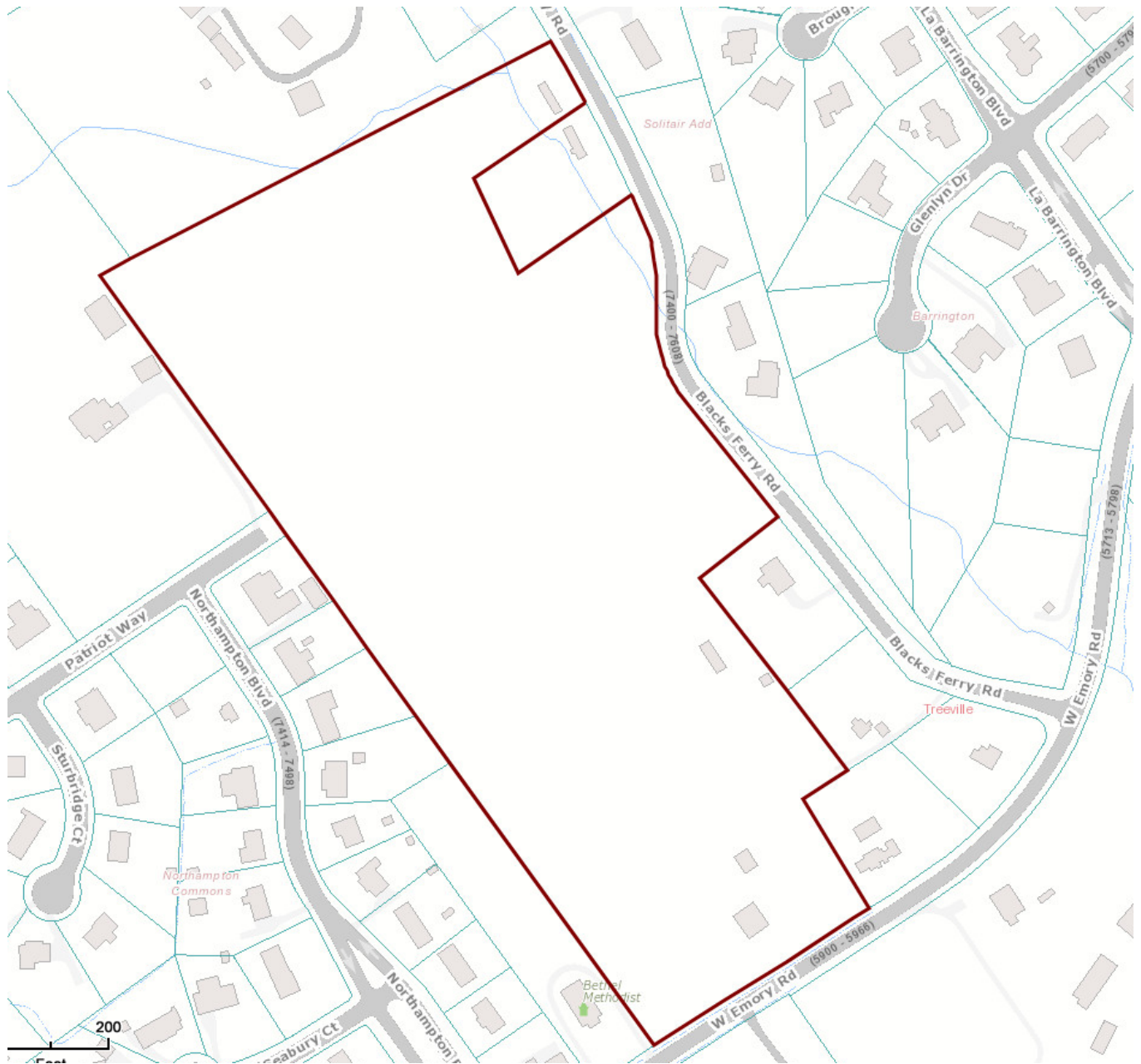
Subject: 5-F-20-RZ Comments

To: <liz.albertson@knoxplanning.org>

Liz - I hope you are doing good. I would like to make a comment about 5-F-20-RZ. According to the map, the planned development doesn't touch Emory Road, but instead will have access to Blacks Ferry Road for ingress / egress. As a home owner on Blacks Ferry, I am concerned about the amount of traffic this will add to Blacks Ferry and worry this will make getting out onto Emory Road even harder than it already is, especially given the limited visibility to the west due to the curvature of Emory Road. I would like to see the only ingress / egress this development have is directly onto Emory Road, given that the land owner already owns frontage.

Thanks for your consideration in this matter and have a great day!

Jeff Lowe



--

Liz Albertson, AICP
Senior Planner
865.215.3804



Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902

--

This message was directed to commission@knoxplanning.org

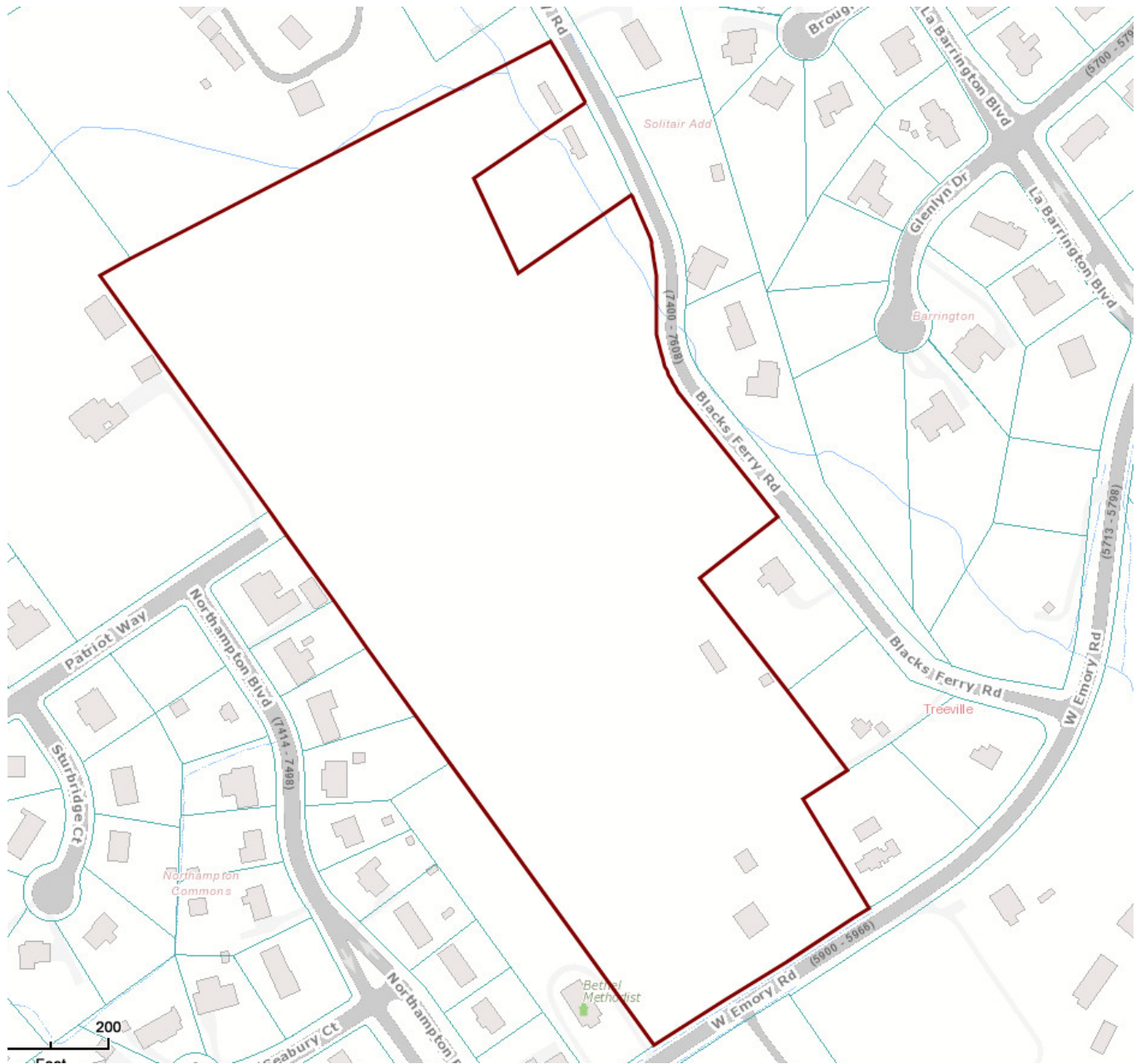
Jeff Lowe <jefflowe@gmail.com>
Reply-To: jefflowe@gmail.com
To: commission@knoxplanning.org

Wed, May 13, 2020 at 7:48 AM

I would like to make a comment about 5-F-20-RZ. According to the map, the planned development doesn't touch Emory Road, but instead will have access to Blacks Ferry Road for ingress / egress. As a home owner on Blacks Ferry, I am concerned about the amount of traffic this will add to Blacks Ferry and worry this will make getting out onto Emory Road even harder than it already is, especially given the limited visibility to the west due to the curvature of Emory Road. I would like to see the only ingress / egress this development have is directly onto Emory Road, given that the land owner already owns frontage.

Thanks for your consideration in this matter and have a great day!

Jeff Lowe



--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Fwd:2 messages

Jim Smith <nitrousna@gmail.com>

Tue, May 12, 2020 at 3:55 PM

Reply-To: nitrousna@gmail.com

To: commission@knoxplanning.org

CASE NUMBER: 5F20RZ

Dear Knox County Planning commission:

My name is James Smith. I was recently notified of the proposed plan from Smithbilt Homes to develop 22 acres of land on W. Emory Rd at Blacks Ferry Rd. I was notified by members of our neighborhood through our facebook page of this proposal. Many of the people in our community, myself included, are concerned about the traffic pattern, safety hazards, community aesthetics, overcrowding in the area schools that will occur with such rapid growth around Karns. Smithbilt has several projects that have recently been completed or are in the process of construction currently. This rapid development has a impact on the community, the county, and the state. It has an impact on the current citizens and in today's culture and hostility, overcrowding the area does not help. Smithbilt is developing communities with 4-5 homes per acre and this doesn't help the frustration. We need to develop the infrastructure to handle the increased volume of people, vehicles, and students.

I think any of us can understand that development of communities is inevitable, but the development of communities to invite population growth requires planning to lessen the impact that this growth has on the land, the aesthetics of the community, the drainage easements, the pollution, the school system, the increased demand on the utility companies and the infrastructure they have in place, and the impact that it has on the citizens around the area. Urban areas are sprawling outward, and as land becomes more valuable, developers are seeking to devour it, develop it, and profit greatly from it without concern for the impact it has. The developers are able to offer inflated values for these lands and when many families are struggling financially and/or have decided to sell their farms because it is often a lucrative decision or often times it is a lack of desire to continue farming among the younger generations. In the case of Smithbilt, they lease some farms, place cattle on them for a period of time, then acquire the land to develop. Look into Miller Land and Cattle company. Is this coercion?

Therefore, I believe, that It is up to the those on the City or County Planning Committees to take into consideration the citizens in the community. Our government officials are either elected or appointed by those elected to carry forth the vision that the constituents have for the community. You are to be our voice and the voice of reason to the chaos of developing too quickly. Yes, we understand that development and the urban sprawl will continue, but for all of us who have invested heavily in our homes, who have young children driving to school, and who voted this governing body into office, we also deserve our voice to be heard and our requests to be granted. We all know that the almighty dollar controls most everything, and those with the deep pockets (developers) are able to offer excessive purchase prices, knowing they are going to have the return on their investment. It keeps the land values out of reach for

the majority of the citizens and it often pressures families to sell generational farms and lands. Often time the developers are too friendly with the politicians as well. The governments looks at increasing the populous of the community which in turn brings in more revenue and taxes, but all to often the price to the tax payor of the county and state is too high. Life becomes chaotic because of the increased population. Schools become more dangerous. Roadways are overcrowded. Do I need to continue.

I am writing this to urge you to consider the Powell and Karns Communities as you make decisions to deny or allow this proposal. I urge you to retract any plans that will allow further development before necessary infrastructure is built. It is quite obvious that Smithbilt is financially motivated and cares less about the community. It is my understanding that Smithbilt has proposed to develop 5 units per acre, please do your due diligence and assess communities that are designed with 5 homes per acre. It is not appealing.

I ask you to also consider the fact that they supposedly have purchased the Butler Farm, located just west of this area as well. I am unsure of when they will develop this parcel and I am certain they have 330 acres they are leasing just a couple miles east of there in hopes to acquire and develop too. They have recently developed another area about 1/2 mile east of it as well where the houses are packed in there just as tight. Smithbilt also has an area they are developing on Oak Ridge Hwy and on Karns Valley Rd. Both of these subdivisions are much the same, either 3-5 homes per acre.

If the county was expanding the highways and county roads to make travel less congested and safer prior to additional construction, I think we would be more reasonable and understanding of the proposed development. The roads around the area are completely saturated during the morning rush, the school traffic in the morning as well as the afternoon, and the afternoon/evening rush. The area is extremely close to 5 area high schools (Powell, Karns, Hardin Valley, Grace, and FBA) therefore, many young drivers occupy the roadways. There are still farms with occasional slow moving vehicles on the road as well. Increasing the traffic in that area with the proposed 1100 cars/day like getting that last 2 inches of rain on the flooded Beaver creek. That brings up a whole other point, when Beaver Creek is flooded, it makes Harrell Rd impassible, making the traffic flow even more congested.

Our area schools are also something to consider, the schools at Karns, Powell, and Hardin Valley are all suffering from overcrowding and travel on the area roads are nothing less than a nightmare to navigate. The current residents of this community, and the current students in the school systems deserve better than this. We deserve to have our needs met before you invite more in. If you are failing at providing this population the required infrastructure to happily live in the area, how can we continue to allow developers to continue to build?

You could have them develop green spaces for the all citizens to use, there is an idea!

I urge you to consider the citizens in this area of the county. We are forgotten here. Please take a look at the amount of usable green space in this area, very very little. We have a park on Harrell Rd that is a grass trail that is poorly maintained at best. When you look at Farragut, there are many parks, some with water features, disc golf courses, biking trails, walking trails and certainly plenty of green space. We have nothing like it. We don't even have side walks. Maybe there should be a rule to develop areas that could serve the community such as bike trails, walking paths, dog parks, disc golf, frisbee courses, or just plain old parks instead of allowing all usable land to be developed into Smithbilt communities. If you are at all interested, you will drive around and take note of these facts. You will help us develop more parks and recreational areas to lessen the impact of the current overcrowding.

Please view the photos and video of the area. There are pictures of proposed development areas, video of the W. Emory Rd, Blacks Ferry Rd area, and some of the new construction communities. I use to say I proudly live in a Smithbilt community but Now they are building homes so close together in these communities that I believe it would be tough to social distance. If you don't believe me, please look for yourselves. Make this decision to reflect what is good for this community and set a precedent of governing for the people.

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

From: **James Smith** <nitrousrna@gmail.com>

Date: Mon, May 11, 2020 at 4:34 PM

Subject:

To: Ipad <nitrousrna@gmail.com>

Download full resolution images

Available until Jun 10, 2020

[Click to Download](#)

IMG_7021.MOV

0 bytes

[Click to Download](#)

IMG_7022.MOV

0 bytes

[Click to Download](#)

IMG_7023.MOV

0 bytes

Sent from my iPhone

--

This message was directed to commission@knoxplanning.org

35 attachments



IMG_7011.JPG
44K

IMG_7012.JPG
32K



IMG_7013.JPG
34K

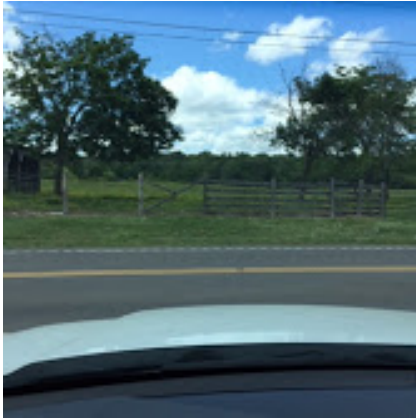


IMG_7014.JPG
33K

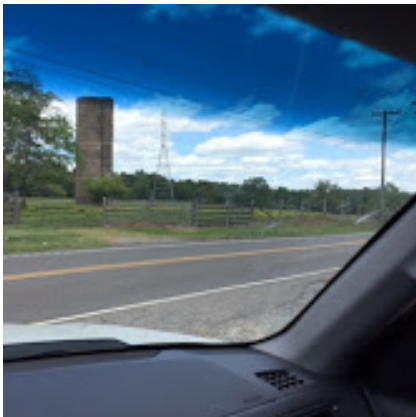


IMG_7015.JPG
39K

IMG_7016.JPG
44K



IMG_7017.JPG
47K



IMG_7018.JPG
42K



IMG_7019.JPG
38K

IMG_7020.JPG
38K



IMG_7024.JPG
37K



IMG_7025.JPG
41K



IMG_7026.JPG
30K

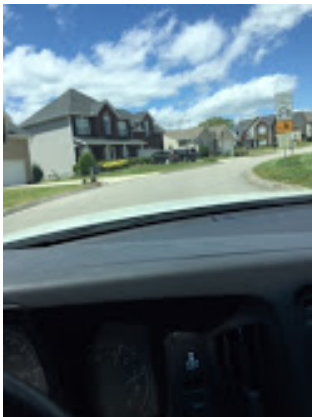
IMG_7027.JPG
34K



IMG_7028.JPG
39K

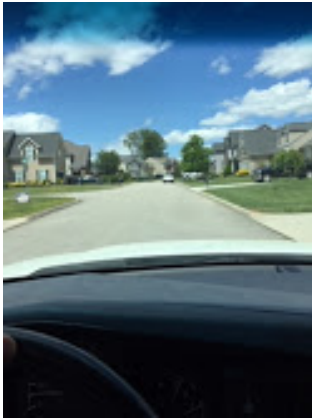


IMG_7029.JPG
49K



IMG_7030.JPG
32K

IMG_7031.JPG
31K



IMG_7032.JPG
32K

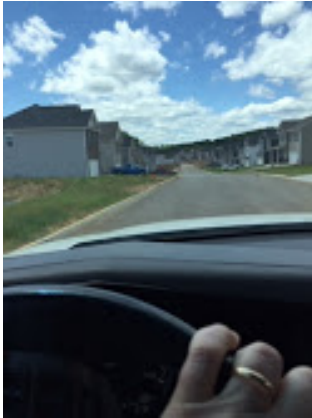
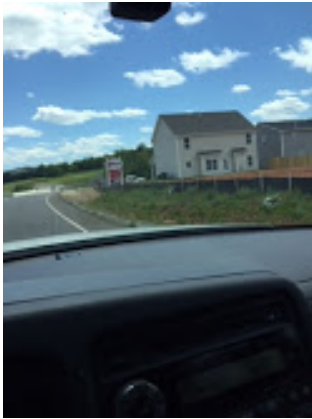


