

Appendices

Knox County Comprehensive Land Use and Transportation Plan

The attached documents were prepared during the Advance Knox planning process for the Comprehensive Plan. They provide details on existing conditions, analytical processes, and public input. They include:

- Appendix A: State of the County Report
- Appendix B: Scenario Planning Memo
- Appendix C: Fiscal Impact Summary Memo
- Appendix D: Universe of Projects
- Appendix E: Transportation Project Prioritization Memo
- Appendix F: Public Engagement Summary Memos
- Appendix G: Transportation Project Sheets
- Appendix H: Place Type and Zoning Correspondence Matrix

Appendix A Knox County Comprehensive Land Use and Transportation Plan

State of the County

ADVANCE KNOX

State of the County

May 2022



KNOX COUNTY
TENNESSEE



Planning
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A Note from the Mayor

Knox County has just embarked upon an 18-month project to create an integrated land use and transportation plan. The first step in the process is the State of the County Report, which gives readers an overview of our current land use patterns and transportation systems and the infrastructure that connects them.

With a laser focus on jobs, education, and recreation, I am committed to creating opportunities for everyone to thrive in an engaged and vibrant community.

What people love most about Knox County-what brings and keeps them here-is that we support business and economic development, provide high-quality educational opportunities for all, and actively promote the outdoor tourism and recreation assets for which we are known.

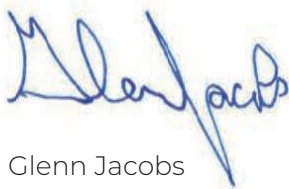
It is important that as our growth continues, we are deliberate about managing where development occurs, improving infrastructure, and making decisions that positively impact our diverse residency and their quality of life.

Your voice is an integral part of the process because the final Comprehensive Plan-a policy document-will help guide our land use and transportation investments over the next 20 years.

I encourage you to stay engaged as this project progresses so you can actively contribute to what I hope will be a shared vision for the future.

I look forward to working with you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Glenn Jacobs". The signature is stylized and cursive.

Glenn Jacobs

Knox County Mayor

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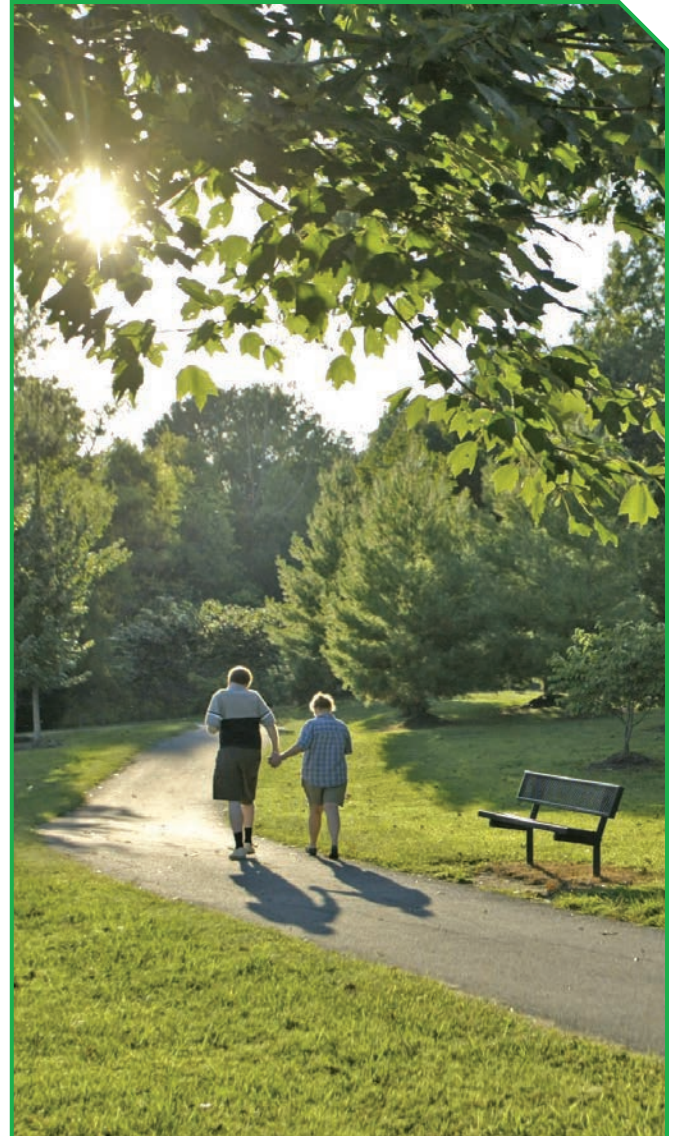
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State of the County

The State of the County is an assessment of the conditions and trends that affect how Knox County residents live, work and travel. It sets the stage for defining and shaping a new land use and transportation future. The State of the County is intended for all residents or stakeholders interested in the current conditions and future opportunities within Knox County.

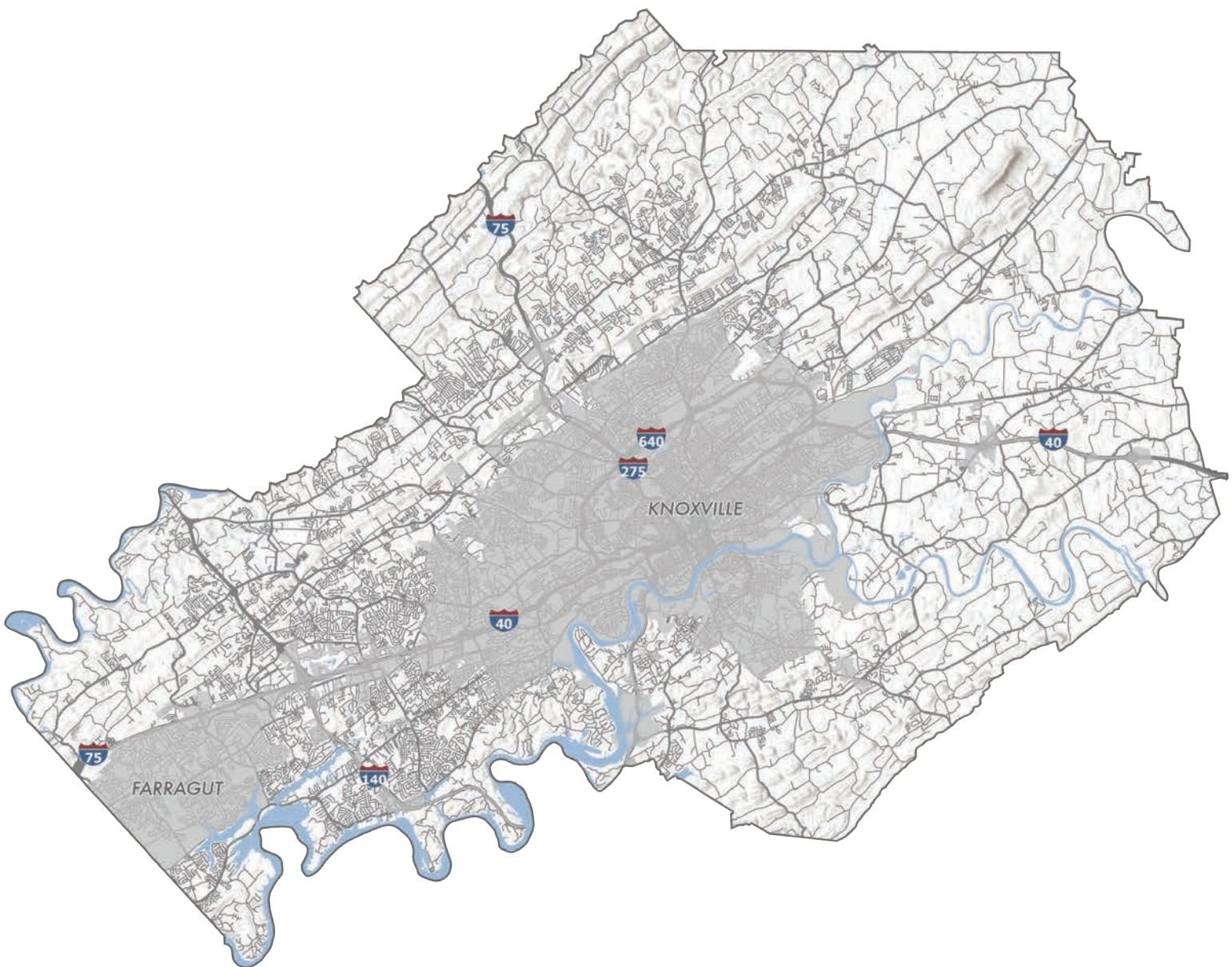
This report is focused on the unincorporated area of Knox County. However, this planning process acknowledges the close relationship between the county, City of Knoxville, and Town of Farragut. The city and town are valued stakeholders in the planning process, and are being directly coordinated with throughout the plan's development. Throughout this document, mapping of the county will focus on the unincorporated area to emphasize the plan's study area.

The document leverages a variety of data sources from the local, regional, state, and federal levels. Individual data sources are noted where they are referenced. In many places throughout this document comparisons are made between the county as a whole and the unincorporated county, as well as comparisons between the county and the region or state.



KEY GEOGRAPHIC TERMS

- **Knox County** refers to the county as a whole inclusive of the City of Knoxville and Town of Farragut.
- **Unincorporated Knox County** refers to the portions of the county exclusive of City of Knoxville and Town of Farragut.
- **Region** refers to the nine-county region that includes Anderson, Blount, Grainger, Jefferson, Knox, Loudon, Roane, Sevier, and Union Counties.
- **Metropolitan Statistical Area (MSA)** refers to an eight-county area including Anderson, Blount, Campbell, Knox, Loudon, Morgan, Roane, and Union Counties. MSAs are delineated by the U.S. Office of Management and Budget. An MSA is the formal definition for a region that consists of at least one urbanized area with a minimum population of 50,000. Based on the geographic scale of available data, the Prosperity chapter uses the MSA.



Chapter 1

People

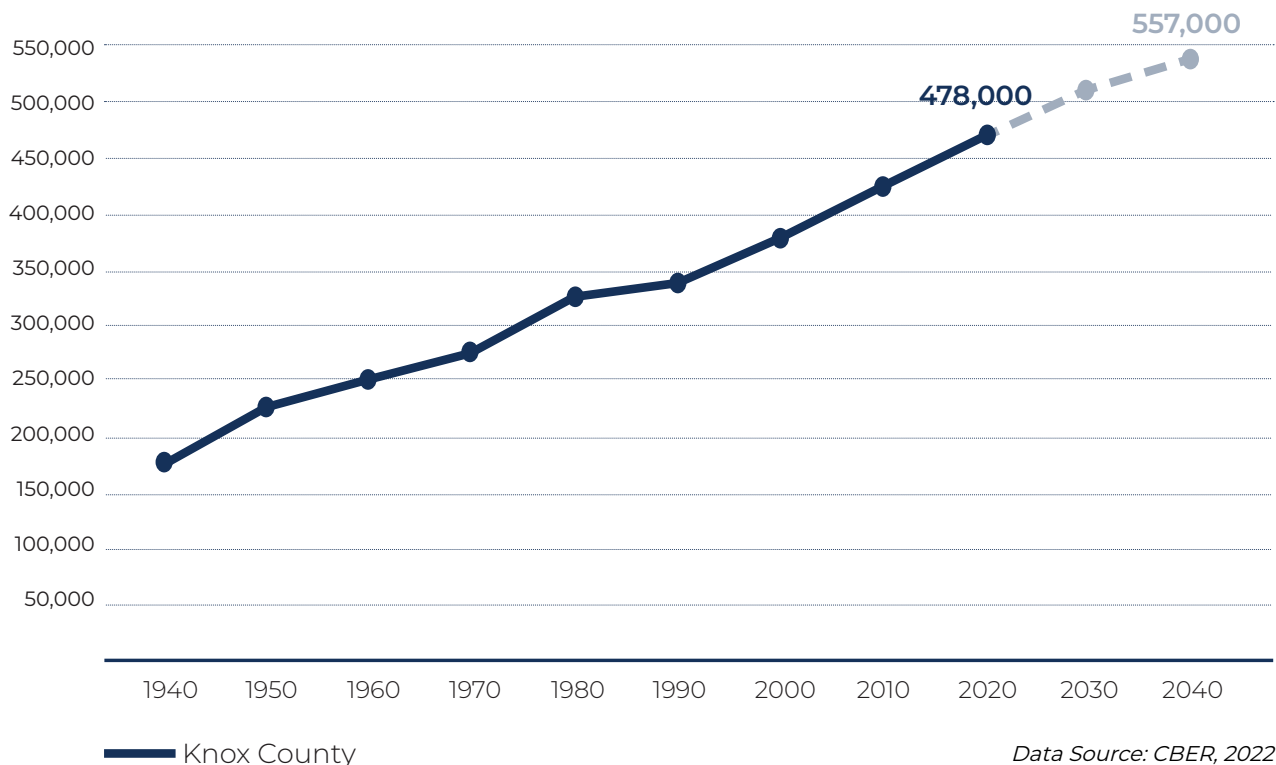
This chapter examines demographic trends and growth projections for Knox County. It includes an assessment of population makeup, prosperity, education, family composition, vulnerable groups, and community health. Understanding who lives and works in the county today will inform important considerations to ensure they are supported in the future. The county is going to grow - efforts to direct those gains should look to attract a diverse population and retain them and their children for generations.

Population

Knox County has seen steady growth over the last 40 years. In 1980, the population totaled 320,000; by 2020, the county witnessed a 50 percent gain, reaching 479,000 residents.

County-wide growth is expected to continue over the next two decades. By 2030, almost 39,000 new residents are expected- a gain of eight percent. By 2040, the population is expected to reach a total of 557,000 residents. A continued influx of new residents is the primary factor influencing growth projections.

POPULATION GROWTH OVER TIME

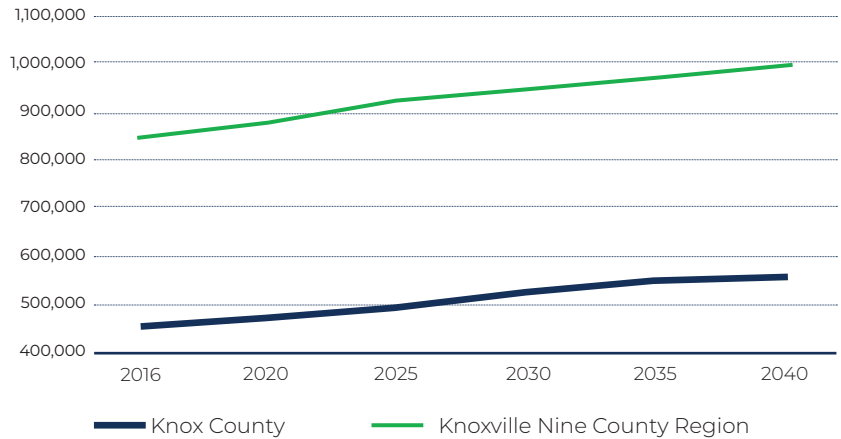


REGIONAL GROWTH

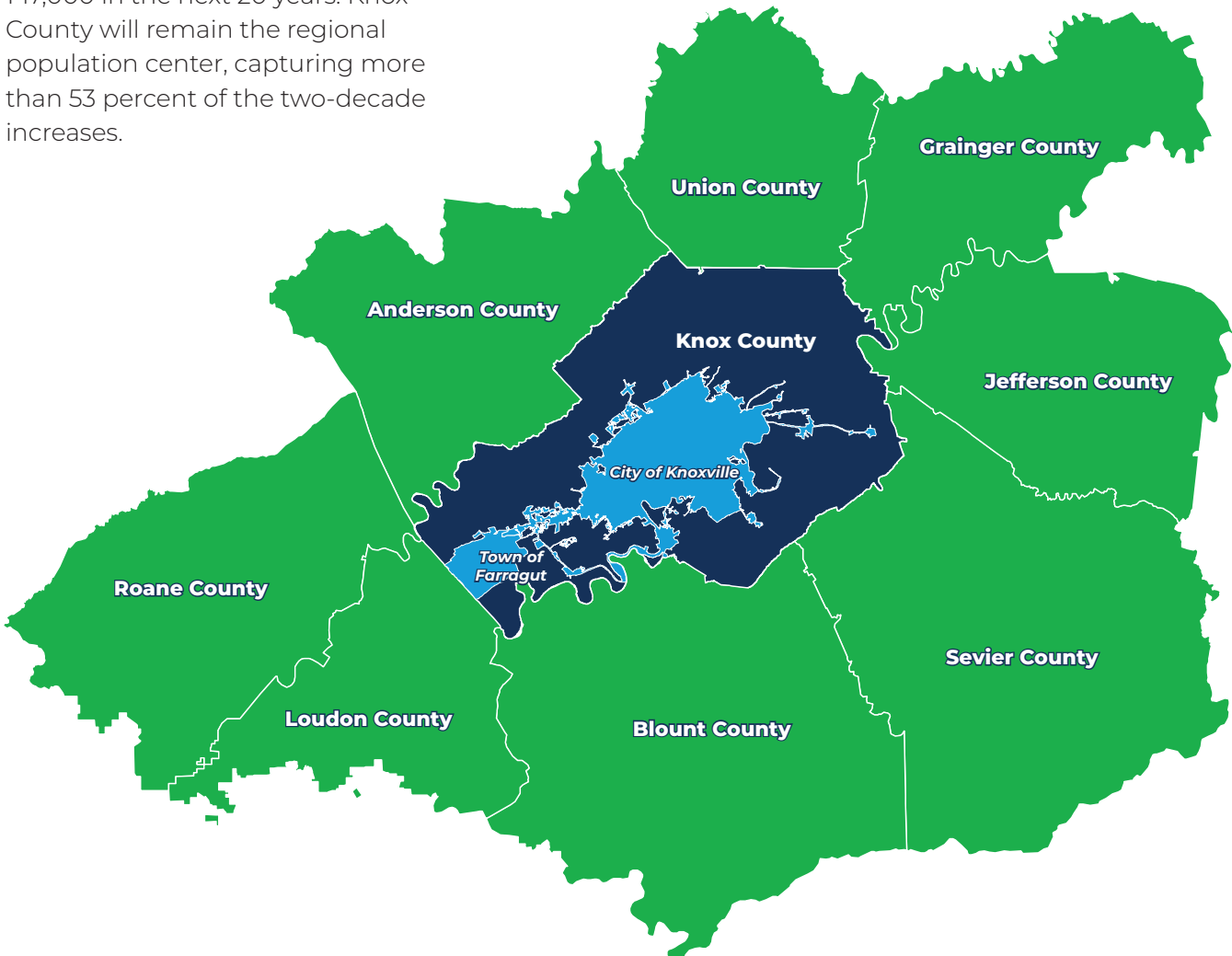
Knox County is central to a nine-county region in East Tennessee. In 2020, the region marked a total population of nearly 996,000, with Knox holding the greatest share, 48 percent. Similar to trends in Knox, three other counties in the region – Blount, Loudon, and Sevier – experienced population growth of nine percent or higher in recent years. Over the same period, Tennessee’s growth rate was nine percent.

Based on projections to 2040, the region’s population is expected to exceed 1.1 million, a gain of nearly 147,000 in the next 20 years. Knox County will remain the regional population center, capturing more than 53 percent of the two-decade increases.

REGIONAL POPULATION PROJECTIONS THROUGH 2040



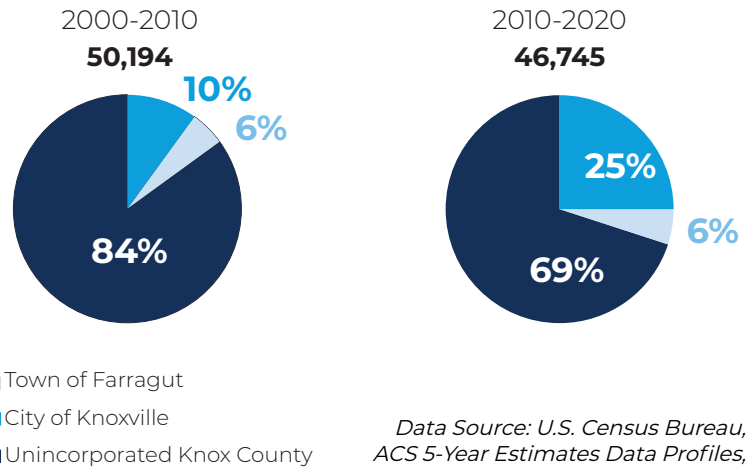
Data Source: CBER, 2022



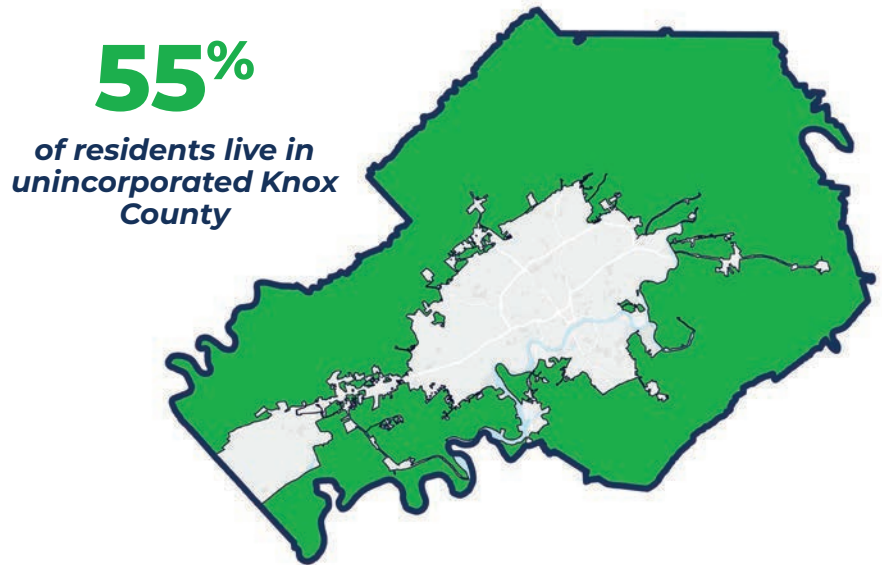
LOCAL RESIDENTS

Of Knox County's 478,971 residents, over 55 percent live outside the city limits of Knoxville and Farragut. Knoxville's population holds a 40 percent share of the county total, while Farragut comprises the remaining five percent. Over the past two decades, unincorporated Knox County has attracted the largest share of residential growth, but that trend is slowing. Since 1980 the most significant increases in Knox County's population occurred outside of city and town limits – residents of unincorporated Knox County almost doubled from 138,400 in 1980 to 264,800 in 2020. In the last decade, however, population counts indicate a reduced share of growth occurring in unincorporated areas from 84 percent during the decade from 2000-2010 to 69 percent in 2010-2020.

SHARE OF POPULATION GROWTH



Data Source: U.S. Census Bureau, ACS 5-Year Estimates Data Profiles, 2010, 2020

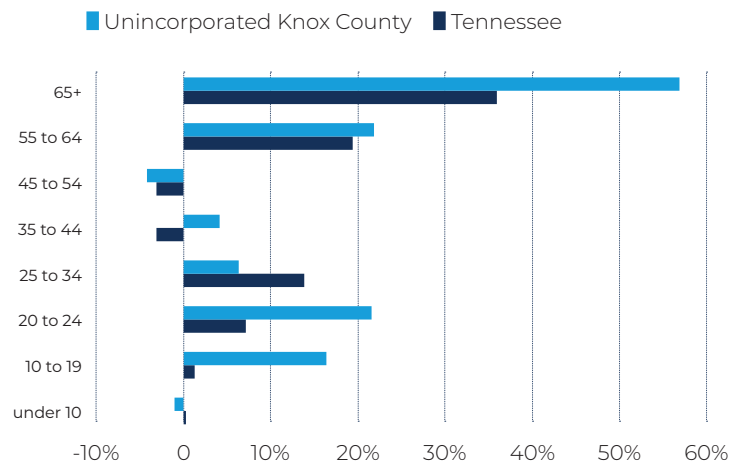


Data Source: U.S. Census Bureau, ACS 5-Year Estimates Data Profiles, 2020

CHANGING DEMOGRAPHICS

Within the county's population, the demographic makeup has changed. One notable change is the age distribution of the population. In line with state and national trends, age 55 and over is the fastest growing group and will continue to be through the year 2040.

POPULATION CHANGE BY AGE SINCE 2010

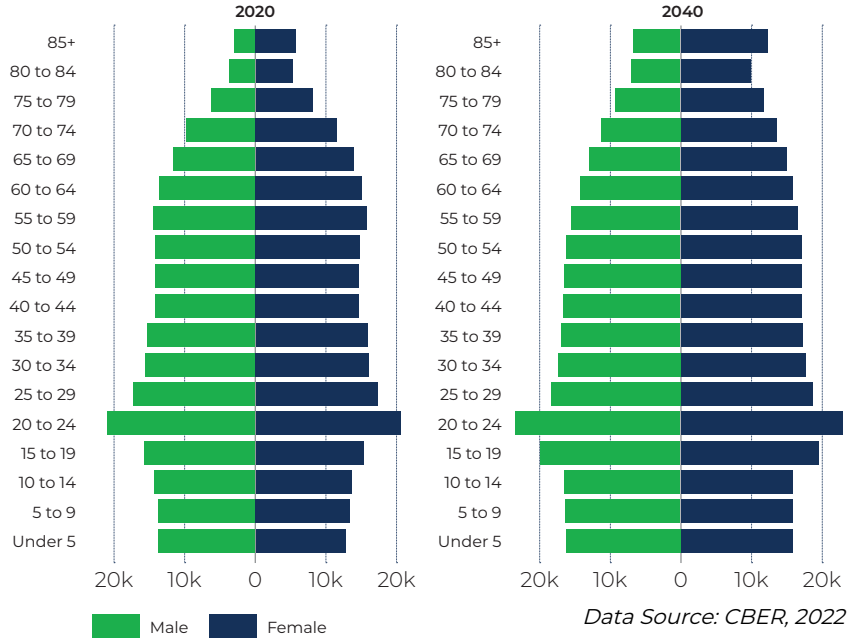


Data Source: U.S. Census Bureau, ACS 5-Year Estimates Data Profiles, 2020

One out of every five county residents will be over the age of 65 by 2040.

One area of difference compared to the state is that Knox County has a larger proportion of college-age residents because it is the home to the University of Tennessee’s flagship campus. While that group grew over the last decade, adults age 25-34 grew by only one percent compared to 13 percent statewide, indicating that the county is not retaining those students upon graduation. As the Boomer generation ages, older cohorts will continue to rise in numbers. Similarly, CBER projects an increase in the 15-19 and 20-24 age groups.

POPULATION BY AGE 2020 AND 2040



Household Characteristics

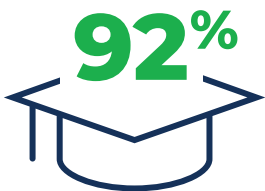
The average size of Knox County households is 2.40 persons, somewhat smaller than the state’s average of 2.51. Both figures are significantly lower than levels reported just a couple of decades earlier. Excluding very minor recent fluctuations, the trend of decline is expected to continue over the next several years. Contributing to this change are senior householders - those 65 years of age or more - who are living alone at higher rates, up 12.4 percent. This number is likely to climb as additional members of the massive Baby Boomer generation grow older. Offsetting some of the decline in household size, though, are households with children under 18. That population group recorded gains of 9.4 percent in recent years.



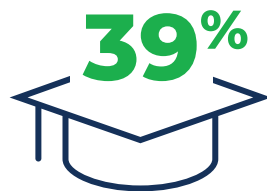
Data Source: U.S. Census Bureau, ACS 5-Year Estimates Data Profiles, 2020

EDUCATION

About 92 percent of Knox County’s population aged 25 years or older has a high school education or higher, with more than one-third (39 percent) holding a bachelor’s degree or higher, and 15 percent completing a graduate or professional degree. The local achievements outperform both state and national averages. The region is home to world-class higher education opportunities at The University of Tennessee as well as several other four- and two-year post-secondary institutions.



High School Graduate or Higher



Bachelors Degree or Higher

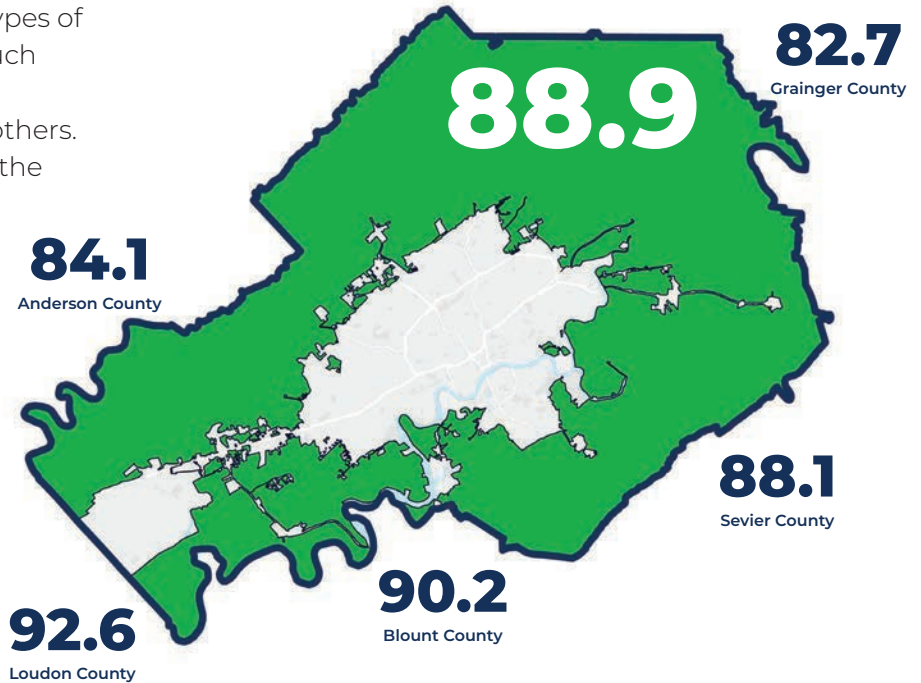


Graduate or Professional Degree

Data Source: U.S. Census Bureau, ACS 5-Year Estimates Data Profiles, 2020

COST OF LIVING

Cost of living is a comparative spending measure that includes over 30 types of consumer goods and services such as healthcare, housing, utilities, transportation, food prices and others. It is reported as a percentage of the national average. Knox County's cost of living is about 89 percent of the national average while neighboring counties such as Blount and Loudon are closer to 90-93 percent.

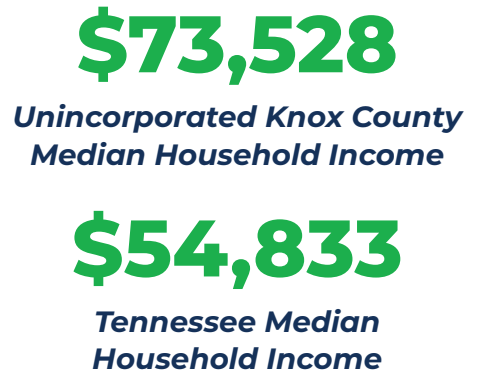


Data Source: Sperling's BestPlaces, 2020

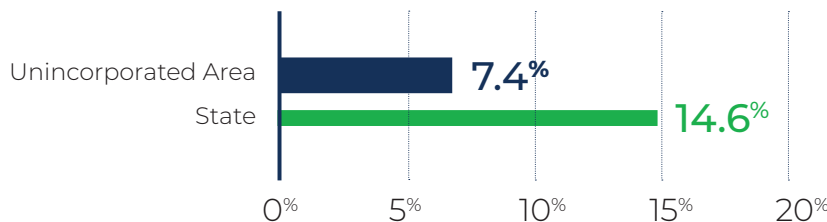
HOUSEHOLD INCOME

The county's household incomes reflect the higher than average educational attainment. The local median household income in the county is \$73,528 – higher than the states \$54,833.

Along with a higher median household income, there are relatively fewer county residents in poverty. An estimated 7.4 percent of residents, or roughly 19,000, were below the poverty line in 2020.



POPULATION BELOW POVERTY THRESHOLD

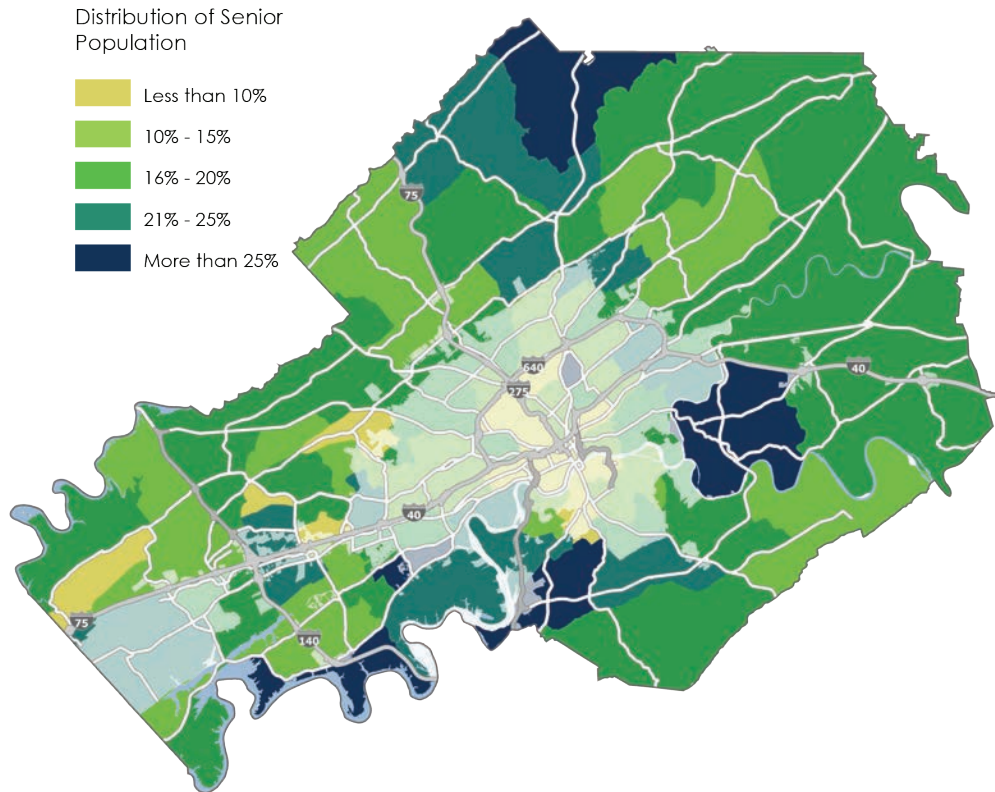


Data Source: U.S. Census Bureau, ACS 5-Year Subject Tables, 2020

This is determined by the Census Bureau based for a subset of the population (not living in group homes, incarcerated, nursing facilities, etc). It is calculated on a sliding threshold where poverty level is dependent on household size. If total family income is less than the poverty threshold for that family size, that family and everyone in it is considered to be in poverty.

SENIORS

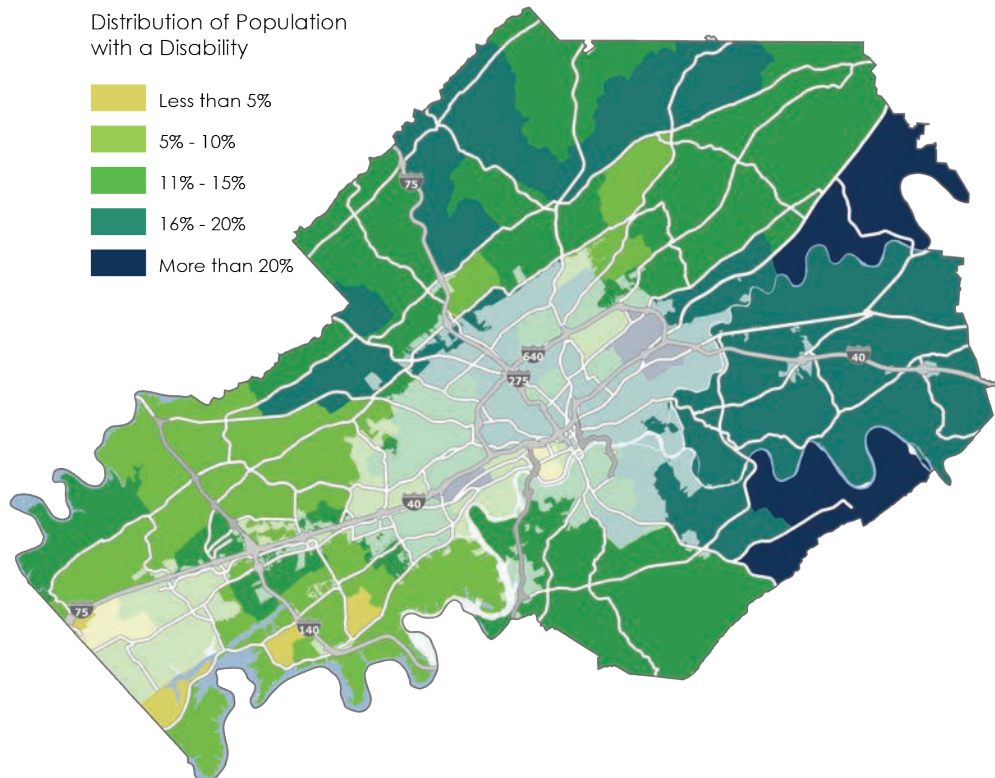
Much of the local aging and elderly population is confronted by daily challenges, such as limited income, disabilities, costly healthcare, few transportation options, and other difficulties. Today, about 16 percent of Knox County's population is over age 65. By the year 2030, nearly 19 percent of the population will comprise that age group.



Data Source: U.S. Census Bureau, ACS 5-Year Estimates Data Profiles, 2020

PEOPLE WITH DISABILITIES

Over 55,000 people in Knox County, or about 12 percent of the total population, have at least one disability. In fact some local communities report more than a 20 percent disability rate. The largest subgroup of this population has ambulatory disabilities, or serious difficulty walking or climbing stairs. This will likely continue to increase as the population of Knox County continues to get older.



Data Source: U.S. Census Bureau, ACS 5-Year Estimates Data Profiles, 2020

Chapter 2

Place

This chapter summarizes Knox County's physical characteristics, including land use, environmental features, recent development trends, and projections about future growth and development.

Knox County's location and natural features, including rivers, forests, farmlands, wetlands, hillsides, and ridgetops, are defining characteristics. Those natural characteristics are cherished by those who live in the county and have also shaped where and how growth has occurred.

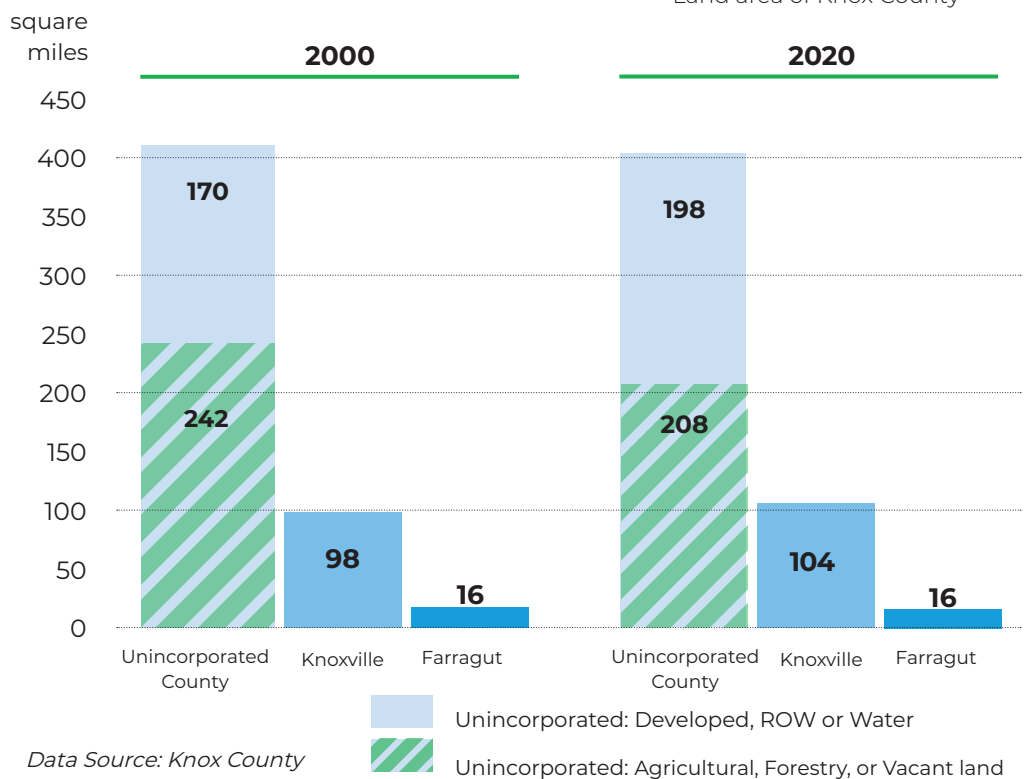
Land Utilization

Knox County is 526 square miles in land area and about 23 percent of that land is within the incorporated areas of Knoxville or Farragut. Prior to 2000, annexations in the county were primarily focused on major road corridors. Since the adoption of the Growth Policy Plan (2000) and a change in annexation policy, the City of Knoxville has expanded its boundaries by about six square miles. In that same period, just over 20 years, 28 square miles of land in the unincorporated parts of the county were developed.

