

I am writing to formally oppose the proposed rezoning for the Vintage Knoxville West development. While the Traffic Impact Study (Revised February 2026) raises serious transportation concerns, my opposition extends beyond traffic alone. The requested rezoning would introduce a level of density that the existing infrastructure in this corridor is not equipped to support.

Everett Road is acknowledged in the study as being approximately 18 feet wide and not built to current standards. It lacks sidewalks, bike lanes, shoulders, and transit access. The corridor functions more as a rural connector than a high-density residential collector. Adding 224 multi-family units, along with cumulative growth from adjacent developments, would permanently alter the function of this roadway without any meaningful structural upgrades. The study itself projects failing Level of Service (LOS F) conditions at the Everett Road and Yarnell Road intersection under 2028 projected volumes, yet the proposed mitigation is limited to a multi-way stop. This does not increase roadway capacity or address broader corridor constraints.

Beyond local intersections, this development will increase traffic feeding into the already congested Everett Road and Watt Road intersection and the I-40/75 interchange. Residents in this area are well aware of the peak-hour delays, unsafe turning movements, and limited stacking capacity at this interchange. Introducing nearly 2,000 additional daily vehicle trips into a corridor that ultimately funnels into an already strained interstate access point raises significant safety and mobility concerns.

Transportation is only one component of infrastructure capacity. The proposed density will also increase demand on utilities, stormwater systems, and public services. Everett Road and surrounding neighborhoods were not developed with urban-scale multi-family intensity in mind. Sewer capacity, water distribution, and stormwater conveyance in this part of west Knox County were designed for lower-density residential use. Rapid increases in impervious surface area and concentrated residential occupancy can create long-term strain on systems that are already aging or operating near capacity.

School capacity must also be considered. West Knox County schools have experienced consistent enrollment pressures, and additional high-density residential development will further increase student populations in already competitive zones. Rezoning decisions should reflect not only land use compatibility but also the ability of public facilities to absorb growth without diminishing service levels for existing residents.

The requested rezoning represents a substantial shift in land use intensity for this corridor. The existing character of the area is predominantly lower-density residential with limited roadway width and minimal pedestrian infrastructure. Approving this change would introduce a level of concentration that is incompatible with the built environment and existing public investment.

For these reasons, I respectfully urge the Planning Commission and County Commission to deny the requested rezoning. Growth must be aligned with infrastructure capacity, and in this case, the infrastructure is not prepared to accommodate the scale of development proposed.