IMG_7033.JPG
37K

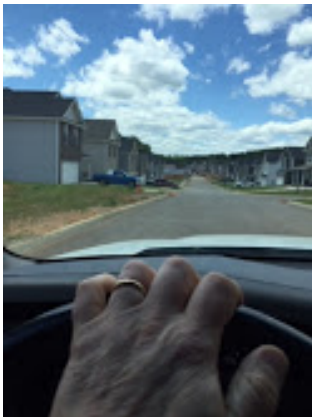


IMG_7034.JPG
34K

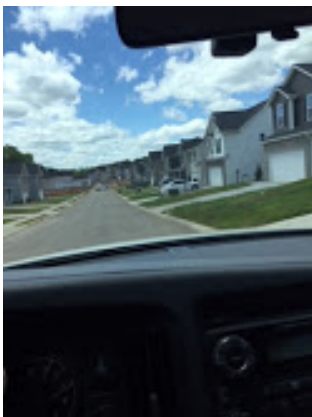
IMG_7035.JPG
30K



IMG_7036.JPG
32K



IMG_7037.JPG
34K

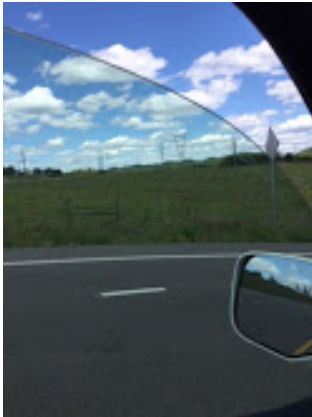


IMG_7038.JPG
32K

IMG_7039.JPG
31K



IMG_7040.JPG
30K



IMG_7041.JPG
32K



IMG_7042.JPG
41K

IMG_7043.JPG
40K



IMG_7044.JPG
45K



IMG_7045.JPG
56K



IMG_7046.JPG
33K

IMG_7047.JPG
31K



IMG_7048.JPG
31K

Jim Smith <nitrousrna@gmail.com>
Reply-To: nitrousrna@gmail.com
To: commission@knoxplanning.org

Tue, May 12, 2020 at 3:58 PM

please feel free to call me with any questions at 423-494-7640

James Smith
[Quoted text hidden]





















W.O. BUTLER
FARM

PARK 12

































STOP



















Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Applicant Response to 5-F-20-RZ

1 message

Josh Sanderson <josh@smithbilthomes.com>

Tue, May 12, 2020 at 3:50 PM

Reply-To: josh@smithbilthomes.com

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

MPC Commissioners and Staff,

First, let me say thank you for your dedicated efforts to make these meetings happen during these unfortunate times. Your commitment is much appreciated.

Second, I normally wait until the day of the meeting to address any questions or comments from opposition, but due to the circumstances, I think it is only fair to address some of the concerns that have been voiced to me through phone calls and emails from concerned citizens.

From what I am hearing, the most pressing concerns are as follows, along with my response.

1. Blacksberry Road:
 - a. Opposition (Paraphrased): The road cannot handle the additional traffic.
 - b. Developer Response: Although areas of the property touch Blacksberry, we have no intentions of connecting to Blacksberry Road.
2. Traffic and Line of Site:
 - a. Opposition (paraphrased): The area/surrounding roads cannot handle the additional traffic.
 - b. Developer Response: We will be hiring a 3rd party engineering firm to perform a Traffic Impact Study. The conclusion of that study will give Knox County and TDOT the information to determine what requirements will be mandated to be installed by the developer. The study will also determine if line of site is an issue.
 - i. This is a similar case to our 2018 community, Emory Brooke, which is located at the intersection of W. Emory and Cate Road. Prior to development of Emory Brooke, the traffic impact study warranted a turn lane at the intersection and we (the developer) along with TDOT and Knox County worked together to install the turn lane, which was an overwhelming improvement. It was

only for our subdivision that the Cate Road intersection was improved and expedited.

3. Patriots Way:

- a. Opposition (paraphrased): Patriots Way is an old road with no sidewalks and cannot handle the additional traffic.
- b. Developer Response: At this time, we cannot determine if we need to access Patriots Way, and will not know until the traffic study is complete; however, if we are required to connect to Patriots Way we can explore options of installing a speed control device, such as speed humps to deter drives from taking that route and from speeding.

4. Drainage:

- a. Opposition (paraphrased): There are already drainage problems on and around the property.
- b. Developer Response: Water Control and Quality is always our number 1 concern and takes the highest priority of being addressed. We will (as we always do) meet all stormwater requirements.

I hope this helps clarify any questions/concerns you have been receiving, and want to encourage any of you to reach out to me directly to express any other concerns or ask additional questions.

Again, thank you for your time and dedication especially during these troubling times.

Josh Sanderson

Smithbilt Homes

865-680-2321

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5F20RZ

1 message

Bwandcs <bwandcs@gmail.com>

Tue, May 12, 2020 at 4:13 PM

Reply-To: bwandcs@gmail.com

To: commission@knoxplanning.org

Pleas stop the zoning for houses! There are too many homes going up without the proper traffic flow! Between the new Smith Homes on Hardin Valley and the new business park, it's ridiculous. Enough is enough. Between the traffic congestion and horrible road systems , you have affected nature! This used to be a nice place to live. It's too crowded as it is. Please stop all the construction

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case Number 5F20RZ

1 message

kandjkibbe <kandjkibbe@comcast.net>

Tue, May 12, 2020 at 1:45 PM

Reply-To: kandjkibbe@comcast.net

To: commission@knoxplanning.org

To: Knoxville-Knox County Planning Commission

Dear Commission Members:

I am contacting you to express some specific concerns I have regarding Item #12 (FILE #: 5-F-20-RZ) on the agenda for your Thursday May 14 meeting. This is a high density starter home development that has been proposed to be located just west of the intersection of W. Emory Road and Blacks Ferry Road. It calls for about 92 housing units located on about 22 acres.

As a backdrop, having lived on Glastonbury Road off W. Emory Road for over 40 years, I am well aware that many other Karns citizens share the concerns I will express. In the last 15 years we have seen a large number of these start home developments built in the Karns area, many of them having direct impact on W. Emory Road. We are all well aware the impact these housing developments have had on our local traffic, safety, infrastructure, schools and environment. I believe the Karns area has been saturated with these new housing projects.

I request you carefully consider the information below.

TRAFFIC ISSUES - I am very concerned about traffic safety on Emory Road. Having lived on Glastonbury Road, in the old Camelot subdivision, for over 40 years, I have been observing the increasing number of new high density starter home developments that have already been built recently in the Karns area near W. Emory Road. In the last 5-10 years the traffic increase on W. Emory Road has been horrific. Many people are using W. Emory for a runway and are driving way above the posted 40 MPH speed limit. Using a stopwatch and known distances I have tracked cars driving between 50 and 60 mph on W. Emory. Combine this speed with the number of driveways and blind curves, accessing and driving on W. Emory has become difficult and borderline dangerous without another new housing project.

The proposed new housing development intends to dump the traffic from the new subdivision onto W. Emory Road via the intersection with [Blacks Ferry Road](#). 92 new homes will mean between 150 and 200 additional cars (at least) daily entering W. Emory at morning rush hours at this already-dangerous intersection. The intersection, as I am sure you are aware, is in the middle and bottom of a double blind curve near the posted "blind driveway" area. Much of this new traffic is likely to turn south on W. Emory and then turn left onto Harrell Road as a short cut to the Oak Ridge Highway. Harrell Road traffic has become high. (This "malfunction junction" intersection of W. Emory Road, Harrell Road and Carpenter Road is already a dangerous situation to be made worse by the proposed subdivision traffic.) The rest of the traffic entering W. Emory from the proposed housing development on Blacks Ferry Road will be making a left

turn onto W. Emory toward the Clinton Highway; this is a particularly dangerous left turn during morning rush hour.

Documentation put forth in the Rezoning Report states an average of 1110 daily vehicle trips. Personally I think this number may be low. What is not mentioned in the report is the fact that many of these trips will be people going to work and returning home in rush hours. A large number of vehicles accessing W. Emory Road from Blacks Ferry road in morning rush hours creates new potential hazards.

OTHER ISSUES

In addition to traffic problems, those of us who have lived in the Karns area are also concerned about the infrastructure demands of these new housing developments and who is going to pay for them. I assume the purpose of the Planning Commission is to take a hard look at proposed new housing developments and seek input from experts on traffic issues, environmental impact, schools and infrastructure requirements. The purpose of this Commission is not to rubber stamp every housing project proposal brought before them.

ENVIRONMENT - With housing density in the proposed project of up to 5 homes per acre there is bound to be an impact on rain water run off. The added paving of driveways and access roads also impacts runoff. This proposed new development is near an existing flood plain. Has this been examined by a competent civil engineering firm?

SCHOOLS - The Rezoning Report states an estimate of 44 new students, grades K-12 as a result of the proposed development. Considering that there are 92 proposed new homes in the proposed development, this number of students (1/2 student per home) seems to me to be seriously underestimated.

INFRASTRUCTURE - Who will be paying the the needed new infrastructure? Will the developer be including the these costs into his budget or are existing taxpayers going to have to pay for them?

SUGGESTIONS

- 1) I suggest that TDOT be requested to study the impact on local traffic safety associated with this proposed housing development.
- 2) I suggest that a competent Civil Engineering firm be asked to look at environmental issues, including the impact of rain water runoff associated with the proposed housing density of up to 5 homes per acre combined with the new road and driveway paving that will be necessary.
- 3) I would like to see a report from public school officials on the impact of the proposed housing development. I am concerned that there will be a much higher number of students in the next 5-10 years than the 44 K-12 students forecast by the Rezoning Report.

REQUESTS

- 1) I urge the Commission to TABLE any rezoning on the proposed housing development until such time that needed data and critical information on traffic, safety, infrastructure, schools and environment can be available.
- 2) I urge the commission to LIMIT HOUSING DENSITY to 2 homes per acre on any new development.

Please give the Karns area a rest from new high density starter home projects.

Respectfully,

R. Keith Kibbe
7565 Glastonbury Road
Knoxville, TN 27931
(865) 938-1467
Email: kandjkibbe@comcast.net

--

This message was directed to commission@knoxplanning.org

--

This message was directed to commission@knoxplanning.org



New Karns Subdivisions.pdf
3262K

REZONING REPORT

▶ **FILE #:** 5-F-20-RZ

AGENDA ITEM #: 12

AGENDA DATE: 5/14/2020

▶ **APPLICANT:** PRIMOS LAND COMPANY, LLC

OWNER(S): Primos Land Company, LLC

TAX ID NUMBER: 78 038 (PART OF)

[View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 5913 W. Emory Rd.

▶ **LOCATION:** North side of W. Emory Rd., west side of Blacks Ferry Rd.

▶ **APPX. SIZE OF TRACT:** 22.29 acres

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Planned Growth Area

ACCESSIBILITY: Access is via W Emory Road, a TDOT owned major arterial, with a pavement width of 24 feet within a right-of-way width of 100 feet. Access is also via Blacks Ferry Road, a local street, with a pavement width of 17.8 feet within a right-of-way width of 50 feet.

UTILITIES: Water Source: West Knox Utility District

Sewer Source: West Knox Utility District

WATERSHED: Beaver Creek

▶ **PRESENT ZONING:** A (Agricultural)

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

▶ **EXISTING LAND USE:** Agriculture/forestry/vacant

▶ EXTENSION OF ZONE: No.

HISTORY OF ZONING: None noted.

SURROUNDING LAND USE AND ZONING: North: Rural residential - A (Agricultural)
South: Single family residential, Agriculture/forestry/vacant - CA (General Business)

East: Single family residential - RA (Low Density Residential)

West: Single family residential, Agriculture/forestry/vacant - RA (Low Density Residential)

NEIGHBORHOOD CONTEXT: The area is a mix of large agricultural, rural residential lots and single family residential neighborhoods.

STAFF RECOMMENDATION:

▶ Approve PR (Planned Residential) up to 4 du/ac. (Applicant requested PR up to 5 du/ac).

COMMENTS:

REZONING REQUIREMENTS FROM ZONING ORDINANCES (must meet all of these):

THE PROPOSED AMENDMENT SHALL BE NECESSARY BECAUSE OF SUBSTANTIALLY CHANGED OR CHANGING CONDITIONS IN THE AREA AND DISTRICTS AFFECTED, OR IN THE CITY/COUNTY GENERALLY:

1. The Northwest County Sector remains the fastest growing sector in Knox County.
2. Residential zoning in the area allows similar densities.

THE PROPOSED AMENDMENT SHALL BE CONSISTENT WITH THE INTENT AND PURPOSE OF THE APPLICABLE ZONING ORDINANCE:

1. The proposed amendment to PR zoning is intended to provide optional methods of land development which encourage more imaginative solutions to environmental design problems. Residential areas thus established would be characterized by a unified building and site development program, open space for recreation and provision for commercial, religious, educational, and cultural facilities which are integrated with the total project by unified architectural and open space treatment.
2. 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.

THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.

1. The staff recommended maximum density of 4 du/ac could result in a build out of a total of 89 dwelling units.
2. The applicant should consider every effort to provide connectivity to Patriot Way during the Use on Review process.
3. The property is located in FEMA Flood Zone X but does not contain any floodplain areas.
4. The property contains land in the HP (Hillside and Ridgetop Protection) area. The slope analysis supports 3.75 du/ac.

THE PROPOSED AMENDMENT SHALL BE CONSISTENT WITH AND NOT IN CONFLICT WITH THE GENERAL PLAN OF KNOXVILLE AND KNOX COUNTY, INCLUDING ANY OF ITS ELEMENTS, MAJOR ROAD PLAN, LAND USE PLAN, COMMUNITY FACILITIES PLAN, AND OTHERS:

1. The Northwest County sector plan's Low Density Residential designation supports PR zoning with up to 5 du/ac in the Planned Growth Area of the Knoxville-Knox County Growth Policy Plan.

ESTIMATED TRAFFIC IMPACT: 1110 (average daily vehicle trips)

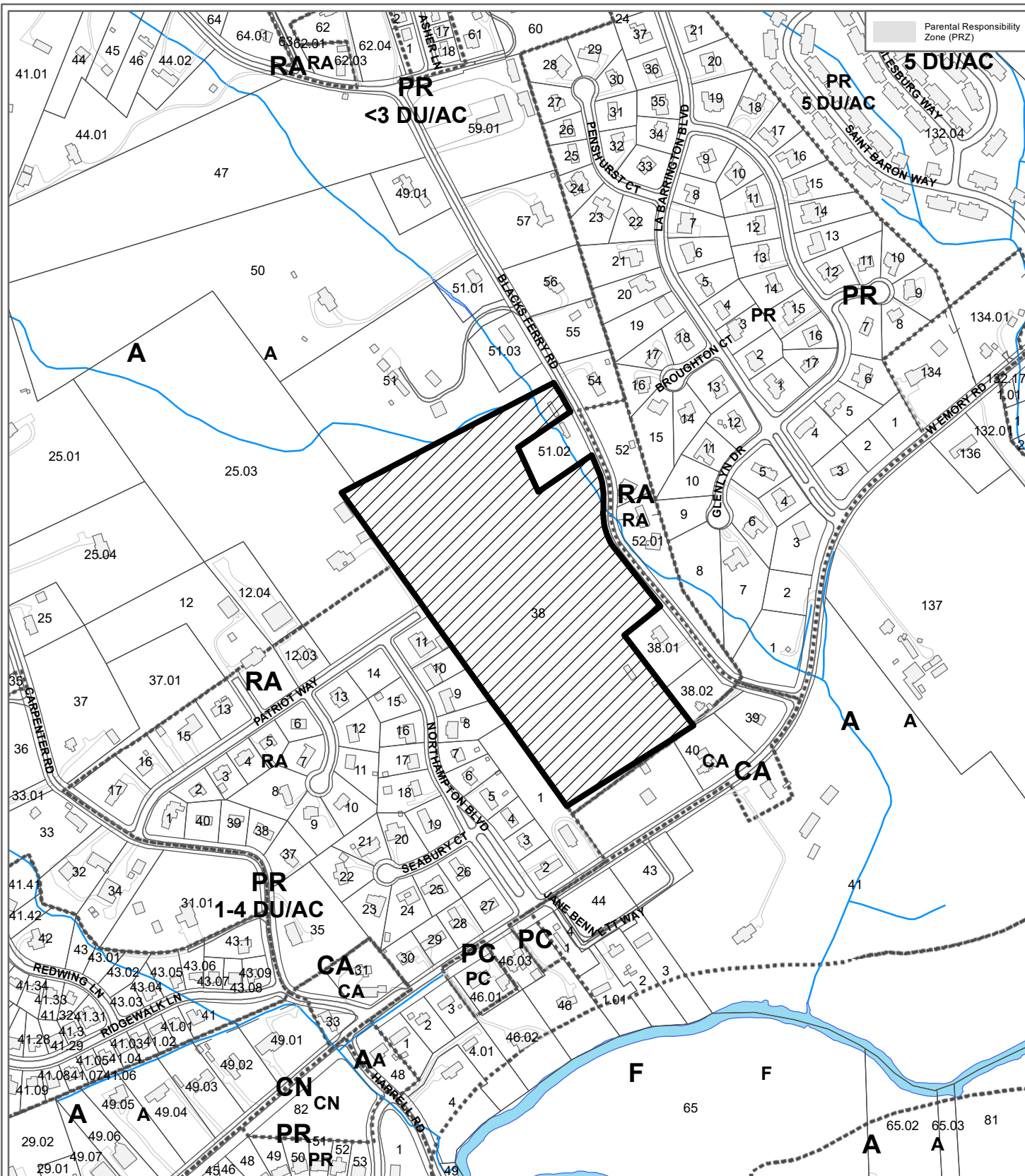
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: 44 (public school children, grades K-12)

Schools affected by this proposal: Karns Elementary, Karns Middle, and Karns High.