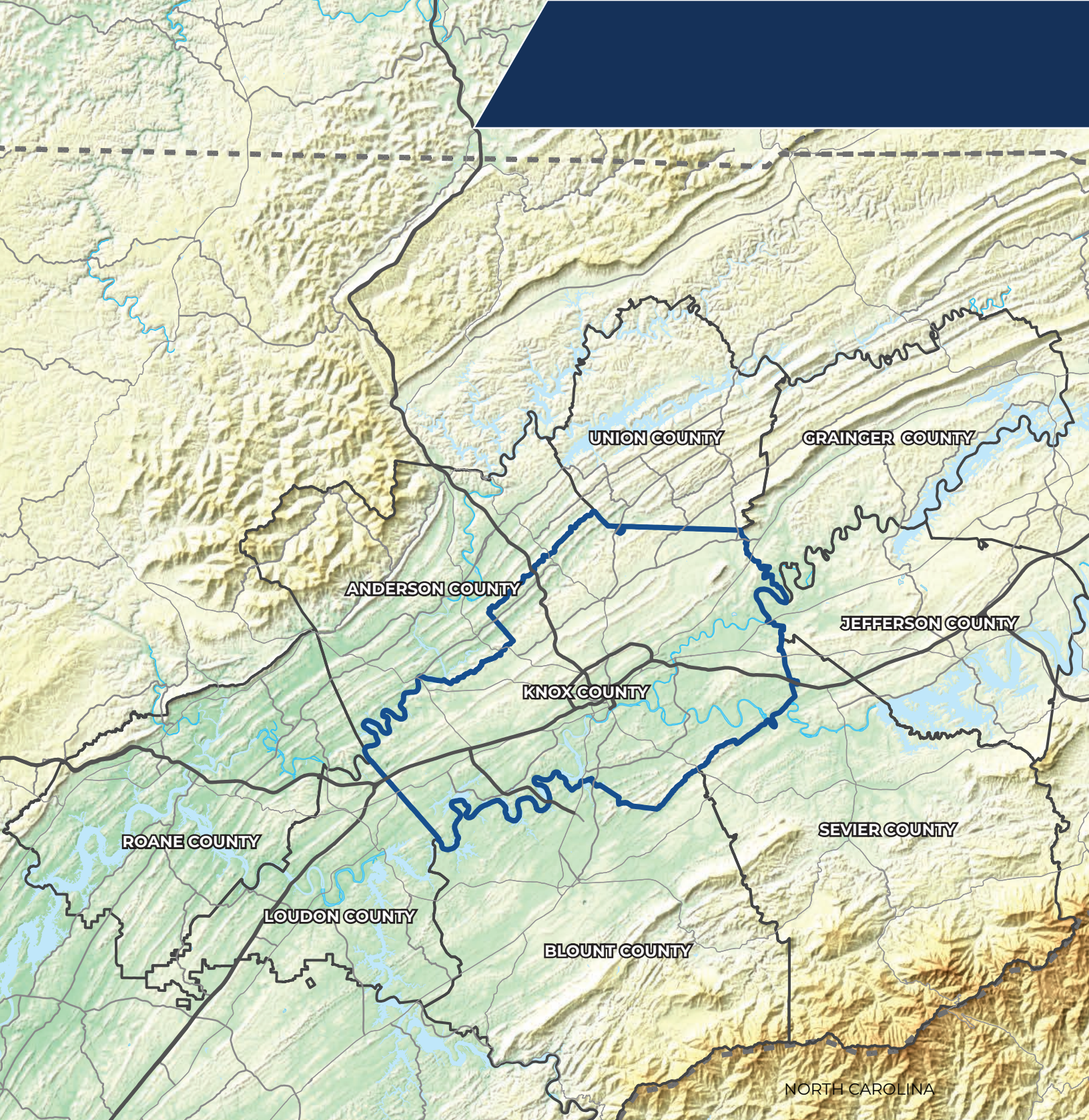
Around the year 2000, slightly more than half of all the county's land was undeveloped. Today, about 43 percent of all the county's land is undeveloped. In the unincorporated area alone, about 52 percent is undeveloped.

That development has primarily occurred in areas with minimal environmental constraints and access to utilities.

LAND AREA OF MUNICIPALITIES AND DEVELOPED AREA OF COUNTY



Data Source: Knox County



Context

Knox County is the population center of the East Tennessee Region. Knoxville is the county's urban center, representing 40 percent of the County's population and 20 percent of its land area. The county's growth patterns reflect the region's topography and natural features.

Data Source: Knoxville Regional TPO
Map Source: Esri

Existing Land Use

Unincorporated Knox County is mostly developed with rural residential or single family residential. Approximately 52 percent of land in unincorporated Knox County is considered undeveloped (classified as Agriculture, Forestry, or Vacant Land).

Category	Unincorporated		Countywide	
		Acres		Acres
Agriculture (see definition below), Forestry, Vacant Land		134,941		143,482
Commercial (includes Wholesale)		3,394		7,796
Industrial (manufacturing) and Mining		4,145		5,085
Office		2,176		4,111
Parks and Recreation (public and private)		4,855		8,451
Public/Quasi Public Land		6,128		11,803
Residential, Multifamily		3,948		7,587
Residential, Single Family (see definition below)		41,738		42,255
Residential, Rural (see definition below)		39,716		63,375
Water, Right of way		16,668		39,980
Other Uses		1,499		2,680
Total acres		259,208		336,605

LAND USE CATEGORY DEFINITIONS

- Single-family residential - a parcel up to two acres with one home.
- Rural residential - a parcel two to 10 acres with one home.
- Agriculture - includes parcels larger than 10 acres with one home

210
sq mi

Undeveloped land in unincorporated areas.

Development Potential

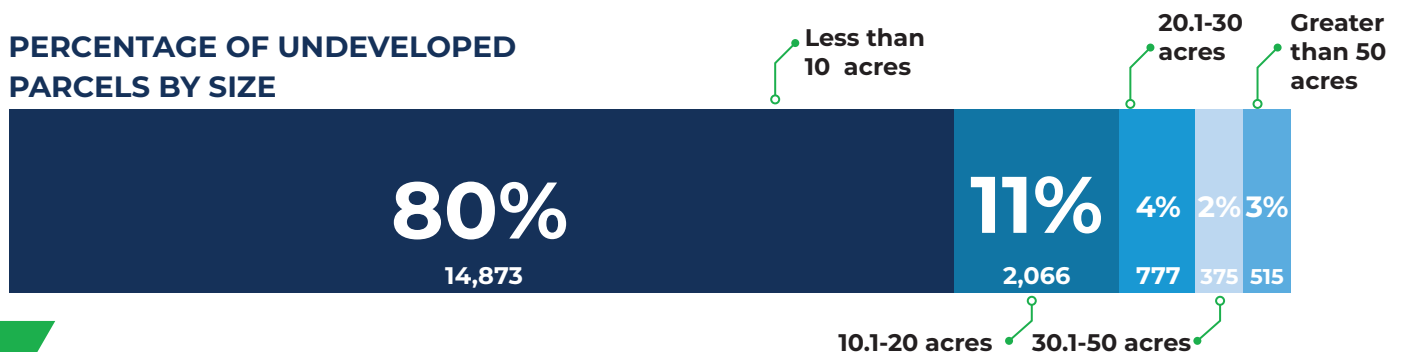
23.5
acres

Average size of vacant parcels





Development in Knox County occurred first in areas with minimal environmental constraints. Much of the remaining land could have limitations on development potential due to topography, natural features, such as floodplains and karst, or the availability of adequate infrastructure.

The size of undeveloped parcels shapes opportunity for new subdivisions or large-scale development. In unincorporated Knox County, the average size of parcels available to be developed (and larger than five acres) is 23.5 acres.

PERCENTAGE OF UNDEVELOPED PARCELS BY SIZE



Environmental Features

-  Floodways
-  Floodplains
-  Steep Slopes
-  Wetlands

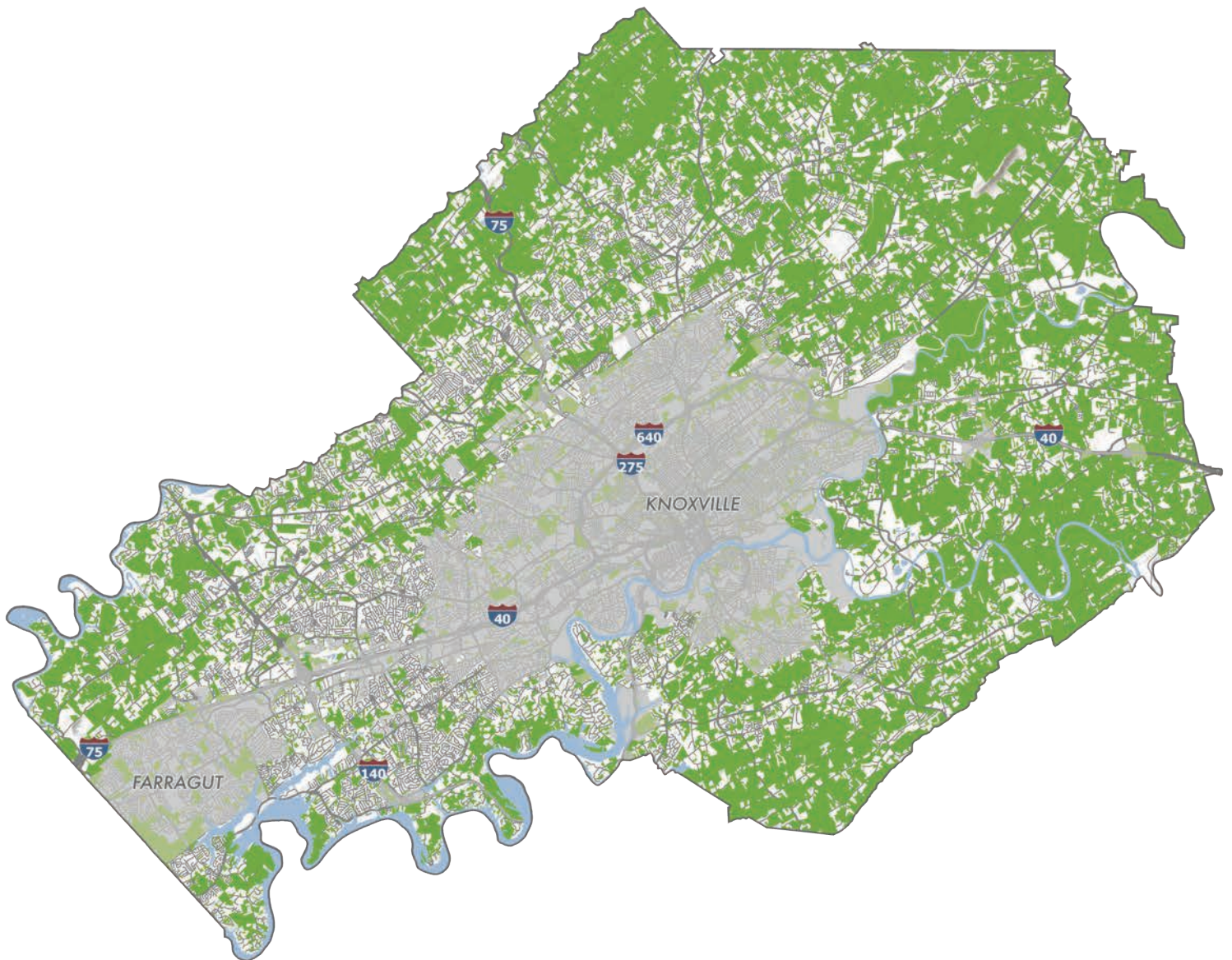


Environmentally Significant Land

Steep terrain, waterways, floodplains, and wetlands in Knox County have shaped where growth has occurred. Development in these areas tends to be more difficult to undertake.

Data Source: Knoxville-Knox County Planning, FEMA

Undeveloped Land



Undeveloped Land

Over half of the land (52 percent) within the unincorporated part of the county is considered undeveloped (classified as agriculture, forestry, or vacant), which is about 208 square miles.

Data Source: Knoxville-Knox County Planning

Development Patterns

Development character goes beyond standard parcel-by-parcel land use classifications and describes the look, feel, and function of an area. As an example, Downtown Knoxville is home to various land uses, but the integration and interaction of these uses and their connecting infrastructure help to create a place. Similarly, some rural and suburban areas could be defined as district centers, village centers, or neighborhoods.

Much of the development in unincorporated Knox County is characterized by a sprawling low-density pattern. This form of development is common in suburban and rural areas across the United States. Impacts of this pattern of development are characterized by:

- Higher long-term infrastructure costs (requires new roads and utilities that must be maintained).
- Higher personal transportation costs in terms of vehicle trips and miles for daily life.
- Loss of open space, forested areas, and water quality concerns.
- Few opportunities for walking, biking, or transit.

The map and inset below represent typical patterns of development occurring in unincorporated areas of Knox County.



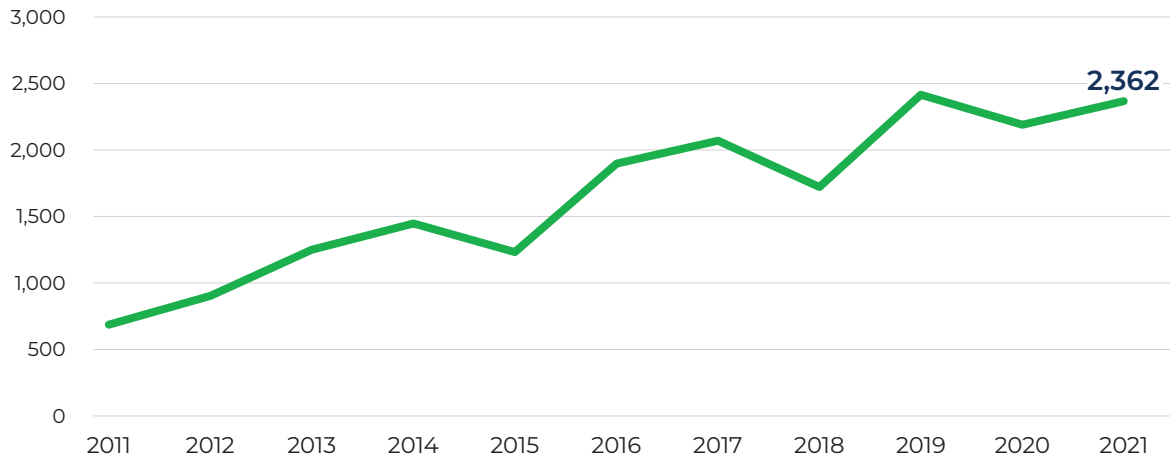
Development Activity

Like most of the country, Knox County has seen fluctuations in the pace of development that correspond to ups and downs in the national economy.

The figure below illustrates annual new construction permitting activity since 2004. Residential new construction slowed during the global economic downturn from 2007-2009. Since 2011, the amount of new residential units constructed has trended upward, but has not reached pre-recession levels. Commercial development has remained relatively stable.

1,649
Average annual residential new construction permits (2011-2021)

ANNUAL NEW RESIDENTIAL UNITS PERMITTED (UNINCORPORATED AREAS 2011-2021)



Data Source: Knoxville-Knox County Planning

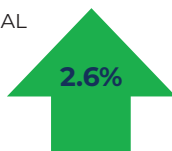
DEVELOPMENT ACTIVITY (UNINCORPORATED AREAS 2017-2021)

Rezoning: Acreage

RESIDENTIAL
2017 = 435
2021 = 973



NON-RESIDENTIAL
2017 = 152
2021 = 156

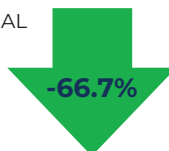


Subdivisions: New Lots

RESIDENTIAL
2017 = 1,386
2021 = 1,356



NON-RESIDENTIAL
2017 = 27
2021 = 9

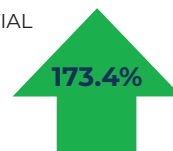


Building Permits: New Units

RESIDENTIAL
2017 = 2,064
2021 = 2,362



NON-RESIDENTIAL
2017 = 64
2021 = 175



Data Source: Knoxville-Knox County Planning, 2021

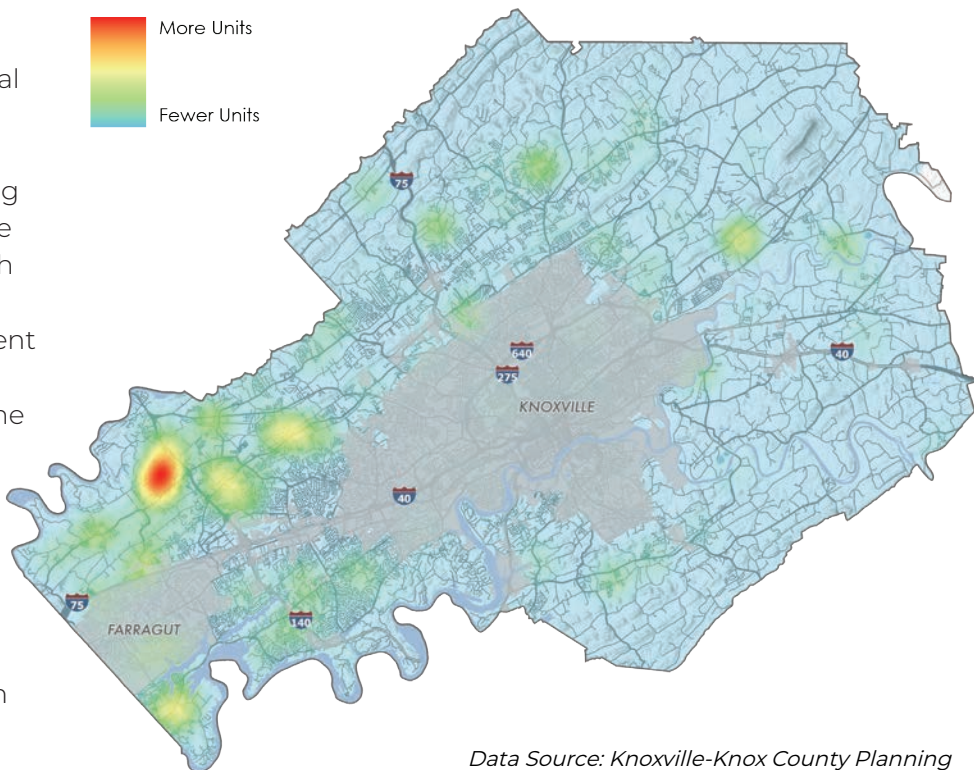
Location of Recent Development

RESIDENTIAL

Most of the county's residential development is single family housing. The greatest concentrations of new housing in the county have been in the western areas north and south of I-40. In the past five years alone (as shown on the adjacent map) there have been 10,242 single family homes built in the county. Eighty-one percent of those have been in unincorporated areas.

Of the 7,075 multifamily units constructed countywide in the past five years, 58 percent have been in Knoxville, seven percent have been in the Town of Farragut and 35 percent have been in unincorporated areas.

NEW SINGLE FAMILY UNITS (2017-2021)



Data Source: Knoxville-Knox County Planning

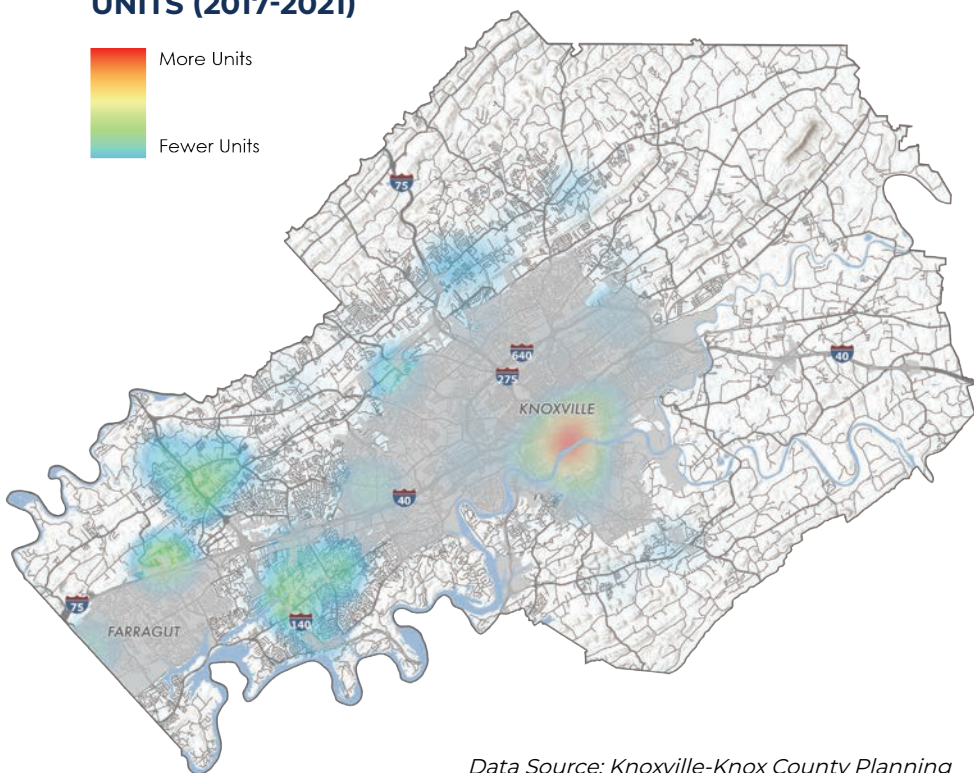
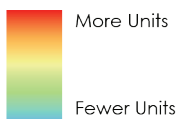
81%

of every single family home built since 2017 has been in unincorporated Knox County.

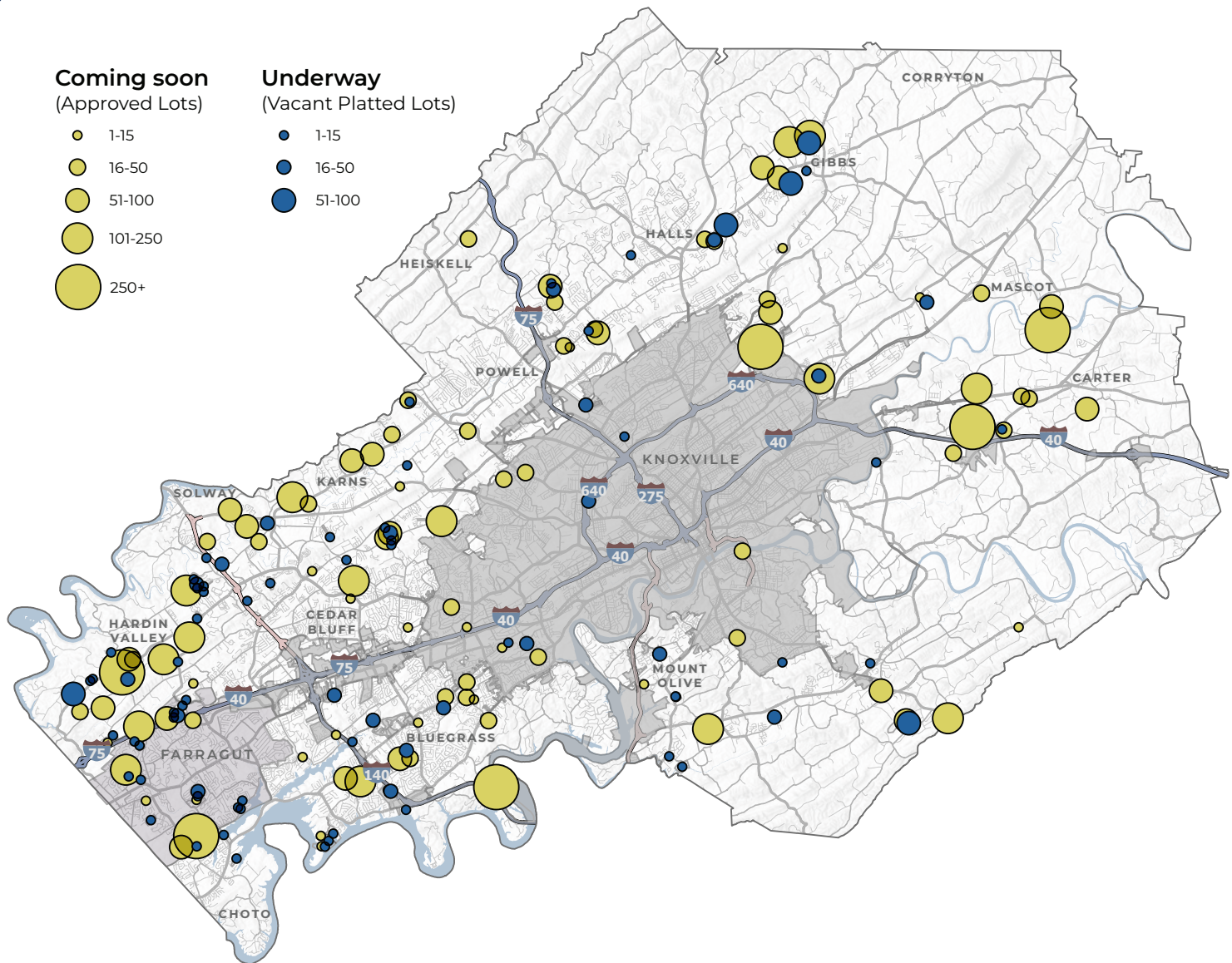
35%

of all multifamily units have been constructed within unincorporated Knox County.

NEW MULTI-FAMILY RESIDENTIAL UNITS (2017-2021)



Data Source: Knoxville-Knox County Planning



Location of Anticipated Single-Family Residential Development

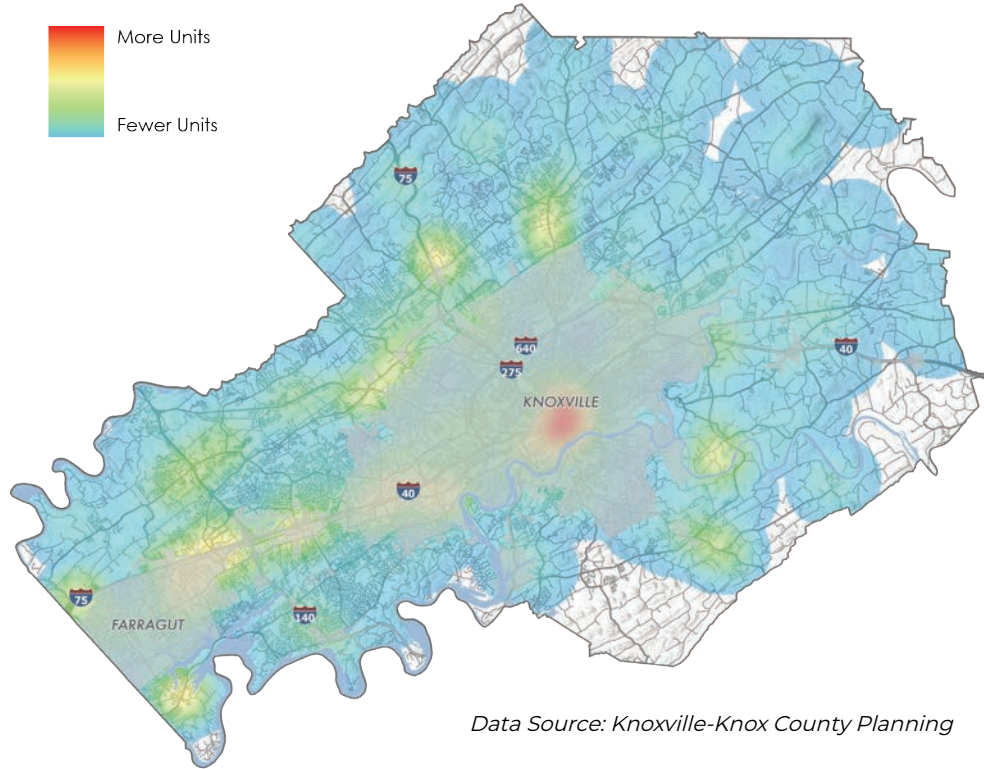
Where the previous maps show past development, this map identifies expected future single-family residential development based on subdivisions that are not yet fully built. This development snapshot is from 2021. The timing for build-out varies and is largely dependent on market forces. Together, these two types of subdivisions, “coming soon” and “underway,” comprise 7,048 and 1,379 lots respectively, the majority of which are in unincorporated areas.

Data Source: Knoxville-Knox County Planning

NON-RESIDENTIAL PERMITS

Commercial development tends to concentrate along major corridors and follows population growth. This is true in Knox County, where new commercial development has been concentrated at nodes along corridors, mostly in the western portion of the county. Of the 874 non-residential permits for new construction issued county-wide in the past five years, 496 – or 57 percent – were issued in unincorporated Knox County.

NEW NON-RESIDENTIAL PERMITS (2017-2021)



Outdoor Recreation

The county currently provides a robust system of parks and programming for the community. Knox County works with dozens of partners throughout the area that offer football, softball, cheerleading, soccer, lacrosse, kickball, and disc golf for both youth and adults. In addition to formal parks and recreation activities, Knox County is well-known for outdoor recreation like hiking, mountain biking, and paddling. The county has over 60 miles of paved greenways and natural surface trails for residents and visitors to enjoy. Additionally, the county is home to a 44-mile water trail that runs along Beaver Creek between Clayton Park in Halls and Melton Hill in Hardin Valley.

THE SYSTEM

The park system is made up of a variety of spaces.

2,715 Acres of Parkland

130 Athletic Fields

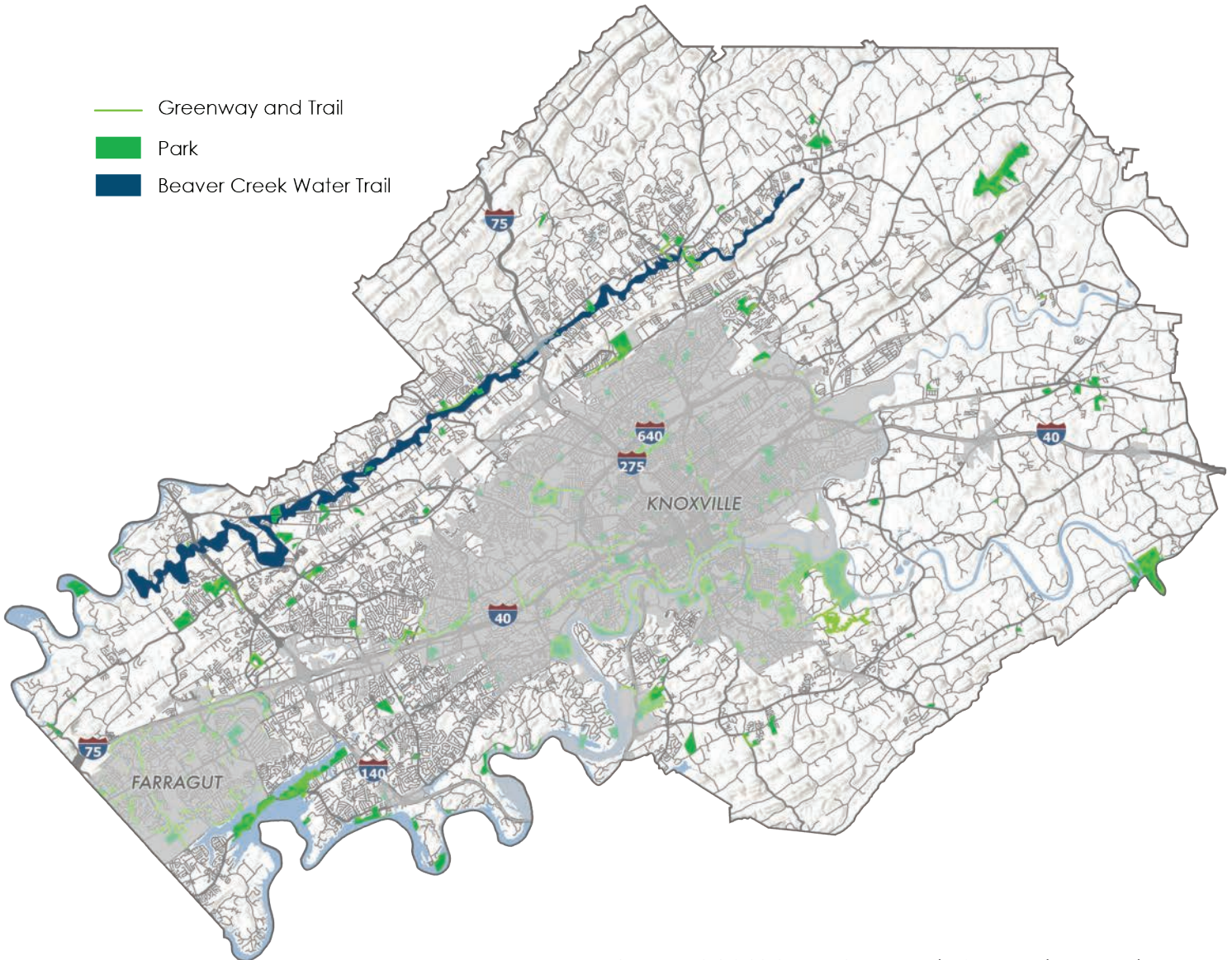
53 Parks

35 Miles of Natural Trails

27 Miles of Paved Trail

44 Miles of Water Trail

- Greenway and Trail
- Park
- Beaver Creek Water Trail



Data Source: KGIS & 2019 Knox County Parks & Recreation Annual Report

Schools

Knox County has a unified school district that is responsible for all public schools within the City of Knoxville, Town of Farragut, and unincorporated portions of the county. Knox County Schools is responsible for 91 total schools, comprised of 51 elementary schools, 16 middle schools, 16 high schools, three virtual schools, and five specialized schools. The school system serves more than 60,000 students and has more than 8,000 staff members.

Knox County Schools operates more than 335 buses each day, totaling more than 3,000,000 miles each school year. Students residing within a Parental Responsibility Zone (PRZ) are not eligible for bus transportation services provided by Knox County Schools. Within PRZs, parents are responsible for getting their children to school. PRZs for elementary schools are one mile, and for middle and high schools are one and one-half miles from their zoned school.

60,000+

students

8,000+

staff and faculty

91

schools



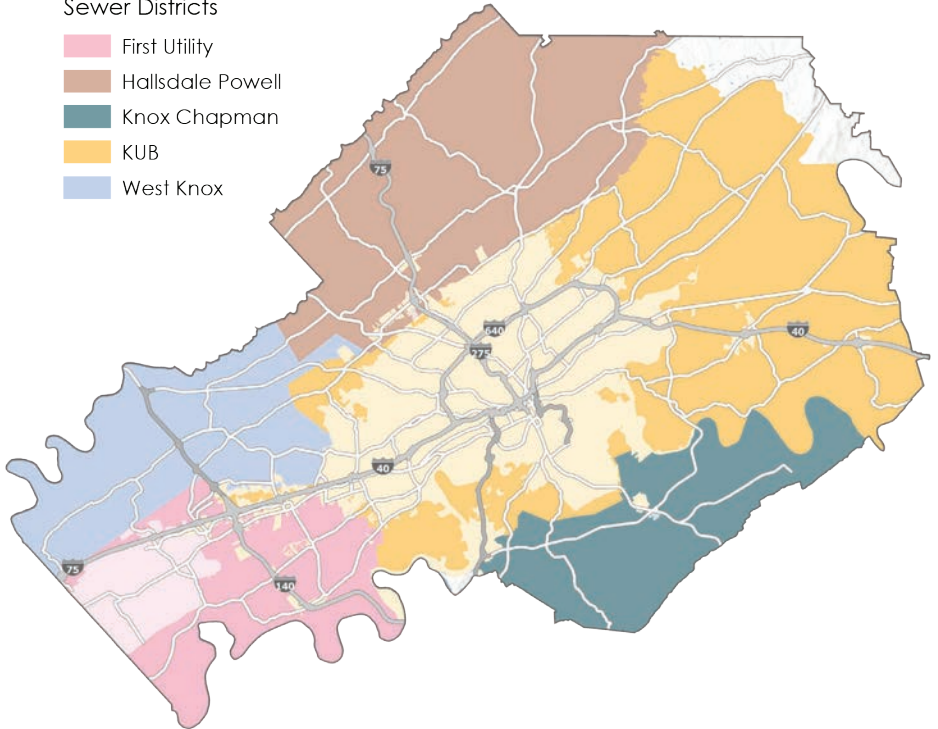
Utility Infrastructure

The availability of utilities, particularly water and sanitary sewer, are necessary for growth. Knox County does not own utility infrastructure. Instead, these utilities are provided by multiple entities. The maps on this page represent the legal service area of each entity responsible for service, and not the actual availability of sewer and water infrastructure.

- The various utility entities are primarily funded by user fees.
- Long-range planning for infrastructure maintenance and expansion/growth varies among the utility providers.
- For new infrastructure, developers work with the relevant provider to obtain connections to a utility and the terms of those connections. The developer will fund and construct the new infrastructure as part of their project and then will transfer ownership of the infrastructure to the utility.
- The costs for capital projects undertaken by the utilities (such as relocations, maintenance, upsizing, etc.) are generally paid for by users through utility rates.

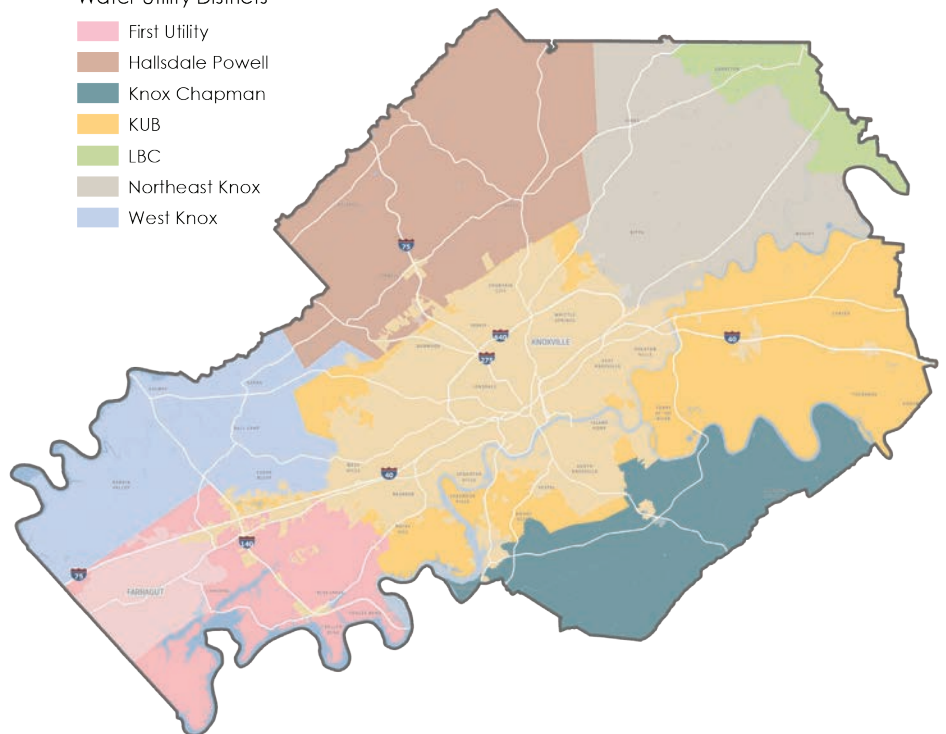
Sewer Districts

- First Utility
- Hallsdale Powell
- Knox Chapman
- KUB
- West Knox



Water Utility Districts

- First Utility
- Hallsdale Powell
- Knox Chapman
- KUB
- LBC
- Northeast Knox
- West Knox





Chapter 3

Prosperity

This chapter includes an examination of fiscal strengths, employment patterns, workforce makeup, and the housing market. These economic factors have significant influence on the personal prosperity of residents and the community overall, as well as impacting the allocation of public resources. Identifying and evaluating current conditions will reveal the potential opportunities and immediate challenges to achieving a stronger local economy.

Economic Growth

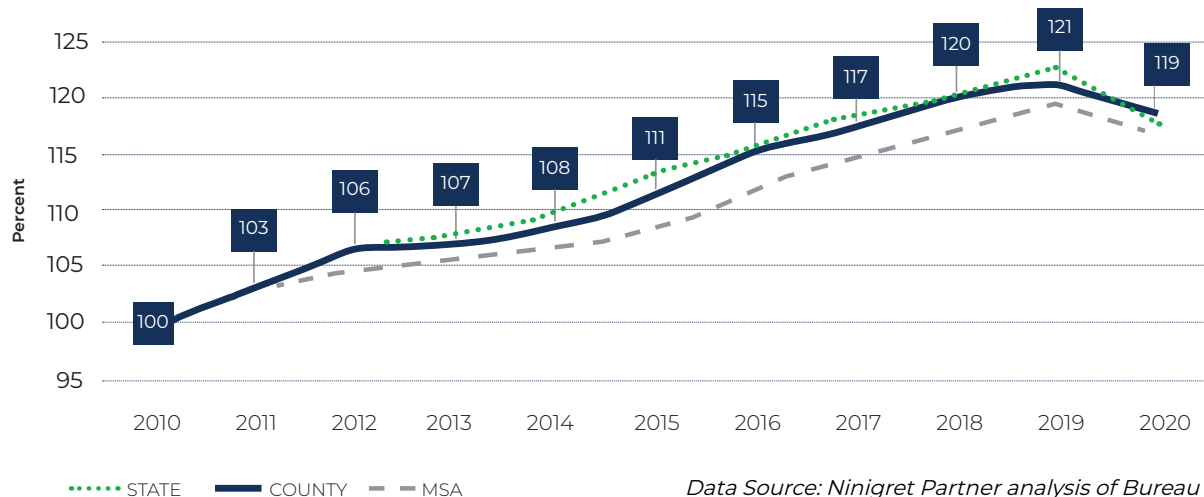
Knox County's Gross Domestic Product (GDP) is almost \$24 billion.

The GDP represents all goods and services produced in the county. This is influenced primarily by the private sector which accounts for 89 percent, or \$21.5 billion, which is consistent over time. Within the Metropolitan Statistical Area (MSA), an eight-county region, Knox County supports an estimated 61 percent of the economy. The GDP of an area is often used as an indicator of the general health and size of the economy.

The county's economy has grown faster than the MSA's, remaining resilient through COVID-19.

Prior to the COVID-19 pandemic, between 2010 and 2019, the county's economy grew at a consistent annual rate. Since 2012, gross domestic product began increasing faster in Knox County than the MSA, but somewhat less than the state overall. However, compared to both the state and MSA, Knox County's GDP experienced less of a negative impact from COVID-19, maintaining an economy that is valued slightly less than it was in 2018.

