

**Subject: Formal Opposition to Proposed Vintage Knoxville West Development
(Case: 3-A-26-DP)**

To Whom It May Concern,

I am writing as a resident of the Everett Woods subdivision to formally express my opposition to the proposed Vintage Knoxville West multi-family development consisting of approximately 224 residential units on Everett Road. My opposition is based on documented infrastructure deficiencies identified within the Traffic Impact Study, as well as direct observations of existing traffic hazards, heavy industrial vehicle activity, environmental impacts, and the negative consequences this development would have on the safety, character, and property values of the surrounding residential community.

First, the Traffic Impact Study itself acknowledges that Everett Road is only approximately 18 feet wide, which is below modern roadway design standards and only meets minimum threshold conditions. This limited roadway width is insufficient to safely accommodate two-way traffic under current conditions, particularly when larger vehicles are present. The study further projects that the proposed development will generate approximately 1,970 additional daily vehicle trips, which represents a substantial increase in traffic volume on infrastructure that is already constrained. Increasing traffic on a substandard roadway without widening or significant structural improvement presents clear safety and operational risks.

Second, the study confirms that the Everett Road and Yarnell Road intersection is projected to operate at failing levels of service without mitigation, with delays exceeding 163 seconds per vehicle during peak periods. While the study proposes installation of additional stop control as mitigation, stop signs do not increase roadway capacity, do not address insufficient lane width, and do not resolve downstream congestion. This proposed mitigation does not address the root cause of the problem, which is inadequate infrastructure relative to projected demand.

Most critically, the study does not adequately evaluate real-world conditions at the Everett Road and Watt Road intersection. Everett Road serves as a direct route to Watt Road, which functions as a major regional access corridor connecting to Interstate 40 and Interstate 75 and supporting substantial freight, commercial, and commuter traffic. In practice, congestion at this intersection is already severe. It is common for residents to wait 10 to 15 minutes for only a few vehicles to safely merge onto Watt Road. This significant bottleneck was not meaningfully addressed in the study, despite representing one of the most critical constraints affecting roadway functionality in the area.

In addition to commuter and commercial traffic, Everett Road is routinely used by heavy industrial dump trucks traveling to and from the nearby Vulcan Materials facilities, as well as semi-trucks attempting to bypass interstate congestion. These large industrial and freight vehicles regularly use Everett Road despite its narrow 18-foot width and residential character, even accessing areas near the Everett Woods subdivision where such traffic is not appropriate. Vehicles of this size are not compatible with a roadway of this width. They frequently exceed lane boundaries, reduce visibility, increase stopping distances, and struggle to maneuver safely. This creates serious safety hazards for passenger vehicles, pedestrians, and residents entering or exiting the roadway.

Additionally, these trucks contribute significantly to congestion, particularly when attempting to merge onto Watt Road, further exacerbating delays and increasing accident risk. The presence of frequent heavy industrial and freight traffic on an already substandard residential roadway is a serious existing safety concern, and the addition of nearly 2,000 daily vehicle trips would further compound these risks.

Beyond traffic and safety concerns, the proposed development would result in the destruction of existing forestry and natural wooded areas along Everett Road. This natural landscape is not incidental, but rather, a defining characteristic of the community. Many residents specifically chose to live in Everett Woods and surrounding neighborhoods because of the wooded environment, natural buffers, privacy, and rural residential character. The removal of this forestry and its replacement with a dense multi-family apartment complex would permanently alter the character of the area.

This loss of natural surroundings would also have a direct and measurable impact on property values. The desirability and value of homes in this area are closely tied to the existing natural environment, privacy, and low-density residential character. Replacing wooded land with a large-scale apartment complex directly adjacent to single-family homes introduces increased traffic, noise, lighting, reduced privacy, and visual impacts that make the area less desirable for current and prospective homeowners. These changes can negatively affect home values and undermine the long-term residential stability of the neighborhood.

Based on the study's own findings and existing real-world conditions, it is clear that Everett Road and its supporting infrastructure are not currently adequate to safely or effectively support a development of this magnitude. The roadway width, intersection performance limitations, heavy industrial truck activity, congestion at Watt Road, and environmental loss all represent significant concerns that must be addressed before any such development can be responsibly considered.

For these reasons, I respectfully request that this proposal be denied, or at minimum deferred, until comprehensive infrastructure improvements are completed. These

improvements should include widening Everett Road to modern safety standards, addressing congestion and safety concerns at the Watt Road intersection, mitigating heavy industrial vehicle conflicts, and preserving the safety and character of the existing residential community.

Approving this development without first addressing these critical infrastructure and safety deficiencies would place existing residents at increased risk, worsen congestion, negatively impact property values, and permanently alter the character of the neighborhood.

Thank you for your time and careful consideration of these concerns.

Best regards,

Anthony Yovino

1070 Belle Pond Ave, Knoxville, TN 37932

ayovino072@gmail.com