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and 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.

If approved, this item will be forwarded to Knox County Commission for action on 6/22/2020. If denied, Knoxville-Knox County Planning Commission's action is final, unless the action to deny is appealed to Knox County Commission. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal a Planning Commission decision in the County.



**5-F-20-RZ
REZONING**

From: A (Agricultural)
To: PR (Planned Residential)

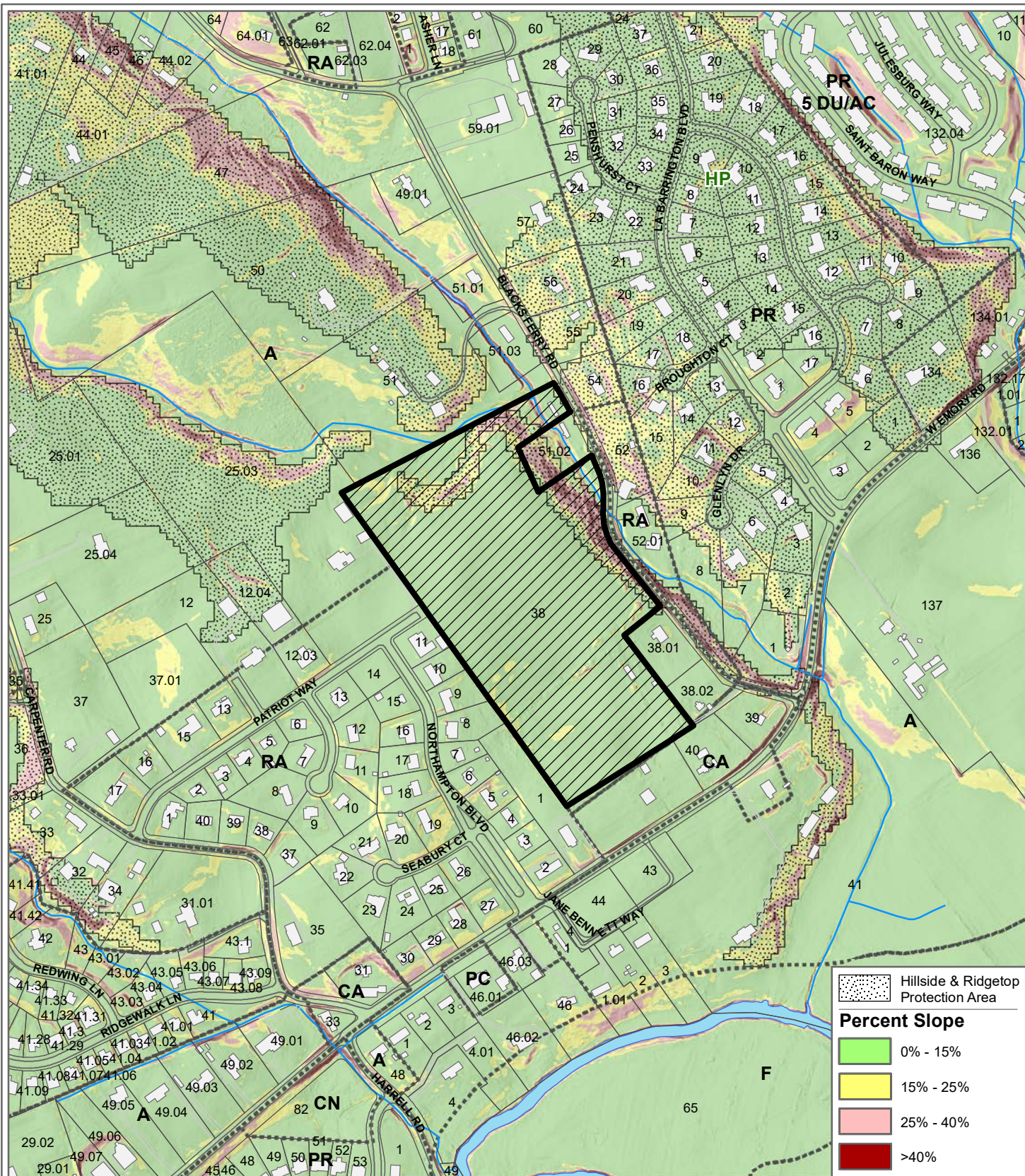


Original Print Date: 4/6/2020 Revised:
Knoxville - Knoxville Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Primos Land Company, LLC

Map No: 78
Jurisdiction: County





**5-F-20-RZ
REZONING - SLOPE ANALYSIS**

From: A (Agricultural)
To: PR (Planned Residential)



Original Print Date: 4/20/2020 Revised:
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Primos Land Company, LLC

Map No: 78
Jurisdiction: County



5-F-20-RZ Slope Analysis

Non-Hillside Portions			Acres
			19.06
Hillside and Ridgetop Protection Area			
Value	Percent Slope	Count	Acres
1	0%-15%	915	0.53
2	15%-25%	1508	0.87
3	25%-40%	1222	0.70
4	>40%	544	0.31
			2.40
Ridgetop Area			0
Site Total			21.46

CATEGORY	ACRES	RECOMMENDED DENSITY (Dwelling Units / Acre)	NUMBER OF UNITS
Non-Hillside	19.06	4.00	76.2
0-15% Slope	0.53	4.00	2.1
15-25% Slope	0.87	2.00	1.7
25-40% Slope	0.7	0.50	0.4
Greater than 40% Slope	0.31	0.20	0.1
Ridgetops	0	4.00	0.0
Subtotal: Sloped Land	2.41		4.3
Maximum Density Guideline (Hillside & Ridgetop Protection Plan)	21.47	3.75	80.5
Proposed Density (Applicant)	21.47	5.00	107.4

From Hillside & Ridgetop Protection Plan, page 33

LOW DENSITY AND RURAL RESIDENTIAL USES

Density and Land Disturbance Guidelines

As proposals for changes to the zoning map and development plans/concept plans are considered, the following factors are recommended to determine the overall allowable density for residential rezonings and the overall land disturbance allowable in new development or subdivisions for those portions of parcels that are within the Hillside and Ridgetop Protection Area. These factors should be codified as regulations in the future. The areas of the Growth Policy Plan referenced below are presented on page 18.

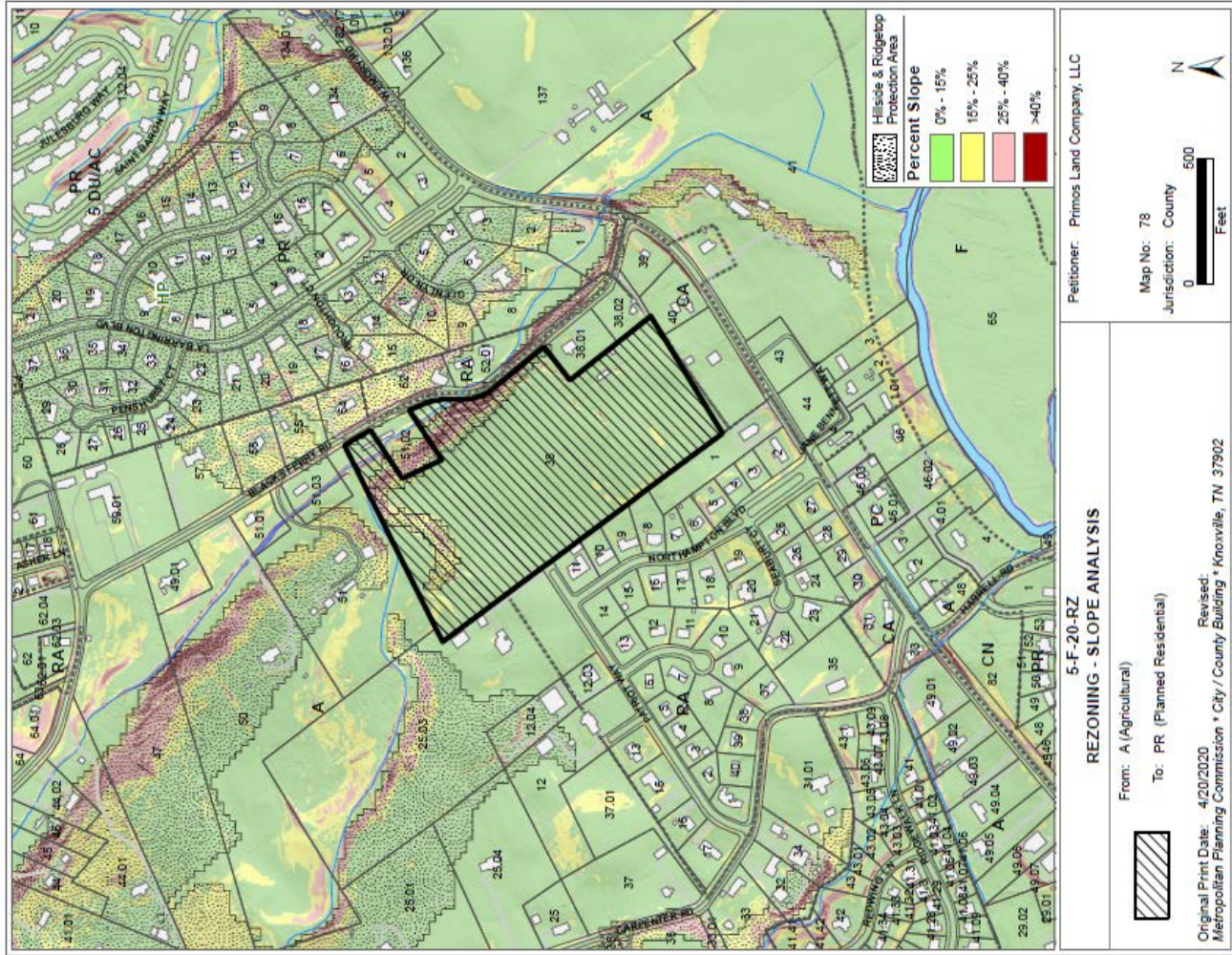
Percent of Slope	Recommended Maximum Density Factor*	Recommended Maximum Land Disturbance Factor**
0 - 15	Knox County: 5 du/a City of Knoxville: 6 du/a	100%
15 - 25	2 du/a	50%
25 - 40	0.5 du/a	20%
40 or more	0.2 du/a	10%
Ridgetops***	***	***

du/a: dwelling units per acre

* These factors should be considered guidelines to determine an overall recommended residential density for requests for changes to the zoning map to planned residential (RP-1 in the city and PR in the county) zone districts that are considered by the Metropolitan Planning Commission prior to being considered by the appropriate legislative body. The resulting zone district development right would be considered a budget for dwelling units to be applied over the entire proposed development.

** Until such time as regulations are codified by the appropriate legislative body, these factors should be considered guidelines to determine an overall recommended land disturbance area for development plans and concept plans that are considered for approval by the Metropolitan Planning Commission. The overall land disturbance area would be considered a budget for land disturbance to be applied over the entire proposed development.

*** Ridgetops are generally the more level areas on the highest elevations of a ridge. Because the shapes of Knox County ridges are so varied (see pages 8 - 9), the ridgetop area should be determined on a case-by-case basis with each rezoning and related development proposal.



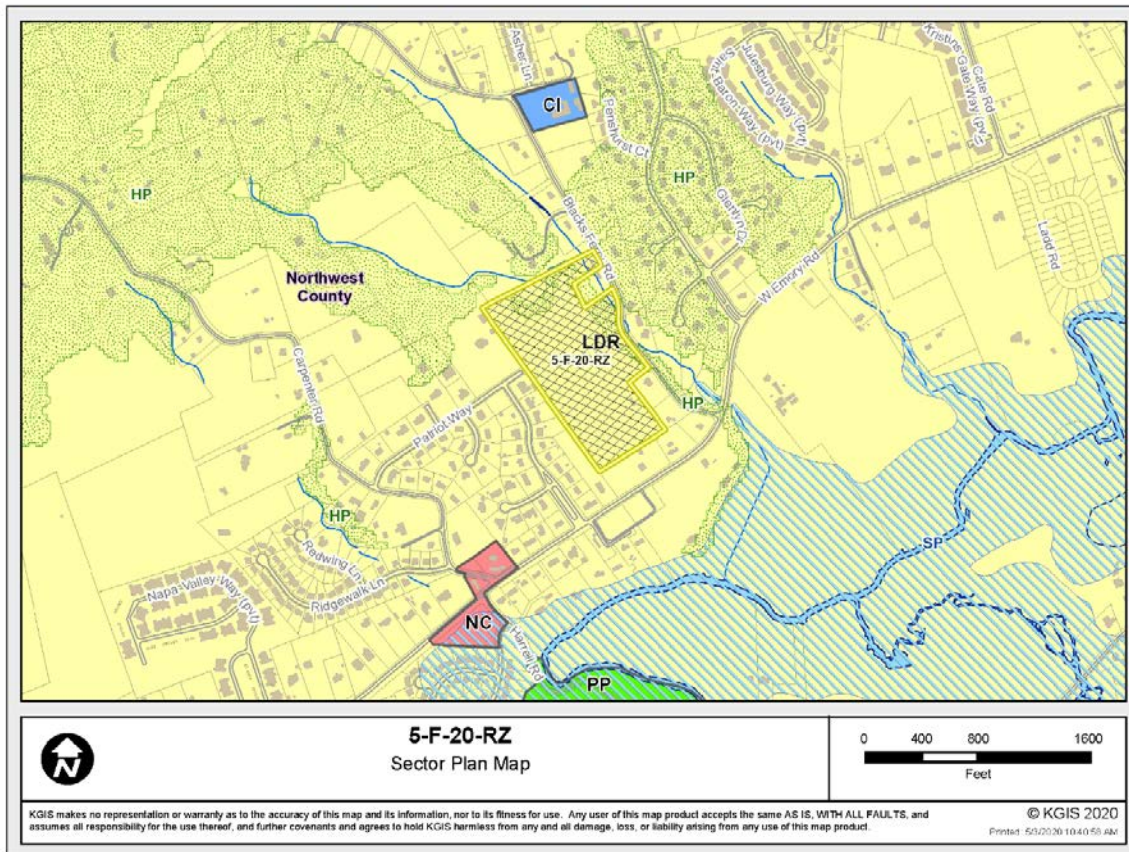
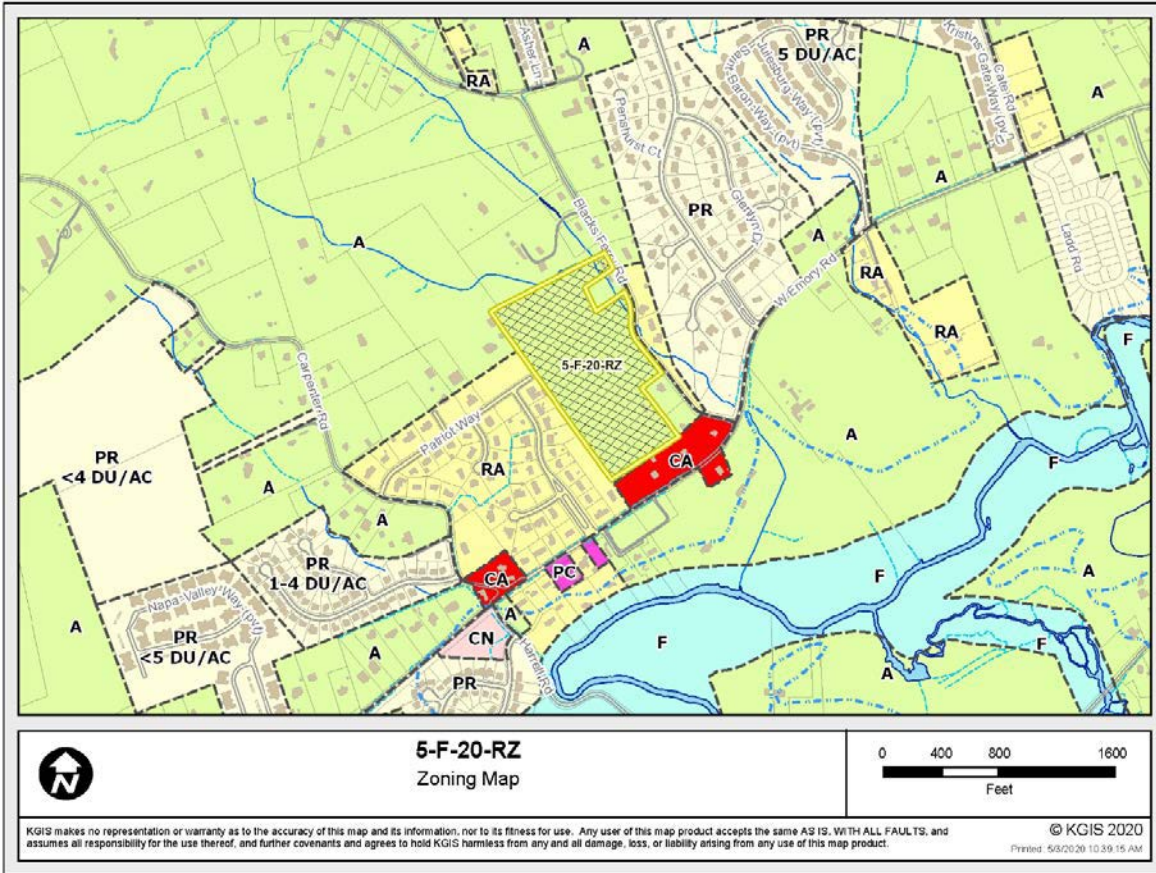
5-F-20-RZ
REZONING - SLOPE ANALYSIS

From: A (Agricultural)
To: PR (Planned Residential)