GROSS DOMESTIC PRODUCT PERFORMANCE (INDEXED TO 2010)



Data Source: Ninigret Partner analysis of Bureau of Economic Analysis (BEA) NIPA Tables

Wages and Earnings

Annual wages have seen consistent growth. The average annual wage in Knox County as of 2020 is \$53,662. This is an almost 35 percent increase since 2010, marking yearly gains leading up to and during the COVID-19 pandemic. The largest increase occurred between 2019 and 2020 when Knox County saw a seven percent increase in the average annual wage. The local average wage is slightly lower than the MSA and the state, which are \$54,086 and \$55,137 respectively.

\$53,662

Average Knox County annual wage

↑ 35%

Knox County wage growth since 2010

Employment

Employment in the county grew at a similar rate as population over the last decade. Since 2010, employment growth averaged one percent per year. Employment declined in 2020 due to COVID-19, so the 10-year change was about nine percent. Within the MSA, both Knox County and the surrounding region's employment grew at a similar rate over the last decade.

↓ 10,000

Loss of jobs between 2019 and 2020 (COVID-19)

Between 2019 and 2020, the county lost over 10,000 jobs due to the impacts of COVID-19. This number includes wage and salary earners and self-employed people.

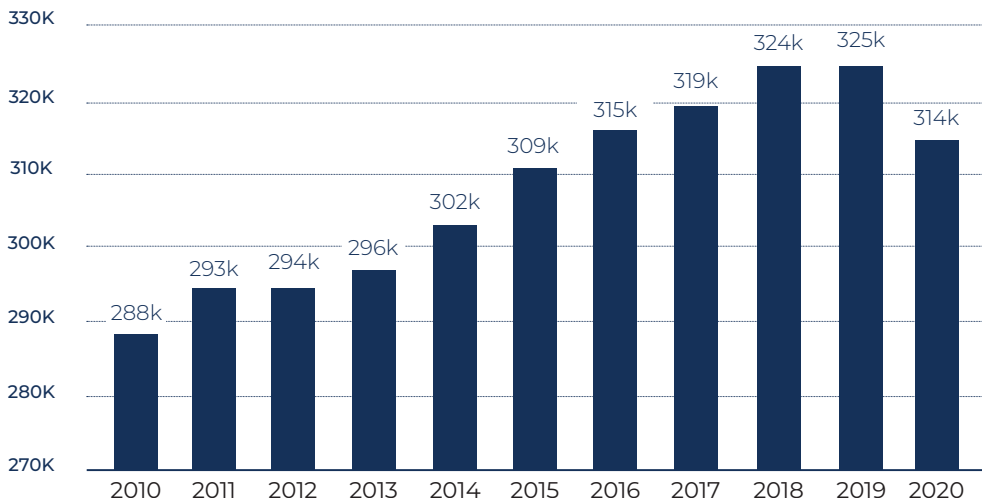
21%

Self-employed workers in Knox County

Entrepreneurs represent one out of every five employees. About 68,000 local workers are self-employed, comprising 21 percent of the county's workforce. This rate is similar to the MSA (21 percent) and state (22 percent). This group grew at a faster rate since 2010 than wage and salary jobs (nearly 14 percent compared to nine percent).

Data Source: Ninigret Partner analysis of Bureau of Labor Statistics QCEW

TOTAL KNOX COUNTY JOBS



Data Source: Ninigret Partner analysis of BEA NIPA Tables

EMPLOYMENT BY SECTOR

Healthcare and Social Services employs the largest workforce. With more than 37,000 employees, this economic sector is more than 25 percent larger than Retail Trade, the second largest sector, with 29,000 workers. Accommodation and Food Services, Educational Services and Administrative and Support Services round out the top five in Knox County. While these sectors have seen more consistent growth, Transportation and Warehousing experienced a substantial influx.

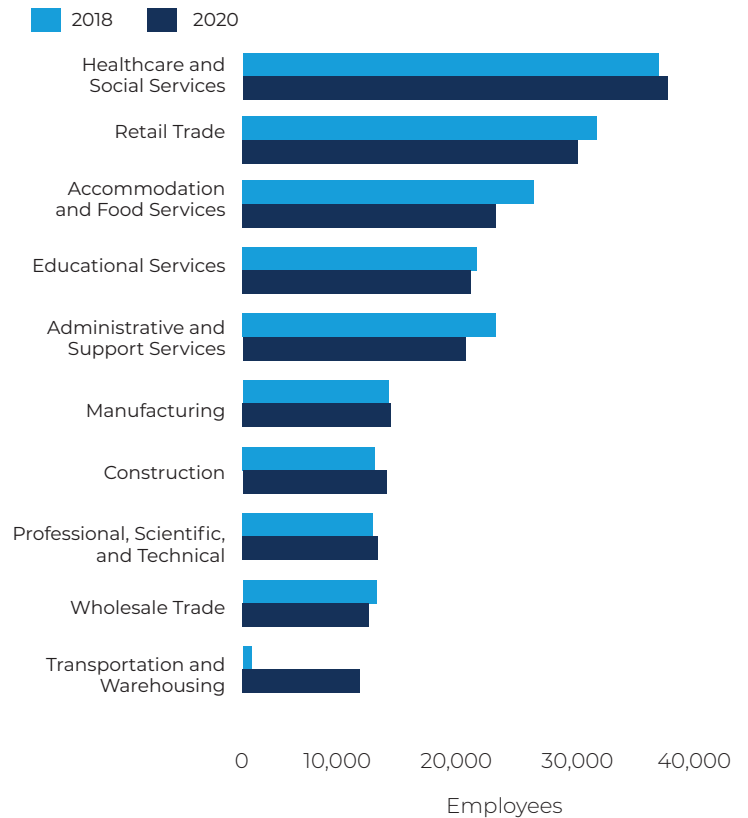
Transportation and Warehousing multiplied its employment base by 10 times in two years. Between 2018 and 2020, this sector went from 1,000 employees to more than 10,000. Transportation and Warehousing includes truck, rail, air, postal services, and warehousing and distribution. Approximately 4,000 of those jobs in Knox County are in trucking. This replaced Finance in the top 10 sectors, with the creation of 315 new businesses in this same time period. Growth in the transportation and warehousing sector is consistent with trends across the country for major metropolitan areas. Knox County's connectivity and position as the center of the MSA along with an increase in online shopping and distribution has been a key driver of this growth.

Similar expansion was realized in Healthcare/Social Services and Professional/Scientific/Technical Services which added 343 and 235 new businesses respectively. These sectors, along with Transportation/Warehousing, were the driving force behind business development, accounting for two-thirds of industry growth in Knox County.

EMPLOYMENT LOCATION

Employment districts are concentrated along major corridors. Within Knox County, several areas serve as centers for the local workforce. These are primarily

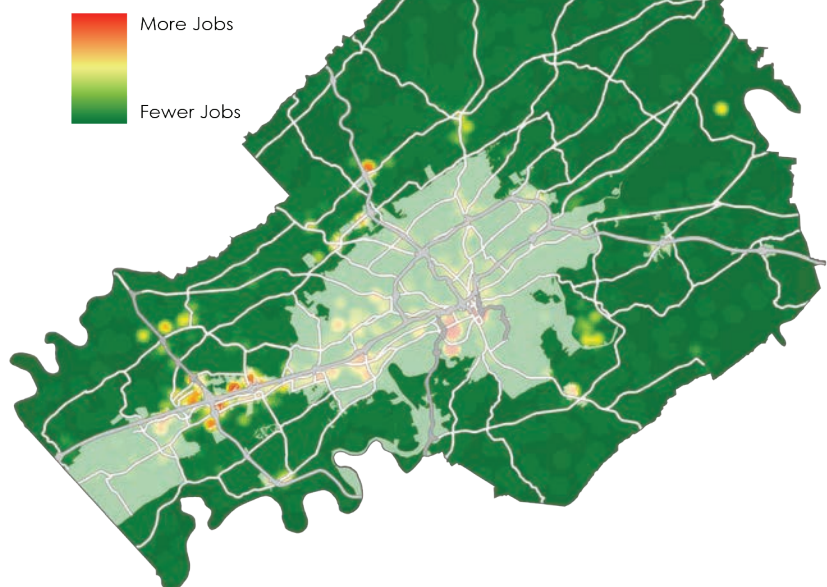
TOP 10 SECTORS IN KNOX COUNTY*



Data Source: Ninigret Partner analysis of State Labor Market Information

*Note - These refer to NAICS industry sectors as defined by the Bureau of Labor Statistics

JOBS PER SQUARE MILE



Data Source: Ninigret Partner analysis of OnTheMap.gov (2019)

located along the I-40 corridor, the intersection of I-40 and I-140, and in Downtown Knoxville.

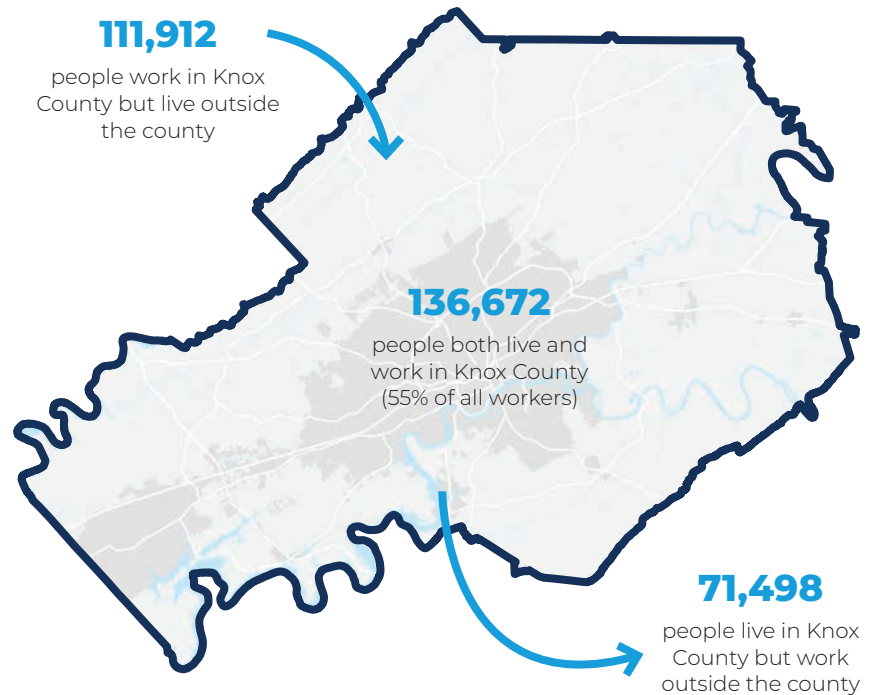
Workforce

Approximately 55 percent of people who work in Knox County also live here. Because the county serves as a major employment center in the MSA, the remaining 45 percent of workers commute in from the surrounding area. Interestingly, younger populations are more likely to both live and work in Knox County. This is true for almost two-thirds of those under the age of 29.

As growing numbers of Millennial and Gen Z increase their shares in the local workforce, they will have further impacts on travel patterns in the near future. However, the current workforce is made up of and influenced by older populations. Nine of the top 10 employment sectors - all except Accommodation and Food Services - have an older workforce, and several sectors are experiencing workers nearing retirement age. On average, 24 percent of each sectors' workers are over the age of 55. This trend is similar to the state with an older population composing around one-quarter of the entire workforce. It is a condition that will continue as Baby Boomers approach retirement age.

66%

Workers under age 29 live and work in Knox County



24%

Workforce over the age of 55

9 of 10

Top employment sectors have at least 20% of their workforce over age 55

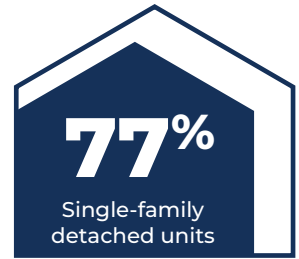
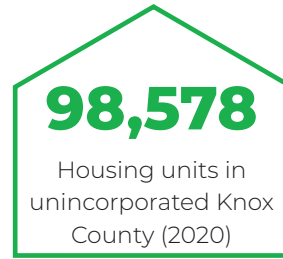
Data Source: Ninigret Partner analysis of State Labor Market Information

Housing

Inventory

Detached units lead the local housing mix. There were 98,578 housing units in unincorporated Knox County as of 2020 and 77 percent of these were single-family detached units. Six percent were single-family attached units, more than 10 percent were multi-family units, and a little more than six percent were mobile homes.

Of all housing units, 64 percent, or approximately 77,000 units, are owner occupied.

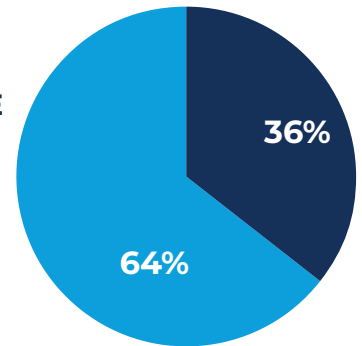


Housing Value

Housing demand and values are on the rise while inventory declines. According to the 2022 State of Housing Report released by the Knoxville Area Association of Realtors (KAAR), the median price of new homes in the Knoxville, TN metro area was \$359,502 at the beginning of 2022, meaning the average new home is affordable only to households with an income of \$81,161 or more.

KNOX COUNTY HOUSING TENURE

- Own
- Rent

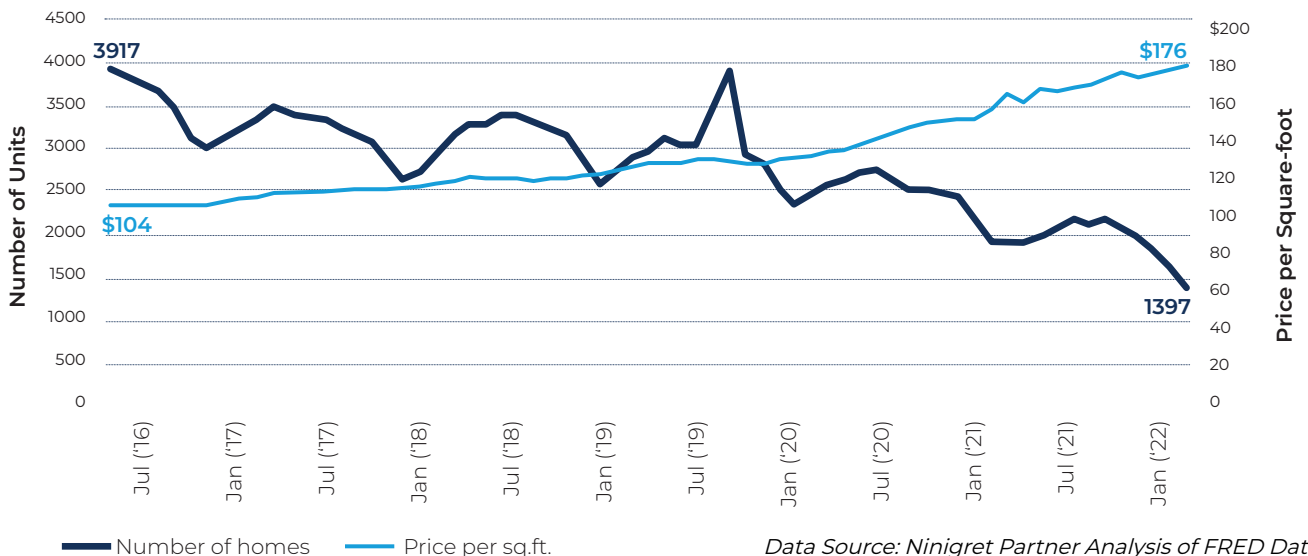


Data Source: U.S. Census Bureau, ACS 5-Year Estimates Data Profiles, 2020

\$359,502

Median Price of a New Home

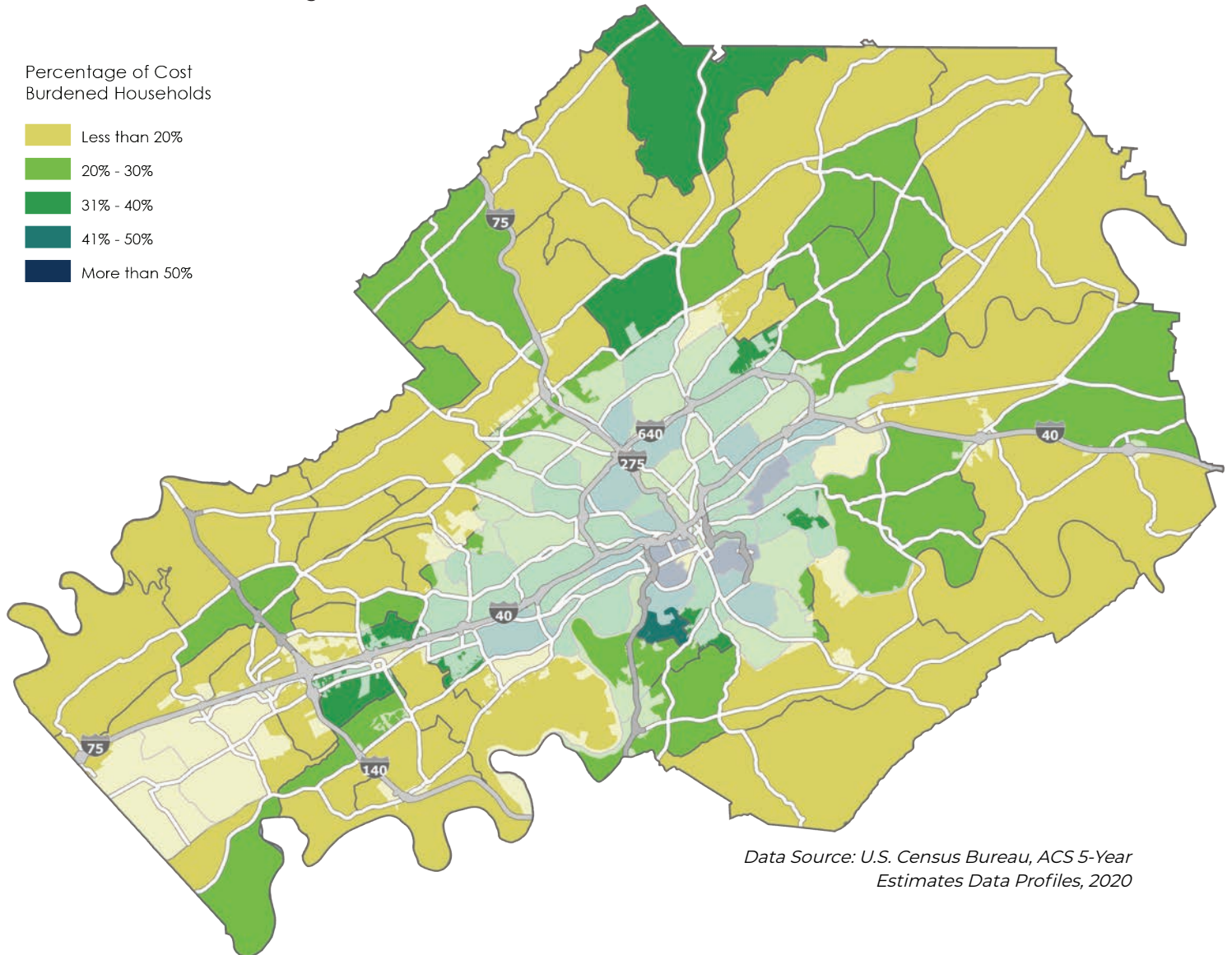
MONTHLY FOR-SALE HOUSING



Data Source: Ninigret Partner Analysis of FRED Data

THE COST OF HOUSING AND TRANSPORTATION

Knox County's historically low cost of living has been influenced by housing costs which have been rising in recent years. **The 2022 State of Housing Report by KAAR revealed that as of 2020 home prices were growing at 2.2 times the rate of wages in Knox County, and that approximately 70 percent of households in the Knoxville area cannot afford the median priced new home.** Households are considered cost burdened if they spend 30 percent or more of their income on housing.



Measures that capture housing affordability often omit transportation costs from consideration. The combined percentage of income that the average household spends on both transportation and housing is 59 percent. Household spending on transportation is roughly encompassed by the costs associated with new vehicle purchases, maintenance and repairs, insurance, fuel, and/or public transportation. **In the unincorporated portion of Knox County, the average household spends about 30 percent of income on transportation expenses alone.** Each year those costs average \$12,000 for Knox County households.

Chapter 4

Infrastructure

The following chapter analyzes the foundational characteristics that influence the existing mobility network throughout Knox County. The term mobility can be understood in a variety of ways. Stated plainly, mobility refers to the ways in which people and goods can move from place to place. The movement of people and goods can occur in a variety of ways or modes of transportation including walking, biking, driving, or taking public transit. Planning for a variety of modes is essential to promoting accessibility and mobility.

New growth and development around the county can exacerbate problems like congestion or safety on the existing mobility network. To understand these issues and gaps, this chapter explores the fundamental framework of the transportation network as an initial step in the planning process.

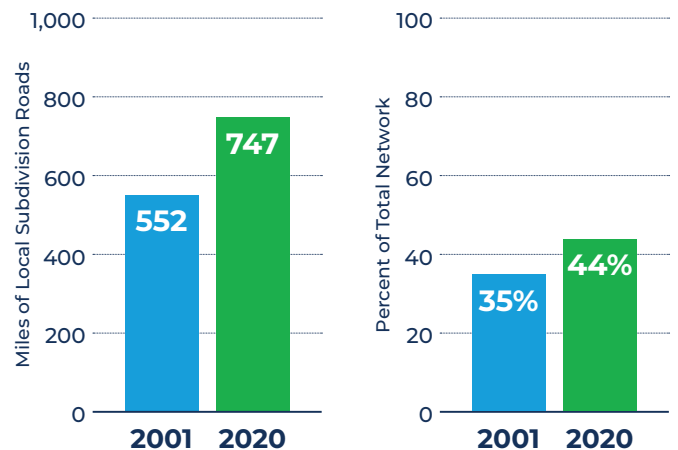
The Network

Roadways are categorized in three major classifications: arterials, collectors, and local roads. A functional classification system is applied to a road depending on the surrounding land use, volume of traffic it is intended to serve, and other factors. The classifications aid planning officials in making decisions on updates to the roadway and the surrounding area. Most TDOT-maintained roadways in Knox County are classified as arterials, while those that are county-maintained include arterials, collectors, and local roads.

FUNCTIONAL CLASSIFICATION DEFINITIONS

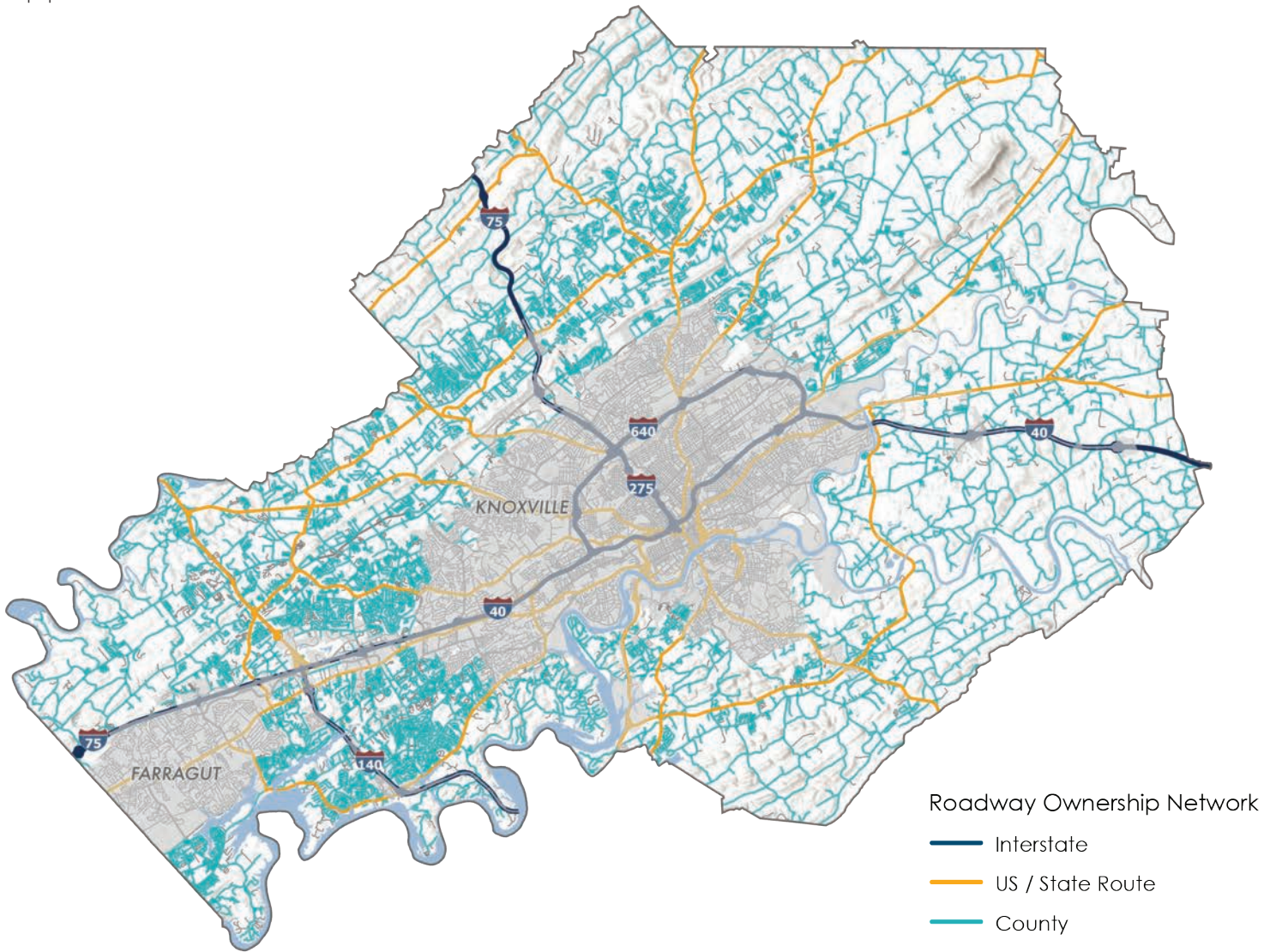
- Arterial – A street that provides major movement within the area, provides intercommunity connections to the local street system and moves through traffic between activity centers.
- Collector – A street that primarily provides for short distance traffic movement and functions to collect and distribute traffic between local streets and high-volume traffic generators and arterials.
- Local - A minor street that provides direct access to abutting land.

LOCAL SUBDIVISION ROADS



The ownership and maintenance of Knox County roadways are split between four public groups: Tennessee Department of Transportation (TDOT), Knox County, and the City of Knoxville and Town of Farragut. Roadway ownership designates the public agency responsible for maintaining roadway conditions and for initiating any road projects. Each entity has its own set of standards as it applies to design elements such as travel lanes, transit, and bicycle and pedestrian infrastructure.

Outside of the incorporated areas of Knoxville and Farragut, the Knox County Engineering and Public Works Department maintains, builds, and rehabilitates all Knox County roads, bridges, and stormwater pipes.



1,721

Miles of County-Owned Centerline Miles of Roadway

134

Number of County-Owned Bridges

381

Miles of County-Owned Stormwater Pipe

Data Source: ETRIMS

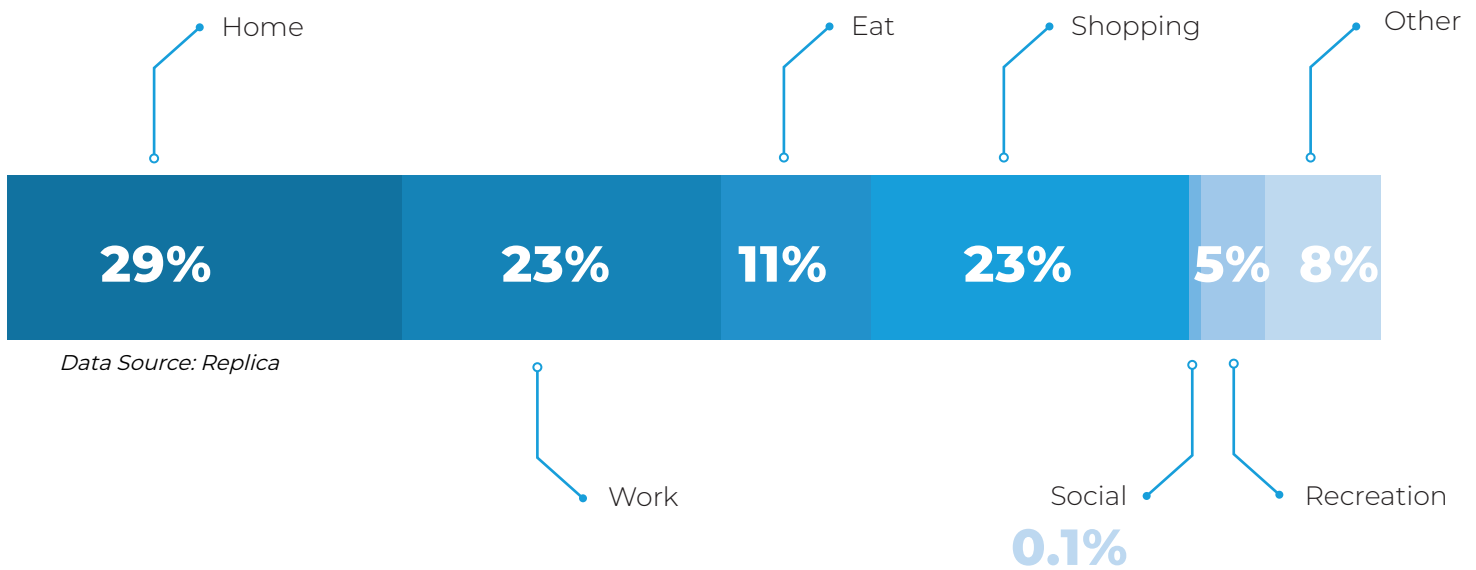
Travel Patterns

The following section assesses the patterns of the transportation system in Knox County. This assessment includes an analysis of travel patterns and existing network features.

TRIP PURPOSE

There are many different types of trips a person can take throughout the week. These trips could be to and from home, work, restaurants, shopping, social events, or recreational destinations. Understanding the type of trip a person can take provides insight into why and where people move around the county. Over 20 million trips took place in the unincorporated area of the county between August 2021 and February 2022. The data highlights all trips originating in Knox County on an average weekday by their intended destination. The graph below shows the percentage of trips in the six-month period by trip type. The trip type includes home, work, eat, shopping, social, and recreational trips. The “Other” category captures a variety of trip destinations, such as those going to school or leaving the region.

While home trips had the largest percentage of trips in Knox County (29 percent), work and shopping trips both made up 23 percent of trips each. The distribution of trips highlights the nexus between land use and transportation by showing the real-time data over the past six months.



Existing Network Characteristics

The existing network characteristics encapsulate a variety of current conditions across the mobility network. The analysis of the current conditions identifies the issues and opportunities across the transportation system that are unique to Knox County. The existing characteristics provide a multimodal snapshot of the mobility network based on existing data sources. The most recent and relevant datasets from Knox County, Knoxville-Knox County Planning, and the American Community Survey (ACS) were utilized to understand the trends throughout the region. This analysis relies on leveraging the previous planning efforts that have occurred locally and throughout the greater Knox County area. Evaluation relies primarily on the quantitative analysis of data and, where available, identifies these sources.

The existing network characteristics focus on roadway, bicycle, pedestrian, and transit conditions.

Mobility Snap Shot

The mobility snap shot outlines key data points that are relevant to transportation and mobility in unincorporated Knox County. The snapshot provides an “at-a-glance” look at how the network is serving the community and identifies potential gaps that should be explored in future analysis. The following information about sidewalks includes state routes.

51

Fatal Crashes on County-Owned Roadways (2016-2019)



23.7

Mean Travel Time to Work (in minutes)



2%

Of Households Have No Access to a Vehicle



88%

Of Road Pavement is Considered in “Fair” or “Good” Condition



6+

Miles of Bicycle Facilities



140+

Miles of Sidewalk



Life-Altering Crashes

A life-altering crash is defined as a fatal or serious injury crash. Between 2016 and 2019, there were 610 life-altering crashes reported on county-owned roads in the unincorporated area of Knox County.

353

crashes resulting in a fatality or serious injury

51

of those traffic crashes involving a fatality

302

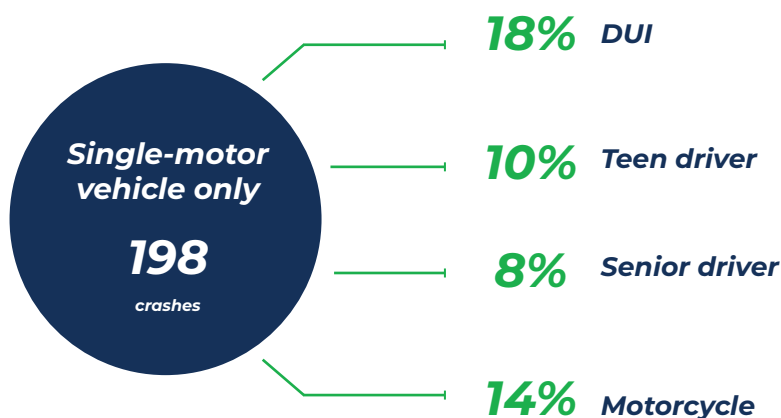
of those traffic crashes involving a serious injury

	State/US Routes	County Roads
All Crashes	257	353
Fatal	48	51
Serious Injury	209	302
Bicycle and Pedestrian Crashes	9	20
Fatal	6	2
Serious Injury	3	18
Single-motor Vehicle Crashes	71	198
Fatal	16	37
Serious Injury	55	161

MULTIPLE FACTORS

In many cases, there are multiple factors involved in a crash. The most common factors that overlap in crashes in the unincorporated area of Knox County are summarized below. Crashes involving a single-motor vehicle account for 44 percent of all life-altering crashes in the unincorporated area of Knox County.

COUNTY ROADS SINGLE-MOTOR VEHICLE CRASH DATA



Data Source: Knoxville Regional TPO Life Altering Crash Map

Vehicular Transportation

The following section focuses on vehicular mobility throughout Knox County.

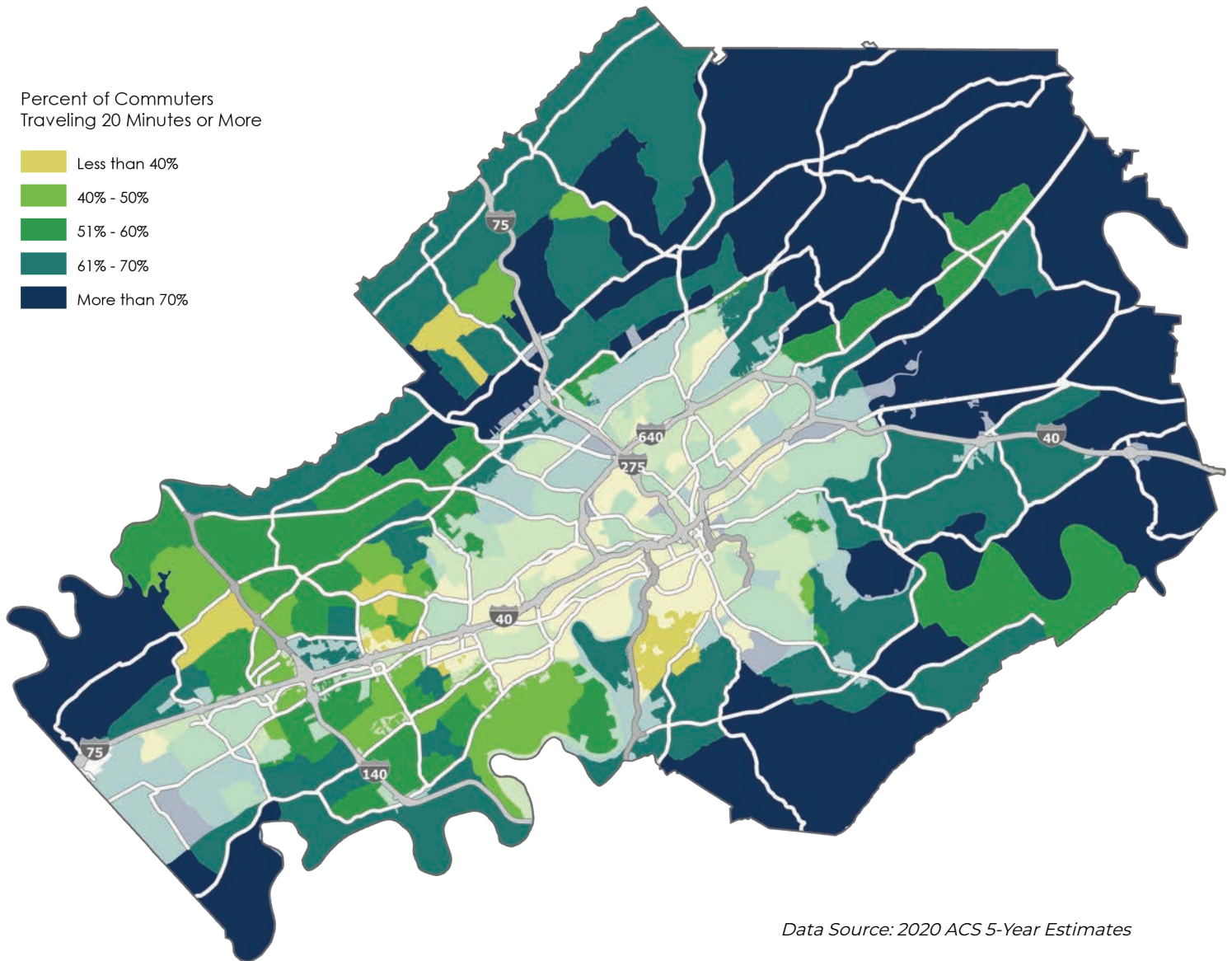
DAILY COMMUTE TIMES

A daily commute is a significant part of most people's day. Long commute times are often associated with congestion, and the more time a person spends on the road, the greater their potential exposure to life-altering crashes. Understanding daily commute patterns can identify the gaps in the existing mobility network.

About 60 percent of all working residents in the unincorporated area of Knox County travel 20 minutes or more to reach their place of employment.

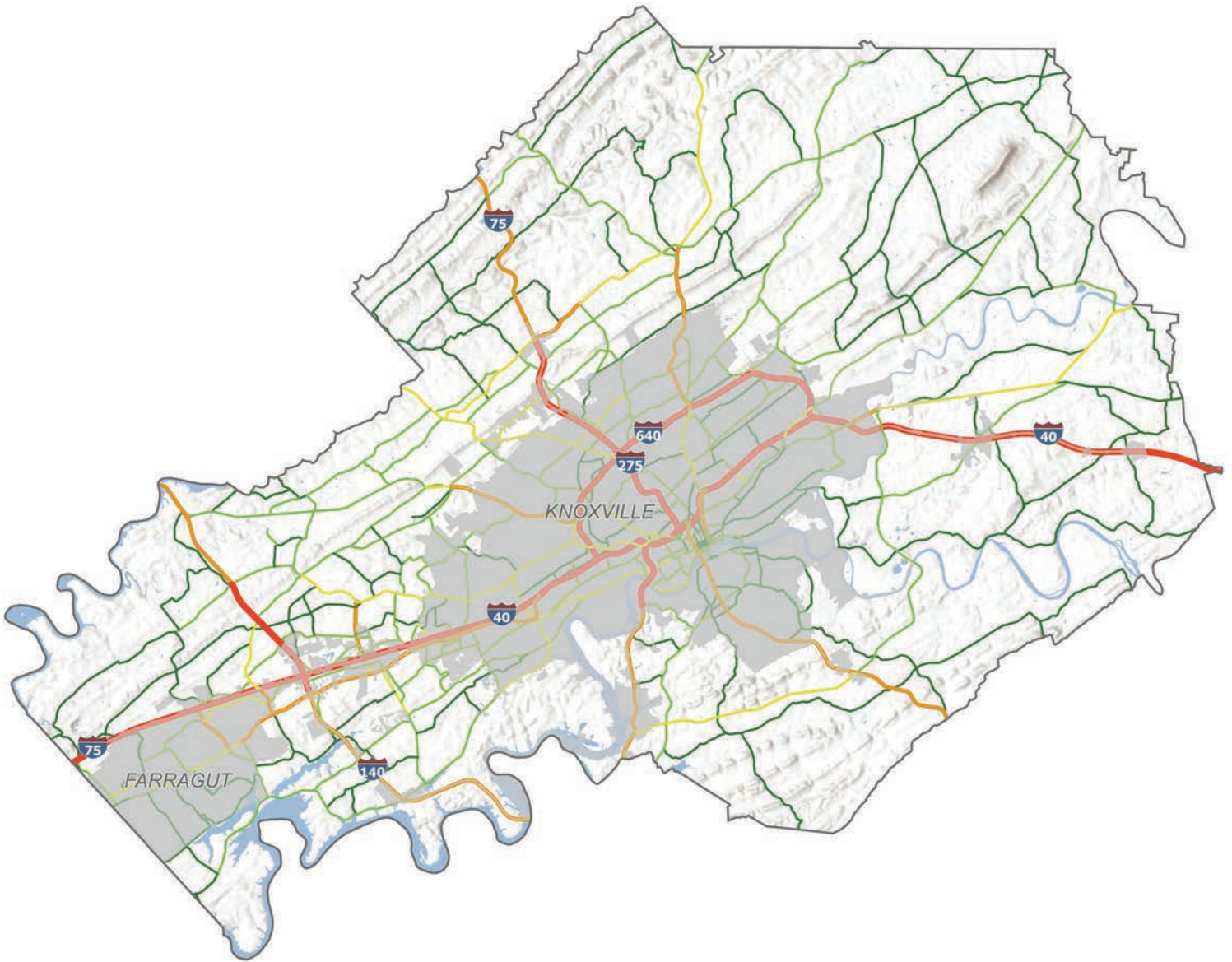
23.7^{min}
Mean Travel Time to Work (in minutes)

Analyzing commute times can provide insight into connections between land use and transportation as sparse employment opportunities can force individuals to travel longer towards larger employment or urbanized areas.



