

Carl T. Zimmerman  
618 Burriss Rd.  
Knoxville, TN 37924

Knoxville-Knox County Planning Commission  
ATTN: Mr. Mike Reynolds  
400 Main St SW #403  
Knoxville, TN 37902

**RE: Subdivision Concept Plan 3-SB-21-C (Applicant: RC Ruggles, LLC)**

February 19, 2021

Dear Mr. Reynolds and Planning Commissioners,

I am writing this letter in opposition to Subdivision Concept Plan 3-SB-21-C (Applicant: RC Ruggles, LLC). I understand that this is a by-right development and that infrastructure assessments and traffic studies will be performed prior to voting on a recommended action. However, I feel compelled to voice my concern around the potential adverse impact on my community and neighbors.

Based upon the reasons outlined below, I respectfully request that you strongly consider requiring modification of the plan to reduce total acreage and/or decrease planned lot density. My key concerns are as follows:

**1. The size and scale of the plan are not congruent with the current rural character of the area.**

Recognizing that the property is zoned RA, I understand that suburban sprawl across the general area is inevitable. However, the magnitude and extent of the planned site acreage and lot density are not consistent with the rustic, agrarian environment which is prevalent in the immediate surrounding area. Based on initial research, this would be one of the largest developments in Knox County outside city limits (when fully completed). It would clearly be out of character with the location and would set an unfortunate precedent for additional large-scale buildouts in the future – increasing traffic & noise/light pollution and further eroding the charm and appeal of our community.

In my opinion, it makes much more sense to accommodate larger-scale projects such as Neal’s Landing (currently expanding along Asheville Hwy) and planned subdivisions along Brakebill Road (near I-40 and Straw Plains Pike) – primarily because these sites are in much closer proximity to established commercial areas and adequate road infrastructures.

**2. Adverse traffic impacts are likely inevitable due to limitations of the existing road system and planned entrances.**

Based on a total of 482 homes, there would be an additional ~1,000 vehicles traveling on the road infrastructure regularly. Several of the narrow, winding “country” roads connecting Ruggles Ferry with the nearby Carter Solid Waste Center, banks, grocery stores, retailers and restaurants are simply not designed to withstand this type of inevitable volume increase (see Burriss Rd., Cash Rd., Pleasant Hill Rd., N. Molly Bright Rd., etc.). This would not only be a nuisance, but a safety concern as well. (Note that we already have issues with vehicles regularly traveling above the speed limit on precarious stretches of these roads.). It is imperative that traffic studies take into full account the potential impact on the entire surrounding road systems.

In addition, the two (2) entrances that would service the entire development are less than 500 feet apart on the same stretch of Ruggles Ferry Pike. This does not seem logistically sound and would presumably lead to significant traffic issues and congestion during high travel/commute times. Furthermore, it begs the question: ***Is there a prior precedent anywhere in the county where a comparable entrance system has been effectively utilized for a neighborhood of nearly 500 houses? If not, how do you ensure that this configuration will be viable once the neighborhood reaches full capacity?***

**3. Nearby undeveloped vacant lots bring into question the possibility of a similar scenario occurring at the planned site.**

There are several established subdivisions near the planned site that have undeveloped lots sitting vacant – and many of them have been such for multiple years (Shackleford Lane, Lyons Creek, Carter Mill, Graysburg, and Stone Creek, to name a few). It would be a shame (and an ugly eyesore) for a developer to grade large tracts of the site, effectively ruining the land’s natural beauty, only for that property to then sit vacant for long periods of time due to lack of builder engagement/activity. Further, demand for lots at the planned site will probably be lower than for ones at other existing smaller subdivisions (see above) – as it stands to reason that prospective buyers typically prefer smaller and quieter neighborhoods where ongoing phased development is less invasive.

In summary, I ask that you carefully consider all these factors and then make recommendations that will mitigate potential negative effects on our residents and community. I believe that a more sustainable and less detrimental "slower growth" strategy would be more appropriate for this location, and I hope you will make recommendations aligned to that approach.

Thank you in advance for your time and consideration.

Sincerely,

A handwritten signature in blue ink that reads "Carl T. Zimmerman". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Carl T. Zimmerman

C: 865-806-3623

E: [carl.zimmerman76@gmail.com](mailto:carl.zimmerman76@gmail.com)