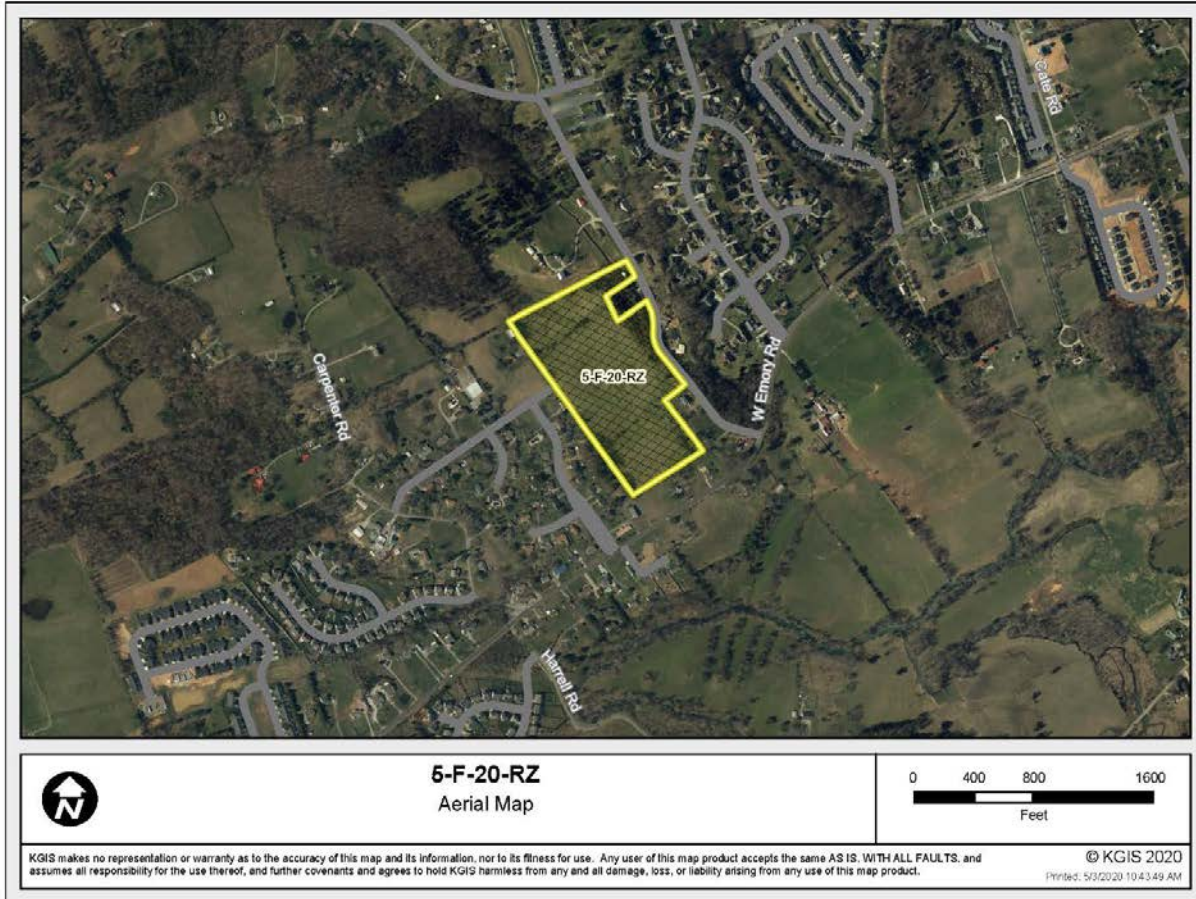
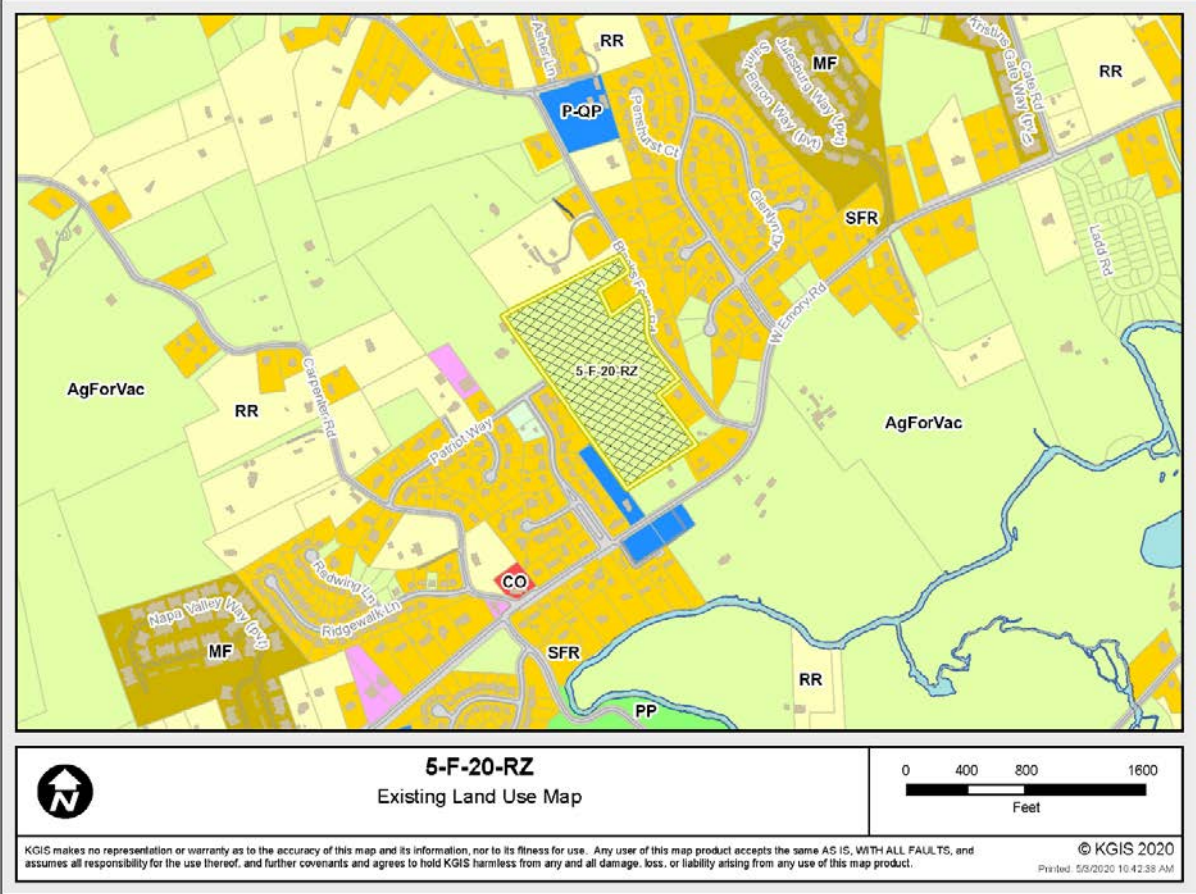
Original Print Date: 4/20/2020
Revised: Metropolitan Planning Commission * City / County Building * Knoxville, TN, 37902

Petitioner: Primos Land Company, LLC
Map No: 78
Jurisdiction: County
Scale: 0 500 Feet

5-F-20-RZ: Exhibit A – Contextual Images



5-F-20-RZ: Exhibit A – Contextual Images





DEVELOPMENT REQUEST

DEVELOPMENT

- Development Plan
- Planned Development
- Use on Review / Special Use

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

- Plan Amendment
- Rezoning



Primos Land Company, LLC
Applicant Name

owner
Affiliation

3-18-20
Date Filed

5-14-20
Meeting Date (if applicable)

5-F-20-RZ
File Numbers(s)

CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

- Applicant
- Owner
- Option Holder
- Project Surveyor
- Engineer
- Architect/Landscape Architect

WANIS A. Rghebi
Name

SGC, LLC
Company

4909 Ball Rd
Address

KNOXVILLE, TN
City

37931
State

Zip

865-694-7756
Phone

wrghebi@sengconsultants.com
Email

CURRENT PROPERTY INFO

Primos Land Co. LLC
Owner Name (if different)

4909 Ball Rd
Owner Address

KNOXVILLE, TN 37931
Owner Phone

865-694-7756

5913 W. Emory Rd
Property Address

KNOXVILLE, TN 37921
Parcel ID

078/038

part of parcel 1038

W. Emory & Blacks Ferry Rd.
General Location

3229 Acres
Tract Size

Co
Jurisdiction (specify district above)

- City
- County

A portion of parcel
Zoning District

Northwest County
Planning Sector

LDR
Sector Plan Land Use Classification

Planned Growth
Growth Policy Plan Designation

Farm / Vacant
Existing Land Use

N
Septic (Y/N)

WKUD
Sewer Provider

WKUD
Water Provider

REQUEST

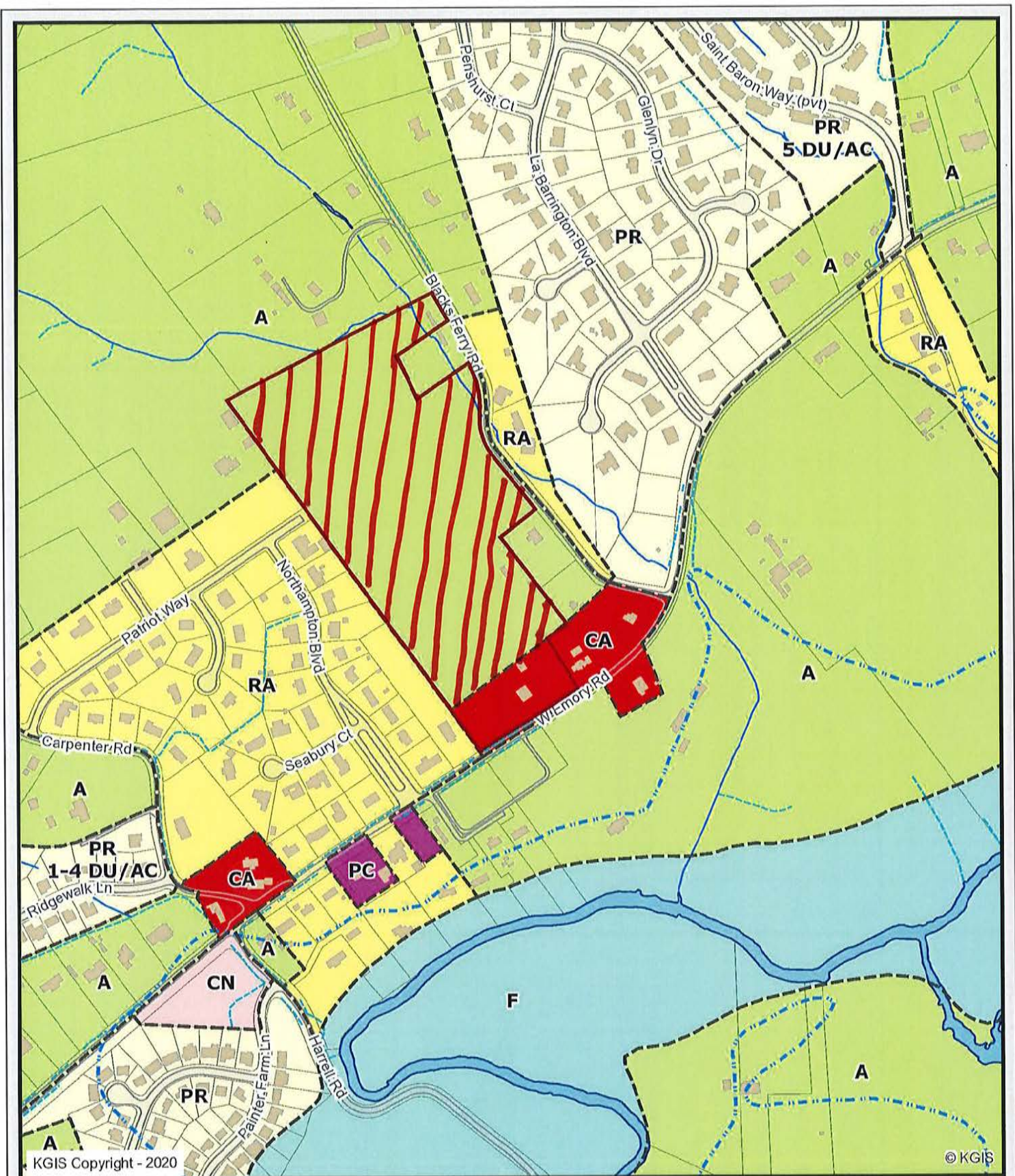
DEVELOPMENT	<input type="checkbox"/> Development Plan <input type="checkbox"/> Use on Review / Special Use <input type="checkbox"/> Residential <input type="checkbox"/> Non-Residential		
	<input type="checkbox"/> Home Occupation (specify): _____		
	<input type="checkbox"/> Other (specify): _____		
SUBDIVISION	<input type="checkbox"/> Proposed Subdivision Name _____		Unit / Phase Number _____
	<input type="checkbox"/> Parcel Change <input type="checkbox"/> Combine Parcels <input type="checkbox"/> Divide Parcel Total Number of Lots Created: _____		
	<input type="checkbox"/> Other (specify): _____		
	<input type="checkbox"/> Attachments / Additional Requirements		
ZONING	<input checked="" type="checkbox"/> Zoning Change: <u>PR (SU/Acre)</u> Proposed Zoning		
	<input type="checkbox"/> Plan Amendment Change: _____ Proposed Plan Designation(s)		
	<u>Single Family Residential</u> <input type="checkbox"/> Property Use (specify)	<u>SUA</u> Proposed Density (units/acre)	<u>N/A</u> Previous Rezoning Requests
	<input type="checkbox"/> Other (specify): _____		

STAFF USE ONLY	PLAT TYPE <input type="checkbox"/> Staff Review <input type="checkbox"/> Planning Commission	FEE 1: <u>0325</u>	TOTAL: <u>\$1714.50</u>
	ATTACHMENTS <input type="checkbox"/> Property Owners / Option Holders <input type="checkbox"/> Variance Request	FEE 2: <u>1714.50</u>	
	ADDITIONAL REQUIREMENTS <input type="checkbox"/> Design Plan Certification (Final Plat only) <input type="checkbox"/> Use on Review / Special Use (Concept Plan only) <input type="checkbox"/> Traffic Impact Study	FEE 3:	

AUTHORIZATION By signing below, I certify I am the property owner, applicant or the owners authorized representative.

Wanis A. Rghebi WANIS A. Rghebi 3/13/20
 Applicant Signature Please Print Date

Phone Number Email
Sherry Michienzi S. Michienzi 3-18-20
 Staff Signature Please Print Date



5913 W. Emory Rd.

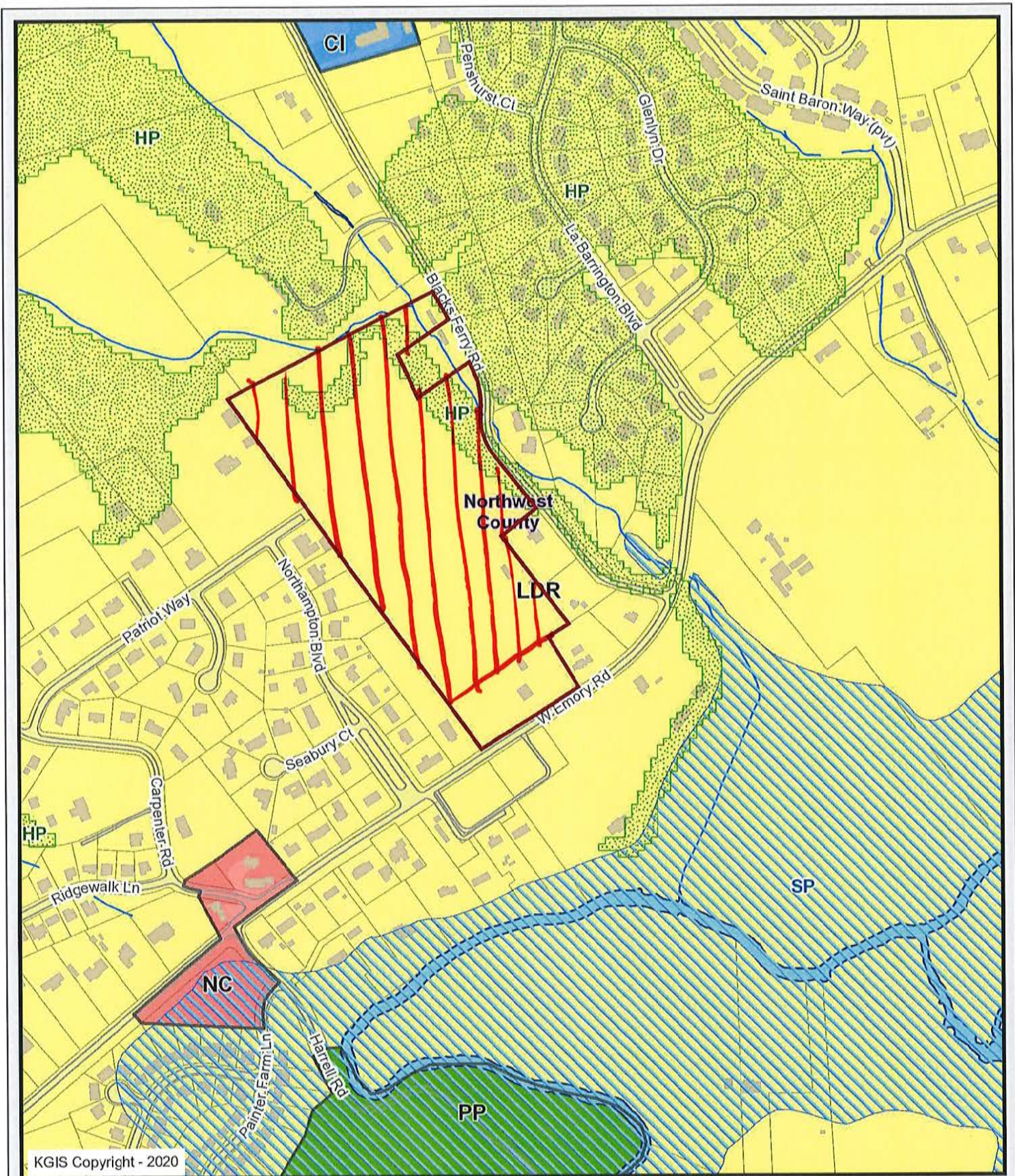
Knoxville - Knox County - KUB Geographic Information System