Average Daily Traffic
in Vehicles per Day (vpd)

- More than 55,000 vpd
- 25,000 to 54,999 vpd
- 15,000 to 24,999 vpd
- 5,000 to 14,999 vpd

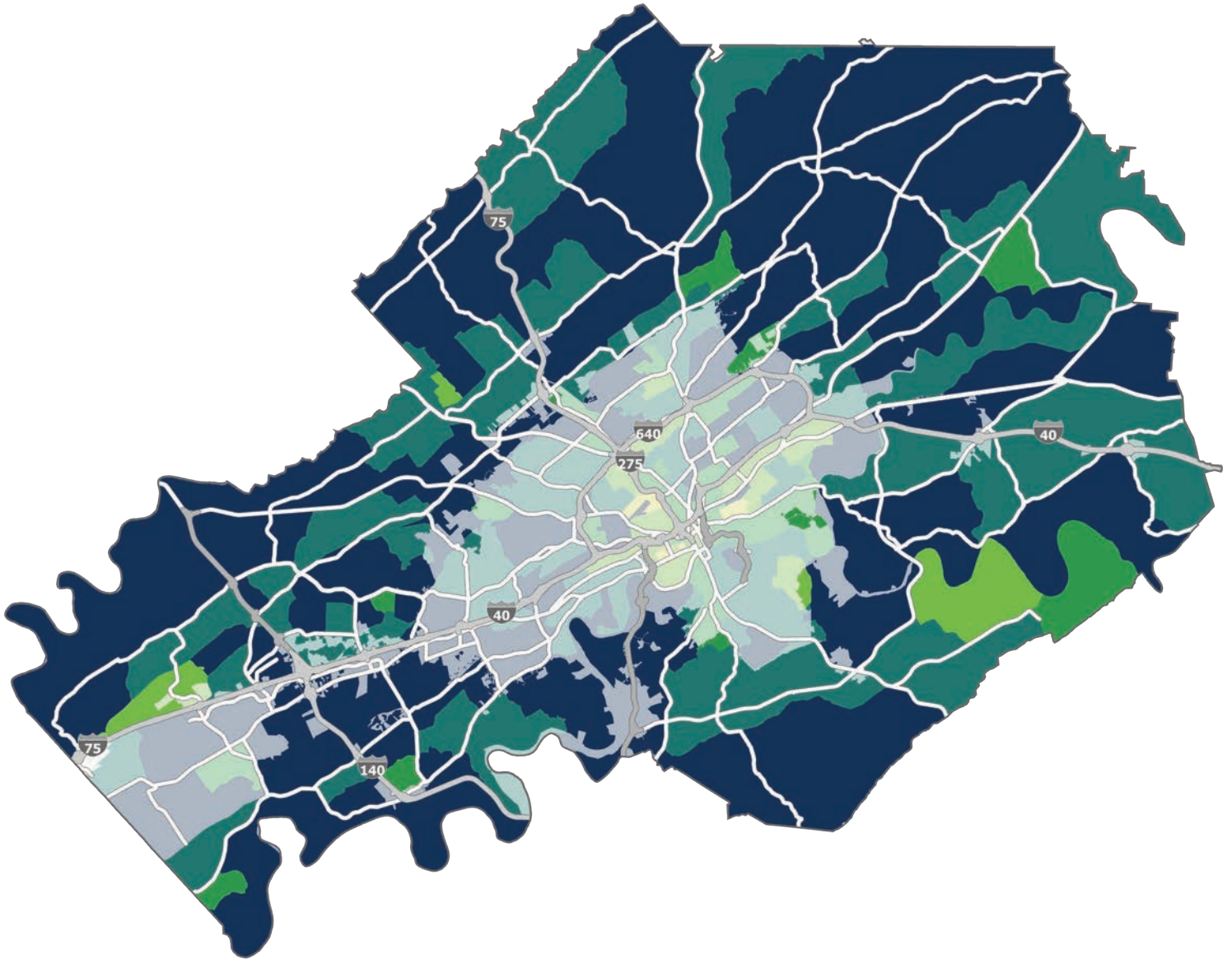
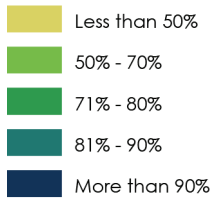


Roadway Traffic Volumes

A strong, connected roadway network provides the foundation for mobility. To further understand the mobility of the county, the average daily traffic (ADT) is used to show the average total volume of vehicles along a roadway.

Data Source: ETRIMS

Percent of Commuters
Who Drive Alone

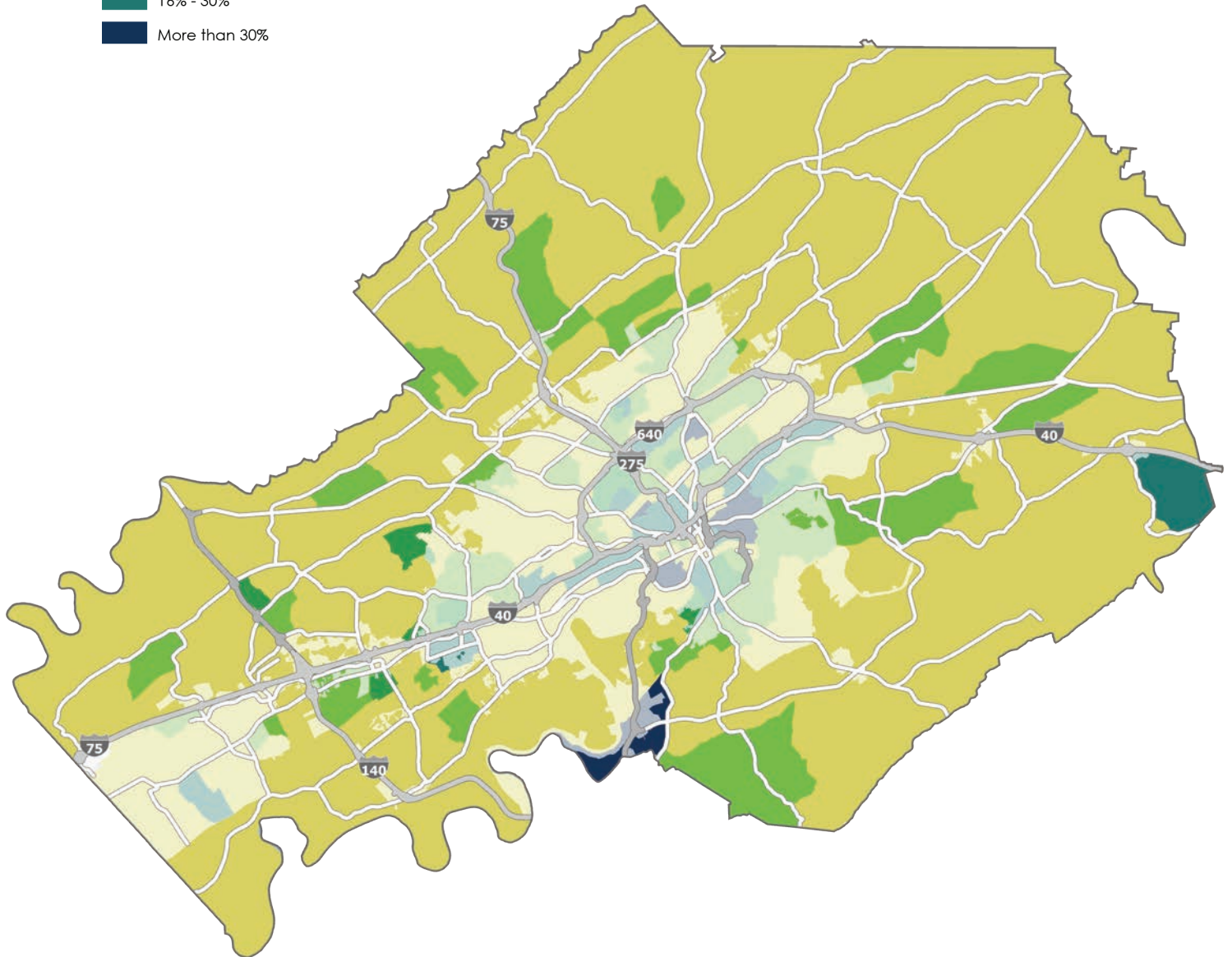
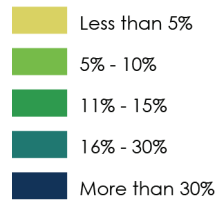


Commute Modes

Approximately 90 percent of all workers in unincorporated Knox County drive to work, either alone or in a carpool, contributing to traffic congestion and commute times. The remaining 10 percent bike, walk, take public transportation, work from home, or take another means of transport.

Data Source: 2020 ACS 5-Year Estimates

Percent of No Vehicle Households



No Vehicle Households

Out of the estimated 98,578 households within Knox County, about 2,088, or two percent, are without access to a vehicle.

Data Source: 2020 ACS 5-Year Estimates

Active Transportation

A comprehensive transportation network includes facilities for bicycles, pedestrians, and public transportation. The connectivity between destination and origin through a variety of modes is a crucial consideration for enhanced accessibility.

BICYCLE

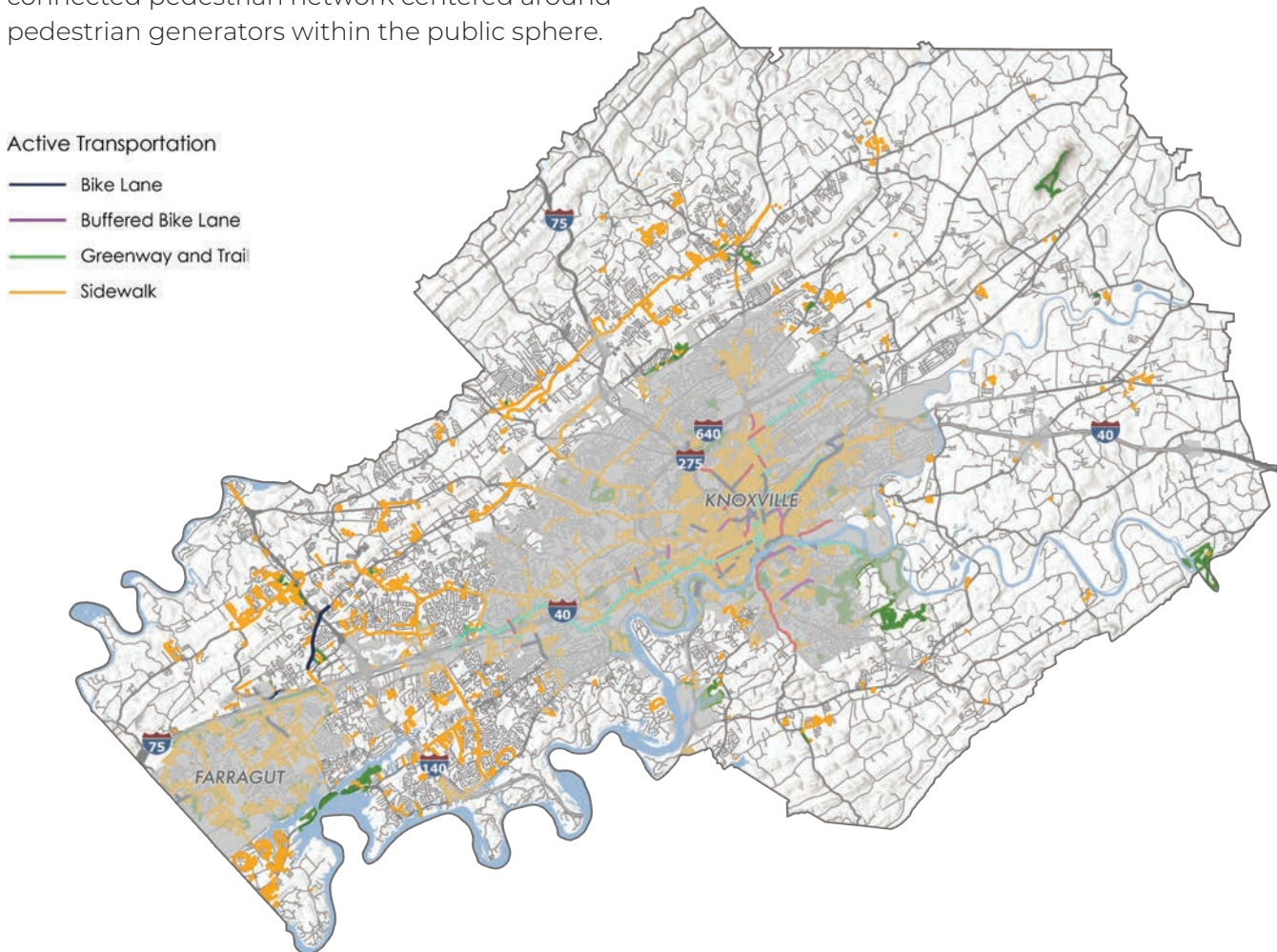
There are several types of bicycle facilities including bike lanes and shared-use pathways. In the unincorporated area of Knox County, there are approximately six and half miles of bicycle facilities.

There are over 62 miles of greenway facilities in the unincorporated area of Knox County.

PEDESTRIAN

There are approximately 187 miles of sidewalk throughout the unincorporated portion of the county. The existing pedestrian facilities are largely concentrated in neighborhoods.

The current county ordinance seeks to refocus sidewalk investments from internal subdivision roads to the frontage of new developments that are within the vicinity of schools, commercial nodes and recreational facilities. The aim of this new policy is to invest in the creation and maintenance of a connected pedestrian network centered around pedestrian generators within the public sphere.



PUBLIC TRANSPORTATION

Knoxville Area Transit, or KAT, is the area’s fixed-route transit provider, but serves only the City of Knoxville. KAT also provides a door-to-door paratransit service and coordinates with two other local providers to connect county residents with services.

Knox County CAC Transit provides demand response public transportation services. Riders schedule a trip in advance and the van will pick them up at their location and drop them off at their destination. The rider then schedules the van for a return trip. A majority of CAC’s trips are for medical appointments, grocery shopping, and employment and training opportunities.

As with CAC, the East Tennessee Human Resource Agency (ETHRA) provides demand response public transportation services. ETHRA provides services to 16 counties in East Tennessee, including Knox County.





ADVANCE KNOX

Engage in our land use and transportation future.

Appendix B Knox County Comprehensive Land Use and Transportation Plan

Scenario Planning Memo



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Introduction

Knox County has a number of important choices to make as part of the Advance Knox Comprehensive Land Use and Transportation Plan development process. Many of these choices revolve around the inherent relationship between land use and transportation and their many interrelated elements, including economic and community development, quality of life, and fiscal responsibility.

Knox County took a scenario planning approach to making transportation and land use decisions for the Comprehensive Plan. This approach explores different scenarios for the long term growth and development of the county and evaluates their respective outcomes against the goals and priorities of residents and stakeholders. A final scenario leverages key findings to develop a preferred vision for the future. The results of the scenario planning process directly inform the Advance Knox project and policy recommendations.

This memorandum describes the results of the scenario planning process used for Advance Knox. It includes the development of the land use model used to develop and evaluate the scenarios, the development and evaluation of the scenarios themselves, and the creation of the preferred scenario.

Scenario Planning Process

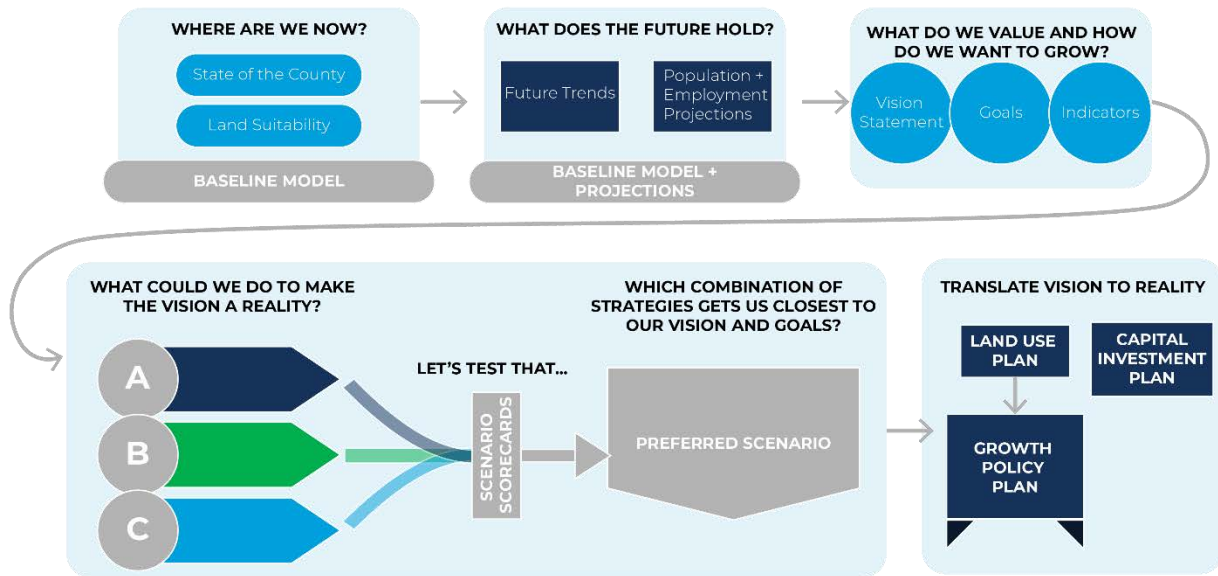
The Knox County Comprehensive Land Use and Transportation Plan uses a *normative* scenario planning process to evaluate three alternative futures. In contrast to *exploratory* scenario planning, which considers the impacts of external influences and drivers, normative scenario planning is focused on policy and other decisions on which the county and its partners have a direct influence. The alternative futures are not forecasts or predictions, but hypothetical scenarios that test the outcomes of specific decisions.

The Advance Knox scenario planning process begins with an understanding of baseline conditions and future conditions and trends. It then shifts to a publicly-informed statement of values and growth aspirations through a vision and associated topic area goals. Three distinct transportation and land use scenarios are created that speak to the vision and goals, which were subsequently tested using a land use model. The scenario testing results were then evaluated against the vision and goals to create a preferred scenario that informed the final plan documents, including the land use plan, growth policy plan, and capital investment plan.

The scenario planning process is described in Figure 1. The baseline conditions, future trends, vision, goals, and policy recommendations are described in separate documentation. This memo focuses on the core of the scenario planning effort, including the tool used to develop and evaluate the scenarios, the development and evaluation of the scenarios, and the preferred scenario.



Figure 1. Advance Knox Scenario Planning Process





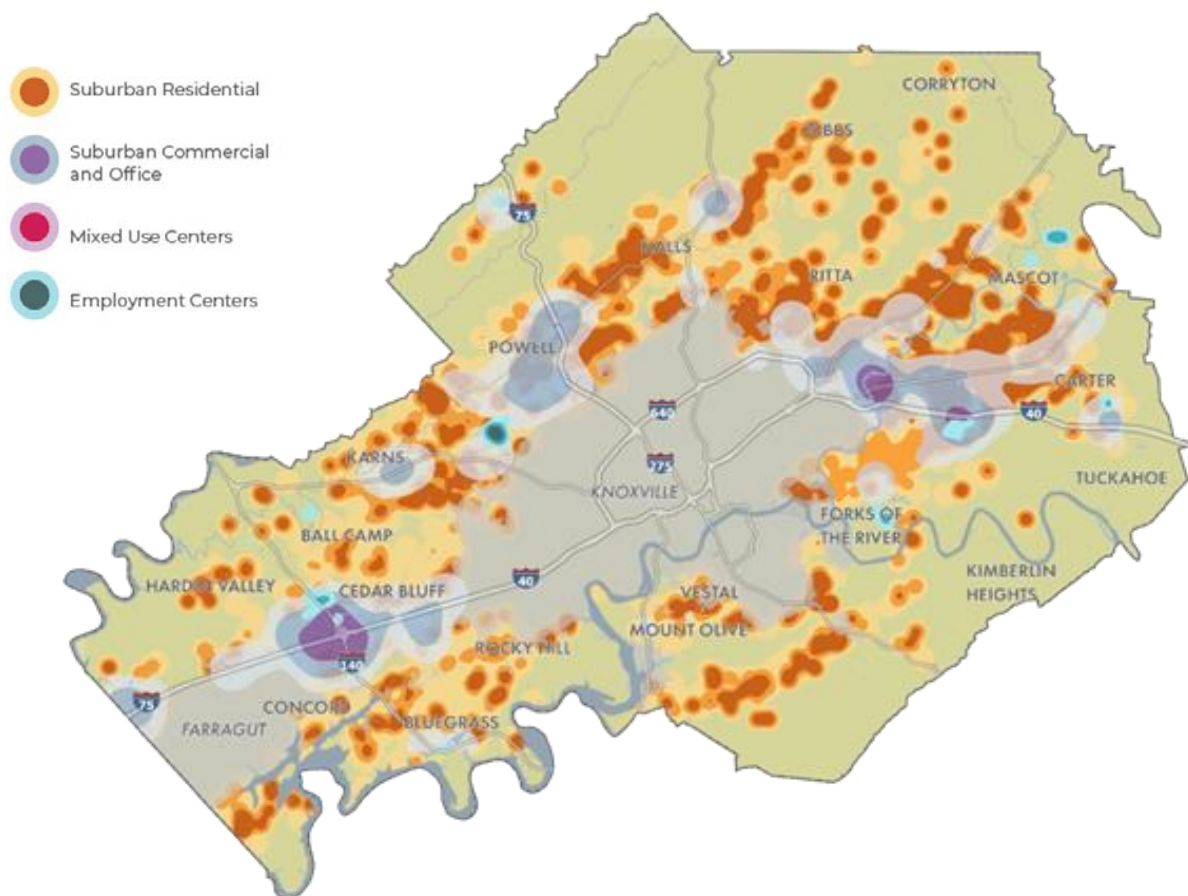
Comprehensive Plan Scenarios

The planning process resulted in the creation of three distinct scenarios, each illustrating real choices for how the county could develop in the future. The scenarios allowed the project team and the community to consider different ways that new growth could occur and how each would impact things like the character of development, infrastructure costs, and economic vitality. Each of these scenarios is briefly described below.

Outward Bound

The Outward Bound scenario continues the existing observed patterns of single family subdivisions in current hotspots and expansion into rural areas. Employment growth is primarily suburban commercial and office along major corridors in existing and new locations. Outward Bound represents the “business-as-usual,” or status quo, scenario as an extrapolation of current decision-making and practice. It is illustrated in Figure 2.

Figure 2. Outward Bound Scenario

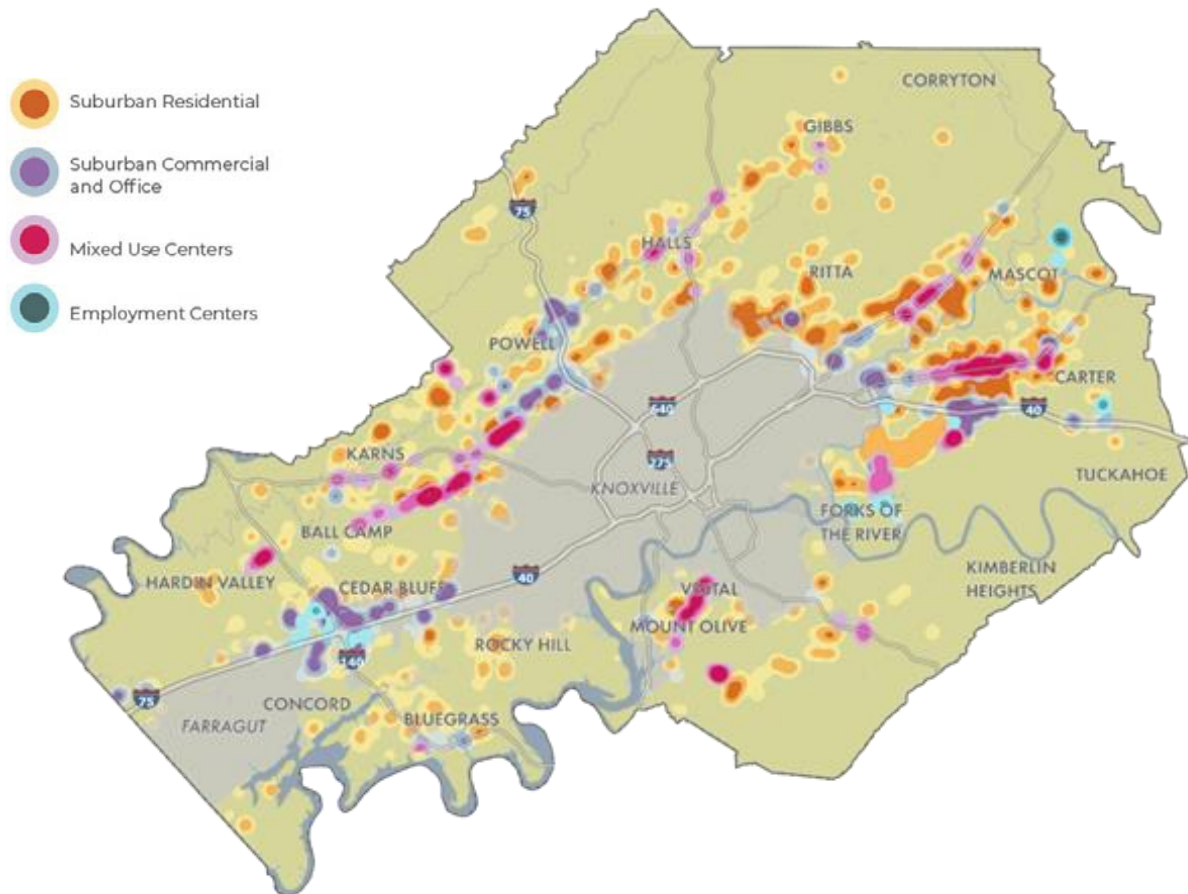




On the Road Again

On The Road Again balances suburban single family growth trends with redevelopment along traditional commercial corridors that provide a mix of retail, employment, and multifamily housing. This scenario is illustrated in Figure 3.

Figure 3. On The Road Again Scenario

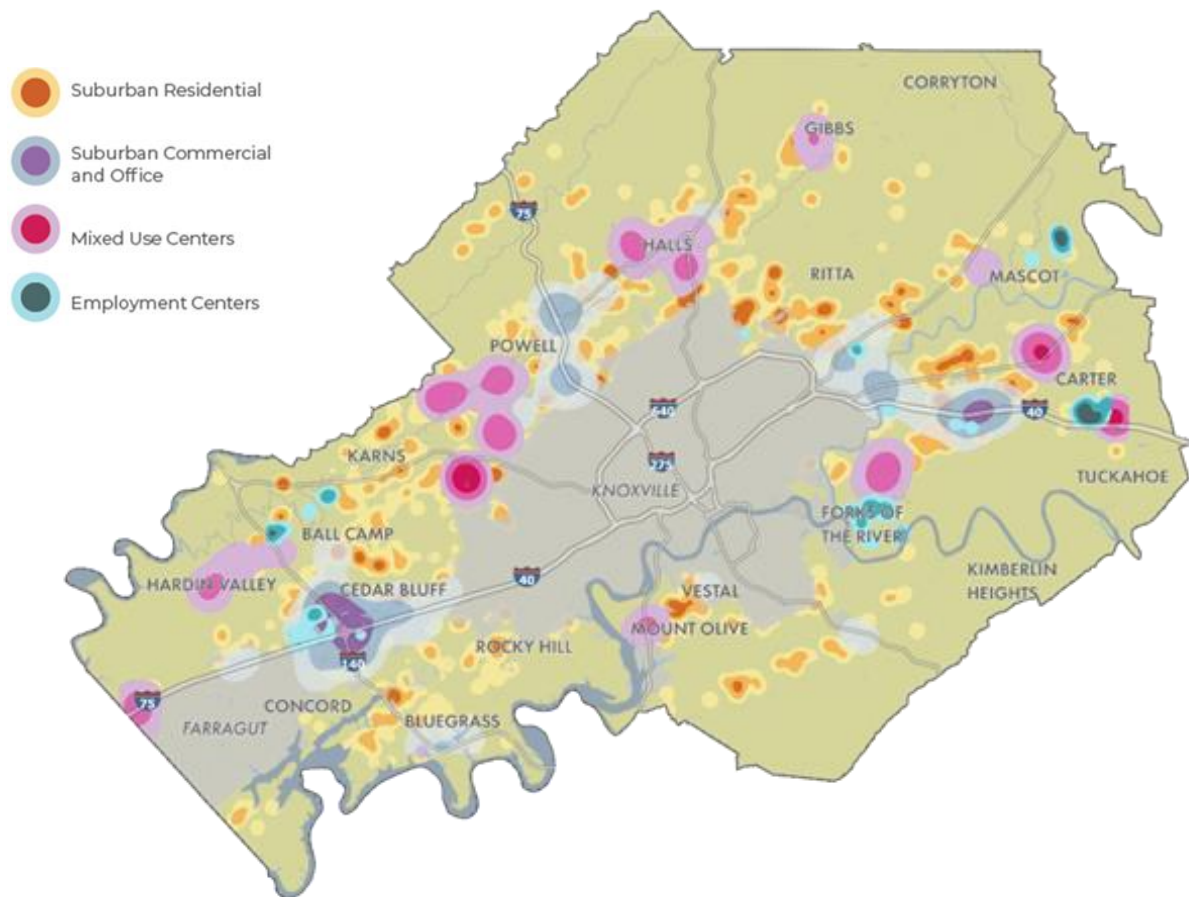




Town and Country

Town and Country focuses on growing existing community and employment centers. New centers are established with a mix of retail, offices, homes, schools, parks, and public spaces. This scenario prioritizes mixed use place types in centers that allow for greater variety of housing options and employment within a more compact development footprint, thereby allowing the preservation of rural lands. This scenario also places the greatest emphasis on growing employment within business parks. The Town and Country scenario is illustrated in Figure 4.

Figure 4. Town and Country Scenario

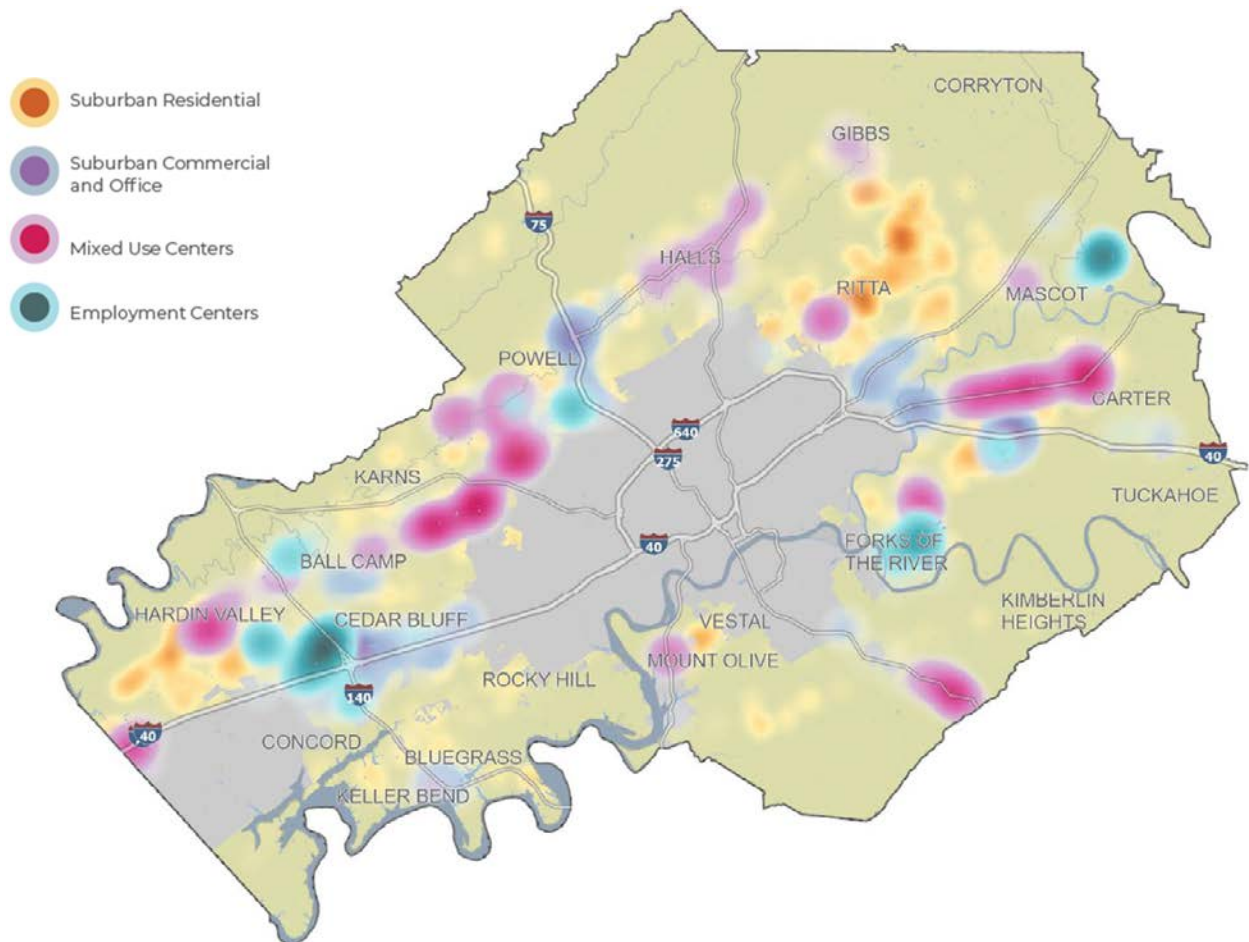




Preferred Scenario

The three scenarios were evaluated and shared for public and stakeholder feedback. The project team then used an iterative process to create a Preferred Scenario. The Preferred Scenario blends the most favorable elements of the three illustrative scenarios and maximizes the fulfillment of the Comprehensive Plan vision and goals, while being responsive to the community feedback received.

Figure 5. Preferred Scenario





Land Use Model

The Knox County Comprehensive Land Use and Transportation Plan relies on data-driven recommendations for policies and actions, which requires use of a number of tools to produce relevant quantitative information. One of those tools is a land use model (LUM).

The LUM is a Geographic Information System (GIS)-based model that allocates land use and associated attributes, including population, dwelling units, and employment within a defined spatial area. The LUM can be used to evaluate the impacts different land use plans and policies may have on how future growth is allocated in the region.

The Advance Knox LUM was created to develop and evaluate the alternative scenarios and to create the Preferred Scenario. This section describes the development of the model itself, while subsequent sections describe how the model was used in the scenario planning process.

Model Overview

The Comprehensive Plan LUM is built on the CommunityVIZ® Scenario 360 software platform. Scenario 360 is an extension of ESRI ArcGIS and is one of the most popular GIS-based LUM scenario planning tools in the United States.

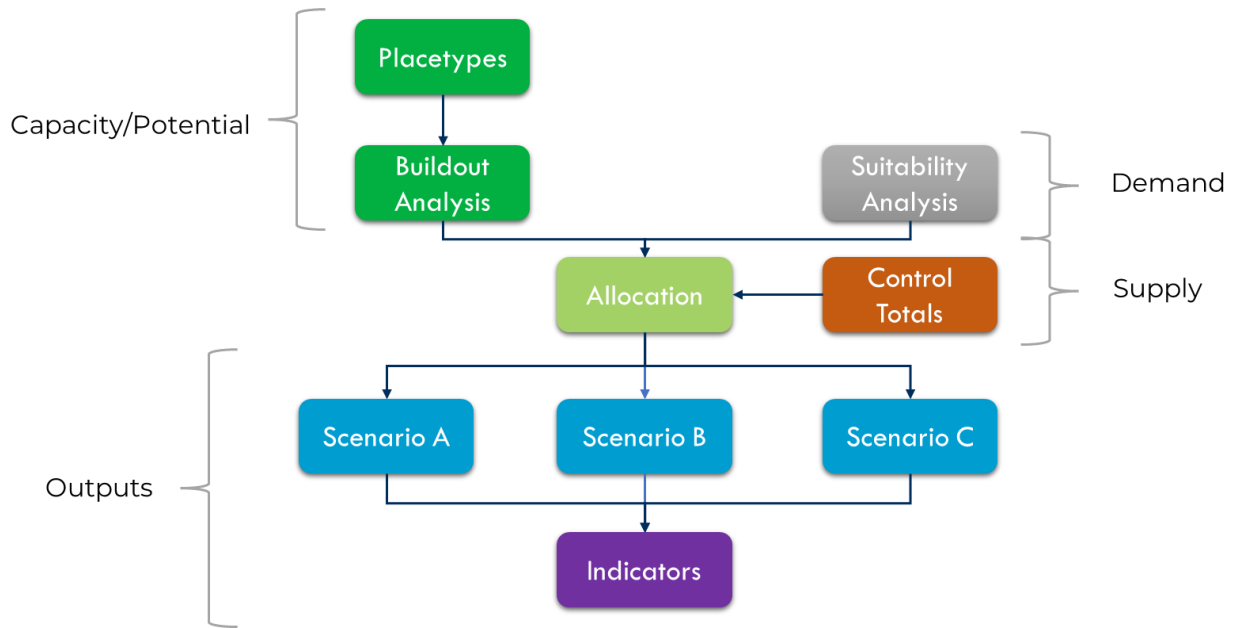
The model can be described in terms of four main components:

- **Land Use Capacity and Potential:** The capacity, or development potential, of land is determined by a buildout analysis that considers the amount and location of vacant and redevelopable land and relevant attributes, such as land use mix, density, and intensity, as prescribed by corresponding place types.
- **Demand:** The demand for growth is determined by a suitability analysis that determines the relative attractiveness of land.
- **Supply:** Control totals, typically population and employment, determine how much growth is to be allocated.
- **Outputs:** The results of the allocation process are used to produce information about each scenario, known as Indicators.

The model components and process are graphically represented in Figure 6.



Figure 6. Comprehensive Plan LUM Overview



Model Structure

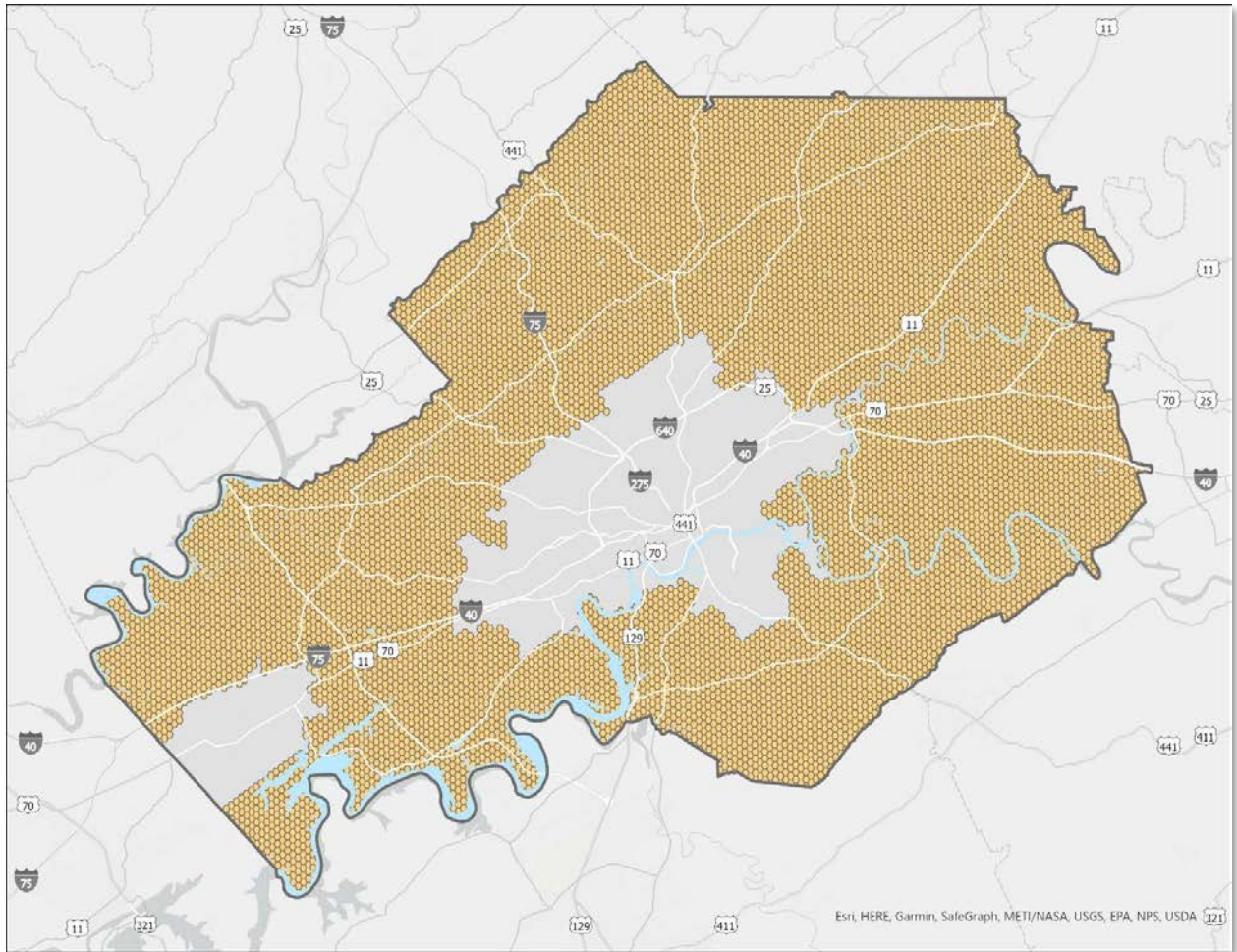
Polygons

Polygons are the basic geographic unit of the LUM. They are the building blocks that characterize existing development, determine buildout potential, and, ultimately, allocate growth. The Comprehensive Plan LUM uses a uniform grid of 25-acre hexagons, as shown in Figure 7.

