

I am submitting comments regarding the request for re-zoning of 0Tipton Station in South Knox County, County Commission District #9. I am submitting the following comments to help inform decisions about the future use and development of this property.

Property Context and Character

This property located at 0 Tipton Station is nearly 7 acres in size and is almost completely wooded and, so, is rural in nature. The speed limit along Tipton Station is 40 m.p.h. and the speech limit along Sayne Lane is 15 m.p.h. This property has long been a part of the group of rural properties located along Sayne Lane, which was once the Sayne Family Farm (at least since 1902). It is one of the last undeveloped properties along this beautiful, country lane, with the farm having been subdivided primary into 3.5 to 9 acre lots. Farm animals, gardens, fields, trees and un-mown grass are in abundance along Sayne Lane.

The proposed Planned Residential (PR) is not in character with the buildings and design of the large lot agricultural homes and small farms. The PR zone does not have any design standards for integrating the neighborhood design into the surrounding community. Planning Commission staff would have to make up standards, and we have observed that Planning Commissioners are reluctant to impose arbitrary design standards on development applications. Please see the below photo for the existing neighborhood character of large lot homes, small farms, and substantial timber and tree cover.

Concerns Regarding Proposed Rezoning (from Agricultural to Planned Residential)

1. A proposed PR zone is not in character with the buildings and design of the large lot agricultural homes and small farms that exist on the road that most of this property fronts along Saynbe Lane. The PR zone does not have any design standards for integrating the neighborhood design into the surrounding community. Planning Commission staff would have to make up standards, and we have observed that Planning Commissioners are reluctant to impose arbitrary design standards on development applications. A proposed PR zone is not in character with the buildings and design of the large lot agricultural homes and small farms. The PR zone does not have any design standards for integrating the neighborhood design into the surrounding community. Please see the below photo for the existing neighborhood character of large lot homes, small farms, and substantial timber and tree cover.



2. Safety Concerns at the Sayne Lane / Tipton Station Intersection

The location where the entrance to this property would be are similar is close to another fo property that has been requested for rezoning that is just “up down the hill” from this one. Entrance and exit from both of these properties is an issue, however as related to 0 Tipton Station, please consider the following as you evaluate the request for re-zoning:

- **Limited visibility:** Located on an “S” curve on Tipton Station, visibility and the speed of traffic 40 m.p.h. behind turning vehicles is of concern. The blind curve restricts visibility for anyone who would be making a right or left turn out of the property due to difficulty seeing and responding to sudden traffic on Tipton Station coming from the east, requiring quick and potentially risky maneuvers.
- **The need for multiple cars to make turns at the same time along the same busy section of Tipton Station.** When a vehicle is stopped at the Sayne Lane stop sign, there is often insufficient room for another vehicle to turn in from Tipton Station.

This creates hazardous situations, especially given the 40 mph speed limit on Tipton Station, which is frequently exceeded.

- **No shoulder on this two-lane road** and no where to go due to dips and ditches next to Tipton Station.
- **Traffic moves fast along Tipton Station, often over the speed limit.** People who are not highly familiar with Tipton Station may not recognize that they are suddenly entering an area that demands more caution.
- **This is already a busy area with the off-kilter intersections** of Neubert Springs with Tipton Station, the busy retail store, Farm South, which has limited parking that already makes people have to back into either Tipton Station or Neubert Springs. Significantly increasing the number of residents/travelers and traffic egresses from and to the roads in this tight area will likely create an increase in dangerous circumstances. Additionally, the curvature of Tipton Station makes it difficult to identify any safe location for a higher-capacity entrance that would accommodate increased traffic from a dense residential development.

3. Broader Traffic and Safety Issues on Tipton Station and Neubert Springs

The nearby intersection of Tipton Station and Neubert Springs further illustrates existing infrastructure concerns:

- Neubert Springs is split into two offset segments on either side of Tipton Station, creating a confusing and non-standard intersection. The entrance to 1515 Tipton Station would be located very close to the Neubert Springs on the North Side of the road. So, essentially, a person could make a left turn from Neubert Springs and would then need to make an almost immediate left turn into 1515 Tipton Station. Seems potentially dangerous in an already tough area where traffic flow does really need to keep cars moving to keep people safe.
- On both sides of Neubert Springs, drivers often hesitate or signal to one another to proceed, increasing the risk of miscommunication and sudden movements.
- This area is located on a curve in Tipton Station, further limiting visibility.

Additionally, the nearby business, Farm South, contributes to intermittent congestion. Its limited parking forces vehicles to back directly onto Tipton Station or Neubert Springs, adding to the complexity and risk in this already challenging area.

Increasing traffic from a higher-density development on Sayne Lane would compound these issues, raising the likelihood of accidents. This is especially concerning for drivers unfamiliar with the area, as well as those with slower reaction times.

Conclusion

For the reasons outlined above—namely, incompatibility with the established rural character of Sayne Lane and significant safety concerns related to existing road conditions—**I respectfully request that the proposed rezoning of 0 Tipton Station to allow four dwelling units per acre be denied.**

Thank you for your time and consideration.