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



Printed: 3/18/2020 at 2:26:36 PM



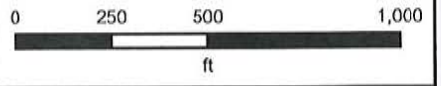


KGIS Copyright - 2020

5913 W. Emory Rd.



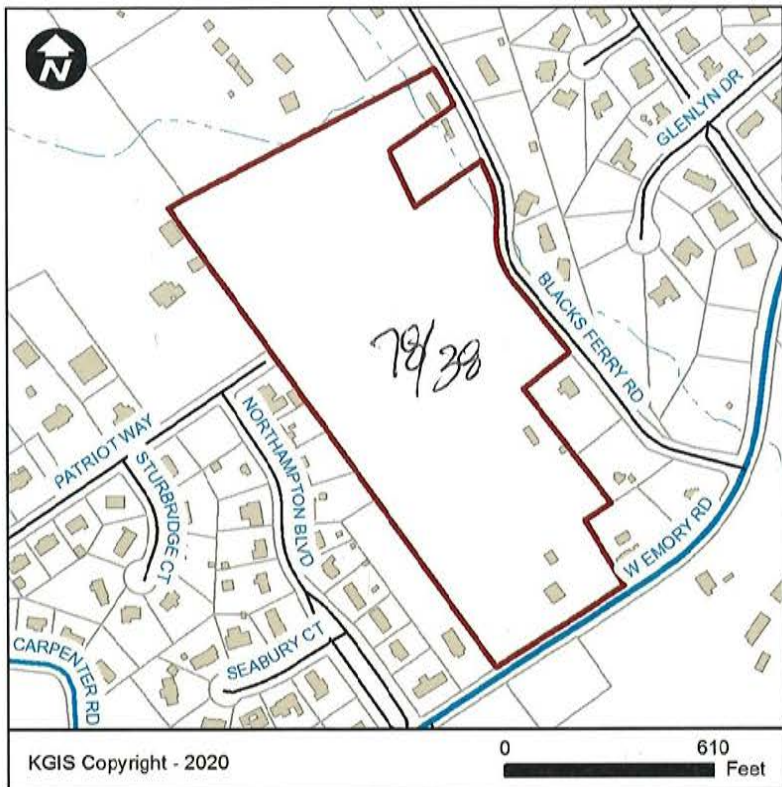
Printed: 3/18/2020 at 2:32:20 PM



Knoxville - Knox County - KUB Geographic Information System

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

Parcel 078 038 - Property Map and Details Report



Property Information

Parcel ID: 078 038
 Location Address: 5913 W EMORY RD
 CLT Map: 78
 Insert:
 Group:
 Condo Letter:
 Parcel: 38
 Parcel Type:
 District: W6
 Ward:
 City Block:
 Subdivision: GREENBELT APP#A-2387 GREENBELT APP # A3976
 Rec. Acreage: 0
 Calc. Acreage: 24.39
 Recorded Plat: -
 Recorded Deed: 20190212 - 0047867
 Deed Type: Deed:Gift Deed
 Deed Date: 2/12/2019

Address Information

Site Address: 5913 W EMORY RD
 KNOXVILLE - 37931
 Address Type: DWELLING, SINGLE-FAMILY
 Site Name:

Owner Information

MILLER LAND AND CATTLE LLC & SPRINGPLACE
 APARTMENTS LIMITED PARTNERSHIP
 4909 BALL RD
 KNOXVILLE, TN 37931

The owner information shown in this section does **not** necessarily reflect the person(s) responsible for Last Year's property taxes. Report any errors to the Knox County Property Assessor's office at (865) 215-2365.

Jurisdiction Information

County: KNOX COUNTY
 City / Township:

MPC Information

Census Tract: 60.03
 Planning Sector: Northwest County
 Please contact Knox County Metropolitan Planning Commission (MPC) at (865) 215-2500 if you have questions.

Political Districts

Voting Precinct: 63N
 Voting Location: Karns Middle School
 2925 GRAY HENDRIX RD
 TN State House: 89 Justin Lafferty
 TN State Senate: 5 Randy McNally
 County Commission: 6 Brad Anders
 (at large seat 10) Larsen Jay
 (at large seat 11) Justin Biggs
 School Board: 6 Terry Hill

Please contact Knox County Election Commission at (865) 215-2480 if you have questions.

School Zones

Elementary: KARNS ELEMENTARY
 Intermediate:
 Middle: KARNS MIDDLE
 High: KARNS HIGH

Please contact Knox County Schools Transportation and Zoning Department at (865) 594-1550 if you have questions.

Handwritten note: \$1325.00

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

Proprietary Info: The map products and databases on this Web Site have been copyrighted by the KGIS Policy Board. The KGIS Policy Board hereby reserves all rights thereto, and no portion of the products or databases on this Web Site may be reproduced in any form or by any means without the express written authorization of the KGIS Policy Board or its authorized agents.

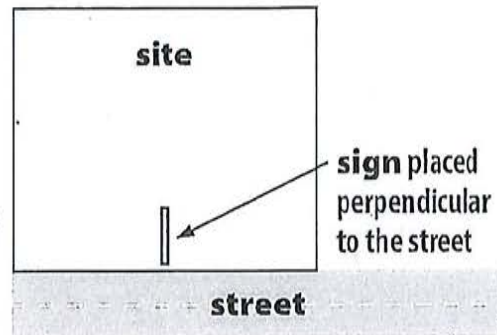
REQUIRED SIGN POSTING AGREEMENT

For all rezoning, plan amendment, concept plan, use on review, right-of-way closure, and street name change applications, a sign must be posted on the subject property, consistent with the adopted Administrative Rules and Procedures.

At the time of application, staff will provide a sign(s) to post on the property as part of the application process. 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 Planning offices. The applicant will be charged a fee of \$10 for each replacement sign.

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. Planning staff may recommend a preferred location for the sign to be posted at the time of application.



TIMING

The sign(s) must be posted 15 days before the scheduled Planning Commission public hearing and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted 15 days before the next Planning Commission meeting.

I hereby agree to post and remove the sign(s) provided on the subject property consistent with the above guidelines and between the dates of:

April 29 (Wed) and May 15 (Fri)
 (15 days before the Planning Commission meeting) (the day after the Planning Commission meeting)

Signature: *Wanda F. Hebi*

Printed Name: Primos Land Company, LLC

Phone: 865-694-7756 Email: wrghebi@sengconsultants.com

Date: 3-18-20

File Number: 5-F-20-RZ



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case #5F20RZ

1 message

'Frank Scimonelli' via Commission

Tue, May 12, 2020 at 1:03

<commission@knoxplanning.org>

PM

Reply-To: kcso2521@yahoo.com

To: commission@knoxplanning.org

Commissioners:

I recently learned Smithbilt Homes has applied for permits to build up to a 5 house per acre/ 92 unit subdivision at W. Emory and Blacks Ferry Roads at an extremely dangerous blind curve. I understand they plan to create exits from subdivision allowing traffic leaving to egress onto Emory right before the hidden driveway/blind curve area. These 92 homes will add hundreds of cars each day to this already over-loaded 2 lane road.

I respectfully request Commission to vote against approving the subdivision. I regularly travel this road and on several occasions have almost been involved in traffic accidents due to this very dangerous location. The area is becoming very congested due to over development. The already heavy traffic on Emory Rd., due to a lack of infrastructure improvements makes travel on W. Emory Rd extremely hazardous.

In addition to heavy traffic conditions on W. Emory Rd, there exists possible irreversible environmental damage to the area, and put severe pressure on our Utility District to provide adequate water and sewers service to the many existing communities in our District.

I also learned a significant part of this property appears to be a hilltop/ridge protection zone and should be protected at all cost. The "hidden driveway" signs are clearly visible to vehicles traveling W. Emory Rd. I personally have witnessed several near miss accidents due to cars flying around the blind curve and crossing into on-coming traffic. Cars waiting on Blacks Ferry attempting to turn out onto Emory is like playing Russian Roulette!

Therefore I am requesting MPC to either deny the rezoning and stop construction of the subdivision, OR to severely limit the number of homes per acre which would reduce the already heavy traffic on W. Emory Rd, AND deny the construction of an entrance onto both W. Emory Rd and Blacks Ferry Roads from the subdivision for safety reasons.

Denying Case #5F20RZ is extremely vital to value of our area of Knox County. I am only one of many homeowners wanting to keep this area safer, prettier and not full of houses jammed together which is a severe strain on the environment. We have seen what cramming tons of homes in an area without proper infrastructure did to Hardin Valley.

Thank you for the opportunity to voice my exception to Case #5F20RZ.

Respectfully yours,
Frank Scimonelli

Sent from my iPhone

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Fwd: 5-F-20-RZ

1 message

Liz Albertson <liz.albertson@knoxplanning.org>

Tue, May 12, 2020 at 12:59 PM

Reply-To: liz.albertson@knoxplanning.org

To: Knoxville-Knox County Planning Commission <commission@knoxplanning.org>

FYI - See community comments below.

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

From: **mgmiller52** <mgmiller52@comcast.net>

Date: Tue, May 12, 2020 at 11:52 AM

Subject: 5-F-20-RZ

To: <liz.albertson@knoxplanning.org>

Ms. Albertson,

My name is Mike Miller my wife and I live at 6133 Patriot Way. The subdivision we live in is next to the property considered in 5-F-20-RZ. I sent replies yesterday and I dont know if I had the correct address. The property considered is in a terrible place in West Emory road. The curve is extremely dangerous as is with out adding 1100 cars per day in and out of the 86 homes to be built. I realize the development will probably go forward but it the forethought and planning is essential. I can't believe the planning commission encouraging the access through Patriot Way. The traffic on Patriot Way would be be terrible. We have no sidewalks and walk in the street now dodging cars cutting through to shortcut to Carpenter road. If the new development is accessed through Patriot Way it will become the preferred exit when new red light is finally installed at Carpenter, Harrell and West Emory. This will also put those cars into the one lane curves on Carpenter. The new developments on Carpenter will futher complicate matters. The red light will draw because of the severe risk at the access to West Emory from the new development. Please make the road improvements to West Emory if this project moves forward. In your summary you say the 4 per acres typical of others in the area. Its not in Northampton or Barrington. The new development should match these near by homes. I would suggest a traffic and safety study the access on West Emory or Blacksferry before any decision is made, I hope this clears up my response from yesterday (quite emotionally) I only found out yesterday my home and lifestyle of 30 years will change from this decision, as walking on my street will change forever. Our quite homes in a 45 year old subdivision will never be same with up to 1100 cars per day.

I hope you consider my remarks at the planning commission meeting. I have a Dr appointment at UT at 11:45 I will miss the virtual meeting.

Thank you

Mike Miller
6133 Patriot Way
Knoxville Tn. 37931

--

Liz Albertson, AICP
Senior Planner
865.215.3804



Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5-F-20-RZ - rezoning 5913 W. Emory RD

1 message

Byron Starkweather <bastarkweather@gmail.com>

Tue, May 12, 2020 at 11:48 AM

Reply-To: bastarkweather@gmail.com

To: wrghebi@sengconsultants.com

Cc: Liz Albertson <liz.albertson@knoxplanning.org>, commission@knoxplanning.org

To: Wanis Rghebi

Re: 5-F-20-RZ

My name is Byron Starkweather. My family and I reside at 7424 Northampton Blvd, which is adjacent to the property at [5913 W. Emory RD](#) that you are seeking to rezone.

We have serious concerns about the development of that property. It is our understanding that at this point in the process, you are not required to submit a site plan. Therefore, we are voicing our concerns recognizing that no site plan has been submitted for this property. Our concerns include traffic volume in an already crowded area, the safety of pedestrians using the streets and pool in our neighborhood, sewer access to your site, and water runoff during rainstorms.

First, the estimated traffic impact of 1110 average daily trips included in the Rezoning Report concerns us for several reasons. West Emory RD already has a tremendous amount of traffic both in the morning and in the evening. Because Carpenter and Harrell RD do not line up at Emory and no device controls the flow of traffic on West Emory, we already have difficulty due to drivers turning left from West Emory on to Carpenter, from West Emory on to Harrell, and from Harrell on to West Emory. The vehicles wanting to turn left from Carpenter on to West Emory also at times face significant delays. At certain times each morning (prior to the Covid-19 pandemic) traffic backs up on West Emory from Harrell just past Northampton BLVD. Adding more traffic in the immediate area will only exacerbate that problem. The intersection of Blacks Ferry and West Emory has a limited line of sight for turning from Blacks Ferry on to West Emory in either direction. More drivers using this intersection will only increase the risk of traffic accidents. Therefore, what road improvements are you willing to pay for so that the addition of vehicles from your development to an already crowded area does not further enhance what already is a difficult situation?

Second, also related to the traffic, the rezoning report recommends using Patriot Way to provide access to this development. Though we understand the recommendation, we are concerned about added risk to the health and safety of the residents of the neighborhood as well as those who use the pool near the corner of Northampton BLVD and Patriot Way. The Northampton Commons neighborhood has no sidewalks and the pool area has no parking lot. Therefore, families, often with small children, park on the side of the road to access the pool. Again, what improvements are you willing to pay for so that the families who use the pool are not placed at a greater risk due to the development of your site and its use of Patriot Way?

In addition, many residents of the neighborhood use the streets for walking pets, riding bicycles, jogging, etc. From our perspective, these streets are adequate for our neighborhood and are not intended to be a cut-through for another neighborhood. Adding vehicles from another neighborhood would place our streets at a level of use beyond what is safe for the residents of Northampton Commons. Though Patriot Way provides access to Carpenter, Carpenter is not very wide. In fact much of Carpenter is not lined, indicating this road was not designed for much traffic. So we are concerned that increased traffic on Carpenter also will increase the risk of injury to pedestrians due to increased use beyond what the road is designed for. Therefore, your site needs direct access to West Emory rather than using streets in other neighborhoods.

For these first two concerns we would hope that a traffic study would be completed to examine the needs to changes in existing roads prior to approval of the site plan that eventually will be submitted. Given that school is not in session and many people are working from home due to the Covid-19 pandemic, any traffic study that does not include the movement of students and teachers to and from school as well as people moving to and from their normal place of work will not reflect the true status of traffic in the community. Also, due to the social distancing instructions and recommendations from government agencies, the likelihood of the pool receiving the traffic this summer that it has in the past also will be less than normal. Therefore, we believe that any site development needs to wait until an accurate traffic study can be completed, one that addresses traffic on Blacks Ferry, Northampton BLVD, Patriot Way, and Carpenter in addition to West Emory.

Third, we are concerned about sewer access to this development. We have several large trees on our property that we do not want to see cut down in order to provide sewer access to this development. We would like assurance that our property will not be disturbed for sewer access. Given the elevation difference between our property and the adjacent area on your site, we would expect sewer access to come from elsewhere, but would like a definitive answer that our property will not be used for sewer access.

Fourth, we are concerned about the position and size of water retention on the site. The parcel up for rezoning appears to have a slope toward our property. During the recent heavy rains, flooding occurred in the area adjacent to our property. I have a photo from this past February showing the collection of water on your site within a short distance from our property. So development of the entire site with roads, driveways, and houses likely would increase the water runoff toward our property. If the significant rains in recent years are an indicator, the amount of water that would need to be redirected could be substantial. What will be done to insure that the runoff from this site will not have a negative impact upon our property either due to erosion or potential flooding? To date, we have not had any issues with runoff from the property affecting our property, but we understand that developing the site could change the runoff status. In addition, our property slopes downward toward the back allowing rain water to move away from our home and property. Any changes to your property should not hinder the ability of our property to drain. Will your retention system incorporate the needs of property already developed in the area?

In conclusion, our concerns focus upon the negative impact that such a development would have on the quality of life we currently enjoy including safety, aesthetics, and potential damage to our property. What improvements to roads are you willing to pay for to minimize the effect of the development of your site on an already strained traffic system? What steps will you take to minimize the risk to pedestrians and users of the pool in our neighborhood?

We believe our concerns are appropriate and would appreciate a response.

Sincerely,
Byron Starkweather

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case Number 5F20RZ

1 message

James Sweet <jlsweet@comcast.net>

Tue, May 12, 2020 at 11:49 AM

Reply-To: jlsweet@comcast.net

To: commission@knoxplanning.org

We write to respectfully object to the subject application by Smithbilt Homes to build a subdivision at West Emory Road and Blacks Ferry Road. This would create a very real hazardous situation on the 2-lane West Emory Road because of several hidden driveways and the entrance of Blacks Ferry Road. We have lived on Saint Baron Way nearby for 21 years and have observed vehicles routinely traveling above the speed limit on West Emory increasing the risk of a tragic accident. Also, part of this property appears to be a hilltop/ridge protection zone and should be protected. Absent the denial of the rezoning, the requested 5 houses per acre should be reduced to drop the added traffic, and any entrance onto both Emory and Blacks Ferry Roads from the subdivision should be denied for safety reasons.

Thank you for your consideration.

James and Linda Sweet

[7607 Saint Baron Way](#)

[Powell, TN 37849](#)

865-414-7985

--

5/12/2020

Knoxville - Knox County Planning Mail - [Planning Commission Comment] Case Number 5F20RZ

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Smithbuilt subdivision

1 message

Sandra Sacco <sandrasacco08@gmail.com>

ue, May 12, 2020 at 10:18 AM

o: sandrasacco08@gmail.com

o: commission@knoxplanning.org

My name is Sandra Sacco. I have lived off of Blacks Ferry Rd. It is super dangerous! My daughter was run off the road there, my Sister in law was hit pulling out there. People have died in that area of West Emory and adding more traffic from more homes, will not ease the danger Please reconsider adding any additional traffic (homes) to the blind curve without a stop light to allow for safe entry onto and off of West Emory anywhere near the intersection of Blacks Ferry Rd and West Emory. The average speed through that area is approx. 60mph regardless of posted speed limit.

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Fwd: 5F20RZ

1 message

Dori Caron <dori.caron@knoxplanning.org>
Reply-To: dori.caron@knoxplanning.org
To: Commission <commission@knoxplanning.org>

Tue, May 12, 2020 at 9:18 AM

Forwarding correspondence.

Dori Caron
Senior Administrative Assistant
Direct Line: 865-215-2694
Email: dori.caron@knoxplanning.org



Knoxville-Knox County Planning | Knoxville Regional TPO
400 Main Street, Suite 403 | Knoxville, TN 37902

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

From: **Terry Gilhula** <terry.gilhula@knoxplanning.org>
Date: Tue, May 12, 2020 at 8:42 AM
Subject: Fwd: 5F20RZ
To: Albertson, Liz <liz.albertson@knoxplanning.org>, Caron, Dori <dori.caron@knoxplanning.org>, Brooks, Amy <amy.brooks@knoxplanning.org>

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

From: **Julie Corn** <rnlaw2b@yahoo.com>
Date: Tue, May 12, 2020 at 8:31 AM

Subject: Fwd: 5F20RZ

To: <contact@knoxplanning.org>

Subject: 5F20RZ

Dear Knox County MPC,

I am a resident of the Karns community and am writing in regards to a "proposed" new development located off Blacksberry Rd off West Emory.