A uniform grid structure was chosen because it has several advantages. Uniform polygons eliminate display bias associated with geographic structures that vary significantly in size, such as traffic analysis zones or Census blocks. Additionally, they are abstract and lack specificity, such as a parcel would, and thus do not give the impression of making specific land use recommendations. Finally, they reduce the total number of polygons, which helps the model run more efficiently. The Advance Knox LUM includes just over 14,000 polygons, compared to a parcel-based model structure that could contain hundreds of thousands and up to millions of polygons.



Figure 7. Polygon Structure





Base Year Data

The model includes data on base year conditions to support existing conditions analysis as well as to serve as a starting point for the buildout analysis and allocations. Table 1 provides a description of base year data attributes and sources. A more detailed data dictionary of field name definitions is provided in Supplement A.

Table 1. Base Year Data Attributes

Model Component	Attribute	Source
Existing Land Use	Single Family (includes single family residential, rural residential)	Knox County Property Assessor (April 2021), refined and classified by Knoxville-Knox County Planning
	Multifamily	
	Commercial	
	Office	
	Industrial (includes industrial/ manufacturing, transportation/communications/utilities, and wholesale)	
	Protected Open Space (includes mining and landfills, water, under construction/other uses, public parks, public/quasi-public land, right-of-way/open space, and private recreation)	
	Vacant (includes agriculture, forestry, and vacant land)	
Dwelling Units	Single Family	UrbanFootprint Base Canvas (Q1 2022)
	Multifamily	
Population	Single Family	
	Multifamily	
Employment	Commercial	
	Office (includes public and office)	
	Industrial (includes agriculture and industrial)	
Floor Area	Commercial (includes retail services, restaurants, accommodations, arts/entertainment, and other retail)	
	Office (includes office, services, public administration, education, medical services)	
	Industrial (includes transportation /warehouses and wholesale)	

Buildout Analysis

The Buildout Analysis is an important initial step in the LUM process because it establishes the carrying capacity of the land, which, in turn, determines the upper limits for the type, amount,



and character of growth. It is determined by the amount of developable and redevelopable land, and corresponding place type, described below.

Developable Land

Some vacant land will never develop because of physical conditions on the site or the existence of state and local policies that prohibit development. These areas — referred to as “constrained” for development in the scenario planning process — are removed from the inventory of developable land in each polygon.

A land constraint analysis was performed for vacant land in Knox County as part of the model development process. For the purpose of this analysis, “vacant” land is considered any parcel that is classified by the Property Assessor as:

- Vacant;
- Agriculture; or
- Single Family Residential AND greater than three acres in land area

The area of vacant land, as defined above, that is located in the floodway is considered constrained and not eligible for development. An intersect operation using GIS software was used to identify the portion of each vacant parcel in the floodway and exclude it from the calculation of unconstrained developable land.

It is important to note that there are other physical conditions that represent constraints to development, including floodplains, wetlands, detention basins, and steep slopes. Rather than designate these conditions as absolute constraints to development, the Comprehensive Plan LUM identifies these features as considerations in the development process through the Suitability Analysis as described in a different section of this memo. Figure 8 illustrates the relationship between constrained land, unconstrained land, and barriers to development.

Figure 8. Constrained and Unconstrained Land Definitions

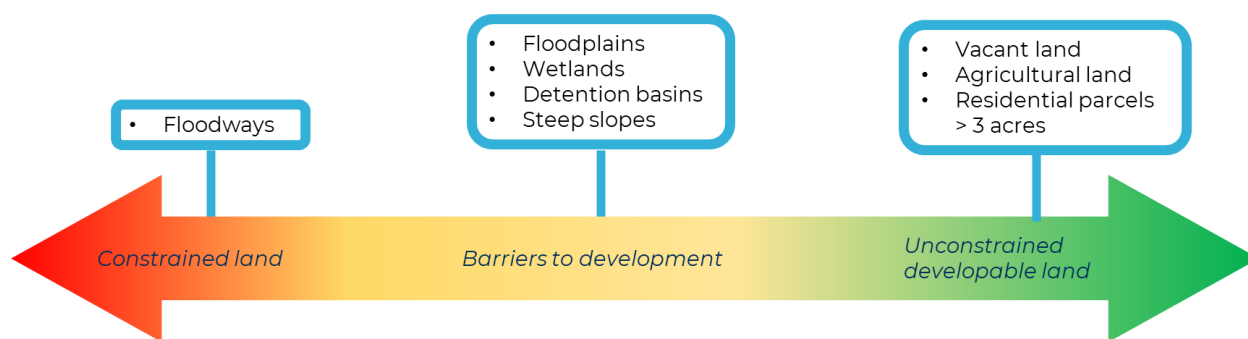
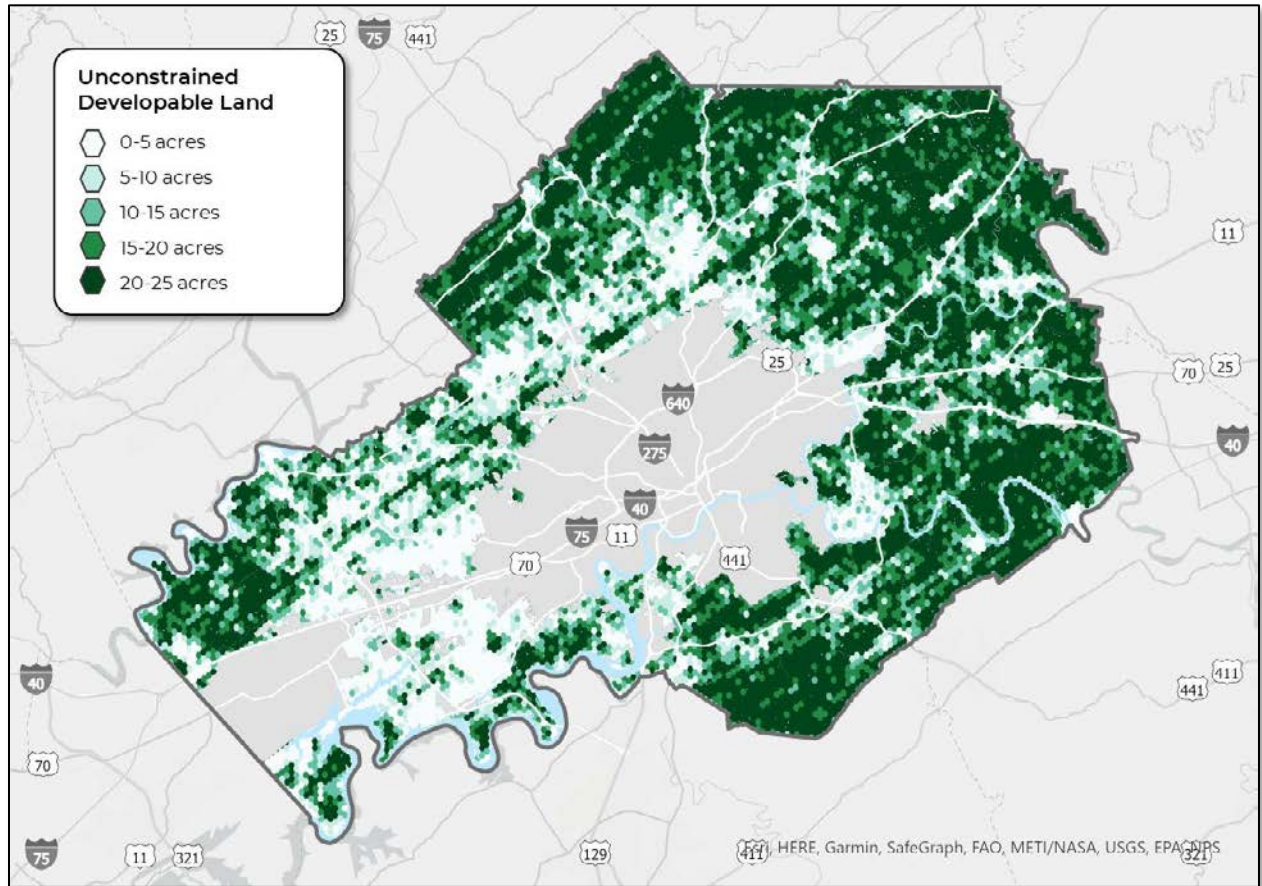




Figure 9. Unconstrained Land





Redevelopable Land

When buildings age, and/or the value of land outpaces the value of current uses that reside on it, the property may redevelop. A redevelopment analysis was performed on parcels in Knox County for the Comprehensive Plan. A parcel is considered a candidate for redevelopment if it meets the following criteria:

- Classified as either Commercial, Office, Industrial, or Wholesale
- Improved Value to Land Value Ratio ≤ 1.5
- Floor Area Ratio (FAR) ≤ 0.15

In addition to parcels identified for redevelopment through the criteria listed above, members of the project team further identified specific parcels that are currently developed and could be candidates for intensification. The focus of this effort is on the On the Road Again, Town and Country, and Preferred scenarios. Redevelopable land for each scenario is summarized in Figure 10, Figure 12, and Figure 11.

Figure 10. Redevelopable Land: Outward Bound Scenario

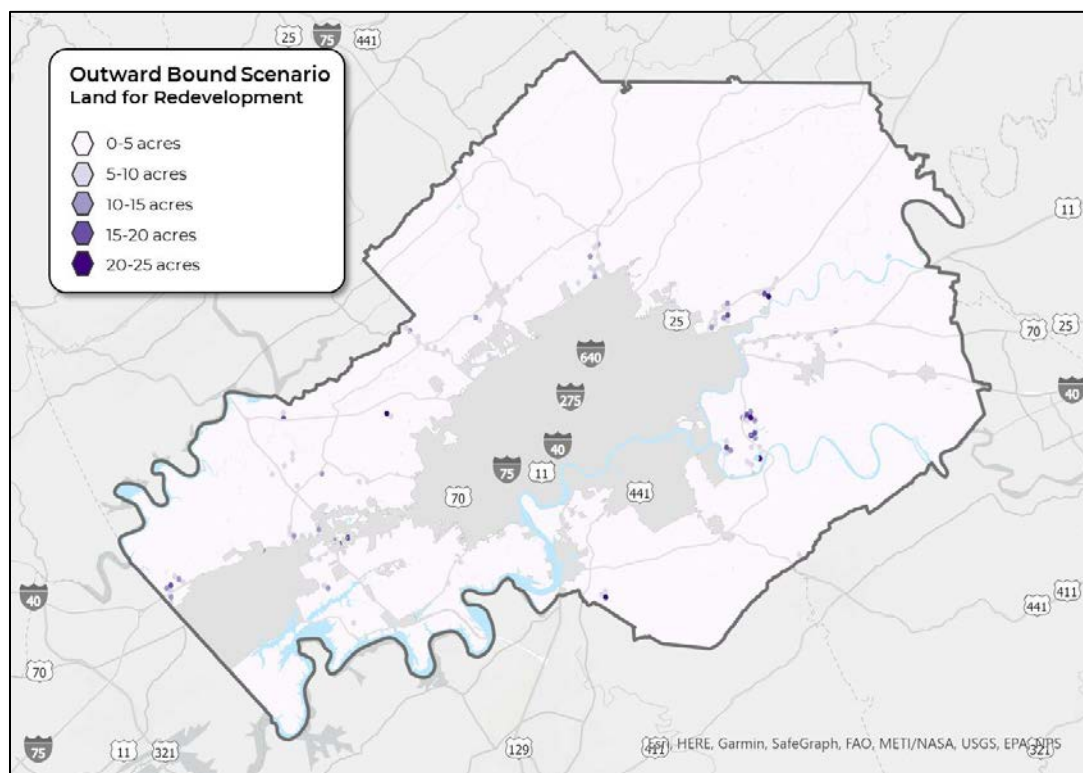




Figure 11. Redevelopable Land: Town and Country and Preferred Scenarios

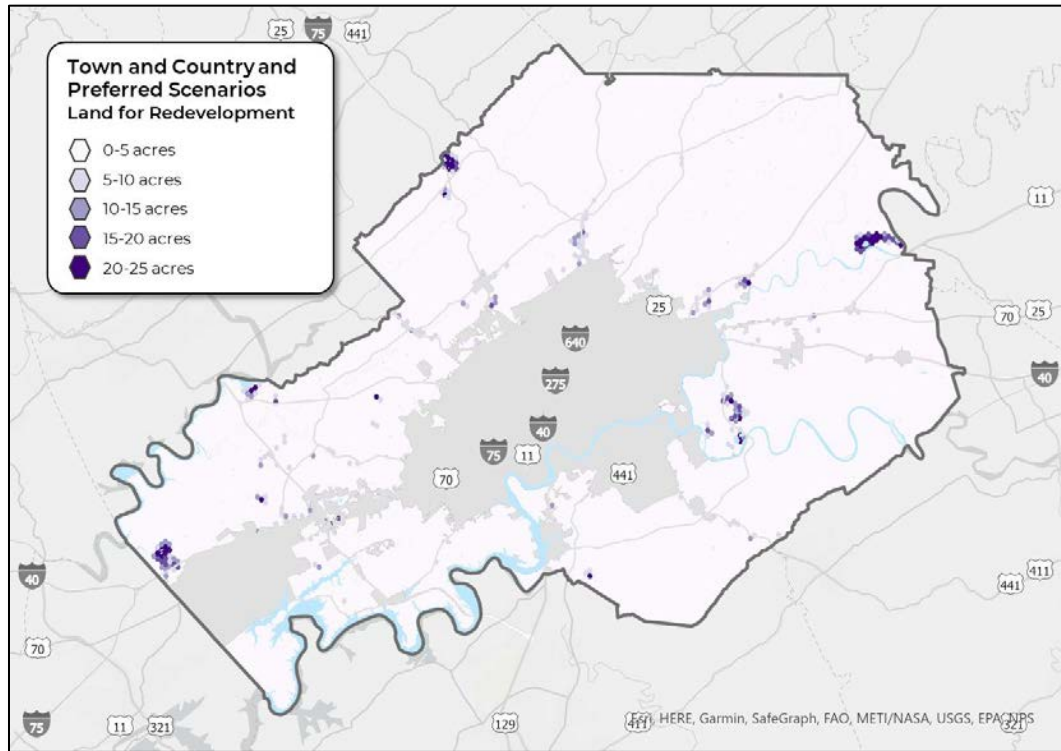
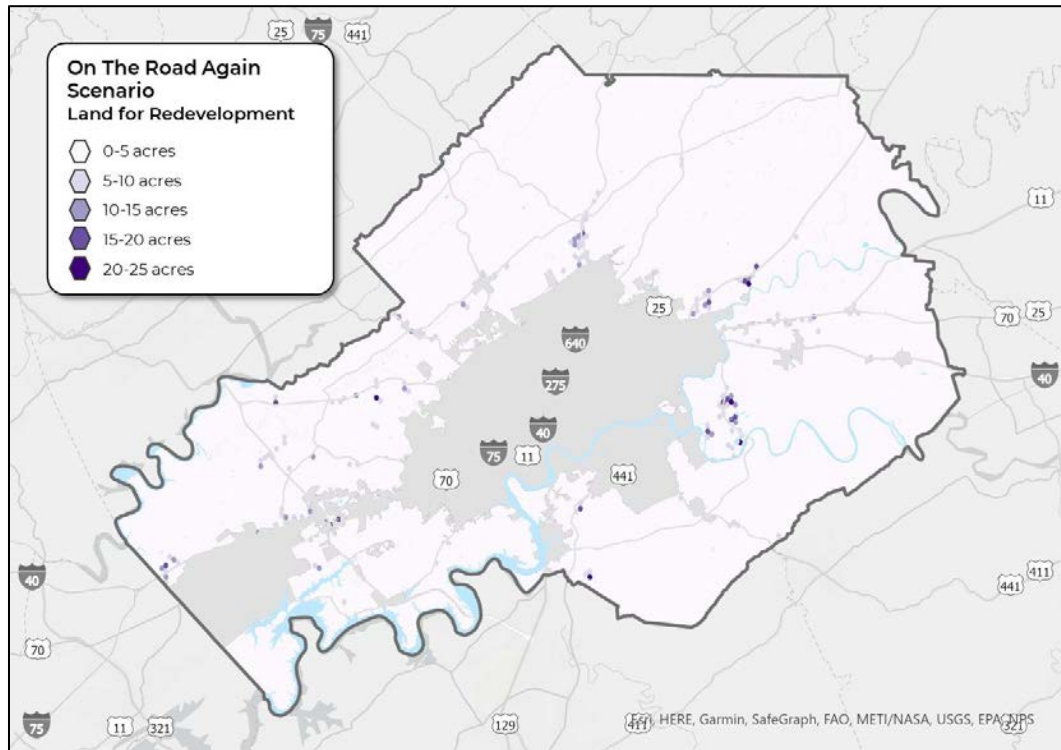


Figure 12. Redevelopable Land: On the Road Again Scenario





Place Types

Place types describe the “DNA” of a place, which are the fundamental attributes such as the mix and character of land uses and activities, the intensity of those land uses, level of connectivity, and more. Place types refer to a place and its interactions as a whole and not individual parcels or land uses.

The Knox County Comprehensive Land Use and Transportation Plan place types are summarized in Table 2. Detailed place type definitions are located in Supplement B.

The place types replicate existing conditions and emerging trends as revealed in the State of the County report. The Advance Knox team worked closely with the Technical and Advisory Committees to create place types that also represent aspirational places for potential new development patterns in the county.

Place types were assigned to polygons in each scenario consistent with the concept maps in Figure 2 through Figure 5. The place type assignments are shown in Figure 13, Figure 14, Figure 15, and Figure 16.



Table 2. Place Type Attribute Summary

	Protected Open Space	Rural or Undeveloped	Rural Crossroads Commercial	Mining & Heavy Industrial	Suburban Res. Low	Suburban Res. Medium	Corridor Commercial	Business Park or Campus	Traditional Nhood	Mixed Use Corridor	Neighborhood Town Center
Character	Rural	Rural	Rural	Rural	Suburban	Suburban	Suburban	Suburban	Walkable/ Mixed Use	Walkable/ Mixed Use	Walkable/ Mixed Use
Single Family Detached	None	2 to 10 acre lots	1 to 2 acre lots	None	1 to 3 units per acre	2 to 4 units per acre	None	None	4 to 6 units per acre	None	None
Single Family Attached	None	None	None	None	None	6 to 10 units per acre	6 to 10 units per acre	None	6 to 10 units per acre	8 to 12 units per acre	10 to 14 units per acre
Multifamily	None	None	None	None	None	2 to 3 story	2 to 4 story	None	2 to 3 story	3 to 5 story	3 to 5 story
Commercial	None	None	Standalone building	None	None	Minimal convenience retail	Suburban commercial retail centers	Minimal convenience retail	Minimal ground floor retail	Ground floor retail in walkable corridors	Ground floor retail in walkable centers
Office	None	None	None	None	None	None	Single story standalone	1 to 3 story campus	None	2 to 4 story with some ground floor retail	2 to 4 story with some ground floor retail
Industrial	None	None	None	Legacy mining operations	None	None	None	Manf. R&D, distribution	None	None	None
Open Space	Large tracts of preserved land and regional parks	Large tracts of preserved land	Large tracts of preserved land	None	Minimal pocket and community parks	Minimal pocket parks	None	Minimal pocket parks and preserved land	Community parks, plazas, courtyards	Community parks, plazas, courtyards	Community parks, plazas, courtyards
Modes	Automobile	Automobile	Automobile	Automobile	Automobile	Automobile	Automobile	Automobile	Automobile, walking, cycling	Automobile, walking, cycling	Automobile, walking, cycling
Connectivity	Low	Low	Low	Low	Low	Low	Low	Low	Medium/ High	High	High



Figure 13. Place Types: Outward Bound Scenario

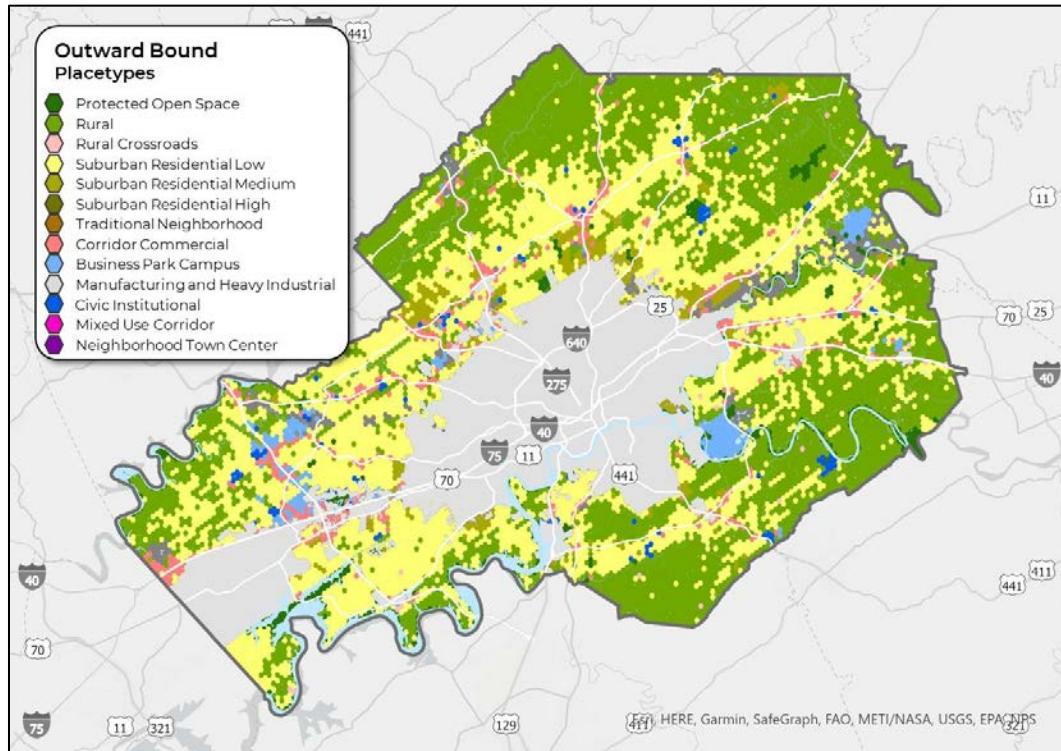


Figure 14. Place Types: On the Road Again Scenario

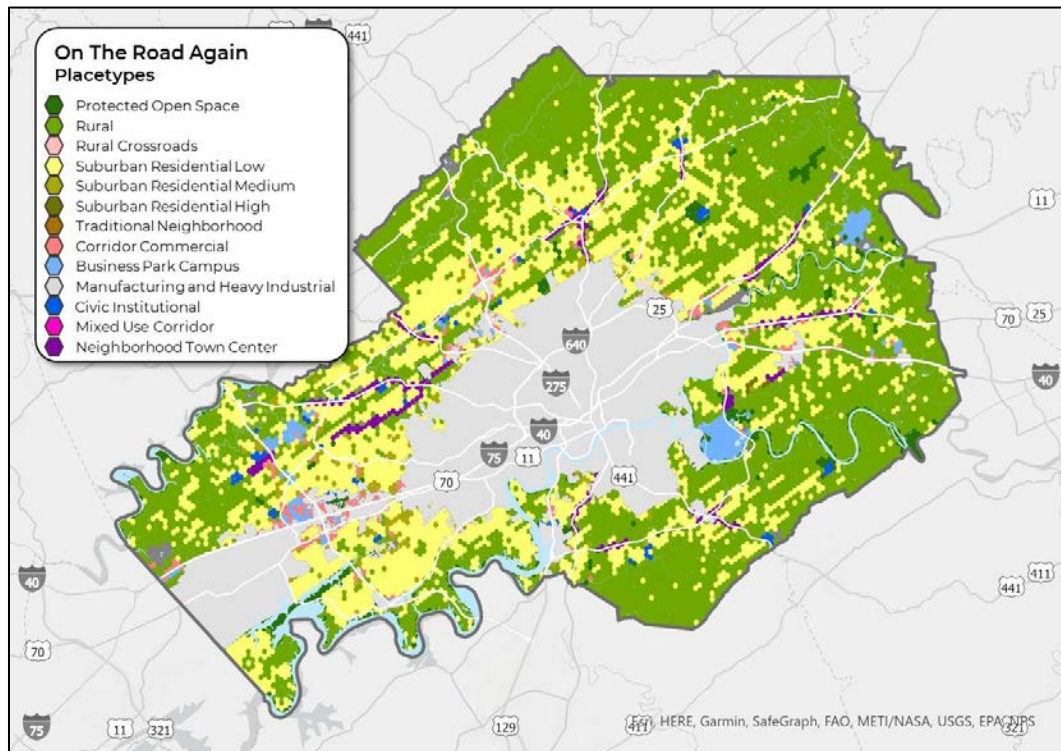




Figure 15. Place Types: Town and Country Scenario

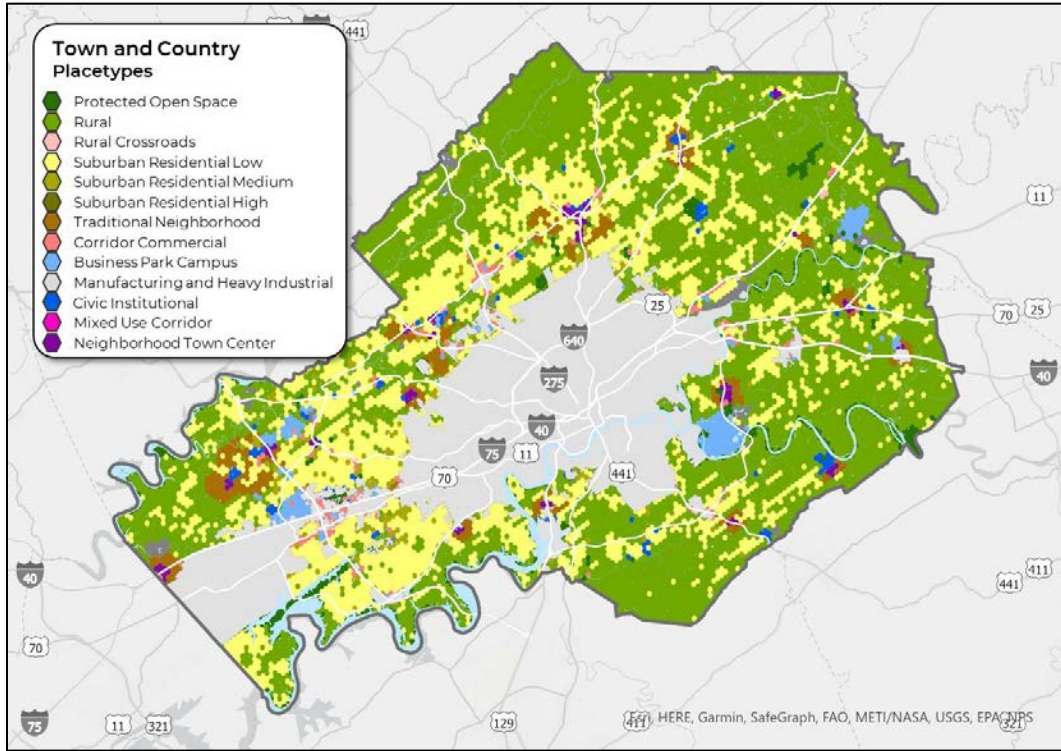
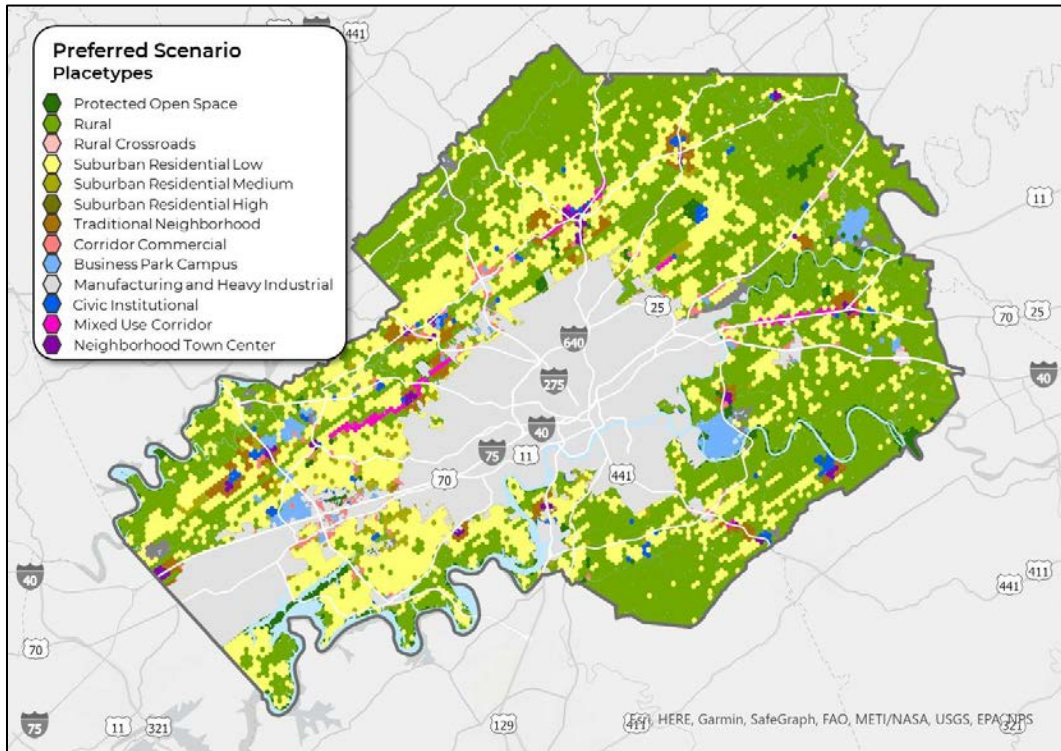


Figure 16. Place Types: Preferred Scenario

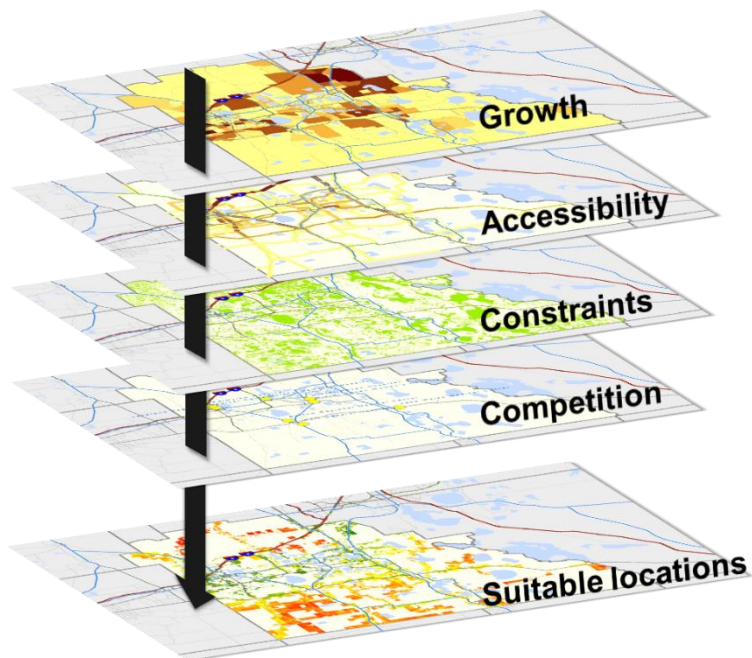




Suitability Analysis

The Suitability Analysis rates the attractiveness of land for development. It comprises the demand component of the Comprehensive Plan LUM model allocation process. Separate analyses are conducted for residential, commercial, and industrial development.

Figure 17. Suitability Analysis Illustration



As illustrated in Figure 17, the Suitability Analysis uses the capabilities of GIS to consider multiple factors simultaneously, resulting in a single “score” of each polygon’s relative attractiveness for development. It is not a prediction of where future growth will occur, per se, but rather an objective measure used as a consideration in the LUM growth allocation process.

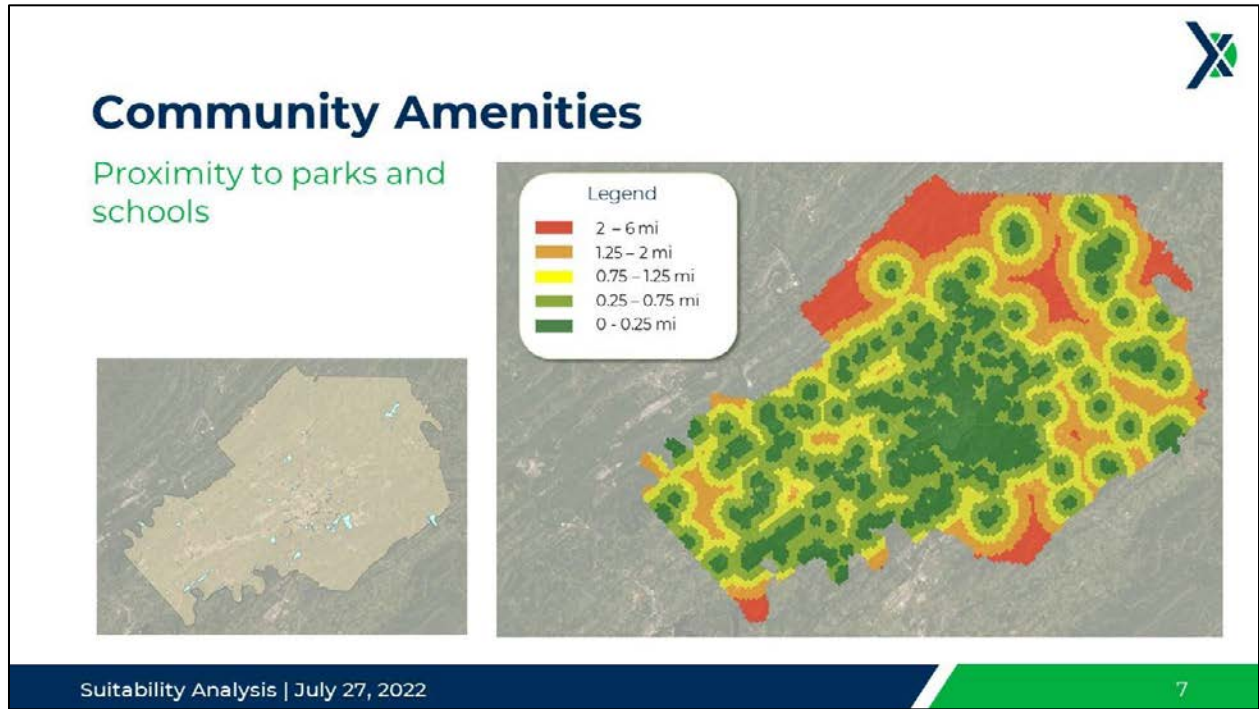
Suitability Factors

The Suitability Analysis considers several individual factors simultaneously to develop a composite score. Suitability factors included in the analysis address infrastructure and accessibility,

market demand, environmental and physical constraints, and quality of life. In some cases, a given factor may apply to certain types of growth but not others. For example, freight rail access is important to industrial growth but not residential. Figure 18 shows an example of how the analysis treats a suitability factor.



Figure 18. Suitability Factor Example



Weighting

Some factors may yield a greater influence on future growth than others. To address this variation in influence, the Suitability Analysis factors are assigned weights ranging from one (least influence) to 10 (greatest influence), so that a factor with a weight of 10 will have twice as much influence on the suitability score as a factor with a weight of five. The Advance Knox Project Management Team (PMT) was polled on the relative weight of each suitability factor.

Table 3 describes each suitability factor, including the scoring methodology and weighting. The Suitability Analysis results are identified in Figure 19 through Figure 21. A full summary of the Suitability Analysis is located in Supplement C.



Table 3. Suitability Factors and Weighting

Suitability Factor	Component Attributes	Description	Influence	Weighting		
				Res.	Non-Res.	Ind.
Active Transportation	Sidewalks Bicycle facilities Greenways	Sum of sidewalk, bikeway, and greenway linear feet that overlap each hexagon	The higher the sum, the higher the score	5	4.7	1.7
Community Amenities	Parks Schools	Straight-line distance from hexagon to nearest park or school	The higher the distance, the lower the score	6.3	4.9	3.3
Constraints	Hillside and Ridgetop Protection Areas Floodplains Wetlands No Fill	Sum of area within each hexagon that includes a constrained element	The higher the sum, the lower the score	7.3	8.1	8.3
Cost of Land	Parcel layer Appraised value	Weighted average of parcel's appraised land value per hexagon (total appraised value of a parcel weighted by the amount of overlap within a hexagon)	The higher the value, the lower the score	7	6	6.7
Growth Policy	Urban Growth Boundary = 2 Planned Growth Area = 1 Rural Area = 0	Weighted average of the growth score, based on Growth Policy (growth score of a parcel weighted by the amount of overlap within a hexagon)	The higher the growth score, the higher the score	4.8	5.1	7.6
Parcel Size	Parcel layer	Weighted sum of the parcel size in the hexagon (size of a parcel weighted by the amount of overlap within a hexagon)	The higher the sum, the higher the score	6.8	5.7	8.4
Proximity to Interchange	Interchange locations	Straight-line distance from hexagon to nearest interstate interchange	The higher the distance, the lower the score	4.2	7.4	8.4
Proximity to Sewer	Parcel-level sewer service area	Straight-line distance from hexagon to nearest sewer service area	The higher the distance, the lower the score	9.2	8.7	9.1
Proximity to Transportation	Functionally classified arterials	Straight-line distance from hexagon to nearest minor/major arterial	The higher the distance, the lower the score	6.2	8.3	8.7



Figure 19. Residential Suitability

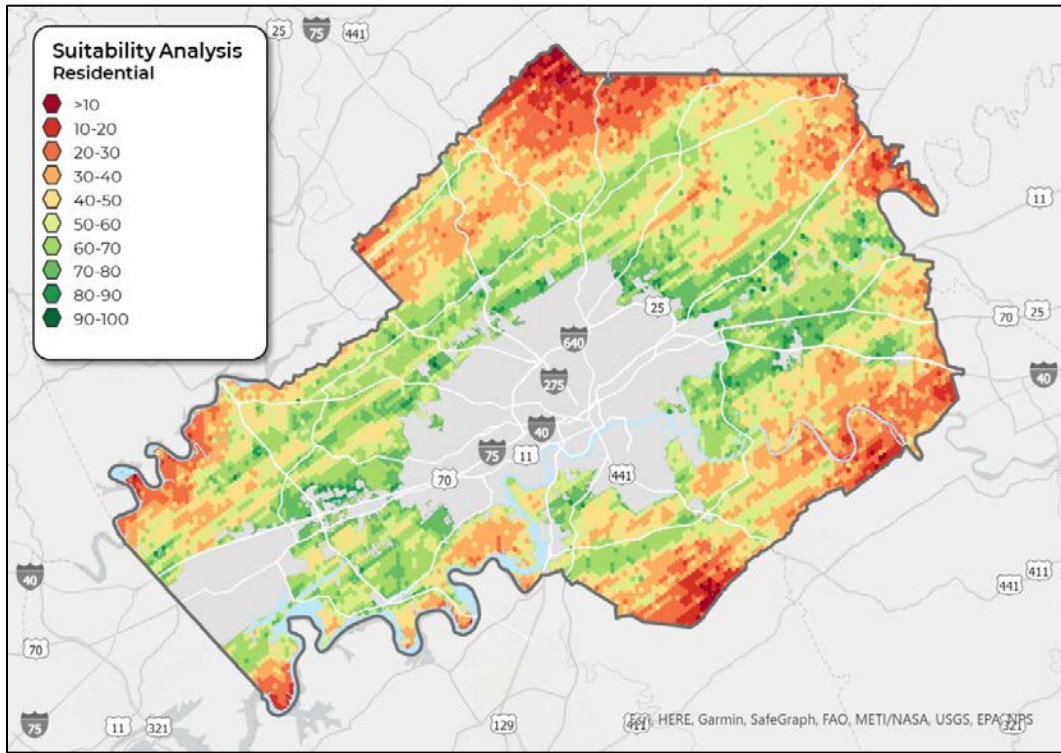


Figure 20. Commercial and Office Suitability

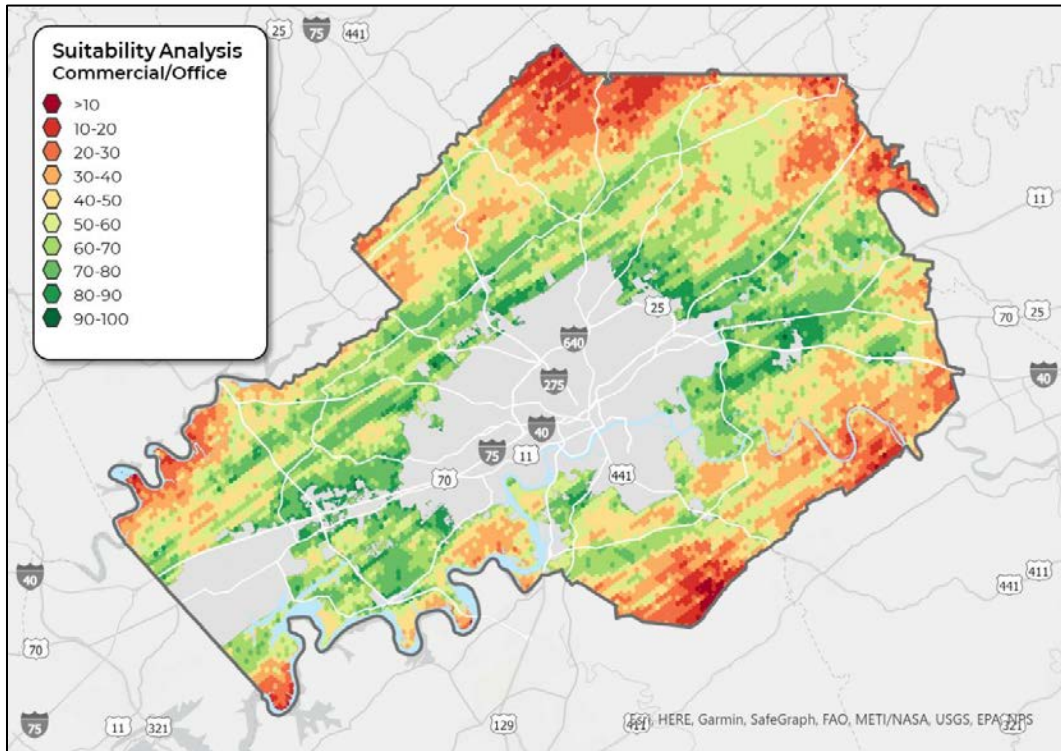
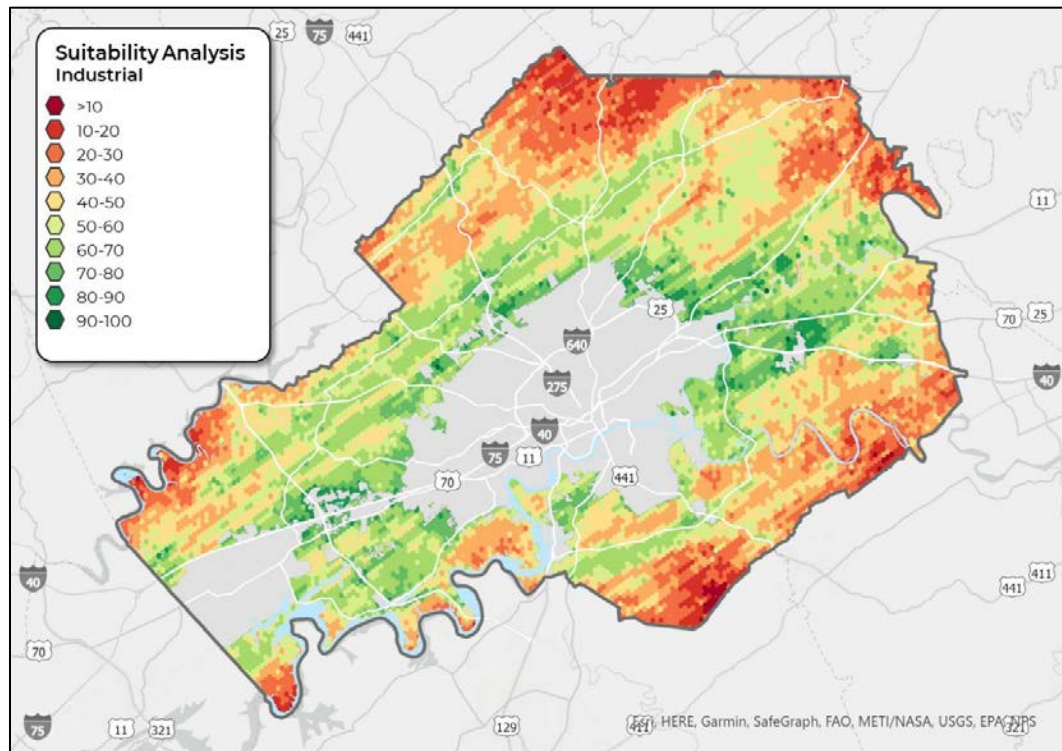




Figure 21. Industrial Suitability



Control Totals

The Advance Knox LUM allocates growth to polygons using control totals. Control totals are estimates of the total amount of growth that may occur in the model's study area.

