

I am writing concerning the proposed development plan 7-SA-21-C proposed by Scott Smith Properties. I am very concerned about any plan submitted that asks for “various reductions in standards to make the proposed road and lot arrangement work for this site”. Why make exceptions to allow more homes to be built, before the infrastructure to support the growth is even in place. ALL proposals need to take into account the impact on the roads, environment, school system, utilities, etc... Everyone already knows that the new schools in Hardin Valley are overcrowded (kids can’t even change clothes for gym), and that Hardin Valley Road West of Campbell Station is not equipped to handle the increased traffic (the proposal even states that access is via Hardin Valley which is a minor arterial); however, we keep approving subdivision after subdivision in the same area. Why can we not get the roads, schools, and utilities in place before you approve additional Subdivisions?

I would like to offer my support of the staff recommendation to reduce the number of lots from 18 to 17, and to not allow a home to be built on lot 18, as this is just going to cause more problems and expense for Knox County in the future. I am also requesting that you please decline requested variance #2. I am not an engineer; however, I am sure the minimum distance between two roads was established for security/safety purposes. So why would we make an exception on this, especially in an area where the road is already undersized with limited site distance. According to the recommendation, if I understand it correctly, it is because site conditions restrict compliance with the Subdivision. Maybe we should not approve a Subdivision that does not work with the land, especially at the expense of safety?