A large portion of this community has concerns for the community.

One major concern is the intersecting road onto W. Emory. When attempting to turn Lt. onto Emory, there is a blind curve which is **less than 300 ft.** impeding any safe turn off Blacksberry to W.

Emory

Emory Rd. is a highly traveled state road with a long history of wrecks.

Another dangerous intersection is **only 0.3 miles** of Harrell/Carpenter and W. Emory. As this group is aware because of approval of another development going in on Carpenter, from Scott Davis, this is only going to "dump" a dangerous number of vehicles onto this area. There has already been a car count done in this area by myself and two neighbors in attending the Davis property, which was still approved (with conditions).

The other concern is that this builder already has 3-4 more developments currently under construction in this area.

We are aware that a lot of approval is due to a tax base but our community is under siege.

My question is why does there need to be continued construction on a already horribly constructed road?

Why can't our community have the infrastructure updated BEFORE the continuation of the multiple developments allowed to go up?

I have lived here for my 50 yrs. and have family that has resided here for over 80+ years. I am in disbelief what has happened to this community.

We do have a voice and would like to ask that it be heard.

Thank You,

Julie Corn

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] rezoning case number 5-F-20-RZ comments

1 message

Jonathan re <boomerd29@hotmail.com>

Tue, May 12, 2020 at 8:41 AM

Reply-To: boomerd29@hotmail.com

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

Dear commission,

I live on 6120 Patriot Way in the Northampton neighborhood. I am commenting on case 5-F-20-RZ for the potential residential development on Blacks Ferry Rd. I have seen in the latest rezoning file that the county is recommending that the developer "should consider every effort to provide connectivity to **Patriot Way** during the Use on Review process". (page 2 of the Case Summary, Planning Commission Action and Disposition; screenshot attached).

With the addition of 89 to 95 housing units and an estimated 1,100 additional cars per day on Patriot Way from this new development, this neighborhood will no longer be safe for children or the people who use it to walk/run (there are no sidewalks in the Northampton neighborhood). This neighborhood is already used as a cut-through by many non-residents between Carpenter Road and Emory Road to avoid the Harrell Road intersection. With the proposed traffic light at the Emory Road/Carpenter Road/Harrell Road intersection, the residents of the new development will cut straight down Patriot Way to Carpenter Road, which in some spots is barely 2 cars wide and in a dangerous curve can only fit one car at a time (see attached map for marked hazards on Carpenter Road) and if they are like the current people who cut through, they will not be going the safe speed limit (25 MPH).

In addition to the traffic from this new development and the current traffic already on Carpenter Road, there is the proposed development 9-SC-19-C (related case 9-J-19-UR) at 7509 Carpenter Road that may add an approximate 749 vehicles per day from an additional 70 lots. The last traffic study on Carpenter Road I could find was at the intersection of Carpenter Road and Ridgewalk Lane (where the current Carpenter Ridge neighborhood connects). This study was from 2017 and stated a daily vehicle count of 830. With a potential of greater than 2,500 vehicles daily on a road that is barely 1.5 lanes wide in spots, it is unacceptable to have the new Blacks Ferry development adding additional traffic to Patriot Way and Carpenter Road. I believe an updated traffic study should be conducted on Carpenter Road to account for the addition of traffic from this new development.

The amount of additional traffic is unacceptable for a neighborhood (Northampton) that was not developed with this amount of traffic in mind.

Please consider the alternatives to connecting directly to Emory Road (a state highway) or Blacks Ferry Road.
Thank you.

Jonathan Reagan
Knoxville, TN

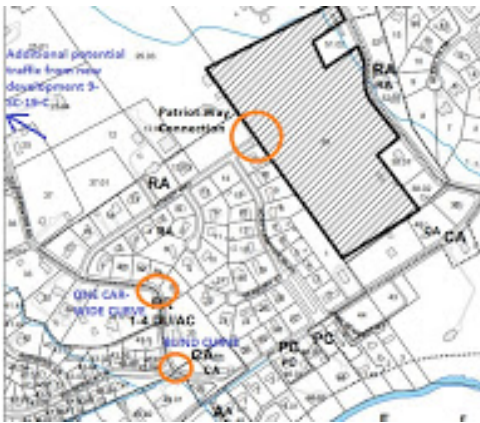
--

This message was directed to commission@knoxplanning.org

2 attachments

THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.
1. The staff recommended maximum density of 4 duplex could result in a build out of a total of 80 dwelling units.
2. The applicant should consider ways effort to provide connectivity to Patriot Way during the on-line review process.
3. The property is located in FEMA Flood Zone X but does not contain any floodplain areas.
4. The property contains land in the HP (Habitat and Ridge-top Protection) area. The slope analysis supports 3.75-dw/acre.

screenshot_5-F-20-RZ.JPG
67K



map_5-F-20-RZ.JPG
185K

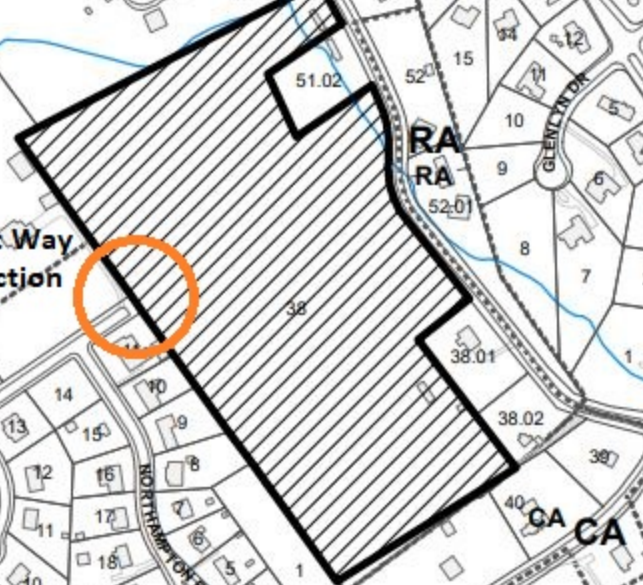
THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.

1. The staff recommended maximum density of 4 du/ac could result in a build out of a total of 89 dwelling units.
2. The applicant should consider every effort to provide connectivity to Patriot Way during the Use on Review process.
3. The property is located in FEMA Flood Zone X but does not contain any floodplain areas.
4. The property contains land in the HP (Hillside and Ridgetop Protection) area. The slope analysis supports 3.75 du/ac.

Additional potential traffic from new development 9-SC-19-C



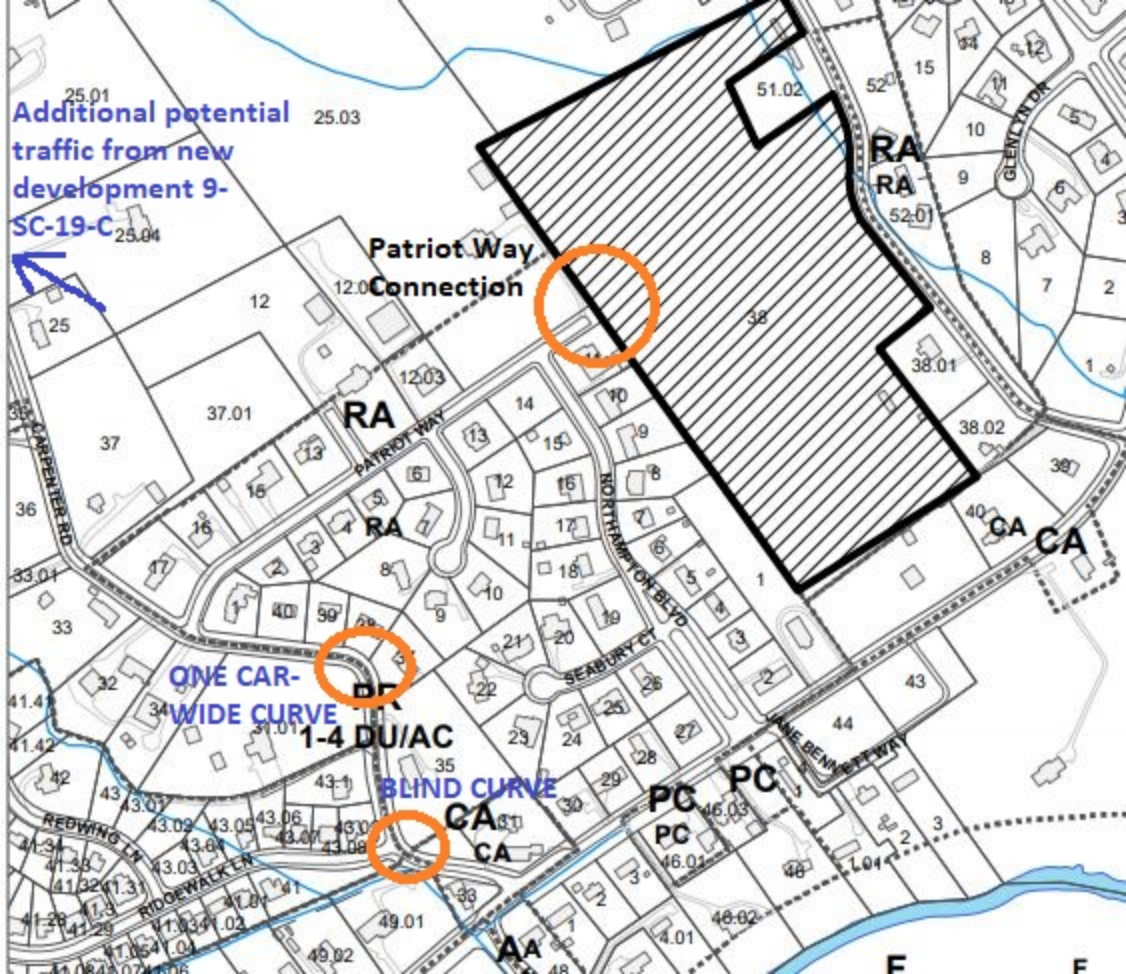
Patriot Way Connection



ONE CAR-WIDE CURVE



BLIND CURVE



E E



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case 5-F-20-RZ

1 message

JOHN SHAW <shawjack@comcast.net>

Tue, May 12, 2020 at 7:48 AM

Reply-To: shawjack@comcast.net

To: commission@knoxplanning.org

Dear Commissioners;

Please reference the Subject case. Anyone who regularly drives on W. Emory Road around the S-curve at Blacks Ferry Road knows that the sight distance coming from either direction is very short. Emory Road is a two-lane road with a 40 mph speed limit. Heading east-bound there is a 30 mph intersection caution sign (Blacks Ferry Road) immediately beyond the S-curve. As with most caution signs, it is almost always totally ignored. Heading west-bound there is a S-curve caution sign followed by an intersection caution sign, but neither reduce the 40 mph speed limit. It takes a certain amount of faith to turn off Blacks Ferry Road onto Emory Road given the short sight distances and speed of oncoming vehicles.

Blacks Ferry Road is a narrow two lane road with no lane lines. Based on the case site drawing, the proposed subdivision is accessed from Blacks Ferry Road, not Emory Road. During busy traffic times residents of the proposed subdivision will backup on Blacks Ferry Road waiting a turn to get on Emory Road. Impatient drivers will take risks to get onto Emory Road, creating a very dangerous situation.



Given the Knox County traffic problems of the recent past created by housing developments significantly increasing traffic demands on inadequate roads, I suggest that the Commission closely examine this case. It would be wise for each commissioner to drive up and down Blacks Ferry Road and imagine the 100+ new vehicles from the proposed subdivision that would be on that road while making the drive. Imagine the backup at the stop sign at Emory Road. Then pull onto Emory Road.

Sincerely,
John Shaw

7825 La Barrington Blvd, Powell, TN

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case # 5-F-20-RZ (Primos Land Company, LLC)

1 message

'Carolyn Greenwood' via Commission

Tue, May 12, 2020 at 5:35 AM

<commission@knoxplanning.org>

Reply-To: cdgreenwood@cs.com

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

Cc: "county.mayor@knoxcounty.org" <county.mayor@knoxcounty.org>

Dear Sir or Madam,

I am writing to ask you to deny the above-referenced application (Agenda Item #12, Case # 5-F-20-RZ, Primos Land Company, LLC), that requests a rezoning of the property located near the intersection of W. Emory Road and Blacks Ferry Road in Karns, from Agricultural to Planned Residential, and asks for approval to develop a residential subdivision with five dwelling units per acre (du/ac). The Staff recommendation of 4 du/ac should also be denied.

I do not speak out against a lot of proposed new subdivisions because I know that the northwest part of Knox County has been rapidly growing for many years now and that it is not realistic to think Karns can be preserved as a mostly rural area forever. The above-referenced case, however, is a proposal to put a development in a location that is particularly incompatible with what is being proposed, so I feel compelled to speak out on this one.

Here are the reasons this project should not be approved:

1. FOUR CONDITIONS MUST ALL BE MET IN ORDER TO APPROVE A REZONING. AT LEAST TWO OF THE CONDITIONS FOR A REZONING HAVE NOT BEEN MET HERE.**A. The first condition that must be met for a rezoning is:**

Condition: THE PROPOSED AMENDMENT SHALL BE NECESSARY BECAUSE OF SUBSTANTIALLY CHANGED OR CHANGING CONDITIONS IN THE AREA AND DISTRICTS AFFECTED, OR IN THE CITY/COUNTY GENERALLY:

Applicant's Response #

Applicant's Response #1: The Northwest County Sector remains the fastest growing sector in Knox County.

Comments: The applicant has not stated a substantial change or changing conditions or a reason that necessitates a rezoning. The Northwest County Sector has been the fastest growing sector in Knox County for many years, dating back to before the last sector plan was approved in 2016. This has not changed -- the growth continues, as expected. The applicant gives no reason why this expected, continued growth necessitates rezoning this property. The fact that this property is surrounded by rural land and single-family homes on large lots and is accessible by Blacks Ferry Road, which is a very narrow (not even 18' wide), unstriped, winding, hilly road, with little or

no shoulders and no improvements planned for it in the foreseeable future, all suggest that this is not an appropriate location for a residential subdivision with 4-5 du/ac, so the zoning should remain as is. (Incidentally, access to Patriot Way would still not make this an appropriate location, as explained later, below.)

Applicant's Response #2: Residential zoning in the area allows similar densities.

Comments: While it is true that there is some residential zoning not too far from this property, none of this zoning is adjacent to the property and none represent a substantially changed or changing condition that would necessitate the rezoning requested here. Again, the applicant gives no reason why some residential zoning that was approved on other property in the general vicinity necessitates rezoning of this property. This property is not like the other residential zoned properties. It is a large parcel surrounded by rural land and single-family homes on large lots and it is accessible by Blacks Ferry Road, which is a very narrow, unlined, unstriped, winding, hilly road, with little or no shoulders and no improvements planned for it in the foreseeable future. It is unsuitable for the proposed zoning and the proposed project.

B. Another condition that must be met for a rezoning is:

Condition: THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.

Applicant's Response #1: The staff recommended maximum density of 4 du/ac could result in a build out of a total of 89 dwelling units.

Comments: This will be very different from all of the surrounding properties which are currently rural land and single-family homes on large lots, so there will be adverse effects on neighboring property values as well as adverse effects in terms of safety from the large increase in car trips on roads that are extremely narrow, winding, and overcrowded, and are not slated to be improved anytime in the near future.

Applicant's Response #2: The applicant should consider every effort to provide connectivity to Patriot Way during the Use on Review process.

Comments: Connecting to Patriot Way would help prevent residents from having to pull out on 2-lane, very busy, very fast Emory Road at Blacks Ferry Road, which is at a very bad blind curve that makes it almost impossible to turn left safely. However, connecting to Patriot Way would have a devastating effect on the adjacent neighborhood, Northampton Commons, which has been there over 40 years. Property values would drop as a huge increase in traffic would precipitate safety issues for this neighborhood where people are accustomed to pushing babies in strollers and walking their dogs in the street (there are no sidewalks) and children ride their bikes and swim at the neighborhood pool that is near Patriot Way. The other alternative would be to connect to Patriot Way and somehow encourage residents to go further west to Carpenter Road rather than using Northampton, but Carpenter Road ends up running into Emory Road at an intersection that has been problematic for years and certainly cannot handle a large additional influx of cars. At that intersection, residents would find businesses with parking lots on each side of them at the stop light at Emory Road, with Harrell Road offset just slightly to the west on the other side of Emory, making it hard to watch all the different directions cars may be quickly coming from and extremely difficult to find a safe way to merge into Emory Road traffic.

So if an amendment to the zoning is allowed, there will be adverse effects no matter which traffic pattern is encouraged.

Applicant's Response #3: The property is located in FEMA Flood Zone X but does not contain any floodplain areas.

Comments: I only recently became aware of this project, so while I know the terrain is very hilly, it also has deep depressions, so I wonder whether there are caves and sinkholes that need to be considered in relation to where development should occur and how groundwater travels in this area. Also, Beaver Creek is just across Emory Road, with Harrell Road not far downstream. Harrell Road is where the creek floods over the road and makes it impassable in high rain, so if stormwater will be directed in such a way that it drains to the creek, that would likely end up contributing to even worse flooding at Harrell Road and should not be allowed.

Applicant's Response #4: The property contains land in the HP (Hillside and Ridgetop Protection) area. The slope analysis supports 3.75 du/ac.

Comments: This suggests adverse effects at 5 du/ac and possibly also at 4 du/ac. Just based on this guidance, nothing more than an average of 3.75 du/ac should be considered in order to avoid adverse effects.

So, what has substantially changed and made the rezoning for this property necessary? The applicant has not given an answer to that, so the rezoning request should be denied. Likewise, the rezoning will result in multiple adverse effects -- reduced property values, increased congestion problems, and safety issues due to the narrow, winding roads, the blind curve at Blacks Ferry Road and Emory Road, the unsafe intersection at Carpenter Road, and the increased traffic on what is currently a walkable Northampton Blvd -- so the rezoning should be denied.