The Advance Knox LUM uses control totals developed for the travel demand model as part of the Knoxville Regional Transportation Planning Organization (TPO) Mobility Plan 2045. That process uses county level population and employment projections from Woods & Poole Economics, a third party provider of demographic and economic forecast data. Refer to the Mobility Plan 2045 documentation for additional detail.

The model allocates population and employment growth (the difference between the base year and the forecast year) to polygons. There is a single population control total and two separate control totals for commercial and office employment growth and industrial growth.

County-wide Control Totals

Table 4 shows the year 2045 growth totals for population and employment for Knox County as a whole, unincorporated Knox County, the City of Knoxville, and the Town of Farragut. Growth totals were estimated at the sub-county level using the respective traffic analysis zones (TAZ) in the travel demand model. In cases where TAZ boundaries overlap jurisdiction boundaries, the TAZ totals were allocated to each jurisdiction in direct proportion to the amount of overlap.



Table 4. Year 2045 Growth Totals for Knox County and Municipalities

Category	Total Growth	Unincorporated Knox County		City of Knoxville		Town of Farragut	
		Amount	%	Amount	%	Amount	%
Population	104,990	77,000	73%	20,020	19%	7,970	8%
Employment	112,530	42,520	38%	60,370	54%	9,640	9%

Source: Knoxville TPO travel demand model

Unincorporated Knox County absorbs approximately 73 percent (77,000 people) of the county's total 2045 population growth and 38 percent (42,520 jobs) of the county's total 2045 employment growth. These numbers were used as a starting point to establish control totals for the Advance Knox scenarios.

The Advance Knox PMT used the 2045 growth totals for the alternative and Preferred scenarios. As shown in



Table 5, population growth was held constant across all of the scenarios, roughly the same as what is projected in the travel demand model: 78,860 new residents, or approximately 75 percent of all new growth in both incorporated and unincorporated Knox County. Job growth totals are based on the following assumptions:

- Outward Bound: The historic trend of job growth absorption in Knoxville continues and fewer new jobs (31 percent of total job growth) would be located in the county compared to what is assumed in the travel demand model.
- On the Road Again: Roughly the same amount of new job growth (38 percent) as what is assumed in the travel demand model.
- Town and Country: Knox County places increased emphasis on growth of jobs in town centers and employment centers and absorbs a greater share of new job growth (50 percent) than what is assumed in the travel demand model.
- Preferred Scenario: Assumes the same control totals as the Town and Country scenario.



Table 5. Unincorporated Knox County Control Totals

Category	Outward Bound		On the Road Again		Town and Country		Preferred Scenario	
	%	Amount	%	Amount	%	Amount	%	Amount
Population	75%	78,860	75%	78,860	75%	78,860	75%	78,860
Industrial Employment	31%	520	38%	640	50%	850	50%	850
Commercial and Office Employment	31%	32,600	38%	39,970	50%	52,590	50%	52,590

Sub-Area Control Totals

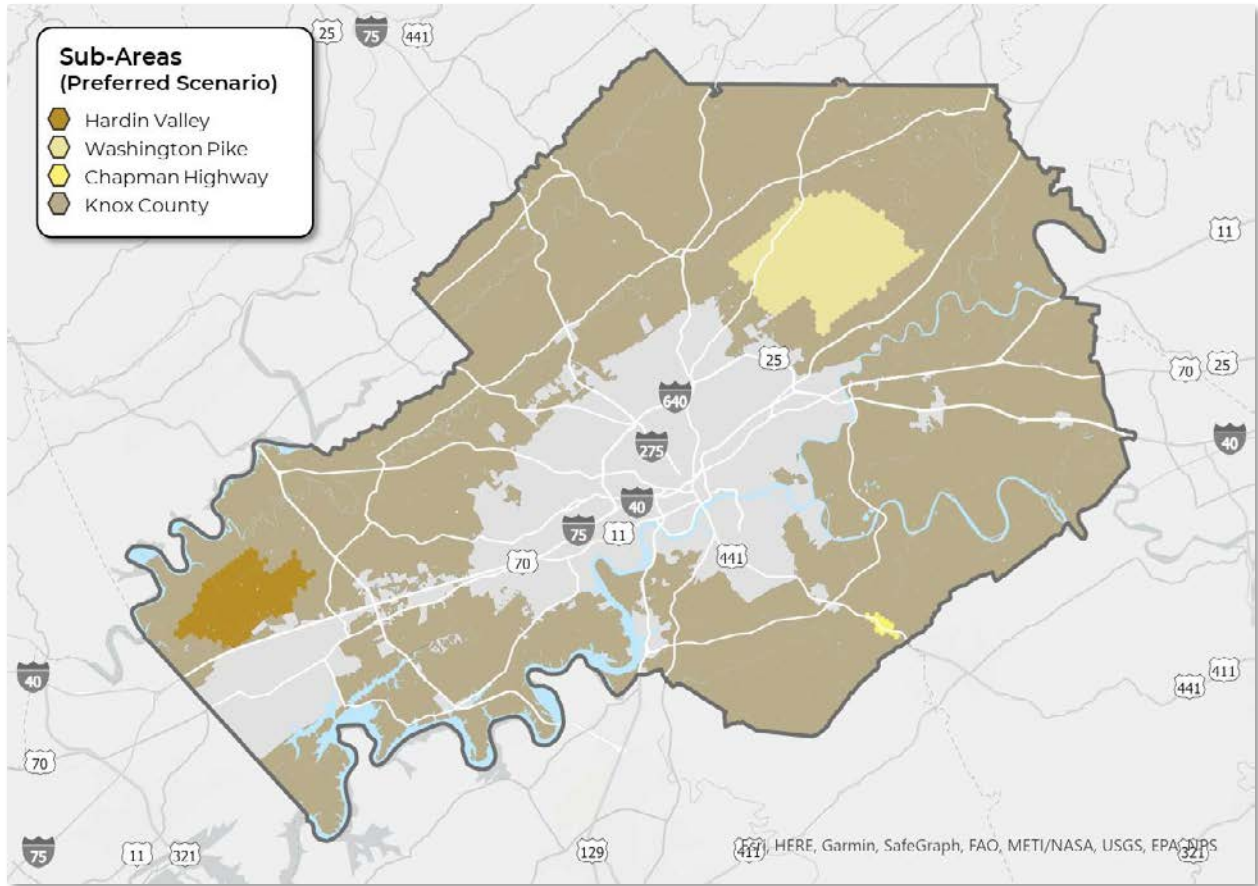
In addition to model-wide control totals, CommunityViz includes the capability to allocate control totals within specified sub-areas. The PMT elected to use sub-areas to allocate prescribed growth amounts to three specific areas: Hardin Valley, Washington Pike, and Chapman Highway. Figure 22 identifies the model polygons corresponding to each sub-area, while Table 6 identifies the control totals.

Table 6. Preferred Scenario Sub-Area Control Totals

Category	Hardin Valley		Washington Pike		Chapman Highway		Knox County	
	%	Amount	%	Amount	%	Amount	%	Amount
Population	14%	11,000	16%	13,000	3%	2,000	67%	52,860
Industrial Employment	0%	0	0%	0	0%	0	100%	850
Commercial and Office Employment	3%	1,500	2%	1,200	3%	1,500	92%	48,360



Figure 22. Preferred Scenario Control Total Sub-Areas





Allocation

The allocation process uses the results of the Suitability Analysis to allocate population and employment to model polygons based on their carrying capacity and place type designation. Specifically, the allocation process uses the Allocator 5 Wizard in CommunityViz.

Allocation Settings

The Allocator 5 Wizard provides the ability to specify certain components of the allocation process, such as whether or not to allocate specific land uses, the use of subregions, the degree of randomness to be incorporated into the algorithm, and the number of growth allocation cycles. Table 7 identifies the specific settings used in the Advance Knox LUM.

Table 7. Advance Knox LUM Allocator 5 Wizard Settings

Parameter	Setting	Description
Land Use Specific	Yes	Enables the model to allocate population, industrial employment, and commercial employment control totals separately.
Subregions	Yes	Enables the model to allocate separate control totals to specified subregions (in this case, Hardin Valley, Washington Pike, and Chapman Highway).
Randomness	3	Specifies the degree of randomness (on a scale of 0 to 10) used in the allocation algorithm. A setting of 0 means the allocation will follow the strict order of the suitability score. A setting of 10 means the allocation will be completely random.
Allocation Cycles	5	Specifies the number of increments (up to 5) used to allocate growth. Growth allocation amounts (control totals) are divided evenly between each cycle.

Allocation Results

The allocation results for all four scenarios for population, commercial and office employment, and industrial employment are shown in Figure 24 through Figure 34. It is important to note that the results shown here are not predictions of future growth, but rather quantified outcomes of hypothetical futures for Knox County. These results are used to develop information used to evaluate the scenarios through the Advance Knox process.



Figure 23. Outward Bound Scenario: Population Allocation

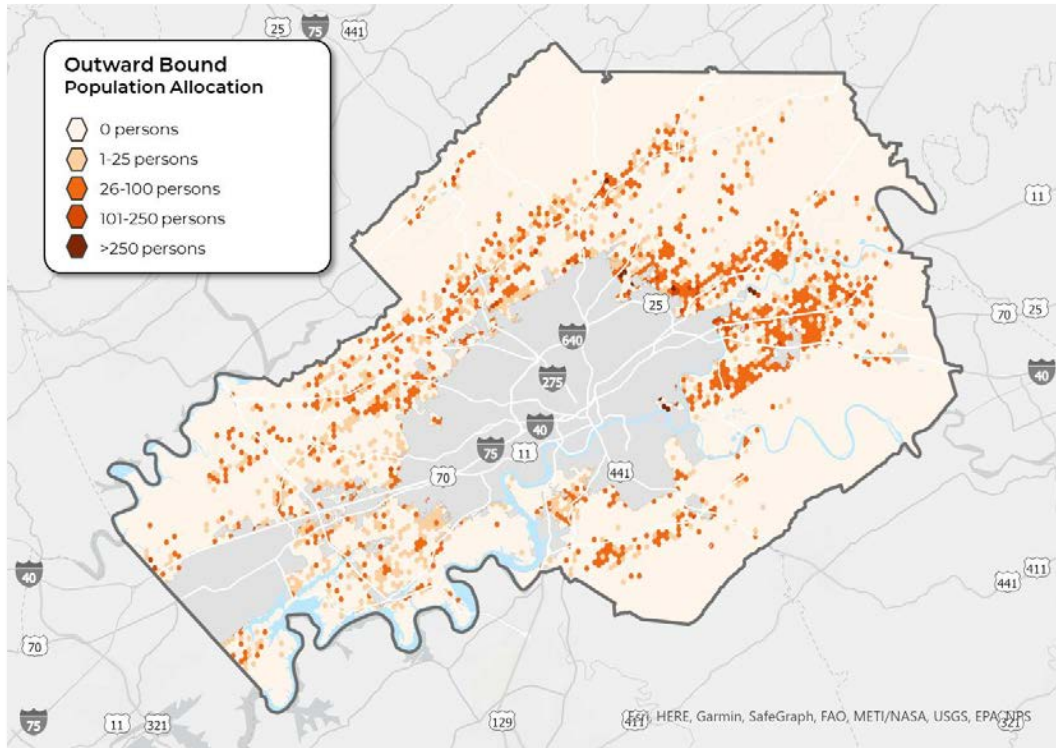


Figure 24. On the Road Again Scenario: Population Allocation

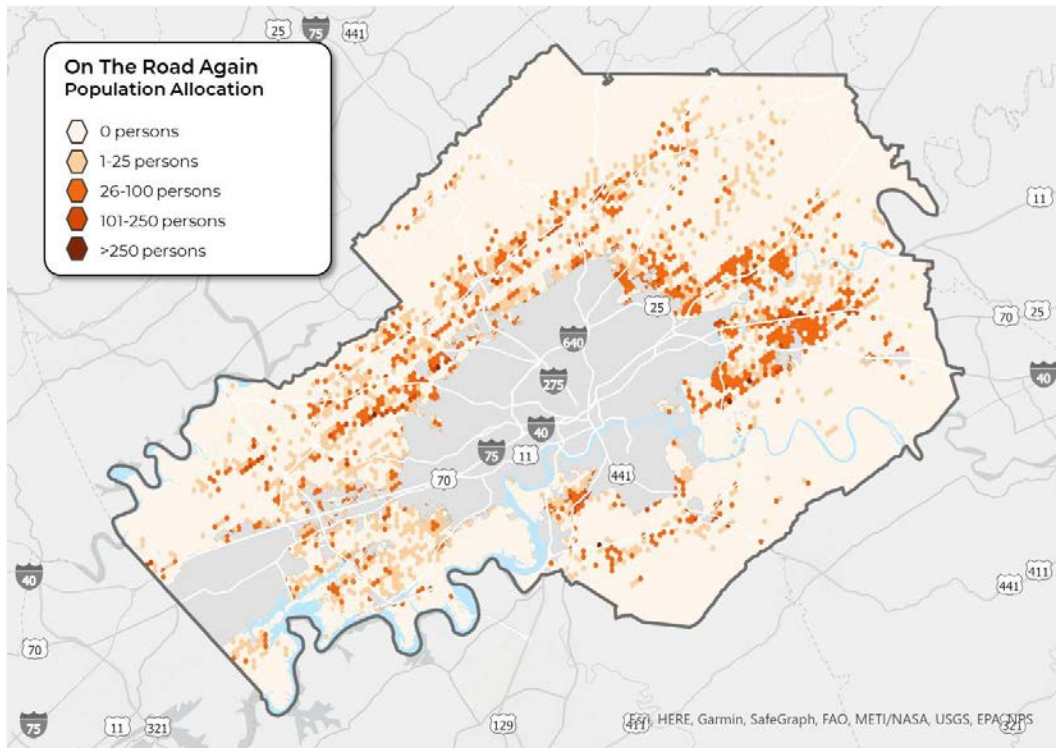




Figure 25. Town and Country Scenario: Population Allocation

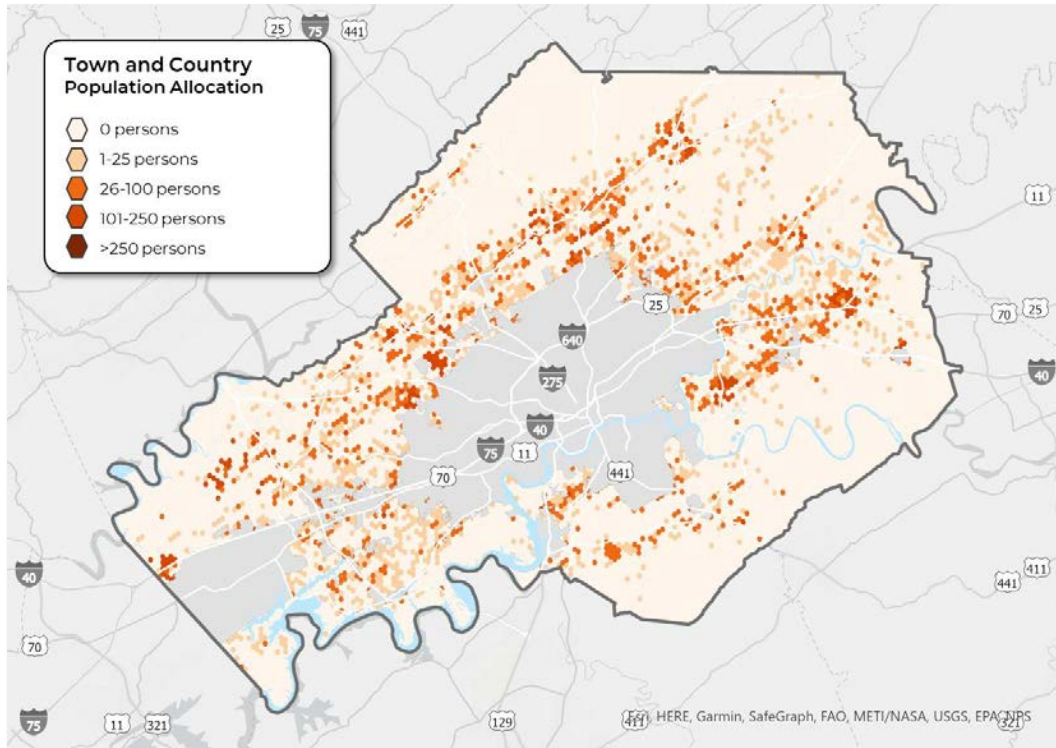


Figure 26. Preferred Scenario: Population Allocation

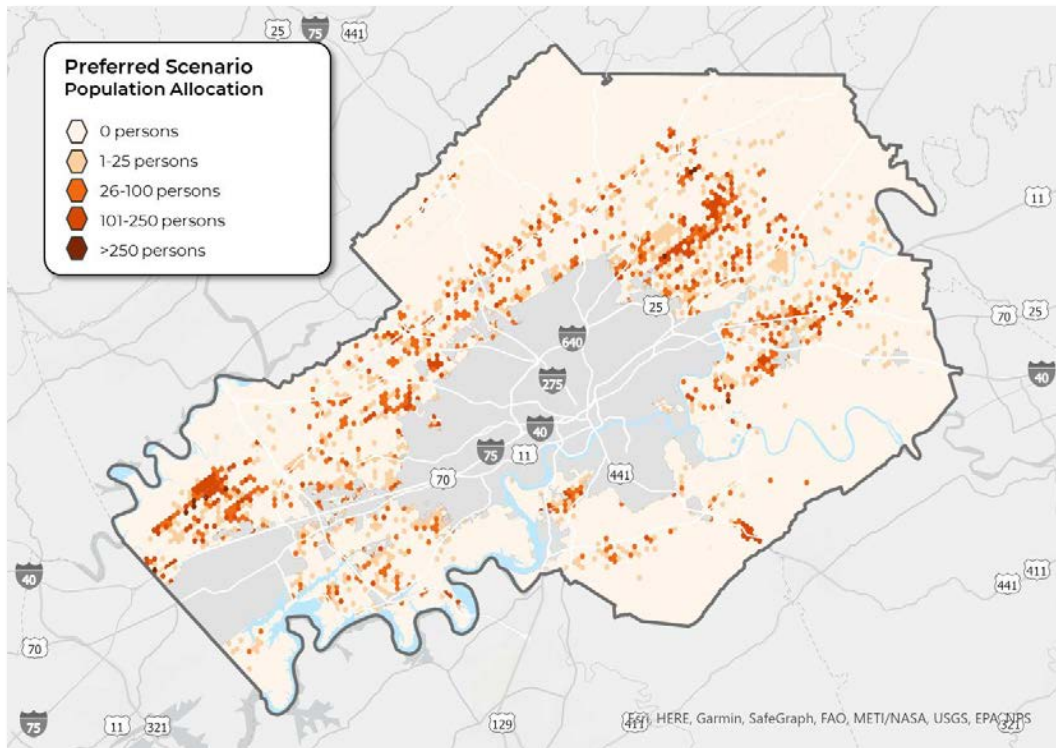




Figure 27. Outward Bound Scenario: Commercial/Office Job Allocation

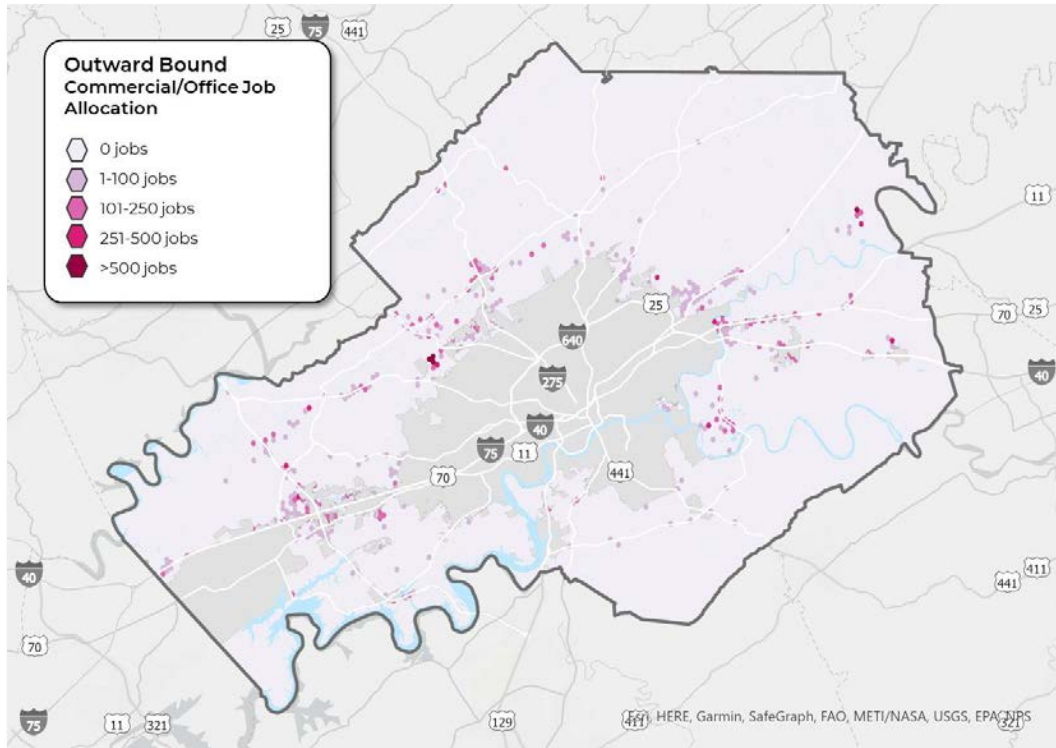


Figure 28. On the Road Again Scenario: Commercial/Office Job Allocation

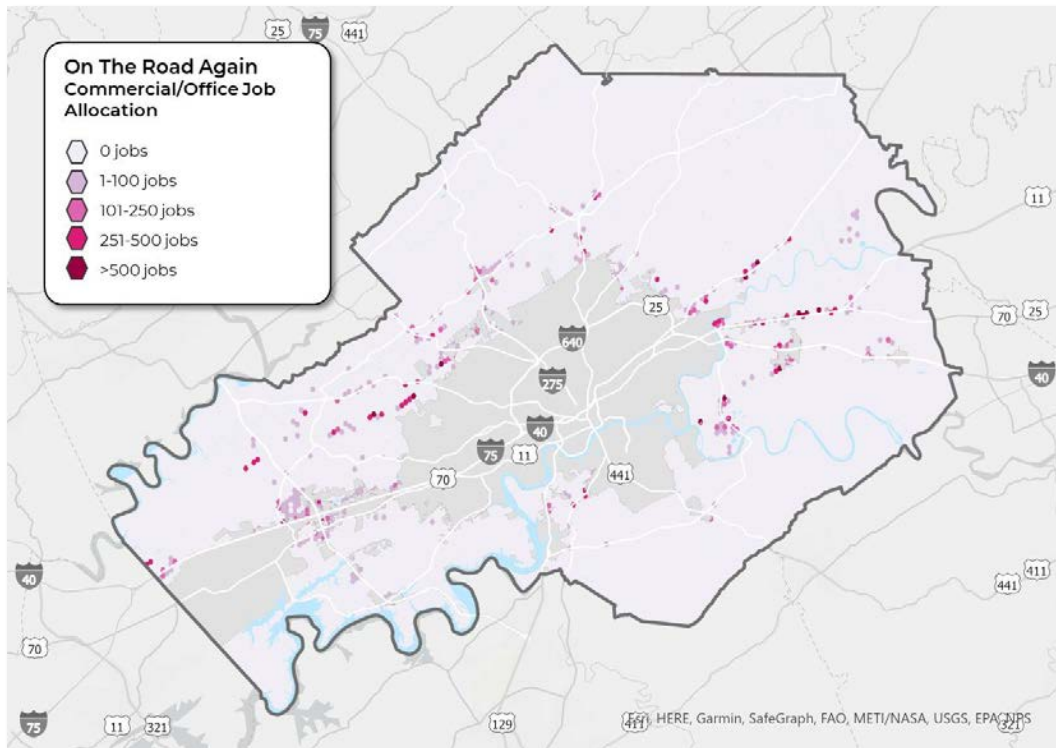




Figure 29. Town and Country Scenario: Commercial/Office Job Allocation

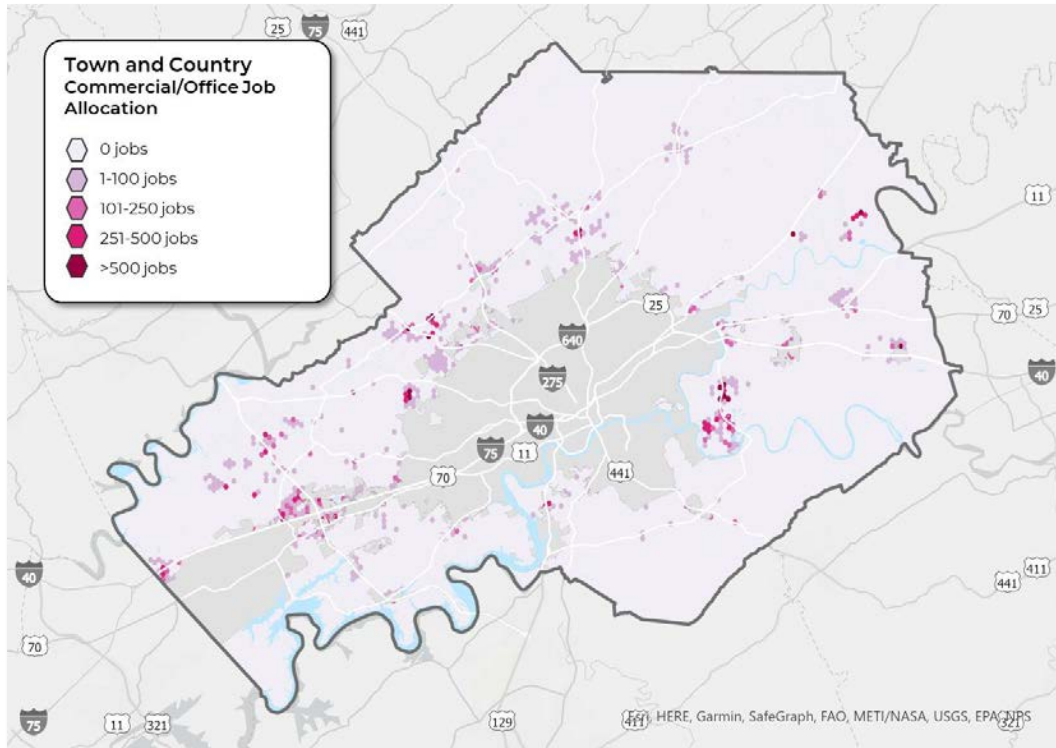


Figure 30. Preferred Scenario: Commercial/Office Job Allocation

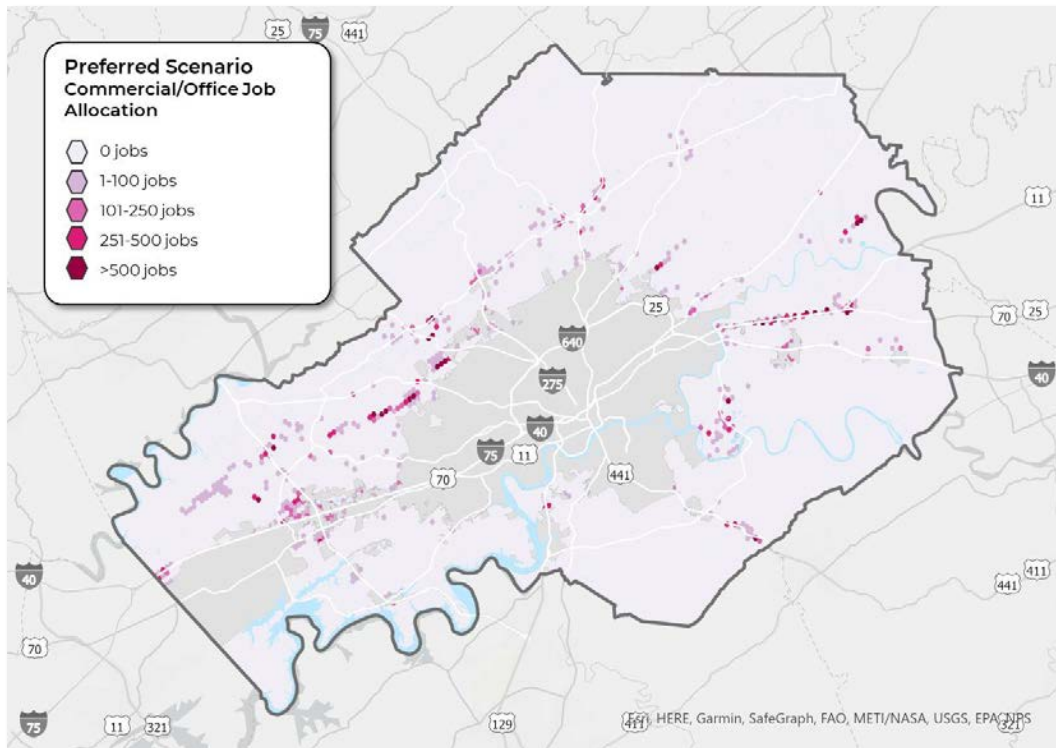




Figure 31. Outward Bound Scenario: Industrial Job Allocation

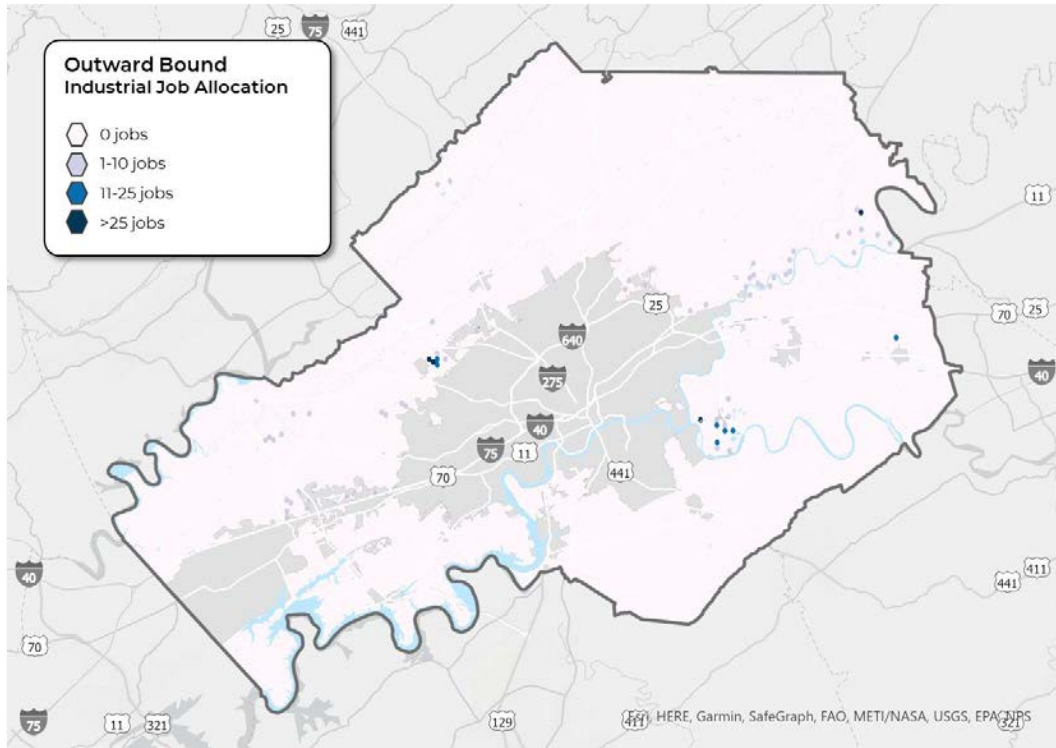


Figure 32. On the Road Again Scenario: Industrial Job Allocation

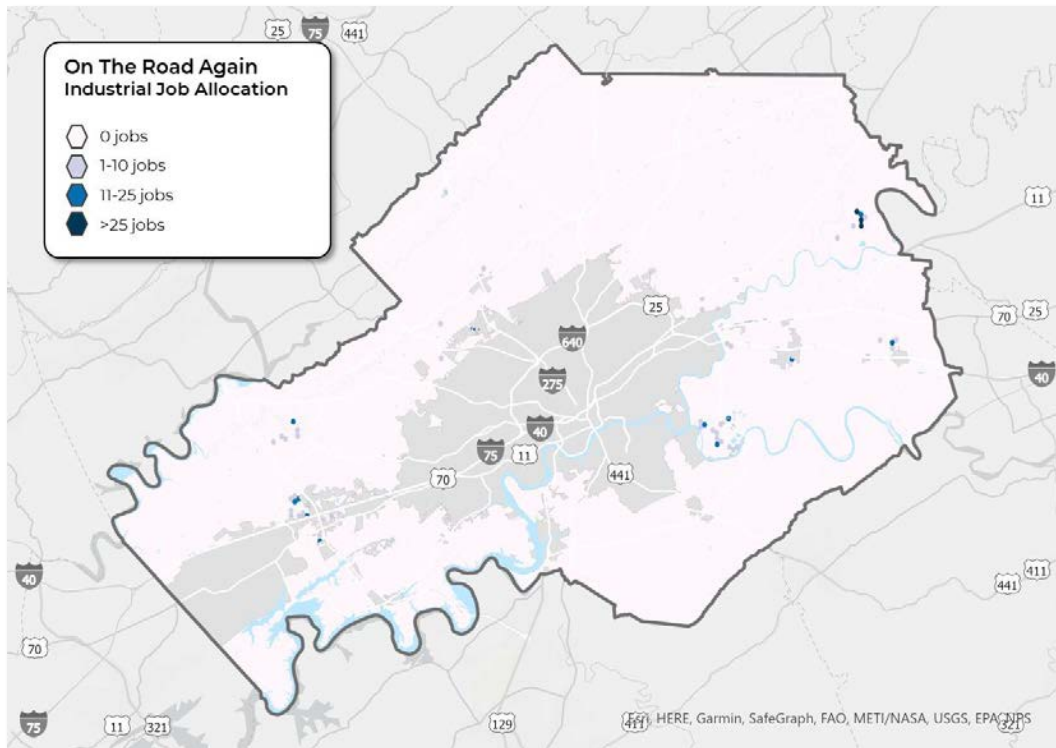




Figure 33. Town and Country Scenario: Industrial Job Allocation

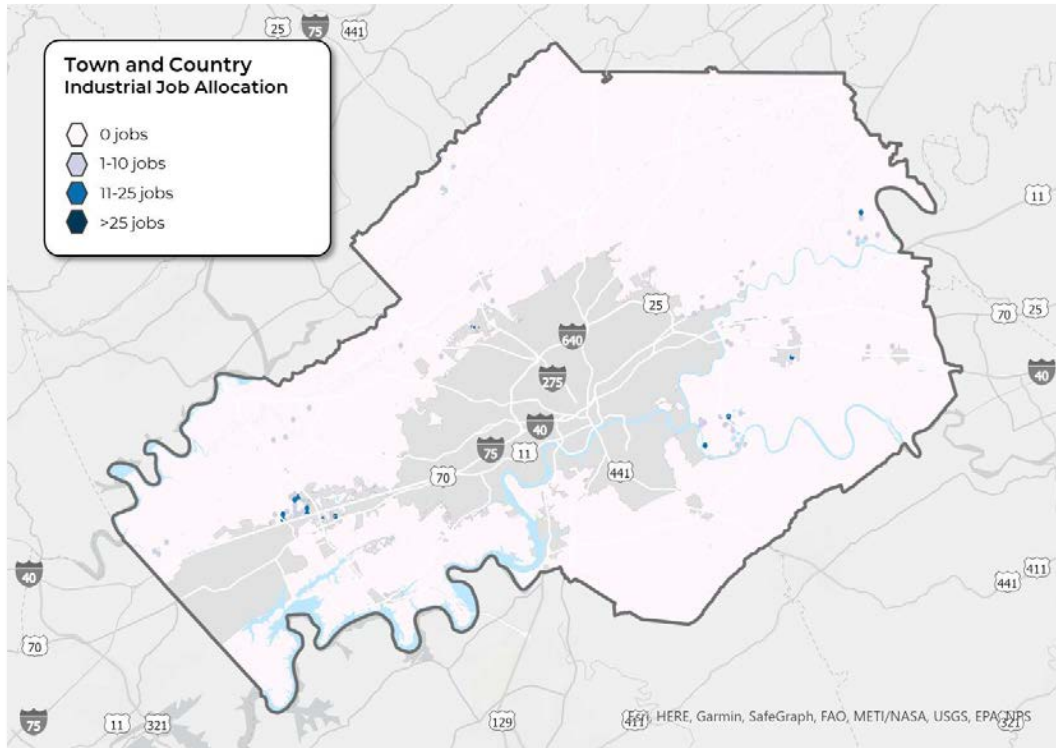
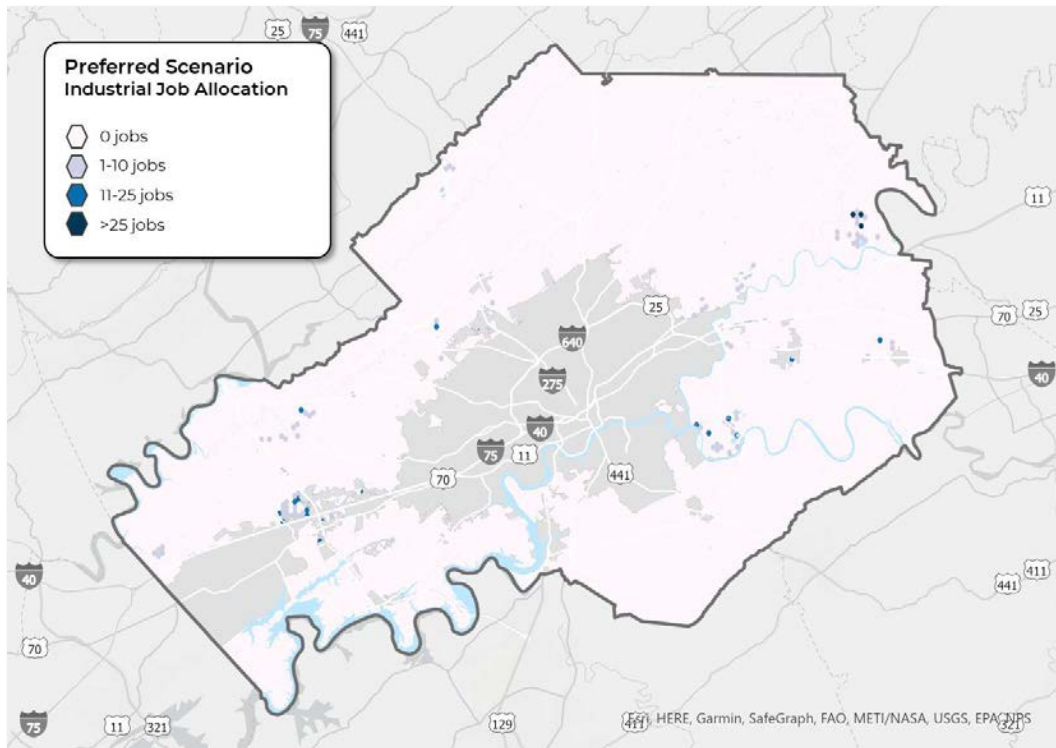


Figure 34. Preferred Scenario: Industrial Job Allocation





Indicators

Indicators are descriptive measures of scenario outcomes that allow a comparative evaluation of scenario performance. The CommunityViz land use modeling process provides a robust amount of data that enables the quantification of indicators.