2. Even if the rezoning is approved, the density should be less than 3 du/ac, as is the case for property along Blacks Ferry Rd slightly to the north of this project. The Hillside and Ridgetop Protection analysis supports 3.75 du/ac, which suggests 3 du/ac as a good high end density for this property.

3. People who live in subdivisions whose access is directly to Emory Road complain frequently about how hard it is these days to get on to Emory Road safely, and how traffic backs way up on roads that connect to Emory, especially during peak traffic times, since so many subdivisions like this have been added in recent years. This project's uniquely bad traffic safety and congestion issues inherent in all three of the possible ways to Emory Road, suggest that this is a piece of property that should not be developed until it is clear that the roads will be improved enough in the near future to make at least one of the possible options feasible before a large influx of cars is allowed to be added to the area.

Please see the attached photographs for additional information about why the pertinent intersections are particularly dangerous in this case and to see how very low density the property in the immediate vicinity of the proposed project is.

Thank you.

Sincerely,

Carolyn Greenwood
[3224 Boomerang Lane](#)
Knoxville, TN 37931

This message was directed to commission@knoxplanning.org

7 attachments



On Emory approaching Blacks Ferry but cant see it yet.jpg
324K



On Emory as you first see Blacks Ferry on left.jpg
276K



Patriot Way dead ending at the proposed project site with Northampton on right.jpg
273K



Northampton toward Patriot with pool on left.jpg
223K

At stop sign on Carpenter Rd at Emory Rd in Karns.jpg
246K



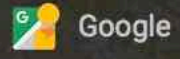
On Carpenter looking south and west at Harrell and Emory Roads in Karns.jpg
207K



On Carpenter looking east at Emory Rd in Karns.jpg
192K

5914 W Emory Rd

Knoxville, Tennessee



Google

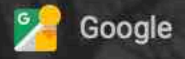
Street View



Google



5914 W Emory Rd
Knoxville, Tennessee



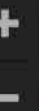
Google

Street View



Emory Rd

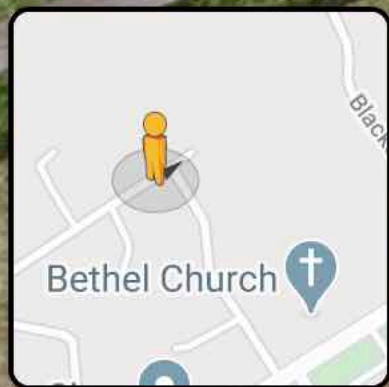
Google



6100 Patriot Way
Knoxville, Tennessee

Google

Street View



Google

Navigation controls including a compass, zoom in (+) and zoom out (-) buttons, and left and right arrow buttons for navigation.

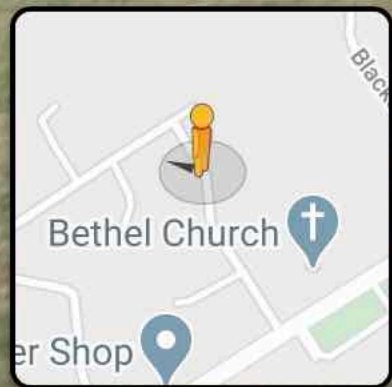
7432 Northampton Blvd

Knoxville, Tennessee



Google

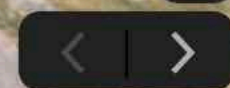
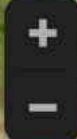
Street View



Bethel Church

er Shop

Google



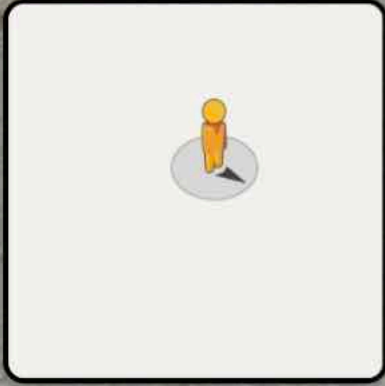
7300 Carpenter Rd
Knoxville, Tennessee



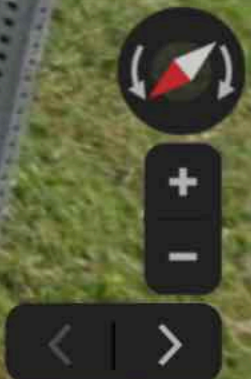
Street View



Carpenter Rd



Google



7300 Carpenter Rd

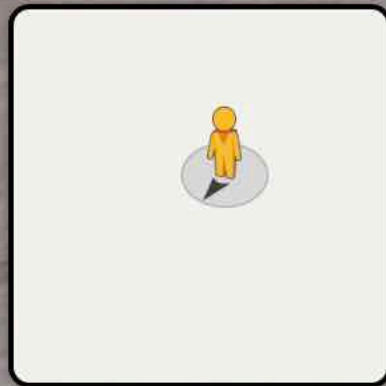
Knoxville, Tennessee



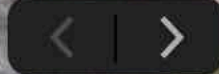
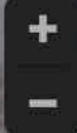
Google



Street View



Google

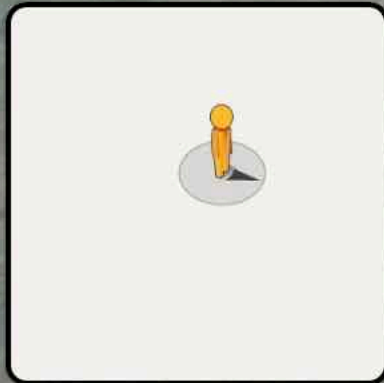


7300 Carpenter Rd
Knoxville, Tennessee



Google

Street View



Google



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5F20RZ

1 message

Makenzie Goodpasture <mgoodpasture@outlook.com>

Mon, May 11, 2020 at 7:31 PM

Reply-To: mgoodpasture@outlook.com

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

To whom it may concern,

I am a resident of Blacks Ferry road off of Emory road, and I have been a resident of Knox county for twenty six years. I am writing to you because I feel this case is not in the best interest of my community.

The location in question is already quite dangerous where Blacks Ferry and Emory meet. Every time I turn left onto Emory road from Blacks Ferry I am worried that a car will fly around the blind curve and hit me as I pull out. Adding so much additional housing to that area will be incredibly dangerous and even negligent due to the increased traffic. The "Blind Curve" sign was already removed from Emory road that warned of Blacks Ferry.

I do not want to try to pull onto Emory with my four-year-old daughter in the car and be slammed off of the adjacent bank by oncoming traffic.

Also, a creek feeding into Beaver Creek runs parallel to the beginning of Blacks Ferry. The immense housing increase will surely be extremely harmful to not only that branch of the creek, but Beaver creek as a whole.

Please take these things into consideration, as well as the community of people that already live in this area that would be negatively impacted.

Thank you,
Makenzie Goodpasture

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5F20RZ

1 message

Dee Durrell <deefutrell13@gmail.com>

Tue, May 12, 2020 at 7:28 AM

Reply-To: deefutrell13@gmail.com

To: commission@knoxplanning.org

This is Ridiculous! Have you tried to drive in Karns lately? Our infrastructure is not designed to uphold as many cars as we have NOW much less adding anymore! It is dangerous for our children, elderly people and every day citizens to even be on the roadway as it is without adding 100+ more cars for a new subdivision!!! I'm so disappointed with the planning board! This shouldn't be allowed just bc Smith Brothers has the money to buy land and mass produce homes!!! Shameful!! Just plan shameful! Money talks I guess! Makes me wonder what deal Smith Brothers are giving the planning commission! Something has to be going on for the board to keep allowing this to happen without taking into consideration our roadways/infrastructure!!!! How do you sleep at night? (Nevermind, pillows/mattresses pinned with Smith Bro's blood money obviously!!!!) smh, down right shameful!!!!

Very concerned citizen ...
D.Futrell Karns Family

Sent from my iPhone

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] case number 5-F-20-RZ (Blacks Ferry Road development)

1 message

Jonathan re <boomerd29@hotmail.com>

Mon, May 11, 2020 at 11:35 PM

Reply-To: boomerd29@hotmail.com

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

Dear commission,

I live on 6120 Patriot Way in the Northampton neighborhood. I am commenting on case 5-F-20-RZ for the potential residential development on Blacks Ferry Rd. I have seen in the latest rezoning file that the county is recommending that the developer "should consider every effort to provide connectivity to **Patriot Way** during the Use on Review process". (page 2 of the Case Summary, Planning Commission Action and Disposition).

With the addition of 89 to 95 housing units and an estimated 1,100 additional cars per day on Patriot Way from this new development, this neighborhood will no longer be safe children or the people who use it to walk/run. This neighborhood is already used as a cut-through by many non-residents between Carpenter Road and Emory Road to avoid the Harrell Road intersection. With the proposed traffic light at the Emory Road/Carpenter Road/Harrell Road intersection, the residents of the new development will cut straight down Patriot Way to Carpenter Road (which in some spots is barely 2 cars wide and in a dangerous curve can only fit one car at a time) and if they are like the current people who cut through, they will not be going the safe speed limit.

The amount of additional traffic is unacceptable for a neighborhood (Northamptons) that was not developed with this amount of traffic in mind. Please consider the alternatives to connecting directly to Emory Road or Blacks Ferry.

Thank you.

Jonathan Reagan

Knoxville, TN

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case number 5F20RZ

1 message

Tiffany Rose <tiffany.rose@evcmail.org>

Mon, May 11, 2020 at 8:30 PM

Reply-To: tiffany.rose@evcmail.org

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

I write in regard to the proposed neighborhood development at West Emory Rd. and Blacksberry Rd. in the Karns community of Knox County.

1. This is a very dangerous location for a neighborhood entrance/exit due to a high amount of traffic traveling at high rates of speed on Emory Rd, specifically in this particular part of Emory Road. Check the history of accidents on this blind curve on Emory Rd. where people would be trying to pull in and out from daily as they enter and exit the neighborhood. My cousin was almost killed on this curve in 1992 and there have been many, many more wrecks on the curve since then. There are also hidden driveways on this particular piece of the roadway as well.
2. There are too many homes in the area for the sewage system to support.
3. Part of this property is in a hilltop/ridge protection zone and should not be re-zoned for this development.
4. Karns is growing more rapidly than its infrastructure can support and the long-time residents are angry and tired of watching our community fall apart.

I ask that you deny this rezoning or significantly limit the number of homes per acre approved for the development if you do not deny the rezoning.

On a grander note, please stop Smithbilt Homes from destroying our rural community in Karns altogether. With every neighborhood that the MPC approves for them to build, this community becomes a more and more dangerous and less and less attractive area to live in. The infrastructure in Karns cannot handle a larger population of people. **We need an investment in infrastructure and a stoppage placed on new neighborhood developments.**

-Our schools are overcrowded and students lack of space, time, dollars, teachers, and equipment to accommodate them.

-Our students stand on buses, due to lack of available seats, which is unsafe and will likely lead to future injury or fatality.

-Our roadways are overfilled with traffic, making the morning and evening commute to work and school likened to what one might experience in a bustling city. I've commuted in Columbus, Ohio (a much bigger city than the Karns community) and my morning/afternoon commutes there were less than what I experience in morning Karns school traffic.

-We've had pedestrian fatalities in the past few years on Oak Ridge Highway and on Beaver Ridge Road and are in dire need of sidewalks to support the larger number of community members that we've gained due to the influx of these Smithbuilt neighborhoods.

-We do not have wide enough roadways, sufficient turn lanes, enough traffic lights, and so on, to accommodate another neighborhood filled with families.

-We cannot attract new business to our area that does not come in the form of a storage unit facility. SEVERAL storage unit facilities have been established in our community over the past few years, to the point where it is becoming a joke amongst Karns' residents. They are here to accommodate all the tightly-stacked neighborhoods of homes that Smithbilt has created. The homes are so near to each other, maximizing space and profit for the developer, that their yards can't accommodate the typical belongings of a family, creating the need to bring in these storage rental facilities. If homes were spaced appropriately and lot sizes weren't so small, families could keep their belongings on their property and there would be no need for these ugly (yes, I said it) storage facilities everywhere.

-In reality, this community needs more stores, restaurants, and diverse entertainment options for the LARGE population of people that are already here.

We are voters and we're getting tired of being ignored. We are over 1000 strong in our social media initiative and we're growing. Please listen and do something to help this struggling community and stop approving things that harm it.

Thank you for your time,

Tiffany Rose

[My grandparents established homes and businesses in the Karns community in the 1940's, and we've been here ever since. Please don't run us and other long-time residents away from our hometown by making poor decisions that affect us directly.](#)

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case number 5F20RZ

1 message

Martha Deaton <mdeaton305@hotmail.com>

Mon, May 11, 2020 at 6:05 PM

Reply-To: mdeaton305@hotmail.com

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

I understand that Smithbilt homes has applied to build up to a 5 house per acre/ 92 unit subdivision at W. Emory and Blacks Ferry Roads at the dangerous blind curve. I understand you plan to spill the traffic onto Emory right before the hidden driveway/blind curve area. These 92 homes will add hundreds of cars each day to this 2 lane road. This area is already extremely dangerous when attempting to enter Emory road from any of the cross streets. The additional heavy traffic on Emory, which has not been adjusted to meet the current traffic flow will simply continue to overwhelm the area. the lack of infrastructure, environmental damage/too many homes for sewers, part of this property appears to be a hilltop/ridge protection zone and should be protected, etc.). This is great cause for concern in your development process.

Please deny this effort to create more **chaos** in an otherwise peaceful area of the city

Thank you for your time and consideration,

Martha Deaton

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case # 5F20RZ

1 message

'Kimberly Senkler' via Commission

Mon, May 11, 2020 at 5:27

<commission@knoxplanning.org>

PM

Reply-To: ksenkler@icloud.com

To: commission@knoxplanning.org

Good afternoon.

I am writing considering case # 5F20RZ for a Smithbuilt subdivision at W. Emory and Blacks Ferry.

Please consider either denying this zoning request or greatly reducing it. The number of new subdivisions you have already approved up and down W. Emory are severely impacting the safety of Knox County citizens.

This location has specific dangers due to the blind curve. This blind spot is worse than the one further down the road near Chartwell and W. Emory. There is heavy traffic that is very rarely patrolled by the KCSD. Semi trucks drive this route at high speeds. Adding more traffic to an infrastructure that is already overtaxed will only lead to more dangerous roads.

Should you decide to approve this subdivision we ask that you limit the number of houses to 2 per acre and deny an entrance off of Emory and Blacks Ferry Road from the subdivision for safety reasons.

Sincerely,
Kim Senkler
865-256-8030
ksenkler@comcast.net

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Karns - case number 5F20RZ

1 message

Alicia Freile <afreile@hotmail.com>

Mon, May 11, 2020 at 3:56 PM

Reply-To: afreile@hotmail.com

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

Dear Sir or Madam,

I'm writing to ask you to please, please deny the proposed Smithbilt subdivision on Emory Rd. (case number 5F20RZ) This area simply cannot support a subdivision of that many houses, bringing many cars onto our already crowded Emory Rd. It would be dangerous as well, due to the blind curve at that section.

I understand the proposal includes linking the new subdivision up to Patriot Way in the Northampton subdivision. This is the subdivision I live in and it would become so, so dangerous with increased traffic. Patriot Way is the road where I walk my toddler in his stroller. I envision him growing up and riding his bike on the street... increased traffic would never allow that. We specifically chose to live in Karns because it has a nice pastoral feeling to it. It was ruin the charm of Karns to allow this subdivision. And honestly, the infrastructure (roads, sewers, can't handle it).

From what I've read, this land is zoned as agricultural. Please keep it that way. Having a crowded subdivision in this spot would just ruin the area.

Thank you for your me.

Sincerely,
Alicia Freile

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5 -F-20-RZ

1 message

mgmiller52 <mgmiller52@comcast.net>
Reply-To: mgmiller52@comcast.net
To: commission@knoxplanning.org

Mon, May 11, 2020 at 3:32 PM

Please DO NOT put this traffic into Northampton vis Patriot Way. Patriot way is a racetrack now from people short cutting to Carpenter road to avoid the mess at Emory and Carpenter road. This is a 40 year old subdivision do not tie them together. 1100 cars per day is unacceptable. Do not tie them together.

Mike and Grace Miller
6133 Patriot Way
Knoxville Tn 37931

--

This message was directed to commission@knoxplanning.org

2 attachments



20200511_144406.jpg
850K

THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.
1. The staff recommended maximum density of 4 du/ac could result in a build out of a total of 60 dwelling units.
2. The applicant should consider every effort to provide connectivity to Patriot Way during the Use on Review process.
3. The property is located in FEMA Flood Zone X but does not contain any floodplain areas.
4. The property contains land in the HP (Hillside and Ridge) Fracture (area). The slope analysis supports 3.75 du/ac.

Screenshot_20200511-120514_Drive.jpg
143K

☆ **Rezoning**

File Number: 5-F-20-RZ

Active: Y

Applicant Name (1): Primos Land Company, LLC

Applicant Name (2):

Current Zoning: A (Agricultural)

Requested Zoning: PR (Planned Residential)

I want to...

Map navigation controls:

Scale: 600ft

Standard...

THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.

1. The staff recommended maximum density of 4 du/ac could result in a build out of a total of 89 dwelling units.
2. The applicant should consider every effort to provide connectivity to Patriot Way during the Use on Review process.
3. The property is located in FEMA Flood Zone X but does not contain any floodplain areas.
4. The property contains land in the HP (Hillside and Ridgetop Protection) area. The slope analysis supports 3.75 du/ac.



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] case # 5F20RZ

1 message

Smalley, Maggie <Maggie.Smalley@trimarkusa.com>

Mon, May 11, 2020 at 3:13 PM

Reply-To: maggie.smalley@trimarkusa.com

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

Dear Knox Planning Commission,

I am writing to plead with you to NOT approve the rezoning for the new Smithbilt development at W. Emory and Blacks Ferry Roads. This is already a dangerous location on a blind curve, with excessive traffic on W. Emory. Karns lacks the infrastructure to support any more, new subdivisions!

At the very least, if this is approved, please severely limit the homes per acre...5 per acre is too many! Karns is a wonderful community but it's being ruined and overrun by excessive developing.

Thanks for your consideration,

Margaret Smalley

37931 resident

This transmission is CONFIDENTIAL and the information is intended only for the use of the individual or entity to whom it is addressed. If you are not the intended recipient, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is STRICTLY PROHIBITED. If you have received the transmission in error, please immediately notify us by e-mail and/or telephone, and delete the transmission and any attachments from your mailbox. Thank you.

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5F20RZ

1 message

'John Parker' via Commission <commission@knoxplanning.org> Mon, May 11, 2020 at 2:48 PM
Reply-To: john_parker@discovery.com
To: "commission@knoxplanning.org" <commission@knoxplanning.org>
Cc: "county.mayor@knoxcounty.org" <county.mayor@knoxcounty.org>

To whom it concerns,

It has come to my attention that Primos Land Company is seeking approval to build a residential development between BlackFerry Road and Carpenter Road located just off of West Emory in Karns, TN. I understand the importance for development within all areas of Knoxville, but I do have several concerns regarding this particular development and the Primos Land request that go with it.

- Schools:
 - Karns Elementary alone houses 1,300 students K-5. By plan study this will add an estimated 44 students to that yield K-12. While that does not seem a lot it is additional stress to already over-crowded schools.
 - Knox County schools is in the current process of trying to buy new land to build an additional elementary school, however that process will not be complete for several years (estimated 3-4)
- Roads: By plan study this will add some 1,110 (average daily vehicle trips). This would include, but not limit traffic on West Emory Road.
 - As of this moment the plan calls for this subdivision to dump out onto West Emory Road at a blind curve where it will meet traffic traveling in excess of 40+ MPH
 - Emory road is only a 2 lane State Route with no turn lanes, with the exception of 1 new created that feeds just one neighborhood.

- Downstream in either direction of Blackferry there are no less than 4-6 current subdivision that will find themselves even more congested and bogged down, especially during peak travel hours and weekends.
- To put it simply West. Emory Road and it's sides roads simply are not yet developed to handle the added 5,500 car trips (on average) per M-F week
- Plan says should consider every effort to provide connectivity to Patriot Way, however Patriot Way feeds directly into Carpenter Road, which is barely 2 cars wide and contains multiple private residences and blind curves. In addition it feeds out onto W. Emory at a point already identified by TDOT engineering as needing major roadway improvement and traffic signals due to the offset with Harrell road.
- Land:
 - The request is for 4/5 du/ac, however by the plan slope analysis the property can only support 3.75 du/ac
 - The property contains land in the Hillside and Ridgetop Protection area. It puts the likelihood of damage at a very high risk by allowing heavy machinery private construction to occur so close.
 - There are waterways that intersect or run very close to the area creating an additional hazard to the Beaver Creek located just across W. Emory
 - In the past 3 years W. Emory Road area has had no fewer than 3 new subdivisions adding countless safety issues.

Conclusion: Additional subdivision approval of this or any other subdivision located on West. Emory at this time would be unwise for safety, enviromental and education reasons would be illresponsible until such time as infrastrucure can catch up with the current need. In addition I believe should any development be approved that the building should be required to bring roadways up to safety and traffic standards on all roads within a 1 mile proximity of their proposed build. It should be noted that all protected land be removed from the allowable plan.

I thank you for your time and concern. As a resident of Karns I continue to look forward to the progress in the area once it can be safely done.

Thank you,

John Parker

Cc: Mayor Glenn Jacobs Knox County TN

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Fwd: 5-F-20-RZ Comments

1 message

Liz Albertson <liz.albertson@knoxplanning.org>

Mon, May 11, 2020 at 2:41 PM

Reply-To: liz.albertson@knoxplanning.org

To: Knoxville-Knox County Planning Commission <commission@knoxplanning.org>

FYI - See community comments below.

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

From: **Jeff Lowe** <jefflowe@gmail.com>

Date: Mon, May 11, 2020 at 2:03 PM

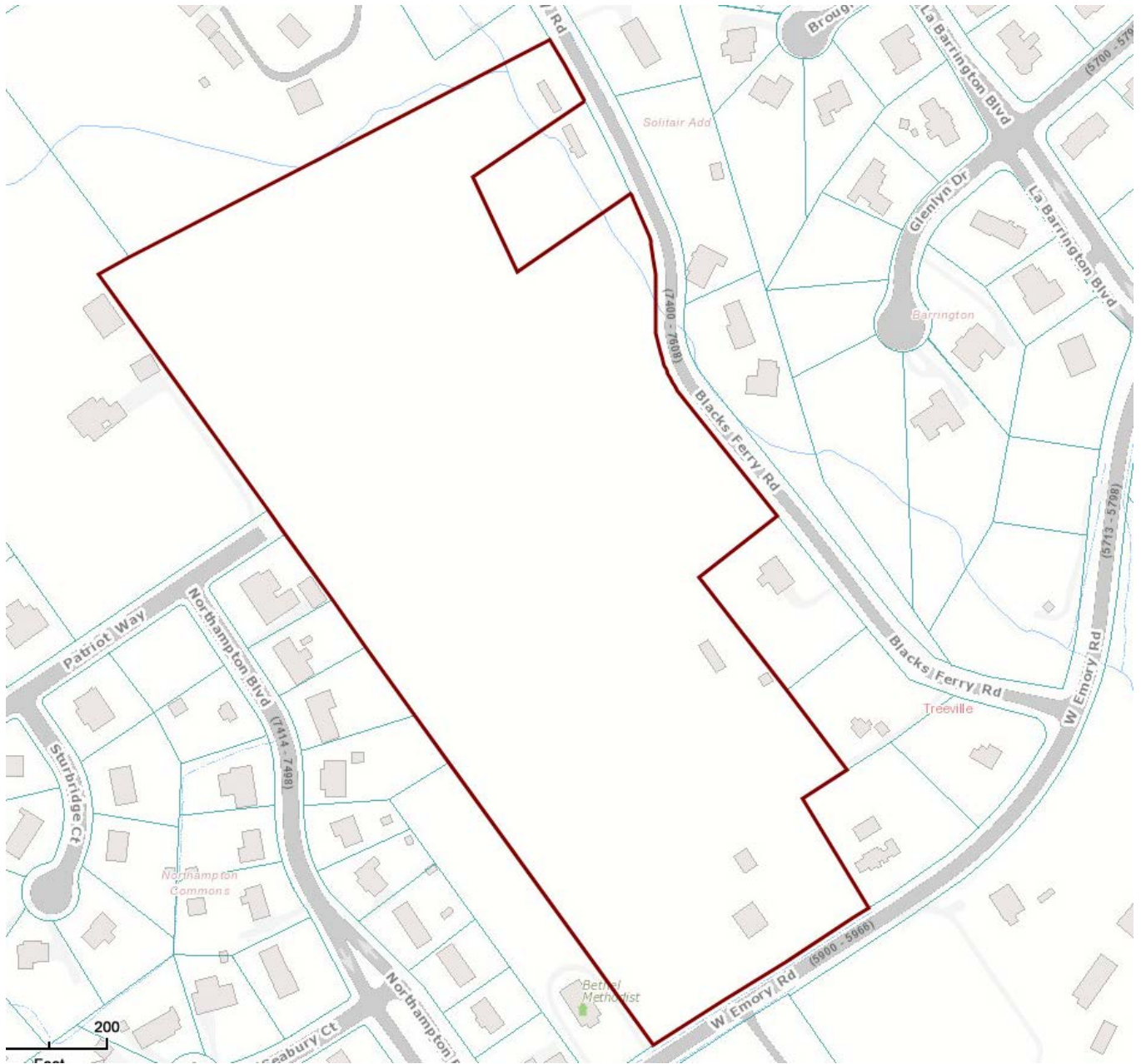
Subject: 5-F-20-RZ Comments

To: <liz.albertson@knoxplanning.org>

Liz - I hope you are doing good. I would like to make a comment about 5-F-20-RZ. According to the map, the planned development doesn't touch Emory Road, but instead will have access to Blacks Ferry Road for ingress / egress. As a home owner on Blacks Ferry, I am concerned about the amount of traffic this will add to Blacks Ferry and worry this will make getting out onto Emory Road even harder than it already is, especially given the limited visibility to the west due to the curvature of Emory Road. I would like to see the only ingress / egress this development have is directly onto Emory Road, given that the land owner already owns frontage.

Thanks for your consideration in this matter and have a great day!

Jeff Lowe



--

Liz Albertson, AICP
Senior Planner
865.215.3804



Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5-F-20-RZ

1 message

Mike Miller <mgmiller56@gmail.com>

Mon, May 11, 2020 at 12:17 PM

Reply-To: mgmiller56@gmail.com

To: commission@knoxplanning.org

How can you screw a old development like North Hampton Commons buy actually encouraging the developer to use Patriot Way to access this development. Patriot Way is a racetrack now form people cutting through to avoid the mess you have made at Carpenter and Emory. Please stop this acess. We use or neighborhood to walk and enjoy mit ti dodge 250 cars a day. I can't believe you would do this

Mike Miller
6133 Patriot Way
Knoxville TN 37931.

--

This message was directed to commission@knoxplanning.org

THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY.
NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.
1. The staff recommended maximum density of 4 du/ac could result in a build out of a total of 60 dwelling units.
2. The applicant should consider every effort to provide connectivity to Patriot Way during the Use on Review process.
3. The property is located in FEMA Flood Zone X, but does not contain any floodplain areas.
4. The property contains land in the HP (Hillside and Ridgeley, Prohibited) area. The slope analysis supports 3.75 du/ac.

Screenshot_20200511-120514_Drive.jpg
143K

THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.

1. The staff recommended maximum density of 4 du/ac could result in a build out of a total of 89 dwelling units.
2. The applicant should consider every effort to provide connectivity to Patriot Way during the Use on Review process.
3. The property is located in FEMA Flood Zone X but does not contain any floodplain areas.
4. The property contains land in the HP (Hillside and Ridgetop Protection) area. The slope analysis supports 3.75 du/ac.



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5F20RZ

1 message

'Danita Futrell' via Commission

<commission@knoxplanning.org>

Reply-To: danitafutrell@yahoo.com

To: commission@knoxplanning.org

Mon, May 11, 2020 at 11:54 AM

This is In regards to the building of MORE HOMES by smith brother homes in Karns! Have you tried driving in Karns lately!? It's horrible!!!If you want/need to do something how about the infrastructure? At least before you build more homes! Our roadways are already too congested as it is! There are more wrecks on West Emory than ever because there's more houses being built and not enough Road space! My children are new drivers and I'm very concerned of their safety! This is negligent on your part! Granted him permission to build more homes without the proper roadway, is negligent!!! Money talks but I thought that was only for the big cities, not karns and knox co! This is very sad! You all should be ashamed!!!!

Concerned citizen, Dee Futrell

[Sent from Yahoo Mail for iPhone](#)

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Case number 5F20RZ

1 message

Connie <cldagley-10@att.net>

Mon, May 11, 2020 at 11:22 AM

Reply-To: cldagley-10@att.net

To: commission@knoxplanning.org

I just received information from a friend referencing case number 5F20RZ that will be discussed at your Wednesday, May 13 meeting. Adding the amount of traffic that this will create onto Emory Road will be a complete disaster. With all the growth that has already taken place in this area, it has already created a grid lock and is causing a more dangerous situation that we had before. I lived on Blacksberry Road for several years and I can tell you first hand that turning left onto Emory is a death wish considering that is a blind curve.

If you allow 92 units to be built in that subdivision, you may as well say you will be adding another 200 vehicles to an already busy road causing more opportunity to case more accidents.

Respectfully yours.
Connie Dagley

--

This message was directed to commission@knoxplanning.org



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] Fwd: 5913 W Emory RD: 5F20RZ

2 messages

Byron Starkweather <bastarkweather@gmail.com>

Mon, May 11, 2020 at 11:16 AM

Reply-To: bastarkweather@gmail.com

To: Liz Albertson <liz.albertson@knoxplanning.org>, commission@knoxplanning.org

Ms. Albertson,

Several days ago I contacted you regarding a proposed rezoning change at [5913 W Emory RD](#), file 5F20RZ. However, I received no response. So, I am contacting you again regarding this same case.

We live adjacent to this property and have learned that a developer is looking to place over 90 homes in this 20+ acre space. We are concerned about the additional traffic on an already quite busy stretch of W. Emory RD. With few turn lanes and essentially a blind curve at the intersection of W. Emory and Blacks Ferry, the amount of traffic this subdivision would contribute to the area would lead to an already congested traffic situation.

In addition, with Patriot Way also leading to that property, we are concerned about the significant increase in traffic in a small neighborhood, especially during the summer as MANY families with small children use the pool at the corner of Northampton BLVD and Patriot Way. Many families in our neighborhood walk pets and exercise on these roads. Given we have no sidewalks and the pool has no parking lot, the additional vehicles would increase the danger of the situation for the numerous pedestrians who use the streets in our neighborhood.

Has any thought been given to utilities? We have what we believe are sewer lines running through our yard. Given the number of nice trees in our yard, we do not want these trees damaged in an effort to connect sewer lines.

We believe our concerns are valid and hope that someone from your office would respond.

Thank you for your time and consideration.

Sincerely,
Byron A. Starkweather
904-294-3654

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

From: **Byron Starkweather** <bastarkweather@gmail.com>

Date: Mon, Apr 20, 2020 at 6:17 PM

Subject: [5913 W Emory RD](#)

To: <liz.albertson@knoxplanning.org>

Ms. Albertson,

My family and I live on the back side of the property at [5913 W Emory RD](#). We received a post card in the mail today informing us of a public meeting about rezoning this property from Agricultural to Planned Residential.

Would you please clarify what this means? Does Planned Residential mean a subdivision of single family homes or duplexes? Does that mean an apartment complex?

We are also interested in whether the road Patriot Way would serve as access to this development? Our road, Northampton BLVD connects with Patriot Way. Given the pool club across the street that receives tremendous use during the summer months and our own children running and riding bicycles on the street for exercise, the extra traffic would not be something we would support.

We simply are not versed in property language and would appreciate some clarification.

Thank you,
Byron Starkweather
904-294-3654

--

This message was directed to commission@knoxplanning.org

Liz Albertson <liz.albertson@knoxplanning.org>

Mon, May 11, 2020 at 11:30 AM

Reply-To: liz.albertson@knoxplanning.org

To: Byron Starkweather <bastarkweather@gmail.com>

Cc: Knoxville-Knox County Planning Commission <commission@knoxplanning.org>

Mr. Starkweather -

Thank you for your comments and thank you for sending them into the Planning Commissioners for their review. My apologies for not connecting with you, I tried to phone you regarding this matter. We will be discussing this item tomorrow at the agenda review meeting and then also on Thursday during the meeting, if you'd like to speak during the public meeting on Thursday regarding this item also, please let us know as soon as possible. Other community members have emailed in concerns as well regarding this rezoning case.

A request to rezone to Planned Residential (PR), if approved by the legislative body, County Commission, will also require a use-on-review application for the development of the property. See the description of the PR zone located here: https://library.municode.com/tn/knox_county/codes/code_of_ordinances?nodeId=PTIICO_APXAZO_ART5ZORE_5.13PRPLREZO

If or when an application for Use on Review (which will require a site plan as part of the submission) is submitted, the community, Planning staff, and the Planning Commission will have an opportunity to see the design that is being proposed.

If you have additional questions or concerns, please let me know.

Thank you,
-Liz Albertson

[Quoted text hidden]

Liz Albertson, AICP
Senior Planner
865.215.3804



Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902

[Quoted text hidden]



Laura Edmonds <laura.edmonds@knoxplanning.org>

[Planning Commission Comment] 5F20RZ

1 message

Mike Miller <mgmiller56@gmail.com>

Mon, May 11, 2020 at 10:35 AM

Reply-To: mgmiller56@gmail.com

To: commission@knoxplanning.org

Please don't do this the traffic will be terrible. I live in Northampton Commons at 6133 Patriot Way. Our road joins this property. Please don't empty this into our subdivision. We cant handle the traffic now. This property will cause a lot of wrecks and death on Emory road. Its a terrible place now. If you add this many houses it will be chaos.
Please don't do this.

Mike Miller

--

This message was directed to commission@knoxplanning.org



Dori Caron <dori.caron@knoxplanning.org>

[Planning Commission Comment] MPC case number 5-F-20-RZ - Concerned Citizen -

Sanford, Rob <Rob.Sanford@willistowerswatson.com>

Mon, May 4, 2020 at 4:11 PM

Reply-To: rob.sanford@willistowerswatson.com

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

Cc: "brad.anders@knoxcounty.org" <brad.anders@knoxcounty.org>, "larsen.jay@knoxcounty.org" <larsen.jay@knoxcounty.org>, "justin.biggs@knoxcounty.org" <justin.biggs@knoxcounty.org>

I have just become aware of MPC case number 5-F-20-RZ. This is the redevelopment plan at Blacksferry rd / Emory Rd.

I am very concerned about the safety along Emory road with this potential traffic. I have seen the amount of houses being proposed per acre, and I must say that I am very concerned about the safety along Emory road with this potential traffic. The county / state needs to provide updated infrastructure if this development is to continue. I am all for capitalism, but there have been WAY too many of these neighborhoods going up in recent years. I have seen the Smithbuilt neighborhood at the end of the old Coward Mill. Incredible how many houses are going in there.. I would be interested in the results of a community poll about whether or not the community wants any more of these. Secondly, I am also concerned with the impact this will have on our home values. Suppressing home values with this many homes per acre is problematic to me. It is almost as if Smithbilt is blindly stumbling into all of this property from older generations. Not sure, but how have they amassed so much property to develop? Just seems odd that they have SO many in this area.

Please review and take under consideration.

Thanks,

Rob Sanford

Senior Client Manager, Property & Casualty

Willis Towers Watson Southeast, Inc.Willis Group, [265 Brookview Centre Way, Suite 505, Knoxville, TN 37919](#)

Direct: 865-583-3734, Mobile: 865-603-6008

For information pertaining to Willis Towers Watson's email confidentiality and monitoring policy, usage restrictions, or for specific company registration and regulatory status information, please visit http://www.willis.com/email_trailer.aspx

You may receive direct marketing communications from Willis Towers Watson. If so, you have the right to opt out of these communications. You can opt out of these communications or request a copy of Willis Towers Watson's privacy notice by emailing unsubscribe@willistowerswatson.com.

--

5/5/2020

Knoxville - Knox County Planning Mail - [Planning Commission Comment] MPC case number 5-F-20-RZ - Concerned Citizen -

This message was directed to commission@knoxplanning.org