Table 8 identifies the indicators developed for the Comprehensive Plan scenario planning process, how they relate to the plan goals, how they were measured, and supporting data and tools. The indicators were identified in collaboration with the PMT for their relevance to the process, for their ability to measure achievement of the plan goals, and for the availability of supporting data.

All of the indicators shown in the table are derived from the LUM. In many cases, the indicators require additional information and tools. For example, the school enrollment indicator uses assumptions about pupil yield per place type, but also GIS data on school zone boundaries in order to measure school enrollment impact by school zone. The vehicle miles traveled (VMT) indicator uses socioeconomic data from the LUM (population, households, and employment) in combination with the TPO's travel demand model.

The fiscal impact indicator includes development of a special tool that has been calibrated to Knox County's unique cost and revenue conditions. The development and application of that tool is described in a separate Appendix.

The Advance Knox indicators were used by the project team to help communicate the scenario outcomes to the public, stakeholders, and decision makers. The indicator results for each scenario are included in Supplement D.



Conclusion

The Advance Knox scenario planning process was an essential part of the public dialogue about choices for Knox County's future. This memo describes the technical aspects of the process, including the development of the scenarios, the development and application of the LUM, and the use of data outputs. It provides sufficient detail so that future readers will have a deep understanding of the methodology and underlying assumptions and can use the data and analysis in the appropriate context.



Supplement A: Land Use Model Data Dictionary



Field	Units	Description
GRID_ID	NA	Unique identifier
ACRES	Acres	Polygon area
EX_LU_SF	Acres	Existing single family residential land use
EX_LU_MF	Acres	Existing multifamily residential land use
EX_LU_COM	Acres	Existing commercial land use
EX_LU_OFF	Acres	Existing office land use
EX_LU_IND	Acres	Existing industrial land use
EX_LU_ROW	Acres	Existing right-of-way land use
EX_LU_VAC	Acres	Existing vacant land use
EX_LU_POS	Acres	Existing protected open space land use
CONST	Acres	Existing wetland constrained vacant land
UNCONST	Acres	Existing unconstrained vacant land
REDEV	Acres	Existing redevelopable land
POP_SF	People	Existing single family residential population
POP_MF	People	Existing multifamily residential population
TOT_POP	People	Existing total population
DU_SF	Dwelling units	Existing single family residential dwelling units
DU_MF	Dwelling units	Existing multifamily residential dwelling units
TOT_DU	Dwelling units	Existing total dwelling units
EMP_COMM	Jobs	Existing commercial employment
EMP_OFF	Jobs	Existing office employment
EMP_IND	Jobs	Existing industrial employment
TOT_EMPL	Jobs	Existing total employment
NRSF_COMM	Square feet	Existing commercial floor area
NRSF_OFF	Square feet	Existing office floor area
NRSF_IND	Square feet	Existing industrial floor area
Ptype	NA	Place type
LSA_RES	Score	Residential suitability score
LSA_NRES	Score	Non-industrial suitability score
LSA_IND	Score	Industrial suitability score
SCENARIO	NA	Scenario
BP_POP	People	Population buildout potential
BP_IND	Jobs	Industrial buildout potential
BP_NRES	Jobs	Non-industrial buildout potential
AlctdGrowth_1_IND	Jobs	First iteration industrial allocation



Field	Units	Description
AlctdGrowth_1_NON	Jobs	First iteration non-industrial allocation
AlctdGrowth_1_POP	People	First iteration residential allocation
AlctdGrowth_2_IND	Jobs	Second iteration industrial allocation
AlctdGrowth_2_NON	Jobs	Second iteration non-industrial allocation
AlctdGrowth_2_POP	People	Second iteration residential allocation
AlctdGrowth_3_IND	Jobs	Third iteration industrial allocation
AlctdGrowth_3_NON	Jobs	Third iteration non-industrial allocation
AlctdGrowth_3_POP	People	Third iteration residential allocation
Remaining_Capacity_IND	Jobs	Remaining industrial capacity
Remaining_Capacity_NON	Jobs	Remaining non-industrial
Remaining_Capacity_POP	People	Remaining residential
AlctdGrowth_Total_IND	Jobs	Final iteration industrial allocation
AlctdGrowth_Total_NON	Jobs	Final iteration non-industrial allocation
AlctdGrowth_Total_POP	People	Final iteration residential allocation
PER_ALLOC	Percentage	Amount of the total population and employment capacity allocated
BP_MFLU	Acres	Multifamily residential land use buildout potential
BP_SFDLU	Acres	Single family detached land use buildout potential
BP_SFALU	Acres	Single family attached land use buildout potential
BP_COMLU	Acres	Commercial land use buildout potential
BP_OFFLU	Acres	Office land use buildout potential
BP_INSTLU	Acres	Institutional land use buildout potential
BP_INDLU	Acres	Industrial land use buildout potential
ALL_MFLU	Acres	Multifamily residential land use allocated
ALL_SFDLU	Acres	Single family detached land use allocated
ALL_SFALU	Acres	Single family attached land use allocated
ALL_COMLU	Acres	Commercial land use allocated
ALL_OFFLU	Acres	Office land use allocated
ALL_INSTLU	Acres	Institutional land use allocated
ALL_INDLU	Acres	Industrial land use allocated
ALL_OPNLU	Acres	Open space land use allocated
ALL_ROWLU	Acres	Right-of-way land use allocated
ALL_MFUN	Dwelling units	Multifamily residential units allocated
ALL_SFDUN	Dwelling units	Single family detached units allocated



Field	Units	Description
ALL_SFAUN	Dwelling units	Single family attached units allocated
ALL_MFPOP	People	Multifamily residential population allocated
ALL_SFDPOP	People	Single family detached population allocated
ALL_SFAPOP	People	Single family attached population allocated
ALL_COMEMP	Jobs	Commercial employment allocated
ALL_OFFEMP	Jobs	Office employment allocated
ALL_INSEMP	Jobs	Institutional employment allocated
ALL_TOTEMP	Jobs	Total employment allocated
ALL_COMFL	Square feet	Commercial floor area allocated
ALL_OFFFL	Square feet	Office floor area allocated
ALL_INSTFL	Square feet	Institutional floor area allocated
ALL_INDSF	Square feet	Industrial floor area allocated
ALL_NRSF	Square feet	Total floor area allocated
ALL_IMPSFC	Square feet	Impervious surface allocated
ALL_WATER	Gallons per day	Water and wastewater demand allocated
ALL_WASTE	Pounds per day	Solid waste allocated
ALL_ES_STU	Students	Elementary school students allocated
ALL_MS_STU	Students	Middle school students allocated
ALL_HS_STU	Students	High school students allocated
ALL_TOT_ST	Students	Total students allocated
ALL_INTDEN	Four-way intersections	Four-way intersections allocated
ALL_STREET	Lane miles	Streets allocated
ALL_SWLK	Linear feet	Sidewalks allocated
ALL_WATLN	Linear feet	Water and sewer lines allocated
SEW_COV	Percentage	Amount of polygon with sewer service
MD_BP	Miles	Minimum distance to the nearest business park
MD_NTC	Miles	Minimum distance to the nearest center (NTC)
SUBAREA		Geographic delineation for the purpose of sub-allocation
GRWTHAREA		Growth area designation (Rural, UGB, or PGA)



Supplement B: Place Type Definitions



Characteristic	Units	Rural or Undeveloped	Mixed Rural	Rural Cross roads Commercial	Suburban Res. Low Modified	Suburban Res. Medium Modified	Suburban Res. High	Traditional N'hood	N'hood or Town Center Intensified (MU)	Mixed Use Corridor (MU)	Corridor Commercial	Business Park or Campus	Mining and Heavy Industry
		RUR	MXR	RCR	SRLm	SRMm	SRH	TNH	NTC2	MUC	CCM	BPC	MHI
Land Use Mix													
Multifamily Residential	%	0	0	0	0	0	40	8	15	12	8	0	0
Single Family Residential	%	5	70	15	75	40	15	37	0	0	0	0	0
Single Family Attached	%	0	0	0	0	30	10	15	7	5	5	0	0
Commercial	%	0	0	50	0	2	2	5	20	25	35	5	0
Office	%	0	0	0	0	0	0	0	20	20	20	50	0
Industrial	%	0	0	0	0	0	0	0	0	0	0	13	50
Civic/Institutional	%	0	5	5	0	0	0	5	5	5	2	2	0
Park/Open Space	%	93	20	10	5	8	8	10	8	8	5	5	45
ROW/Infrastructure	%	2	5	20	20	20	25	20	25	25	25	25	5
		100	100	100	100	100	100	100	100	100	100	100	100
Building Characteristics													
Multifamily Residential	Units per acre	0	0	0	0	0	24	18	32	24	24	0	0
Single Family Residential	Units per acre	0.2	0.5	2	3.5	5	4	5	0	0	0	0	0
Single Family Attached	Units per acre	0	0	0	0	12	8	8	12	10	8	0	0
Commercial	Floor area ratio	0	0.15	0.15	0.15	0.15	0.15	0.4	0.4	0.35	0.15	0.2	0
Office	Floor area ratio	0	0	0	0	0	0	0	0.625	0.45	0.2	0.2	0
Industrial	Floor area ratio	0	0	0	0	0	0	0	0	0	0	0.4	0.01
Civic/Institutional	Floor area ratio	0	0.2	0.2	0.2	0.2	0.2	0.2	0.4	0.3	0.2	0.3	0
Average living area													
MF residential	Square feet	0	0	0	0	1400	1400	1400	1400	1400	1400	0	0
SF residential	Square feet	2600	2600	1800	2200	2200	2200	2200	2200	2200	2200	0	0



Characteristic	Units	Rural or Undeveloped	Mixed Rural	Rural Cross roads Commercial	Suburban Res. Low Modified	Suburban Res. Medium Modified	Suburban Res. High	Traditional N'hood	N'hood or Town Center Intensified (MU)	Mixed Use Corridor (MU)	Corridor Commercial	Business Park or Campus	Mining and Heavy Industry
		RUR	MXR	RCR	SRLm	SRMm	SRH	TNH	NTC2	MUC	CCM	BPC	MHI
SF residential - attached	Square feet	0	0	1500	0	1600	1600	1600	1600	1600	1600	0	0
Occupancy rates													
Multifamily Residential	Persons per dwelling unit	0	0	0	0	0	1.8	2	2	2	2.5	0	0
Single Family Residential	Persons per dwelling unit	2.2	2.7	2.2	2.7	2.4	2.6	2.4	2.4	2.4	2.4	0	0
Single Family Attached	Persons per dwelling unit	0	0	0	0	2	2.2	2	2	2	2	0	0
Commercial	Employees per 1,000 sq ft	0	1.5	1.8	1.8	2	2.0	2.2	2.2	2.2	2	2	0
Office	Employees per 1,000 sq ft	0	0	6	6	6	6.0	6	6	6	4.5	4.5	0
Industrial	Employees per 1,000 sq ft	0	0.5	0.5	0	0	0	0	0	0	0	0.5	1
Civic/inst.	Employees per 1,000 sq ft	0	1.5	1.8	0	2	2	2.2	2.2	2.2	2	2	0.5
Average Building height													
MF residential	Stories	0	0	0	0	0	3	2.5	4	4	3	0	0
SF residential	Stories	1.1	1.1	1.5	1.5	1.5	1.5	1.75	0	0	0	0	0
SF residential - attached	Stories	1.1	1.1	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	0	0
Commercial	Stories	0	1	1	1	1	1	1	1	1	1	1	0
Office	Stories	0	1	1	1	1.25	1.25	2	2.5	2.5	1.25	2	0
Industrial	Stories	1	0	0	0	0	0	0	0	0	0	0	1
Civic/inst.	Stories	1	1	1	1	1.25	1.25	1.25	1.5	1.5	1.25	1	1
Parking rate													
MF residential	Spaces per DU	0	0	2	2	0	1.5	1.5	1.75	1.75	1.25	0	0



Characteristic	Units	Rural or Undeveloped	Mixed Rural	Rural Cross roads Commercial	Suburban Res. Low Modified	Suburban Res. Medium Modified	Suburban Res. High	Traditional N'hod	N'hod or Town Center Intensified (MU)	Mixed Use Corridor (MU)	Corridor Commercial	Business Park or Campus	Mining and Heavy Industry
		RUR	MXR	RCR	SRLm	SRMm	SRH	TNH	NTC2	MUC	CCM	BPC	MHI
SF residential	Spaces per DU	2	2	2	2	1.5	1.5	1.5	1.75	1.75	1.25	0	0
SF residential - attached	Spaces per DU	0	0	0	0	1.5	1.5	1.5	1.75	1.75	1.25	0	0
Commercial	Spaces per 1,000 sf	0	6	6	6	5	5	6	5	5	6	5	0
Office	Spaces per 1,000 sf	0	0	6	6	5	5	4	4	4	4	5	0
Industrial	Spaces per 1,000 sf	0	1.2	1.2	0	0	0	0	0	0	0	5	1.2
Civic/Inst.	Spaces per 1,000 sf	0	3.5	3	0	0	0	3	4	4	3	5	3.5
Parking size (inc. access)													
MF residential	Sq ft per space	0	0	325	350	325	325	300	325	325	325	0	0
SF residential	Sq ft per space	500	500	325	350	325	325	300	325	325	325	0	500
SF residential - attached	Sq ft per space		500	325	350	325	325	300	325	325	325	0	500
Commercial	Sq ft per space	0	0	325	325	325	325	300	325	325	325	325	0
Office	Sq ft per space	0	0	325	0	325	325	300	325	325	325	325	0
Industrial	Sq ft per space	0	450	0	0	0	0	0	0	0	0	0	450
Civic/Inst.	Sq ft per space	350	350	350	350	350	350	325	325	325	350	350	350
Average parking height													
MF residential	Stories	1	1	1	1	1	1	1	1.25	1.25	1	1	1
SF residential	Stories	1	1	1	1	1	1	1	1	1	1	1	1
SF residential - attached	Stories	1	1	1	1	1	1	1	1	1	1	1	1
Commercial	Stories	1	1	1	1	1	1	1	1	1	1	1	1
Office	Stories	1	1	1	1	1	1	1	1.5	1.5	1	1.25	1
Industrial	Stories	1	1	1	1	1	1	1	1	1	1	1	1
Civic/Inst.	Stories	1	1	1	1	1	1	1	1	1	1	1	1



Characteristic	Units	Rural or Undeveloped	Mixed Rural	Rural Cross roads Commercial	Suburban Res. Low Modified	Suburban Res. Medium Modified	Suburban Res. High	Traditional N'hood	N'hood or Town Center Intensified (MU)	Mixed Use Corridor (MU)	Corridor Commercial	Business Park or Campus	Mining and Heavy Industry
		RUR	MXR	RCR	SRLm	SRMm	SRH	TNH	NTC2	MUC	CCM	BPC	MHI
Water consumption/wastewater generation rate													
Mid/high res. (> 4 dua)	Gallons per day per DU	125	125	125	125	125	125	125	125	125	125	125	125
Low res. (<4 dua)	Gallons per day per DU	200	200	200	200	200	200	200	200	200	200	200	200
Commercial	Gallons per day per 1000 sq ft	150	150	150	150	150	150	150	150	150	150	150	150
Office	Gallons per day per employee	20	20	20	20	20	20	20	20	20	20	20	20
Industrial (low)	Gallons per day per employee	25	25	25	25	25	25	25	25	25	25	25	25
Industrial (high)	Gallons per day per acre	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Civic/inst.	Gallons per day per person	12	12	12	12	12	12	12	12	12	12	12	12
Solid waste generation rates													
MF residential	Pounds per day per DU	5	5	5	5	5	5	5	5	5	5	5	5
SF residential	Pounds per day per DU	9	9	9	9	9	9	9	9	9	9	9	9
SF residential - attached	Pounds per day per DU	9	9	9	9	9	9	9	9	9	9	9	9
Commercial	Pounds per day per 1000 sq ft	12	12	12	12	12	12	12	12	12	12	12	12
Office	Pounds per day per 1000 sq ft	8	8	8	8	8	8	8	8	8	8	8	8
Industrial (light)	Pounds per day per employee	40	40	40	40	40	40	40	40	40	40	40	40



Characteristic	Units	Rural or Undeveloped	Mixed Rural	Rural Cross roads Commercial	Suburban Res. Low Modified	Suburban Res. Medium Modified	Suburban Res. High	Traditional N'hood	N'hood or Town Center Intensified (MU)	Mixed Use Corridor (MU)	Corridor Commercial	Business Park or Campus	Mining and Heavy Industry
		RUR	MXR	RCR	SRLm	SRMm	SRH	TNH	NTC2	MUC	CCM	BPC	MHI
Industrial (high)	Pounds per day per 1000 sq ft	70	70	70	70	70	70	70	70	70	70	70	70
Civic/inst.	Pounds per day per employee	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Elementary Pupil Generation Rates													
MF residential	Students per DU			0.04	0.04	0.041	0.041	0.041	0.04	0.04	0.041	0	0
SF residential	Students per DU	0.25	0.25	0.25	0.23	0.23	0.23	0.23	0.22	0.22	0	0	0
SF residential - attached	Students per DU			0.02	0.02	0.023	0.023	0.023	0.02	0.02	0.023	0	0
Middle Pupil Generation Rates													
MF residential	Students per DU			0.02	0.02	0.021	0.021	0.021	0.02	0.02	0.021	0	0
SF residential	Students per DU	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.05	0.05	0	0	0
SF residential - attached	Students per DU			0.013	0.013	0.015	0.015	0.015	0.013	0.013	0.015	0	0
High Pupil Generation Rates													
MF residential	Students per DU			0.022	0.022	0.024	0.024	0.024	0.022	0.022	0.024	0	0
SF residential	Students per DU	0.09	0.09	0.09	0.1	0.1	0.1	0.1	0.09	0.09	0	0	0
SF residential - attached	Students per DU			0.016	0.016	0.018	0.018	0.018	0.016	0.016	0.018	0	0
Other													
Intersection density	Four-way intersections per square mile	2	12	16	28	32	36	80	110	95	24	24	12
Average block size	Acres	160	120	64	11	10	8	12	5	7	16	16	160



Characteristic	Units	Rural or Undeveloped	Mixed Rural	Rural Cross roads Commercial	Suburban Res. Low Modified	Suburban Res. Medium Modified	Suburban Res. High	Traditional N'hod	N'hod or Town Center Intensified (MU)	Mixed Use Corridor (MU)	Corridor Commercial	Business Park or Campus	Mining and Heavy Industry
		RUR	MXR	RCR	SRLm	SRMm	SRH	TNH	NTC2	MUC	CCM	BPC	MHI
Sidewalk coverage (streets)	Percent	0%	0%	25%	40%	50%	60%	80%	90%	90%	35%	50%	0%
Street Coverage ¹	Lane miles per square mile	8.0	9.2	12.6	30.5	32.0	35.8	29.2	45.3	38.2	25.3	25.3	8.0
Water/sewer Coverage ²	Linear feet per square mile	0	22,170	26,715	64,439	67,584	75,561	61,695	79,649	67,315	38,164	44,525	0
Average number of lanes		2.2	2.2	2.5	2.5	2.5	2.5	2.5	3.0	3.0	3.5	3.0	3.0
<p>¹This formula used to be $=((\text{SQRT}(640/\text{Z111})+1)*4)+4$. After a review, it was determined that we could drop the +1 and +4 from the formula. The +1 added an interior lane to each block within the square mile. The +4 wrapped the entire square mile area in an additional lane. We felt that since many of the roadways along the exterior of a development were likely already arterial, there was probably not a need to include a lane in addition to the one that is already added to each development by including the external block face, not just the internal block face.</p>													
<p>²Since the street coverage is being calculated in lane miles, this formula was modified to divide the length of the water/sewer infrastructure based on the average number of lanes per road. Rural Preservation, Agriculture/Mining, and Rural Estate assume on-site water and sewer.</p>													



Supplement C: Suitability Analysis Summary



Suitability Analysis

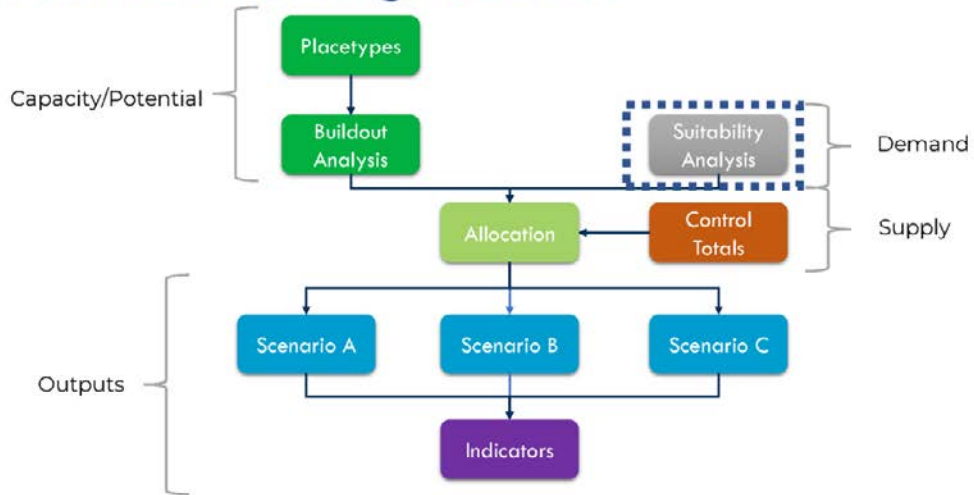
August 1, 2022



Engage in our land use and transportation future.



Scenario Planning Process

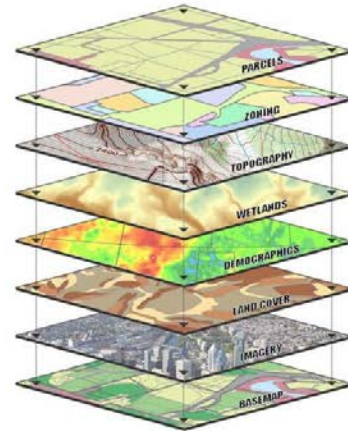




Suitability Analysis

Rates land for development based on where it naturally wants to occur.

- Proximity to Active Transportation
- Proximity to Community Amenities
- Constraints
- Cost of Land
- Growth Policy
- Parcel Size
- Proximity to Interstate Intersections
- Proximity to Sewer
- Proximity to Transportation



Suitability Analysis...

What it is:

- An objective measure of the relative attractiveness of land for development
- A consideration in the growth allocation process

What it is not:

- A prediction of where future growth will occur
- A definitive rule in the growth allocation process



Suitability Analysis Attributes

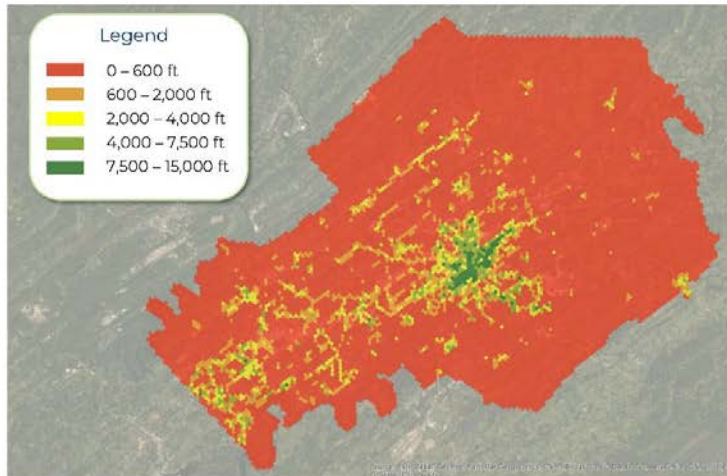
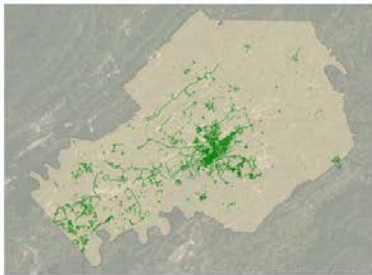
Suitability Analysis | July 27, 2022

5



Active Transportation

Sum of sidewalk, bikeway, and greenway linear feet within each hexagon



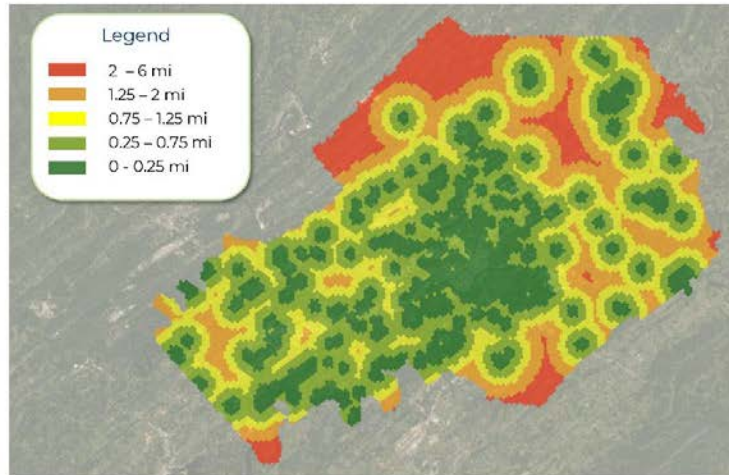
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6



Community Amenities

Proximity to parks and schools



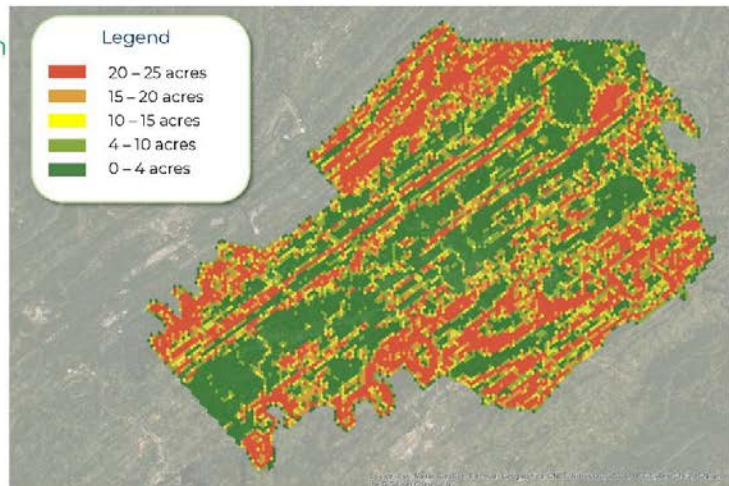
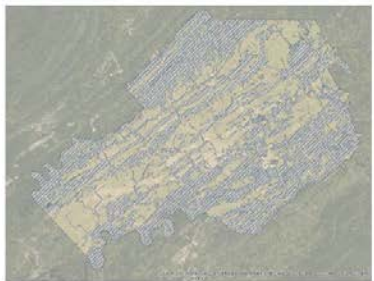
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Constraints

- No Fill
- Hillside Ridgetop Protection Area (slopes >15%)
- Floodplains (Zones A and AE)
- Wetlands (freshwater forested / shrub wetland, freshwater emergent wetland)



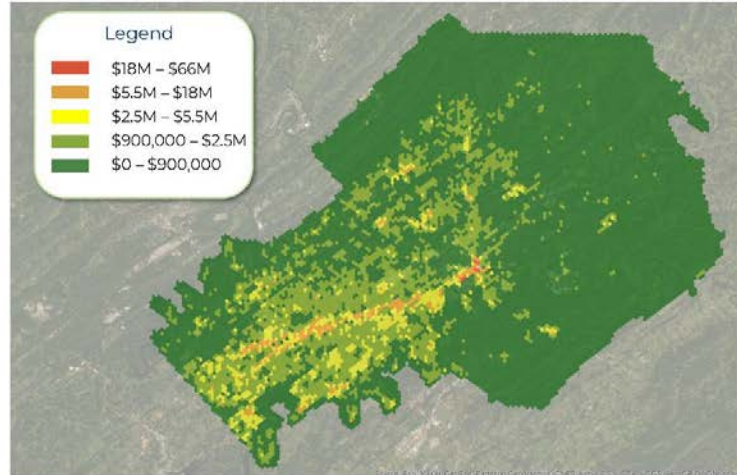
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Cost of Land

Weighted sum of appraised land per hexagon



Suitability Analysis | July 27, 2022

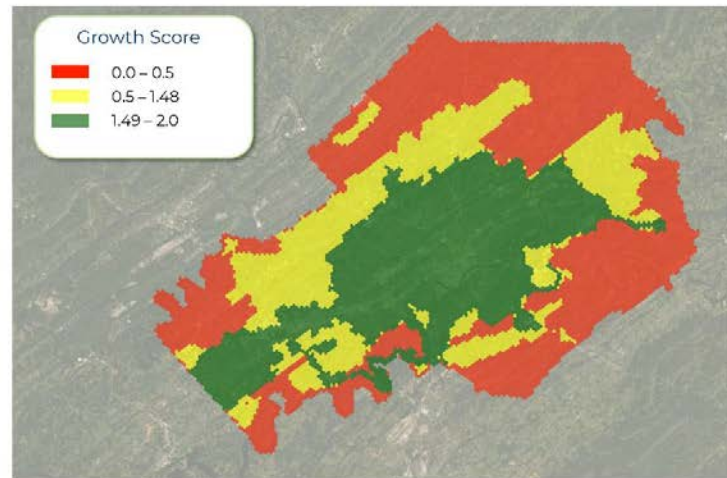
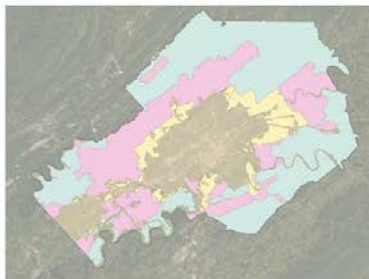
9



Growth Policy

Growth score for each growth plan category

- UGB (Urban growth boundary) [2] (includes Knoxville/Farragut)
- PGA (Planned growth area) [1]
- Rural [0]



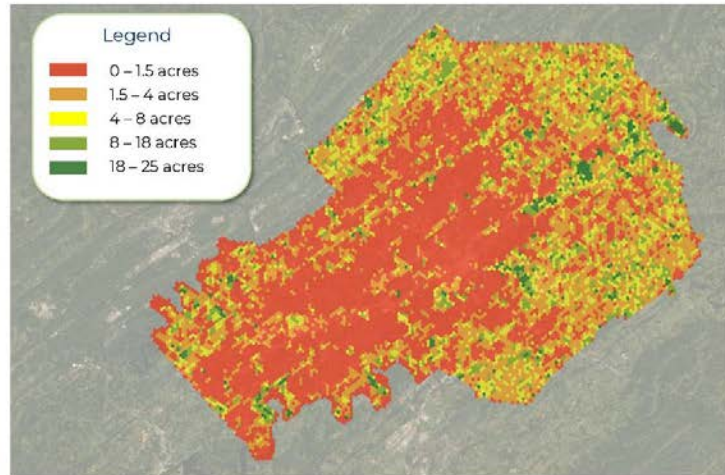
Suitability Analysis | July 27, 2022

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Parcel Size

Average parcel size within each hexagon



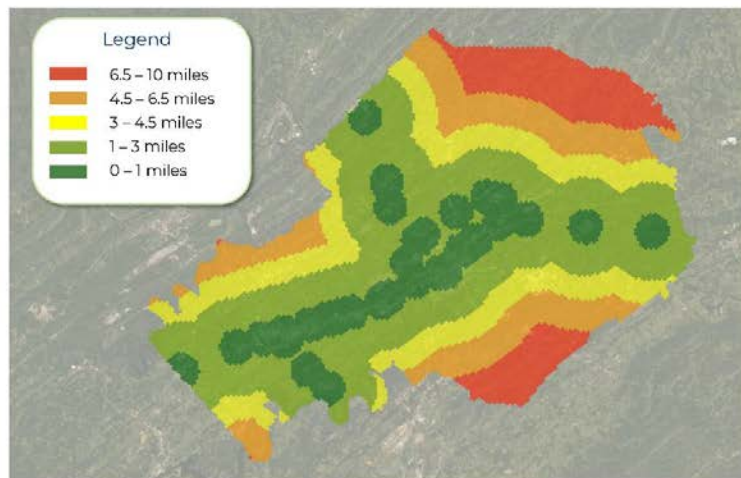
Suitability Analysis | July 27, 2022

11



Proximity to Interchange Intersections

Proximity to over / under passes that intersect interstate interchanges



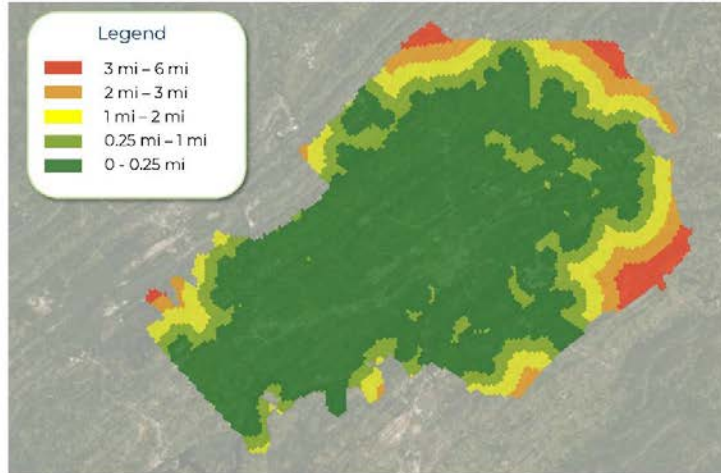
Suitability Analysis | July 27, 2022

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Proximity to Sewer

Proximity to parcels with sewer



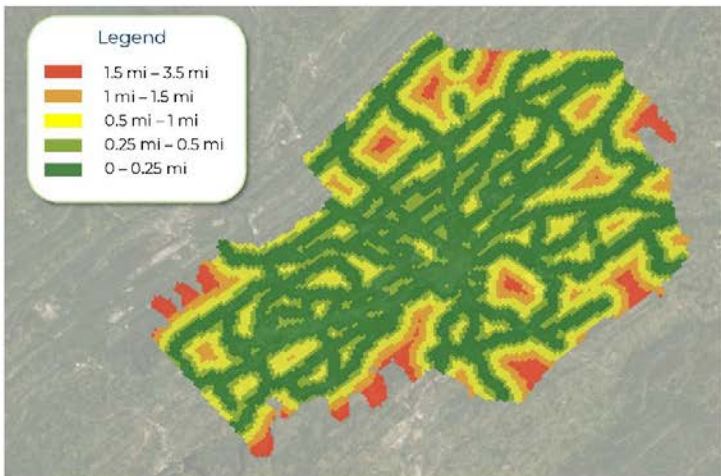
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Proximity to Transportation

Proximity to minor arterials and major arterials



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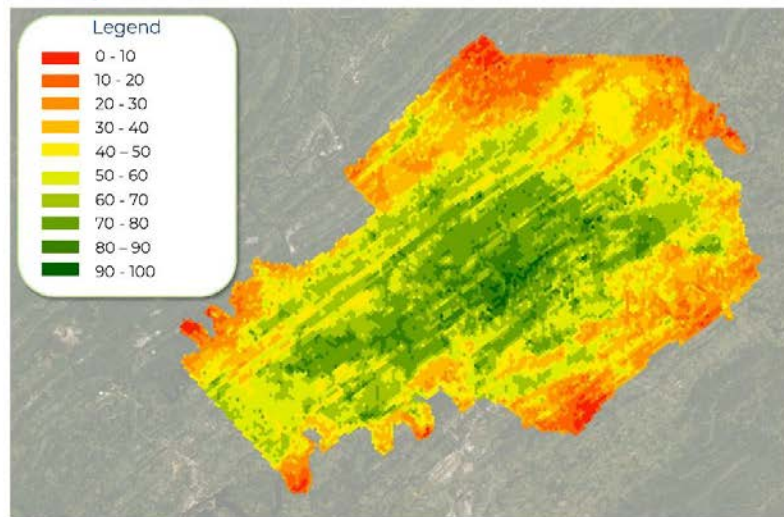
Summary of attributes

Aggregated Attribute	Individual Factors	Description
Active Transportation	<ul style="list-style-type: none"> Sidewalks Bicycle facilities Greenways 	Sum of sidewalk, bikeway, and greenway linear feet within each hexagon
Community Amenities	<ul style="list-style-type: none"> Proximity to parks Proximity to schools 	Minimum distance from hexagon to nearest park or school
Constraints	<ul style="list-style-type: none"> HRPA Floodplains Wetlands No Fill 	Amount of acres within each hexagon that includes a constrained element
Cost of Land	--	Weighted average of parcel's appraised land per hexagon (total appraised value of a parcel weighted by the amount of overlap within a hexagon)
Growth Policy	--	Weighted average of the growth score, given based on Growth Policy (growth score of a parcel weighted by the amount of overlap within a hexagon)
Parcel Size	--	Weighted sum of the parcel size in the hexagon (size of a parcel weighted by the amount of overlap within a hexagon)
Proximity to Interchange Intersections	--	Minimum distance from hexagon to nearest interstate interchange
Proximity to Sewer	--	Minimum distance from hexagon to nearest sewer
Proximity to Transportation	<ul style="list-style-type: none"> Proximity to arterials 	Minimum distance from hexagon to nearest minor/major arterial



Suitability Analysis Results

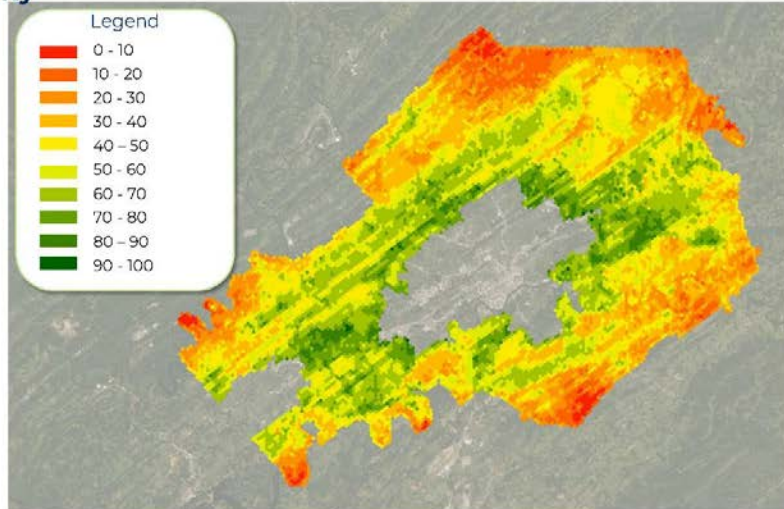
- This map considers equal weights across all 9 attributes and includes Knoxville and Farragut





Suitability Analysis Results Unincorporated County

- This map considers equal weights (5) across all 9 attributes



Suitability Analysis | July 27, 2022

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Weighting Unincorporated County

Advance Knox 8/1/22 Suitability Analysis Weighting



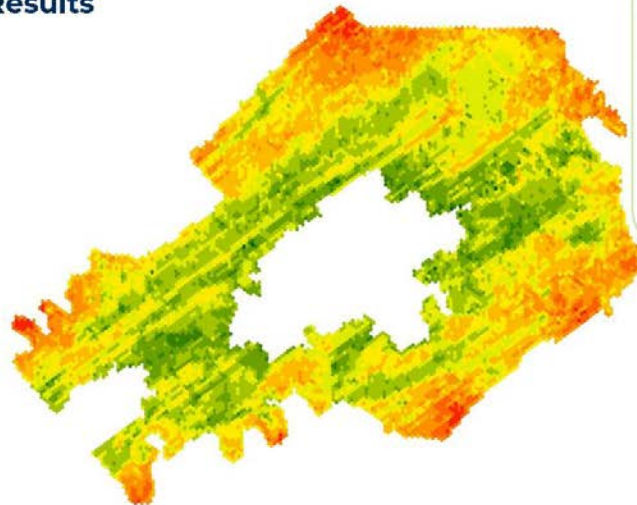
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Residential Suitability Analysis Results

- 6.2 Arterial Proximity
- 9.2 Sewer Proximity
- 4.2 Interchange Proximity
- 6.8 Parcel Size
- 4.8 Growth Policy
- 7 Cost of Land
- 7.3 Constraints
- 6.3 Community Amenities
- 5 Active Transportation



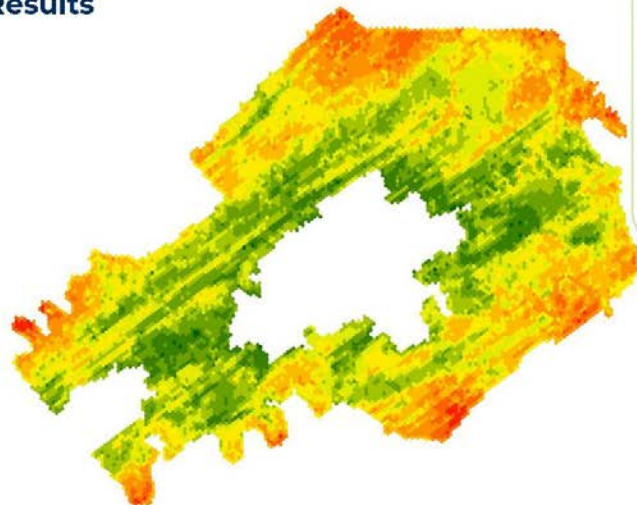
Suitability Analysis | July 27, 2022

19



Non-Residential Suitability Analysis Results

- 8.3 Arterial Proximity
- 8.7 Sewer Proximity
- 7.4 Interchange Proximity
- 5.7 Parcel Size
- 5.1 Growth Policy
- 6 Cost of Land
- 8.1 Constraints
- 4.9 Community Amenities
- 4.7 Active Transportation



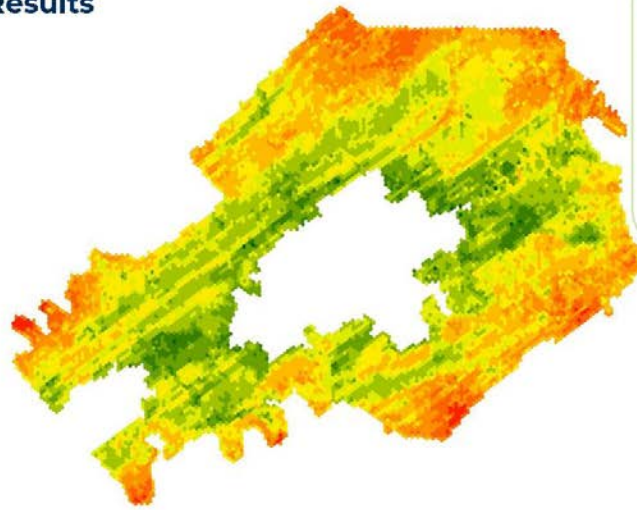
Suitability Analysis | July 27, 2022

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Industrial Suitability Analysis Results

8.7	Arterial Proximity
9.1	Sewer Proximity
8.4	Interchange Proximity
8.4	Parcel Size
7.6	Growth Policy
6.7	Cost of Land
8.3	Constraints
3.3	Community Amenities
1.7	Active Transportation





Supplement D: Indicator Results



Indicator	Units	Outward Bound	On the Road Again	Town and Country	Preferred
Sum of area of each distinct place type OR sum of land uses					
Open Space	Acres	0	0	0	0
Rural or Undeveloped	Acres	90	460	780	500
Rural Crossroads Commercial	Acres	10	0	50	40
Suburban Res. Low	Acres	12,690	11,040	7,830	6,090
Suburban Res. Medium	Acres	930	480	580	660
Suburban Res. High	Acres	0	40	0	0
Traditional N'hood	Acres	0	0	2,280	1,150
N'hood or Town Center (MU)	Acres	10	780	450	300
Mixed Use Corridor (MU)	Acres	0	0	0	460
Corridor Commercial	Acres	1,620	1,090	970	620
Business Park or Campus	Acres	500	310	700	560
Mining and Heavy Industry	Acres	290	20	160	280
Number of housing units by type (single family detached, attached, apartment) and by place type					
Total SFA Units	Homes	2,106	2,446	4,774	5,012
Total SFD Units	Homes	21,220	18,062	17,968	20,642
Total MF Units	Homes	7,670	11,831	10,447	6,602
Open Space	Homes	0	0	0	0
Rural or Undeveloped	Homes	0	0	0	0
Rural Crossroads Commercial	Homes	8	5	18	11
Suburban Res. Low	Homes	19,999	17,401	12,334	16,775
Suburban Res. Medium	Homes	5,776	3,006	3,608	4,013
Suburban Res. High	Homes	0	484	0	0
Traditional N'hood	Homes	0	0	11,793	5,878
N'hood or Town Center (MU)	Homes	0	8,066	2,956	2,271
Mixed Use Corridor (MU)	Homes	0	0	0	1,809
Corridor Commercial	Homes	5,213	3,377	2,480	1,499
Business Park or Campus	Homes	0	0	0	0
Mining and Heavy Industry	Homes	0	0	0	0
Total land area change from pervious to impervious surface	Square feet	204,760,270	184,997,240	185,294,910	162,742,890
Sewer and septic demand inside relative to service areas					
Sewer demand by utility district					
New Sewer Demand in Existing Service Areas	Gallons per day	3,663,320	3,728,737	4,457,080	3,887,350
New Central Sewer Demand Outside of Service Areas	Gallons per day	3,069,251	2,858,385	2,898,846	3,633,502
New Septic Demand Outside of Service Areas	Gallons per day	4,865	11,021	49,241	32,817



Indicator	Units	Outward Bound	On the Road Again	Town and Country	Preferred
First Utility	Gallons per day	585,810	484,887	648,816	529,613
KUB	Gallons per day	3,968,671	3,986,378	3,442,022	3,742,327
West Knox	Gallons per day	607,200	727,031	1,103,688	1,577,393
Hallsdale Powell	Gallons per day	1,267,035	1,143,802	1,915,969	1,347,073
LBC	Gallons per day	7,513	294	4,352	8
Knox Chapman	Gallons per day	292,329	240,626	235,265	315,346
Water demand by utility district					
First Utility	Gallons per day	585,836	484,852	648,789	529,771
Knox Chapman	Gallons per day	293,724	244,200	239,695	322,860
Hallsdale Powell	Gallons per day	1,143,141	1,039,238	1,685,531	1,156,193
Northeast Knox	Gallons per day	1,259,505	1,089,884	831,379	1,610,091
KUB	Gallons per day	2,832,485	3,001,196	2,838,043	2,314,717
West Knox	Gallons per day	607,082	723,411	1,103,459	1,578,520
LBC	Gallons per day	7,513	294	4,352	40
Lane miles of new streets	Miles	771.4	755.2	767.4	598.8
Public school student yield per school district					
Bearden Elementary	Students	7	8	9	15
Spring Hill Elementary	Students	2	1	0	0
Mooreland Heights Elementary	Students	26	28	27	9
Beaumont Elementary Magnet	Students	0	0	0	0
Belle Morris Elementary	Students	0	0	0	0
Blue Grass Elementary	Students	35	45	34	46
Bonny Kate Elementary	Students	212	109	116	80
Brickey McCloud Elementa	Students	193	169	222	188
Carter Elementary	Students	490	370	379	224
Cedar Bluff Elementary	Students	89	118	133	126
Christenberry Elementary	Students	0	0	0	0
Copper Ridge Elementary	Students	76	51	112	50
Dogwood Elementary	Students	22	22	31	3
East Knox County Elementary	Students	537	546	228	262
Farragut Primary	Students	102	92	120	127
Corryton Elementary	Students	33	12	15	21
Fountain City Elementary	Students	10	1	14	2



Indicator	Units	Outward Bound	On the Road Again	Town and Country	Preferred
A L Lotts Elementary	Students	75	99	112	102
Adrian Burnett Elementary	Students	100	133	244	118
Ball Camp Elementary	Students	46	37	65	36
Amherst Elementary	Students	160	144	221	151
Inskip Elementary	Students	0	0	0	0
Lonsdale Elementary	Students	0	0	0	0
Maynard Elementary	Students	0	0	0	0
South Knoxville Elementary	Students	0	0	0	0
Sunnyview Primary	Students	853	772	495	455
West Haven Elementary	Students	0	0	0	0
Mount Olive Elementary	Students	119	110	146	111
New Hopewell Elementary	Students	100	57	83	125
Northshore Elementary	Students	104	97	89	75
Norwood Elementary	Students	7	1	1	3
Pleasant Ridge Elementary	Students	9	7	9	1
Pond Gap Elementary	Students	0	0	0	0
Powell Elementary	Students	244	244	286	252
Ritta Elementary	Students	365	301	161	799
Rocky Hill Elementary	Students	126	66	70	101
Shannondale Elementary	Students	132	163	99	104
Sarah Moore Greene Elementary	Students	41	18	13	14
Sequoyah Elementary	Students	6	1	7	0
Gap Creek Elementary	Students	0	7	3	8
Gibbs Elementary	Students	237	172	236	286
Green Elementary Magnet	Students	0	0	0	0
Halls Elementary	Students	99	79	142	63
Hardin Valley Elementary	Students	195	127	359	885
Karns Elementary	Students	222	241	277	190
Sterchi Elementary	Students	119	98	68	67
West Hills Elementary	Students	13	10	13	16
West View Elementary	Students	0	0	0	0
Farragut Intermediate	Students	32	27	36	35
Chilhowee Intermediate	Students	235	222	144	128
Whittle Springs Middle	Students	0	0	0	0
Cedar Bluff Middle	Students	29	39	43	39
Carter Middle	Students	460	410	296	233



Indicator	Units	Outward Bound	On the Road Again	Town and Country	Preferred
Gibbs Middle	Students	71	49	71	85
Bearden Middle	Students	19	19	26	26
Halls Middle	Students	94	84	162	85
Hardin Valley Middle	Students	79	62	138	273
Holston Middle	Students	152	138	63	243
Karns Middle	Students	95	105	131	95
Northwest Middle	Students	12	11	20	10
Farragut Middle	Students	25	20	25	14
Powell Middle	Students	111	108	135	108
South-Doyle Middle	Students	128	95	113	96
Vine Middle Magnet	Students	14	5	4	4
West Valley Middle	Students	71	64	69	74
Gresham Middle	Students	83	78	55	53
Fulton High	Students	21	22	8	11
Gibbs High	Students	369	313	255	546
Halls High	Students	112	97	198	109
Hardin Valley Academy	Students	153	143	260	494
Karns High	Students	229	233	300	214
Powell High	Students	122	114	138	106
South-Doyle High	Students	210	150	181	152
West High	Students	45	26	33	30
Austin-East High Magnet	Students	21	8	6	6
Bearden High	Students	99	101	118	127
Carter High	Students	750	654	463	370
Central High	Students	143	139	100	100
Farragut High	Students	44	39	50	29
Cost of county services under each scenario compared to estimated tax revenues (net fiscal impact)	Dollars	-\$1,962,000	\$107,000	\$2,966,000	\$4,803,000
New jobs by type (commercial, office, industrial) and by place type					
Commercial	Jobs	8,050	9,606	13,192	12,259
Office	Jobs	23,668	29,020	36,010	37,466
Institutional	Jobs	861	1,331	3,373	2,847
Industrial	Jobs	520	520	520	850
Open Space	Jobs	0	0	0	0
Rural or Undeveloped	Jobs	0	0	0	0



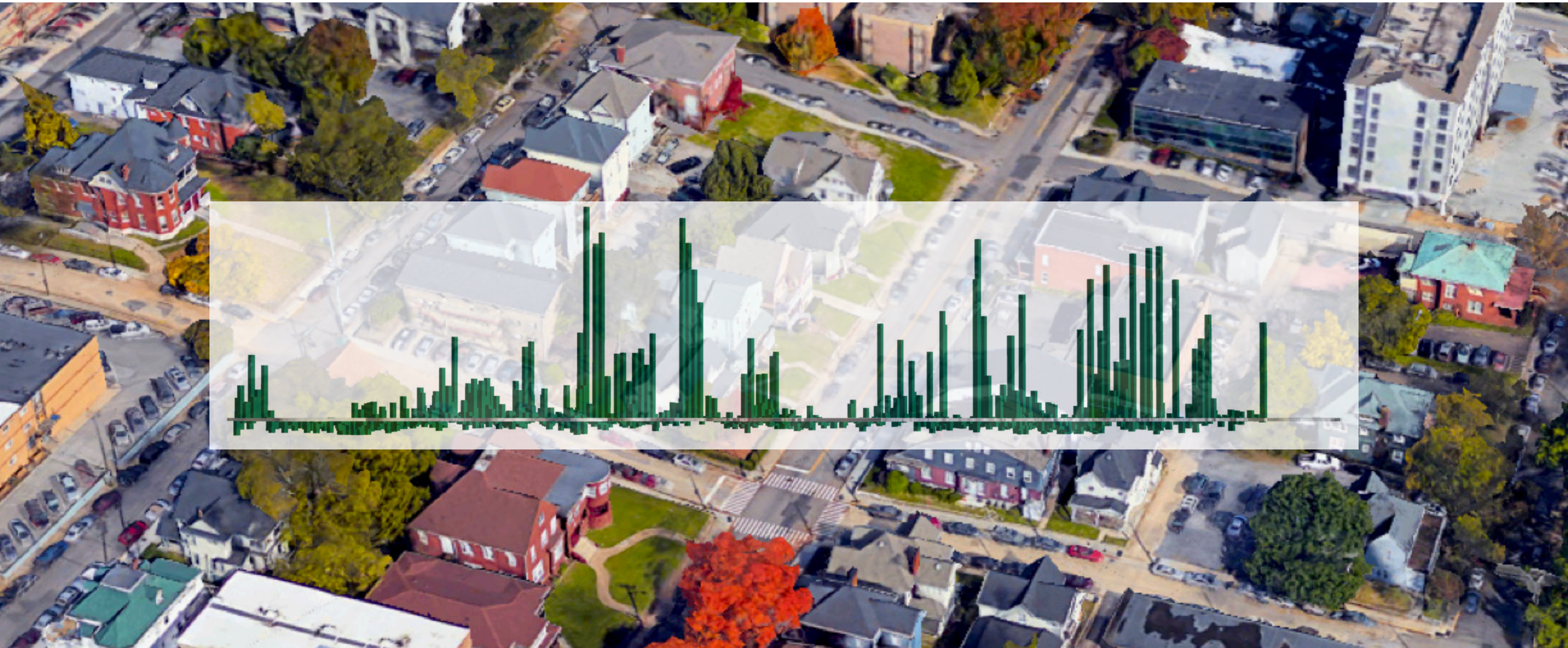
Indicator	Units	Outward Bound	On the Road Again	Town and Country	Preferred
Rural Crossroads Commercial	Jobs	81	1	391	261
Suburban Res. Low	Jobs	0	0	0	0
Suburban Res. Medium	Jobs	210	89	172	171
Suburban Res. High	Jobs	0	7	0	0
Traditional N'hood	Jobs	0	0	5,662	3,108
N'hood or Town Center (MU)	Jobs	307	19,849	16,408	12,322
Mixed Use Corridor (MU)	Jobs	0	0	0	16,193
Corridor Commercial	Jobs	20,156	13,791	12,922	8,339
Business Park or Campus	Jobs	12,253	6,743	17,494	12,941
Mining and Heavy Industry	Jobs	113	10	61	105
Number and mix of housing units in proximity to employment centers	Homes	29,241.00	29,642.00	30,816.00	27,423.00
Number and mix of housing units in proximity to mixed use centers	Homes	6,676.00	105,015.00	104,676.00	109,725.00

Appendix C Knox County Comprehensive Land Use and Transportation Plan

Fiscal Impact Summary Memo

MEMO: FISCAL IMPACT ANALYSIS

KNOX COUNTY, TN

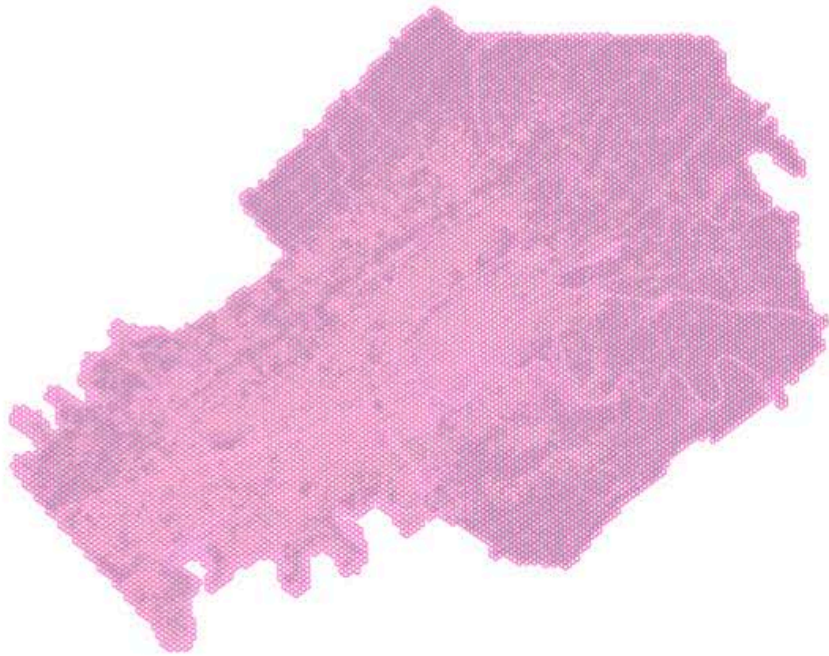


INTRO

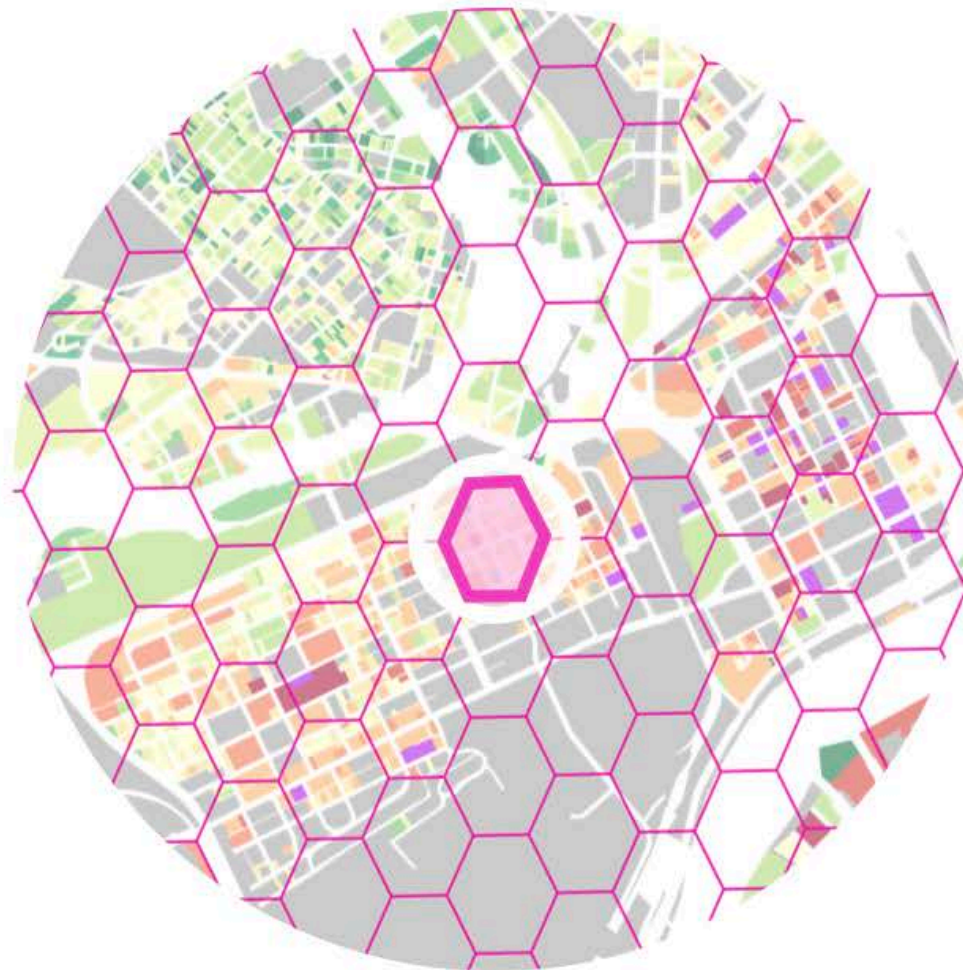
The fiscal impact assessment calculates net cash flow by subtracting operating costs from anticipated revenues. Anticipated revenues are based on property tax revenues, sales tax revenues, and other charges for service. Costs such as infrastructure, public safety, recreation, community facilities are based on annualized cost of maintenance.

The fiscal impact analysis will help the County identify potential changes to local services and revenue trends; clearly estimate future revenues as a way to inform revenue and cost-saving strategies; evaluate tradeoffs associated with executing the preferred growth strategy; clarify preferred and feasible levels of service; align growth decisions with policy impacts; and educating the public, stakeholders, and elected officials on the fiscal benefits of a coordinated approach to land use and fiscal responsibility.

Knox County



Downtown Knoxville



25 acres in Downtown



The fiscal impact analysis uses a 25 acre hexagon as the unit of analysis, providing consistency and continuity with the land use model developed for Advance Knox scenario planning. The land use model is described in a separate document.

METHODOLOGY

ESTIMATING FISCAL IMPACT BY PLACETYPE

Calculating Existing Fiscal Conditions

We calculated costs and revenues for existing development contained in each hexagon using the methodologies described below. These calculations were used to develop and inform placetype estimations for scenario projections.

Fiscal Impact Variables		
Infrastructure Costs	Stormwater Open Channel Costs	Sum of estimated amortized open channel costs contained in the given hexagon
	Stormwater Conduits Costs	Sum of estimated amortized conduit costs contained in the given hexagon
	Arterial Road Costs	Amortized Arterial road costs distributed by taxable value as a proxy for economic activity
	Local Road Costs	Sum of amortized costs associated with infrastructure contained in the given hexagon
General Government Costs	Public Safety Costs	Distributed across Farragut and the Unincorporated county (per feedback that county police is generally deployed across these places) weighted by taxable value as a proxy for economic activity (75% of cost) plus a baseline blanket cost per hex (25% of cost)
	Other Government	Other General Fund expenditure items including administration of justice, public health and welfare, social/cultural/recreational spending, apportioned according to the total taxable value as a proxy for economic activity.
Other Costs		Remaining spatially-related costs including Air Quality and Solid Waste Fund expenditures apportioned according to the total taxable value as a proxy for economic activity.
Property Tax Revenue		Property tax produced from all parcels within the given hexagon; this portion represents 44% of the total property tax collected by the county. This is a reflection of the share of property tax collected that was budgeted for NON school expenditure or for debt fund.
Sales Tax Revenue		27% (.2778) of the total sales tax produced within a hexagon to reflect the share of sales tax revenue produced in the unincorporated areas of Knox County that are not used for schools. Of the 27.778%, 58% goes into the General Fund and 42% goes into the Engineering and Public Works Fund.
Other Revenues		Other revenues supplementing property and sales tax to fund the General Fund, EPW Fund, Air Quality Fund, Solid Waste Fund (i.e. wheel tax, fines/forfeitures, other local revenues)

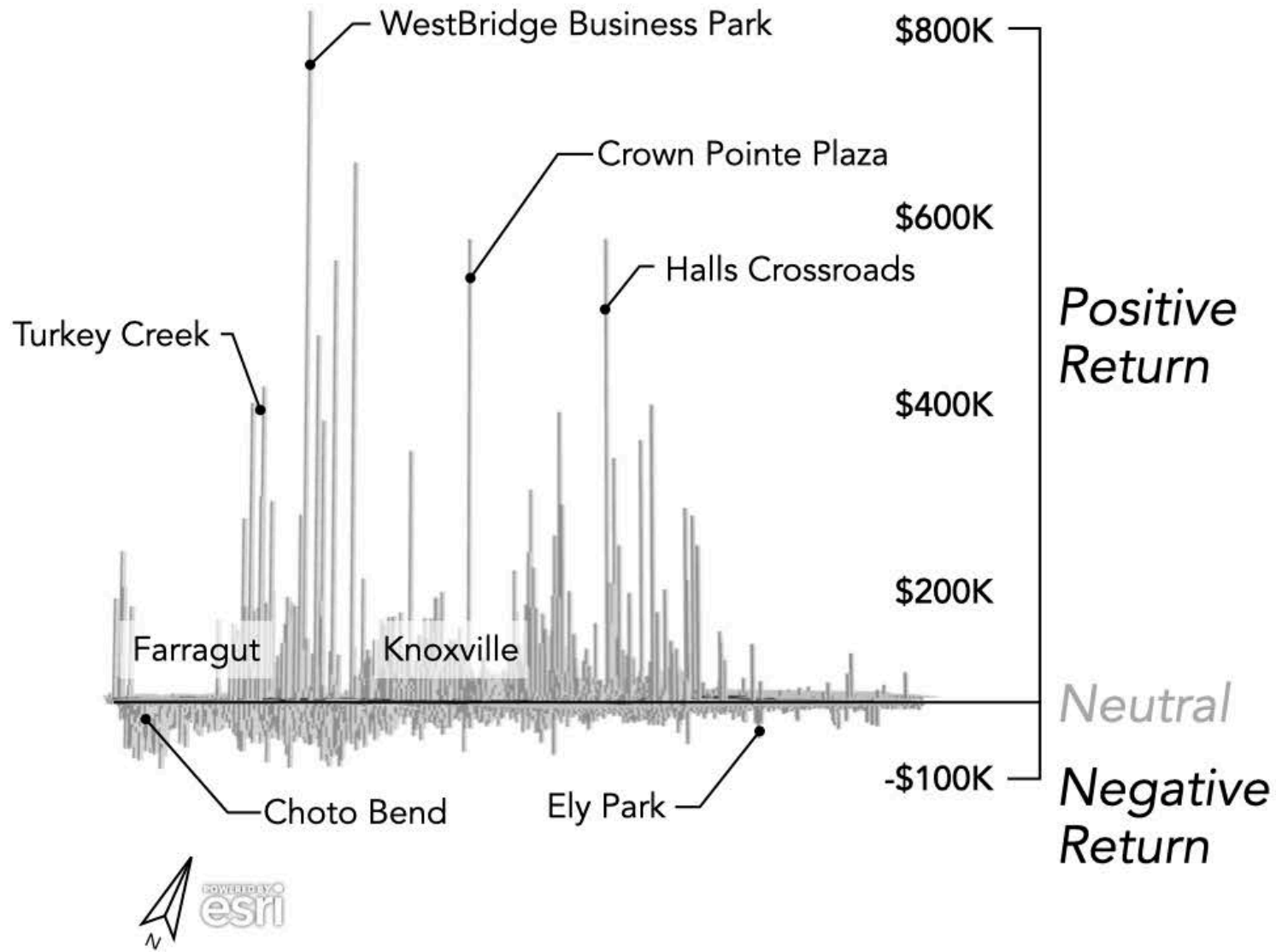
METHODOLOGY

ESTIMATING FISCAL IMPACT BY PLACETYPE

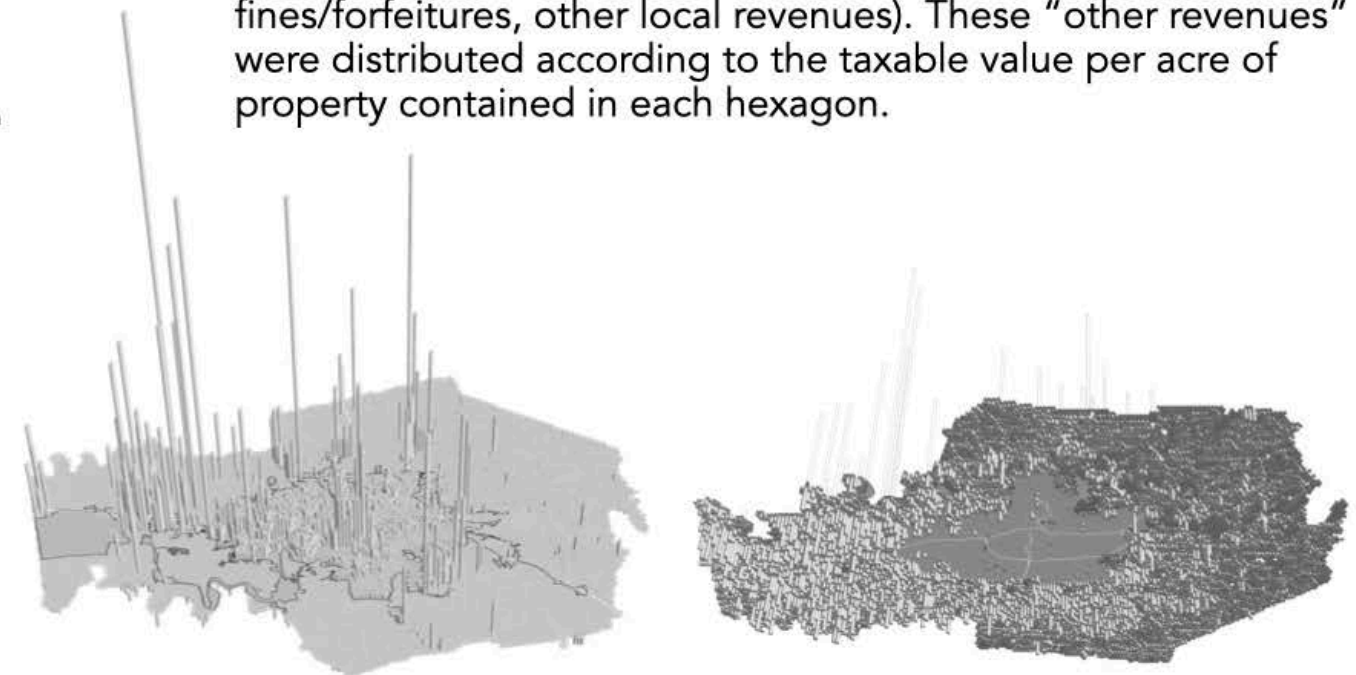
Using Knox County adopted budgets from FY2021 and FY2022, tax roll data, sales tax data, parcel geography, stormwater and road maps, we estimated the net fiscal impact of location-based revenues and costs. Budget items not tied to development types including those associated with the School fund, Cafeteria fund, Library fund, and Debt Service were removed from the analysis. Hotel/motel tax fund revenues and expenditures were also removed from the analysis without sufficient location information to tie net fiscal impact to individual parcels.

We annualized the total lifecycle cost of maintaining roads and stormwater infrastructure, distributing costs according to the total paved road area and centerline feet of stormwater pipe was contained in each hexagon. The costs of public safety and other general government administration were distributed according to the taxable value per acre of property contained in each hexagon, using value per acre as a proxy for economic activity.

Revenues calculated for each hexagon included the sum total of Knox County's share of property tax revenue, the County's share of sales tax revenue, and other revenues that fund the General Fund, EPW Fund, Air Quality Fund, Solid Waste Fund (i.e. wheel tax, fines/forfeitures, other local revenues). These "other revenues" were distributed according to the taxable value per acre of property contained in each hexagon.



Revenue	+	Costs	=	Net
\$218M		-\$237M		-\$20M



METHODOLOGY

ESTIMATING FISCAL IMPACT BY PLACETYPE

Calculating Placetype Projected Impacts

We estimated the net fiscal impact of Advance Knox scenarios using a combination of existing placetypes and proposed placetypes that don't currently exist within the county. Where placetypes existed, we averaged the existing cost and revenue estimates from samples. Where placetype examples did not exist, we derived estimates using comparable development or a blend of relevant development types according to placetype descriptions.

Sales tax revenue numbers were derived from a revenue-per-square-foot estimate of different blends of known big box and main street-style store productivity across Knox County. These rates were multiplied by the square footage of commercial space allocated in relevant place types for each scenario.

Estimated Costs and Revenues to Sustain One 25-Acre Hexagon of Respective Placetypes													
Placetypes	Placetype Code	Stormwater	Roads	Public Safety Cost Per Hex	General Gov Costs Per Hex	Other Costs Per Hex	Costs Per Hex	Property tax Rev. Per Hex	Other Revenue Per Hex	Net (minus sales tax)	Sales Tax Rev. Per Hex	Sales Tax \$/Sf Multiplier	Revenues Per Hex
Business Park or Campus	BPC	\$1,300	\$1,500	\$11,900	\$4,800	\$8,900	\$28,300	\$16,500	\$6,900	\$23,400	\$12,100		\$35,400
Corridor Commercial	CC	\$1,800	\$1,300	\$24,000	\$10,600	\$19,800	\$57,500	\$39,100	\$15,400	\$54,500	\$42,500		\$97,000
Mining & Heavy Industrial	MHI	\$700	\$800	\$2,800	\$400	\$800	\$5,500	\$1,400	\$600	\$2000	\$9,300		\$11,300
Neighborhood Town Center	NTC	\$2,800	\$2,600	\$87,700	\$41,500	\$77,100	\$211,800	\$147,900	\$59,900	\$207,800		\$1.05	
Neighborhood Town Center 2	NTC2	\$2,800	\$2,600	\$100,000	\$47,800	\$77,100	\$230,400	\$170,100	\$59,900	\$230,000		\$1.11	
Mixed Use Corredor	MUC	\$2,800	\$2,600	\$86,100	\$41,100	\$77,100	\$209,800	\$146,400	\$59,900	\$206,300		\$2.00	
Protected Open Space	POS	\$900	\$300	\$4,000	\$1000	\$1,800	\$8,100	\$2,400	\$1,400	\$3,800	\$1,200		\$5,100
Rural	Rural	\$1,000	\$600	\$3,900	\$900	\$1,800	\$8,300	\$2,600	\$1,400	\$4,000	\$1,200		\$5,200
Suburban residential low	SRL	\$2,100	\$2,600	\$11,800	\$4,700	\$8,700	\$29,900	\$11,400	\$6,800	\$18,200	\$700		\$18,800
Suburban Residential Low Modified	SRLm	\$2,200	\$2,800	\$18,400	\$8,200	\$15,200	\$46,900	\$19,900	\$11,800	\$31,700	\$1,200		\$33,000
Suburban residential medium	SRM	\$2,000	\$2,000	\$19,400	\$8,400	\$15,700	\$47,500	\$24,300	\$12,200	\$36,500	\$2,400		\$38,800
Suburban Residential Medium Modified	SRMm	\$2,000	\$2,000	\$19,400	\$8,400	\$15,700	\$47,500	\$32,100	\$12,200	\$44,300	\$2,400		\$46,600
Suburban Residential High	SRH	\$2,100	\$1,600	\$37,600	\$17,200	\$32,100	\$90,700	\$52,200	\$24,900	\$77,100		\$1.42	
Rural Crossroads Commercial	RCR	\$1,400	\$1,700	\$5,800	\$1,800	\$3,400	\$14,200	\$6,300	\$2,700	\$9,000		\$1.13	
Civic Institutional	CIV	\$1,800	\$1,200	\$9,300	\$3,500	\$6,600	\$22,300	\$8,900	\$5,100	\$14,000	\$5,000		\$19,000
Traditional Neighborhood	TNH	\$2,500	\$2,100	\$62,700	\$46,100	\$85,700	\$199,100	\$127,200	\$66,600	\$193,800		\$0.83	

See Placetype Calculator tool for more detailed calculation information.

METHODOLOGY

SCENARIO PROJECTIONS FISCAL IMPACT

Testing Scenario Impact

	Placetype Designation (Hex Count)	Allocated Development (Acres)	Redeveloped (Acres)	Commercial Space Allocated (SF)	Total Revenue (\$)	Total Cost (\$)	Net Fiscal Impact (\$)	
Outward Bound	11,681	16,134	666	4,033,485	\$18,608,000	\$20,569,000	-\$1,962,000	
Focus on traditional residential development, strip commercial centers and employment centers in downtown Knoxville	BPC	247	500	45	245,754	\$720,000	\$495,000	\$225,000
	CCM	571	1,619	310	3,612,220	\$6,414,000	\$3,050,000	\$3,364,000
	CIV	134	-	-	-	\$-	\$-	\$-
	MHI	249	288	70	-	\$132,000	\$24,000	\$108,000
	NTC	1	5	-	30,375	\$77,000	\$45,000	\$32,000
	POS	688	-	-	-	\$-	\$-	\$-
	RCR	21	14	1	39,828	\$50,000	\$3,000	\$47,000
	RUR	4,902	88	2	-	\$19,000	\$29,000	-\$10,000
	SRL	4,470	12,691	161	-	\$9,730,000	\$15,215,000	-\$5,485,000
	SRM	398	928	77	105,308	\$1,466,000	\$1,708,000	-\$242,000
On the Road Again	11,681	14,230	907	4,610,107	\$22,886,000	\$22,779,000	\$107,000	
Redevelopment of major highways as well as planned road expansions; more retail corridors	BPC	194	308	85	129,290	\$444,000	\$226,000	\$219,000
	CCM	312	1,093	243	2,470,986	\$4,322,000	\$2,018,000	\$2,304,000
	CIV	95	-	-	-	\$-	\$-	\$-
	MHI	85	23	-	-	\$10,000	\$5,000	\$5,000
	NTC	234	780	193	1,962,891	\$8,655,000	\$6,312,000	\$2,343,000
	POS	744	-	-	-	\$-	\$-	\$-
	RCR	4	3	-	491	\$2,000	\$2,000	\$0
	RUR	6,164	463	45	-	\$98,000	\$142,000	-\$43,000
	SRH	6	40	-	3,624	\$131,000	\$148,000	-\$17,000
	SRL	3,605	11,038	248	-	\$8,462,000	\$13,153,000	-\$4,691,000
SRM	238	482	93	42,825	\$761,000	\$773,000	-\$12,000	
Town and Country	11,681	13,793	1,443	6,279,476	\$37,107,000	\$34,141,000	\$2,966,000	
Focus on mixed use town and commercial centers providing employment and bringing concentrated pockets of commercial activity (and therefore sales tax) to residential neighborhoods	BPC	220	698	210	353,329	\$1,006,000	\$414,000	\$592,000
	CCM	258	972	299	2,314,536	\$3,842,000	\$1,451,000	\$2,391,000
	CIV	130	-	-	-	\$-	\$-	\$-
	MHI	113	158	187	-	\$73,000	-\$2,000	\$74,000
	NTC	89	446	205	1,622,429	\$5,471,000	\$3,465,000	\$2,007,000
	POS	681	-	-	-	\$-	\$-	\$-
	RCR	7	53	-	191,917	\$236,000	\$31,000	\$205,000
	RUR	6,290	776	146	-	\$165,000	\$240,000	-\$75,000
	SRL	3,288	7,826	180	-	\$6,012,000	\$9,292,000	-\$3,280,000
	SRM	240	584	84	83,083	\$922,000	\$982,000	-\$60,000
TNH	365	2,279	132	1,714,182	\$19,380,000	\$18,269,000	\$1,112,000	

The fiscal impact for each placetype was calculated on a per-acre basis and not on a per-hex basis to account for hexes that were only partially allocated in the land use model.

On acres of land planned for redevelopment, placetype costs were discounted by the cost associated with existing development. This discount was based on the assumption that redevelopment (as opposed to Greenfield development) would not require additional infrastructure, road costs, or general government costs.

METHODOLOGY

SCENARIO PROJECTIONS FISCAL IMPACT

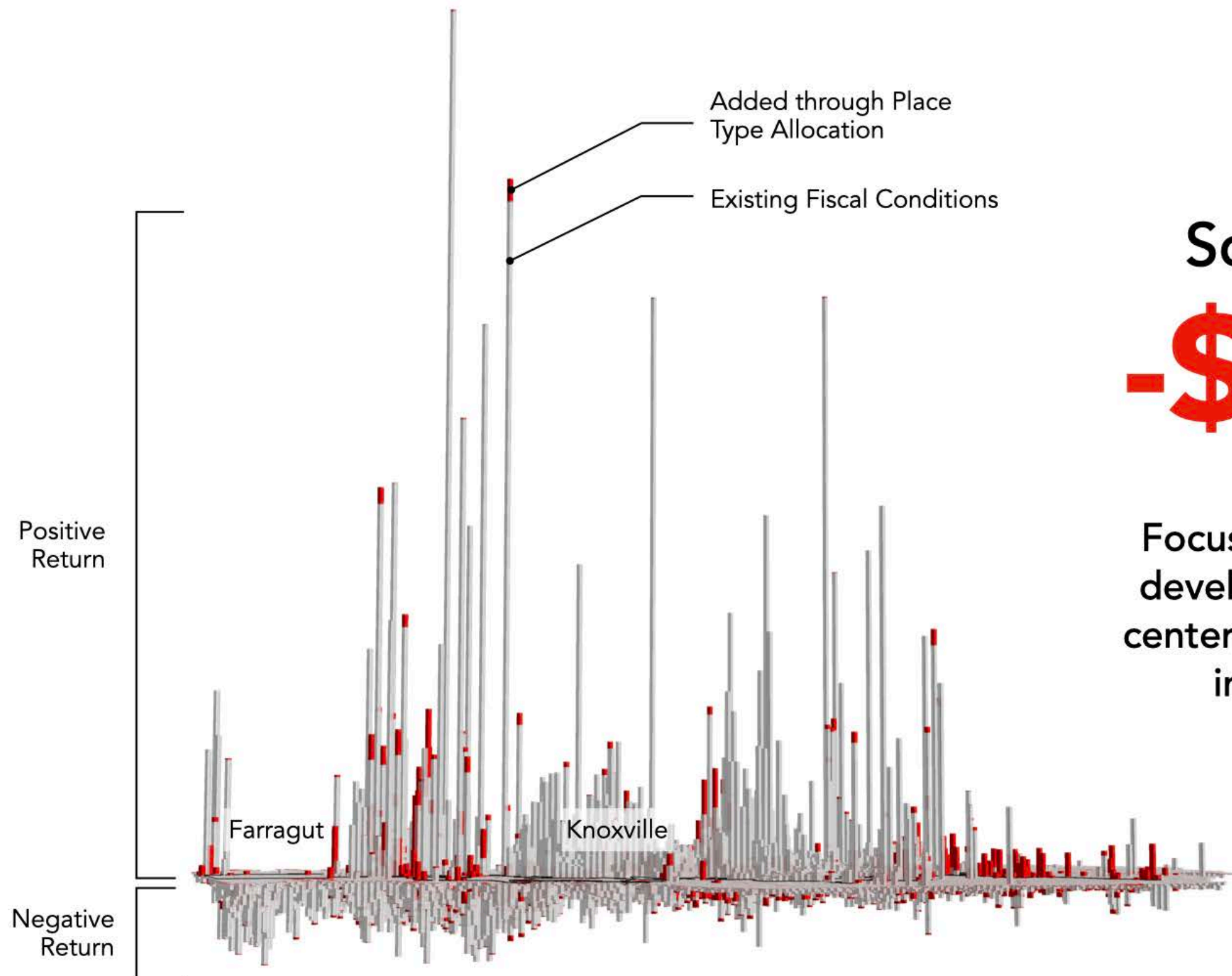
Developing a Preferred Scenario

Results from initial scenario testing informed an iterative process to arrive at the preferred scenario. The preferred scenario results in a net fiscal impact of over \$4.8 million, with significant revenue pulled in through pockets of mixed use development including the mixed use corridor (MUC) placetype and neighborhood town center (NTC2) placetype. Though these development types tend to be high cost due to the infrastructure and general government costs needed to sustain them, the revenue generated in property and sales tax from these places significantly outpaces the associated costs.

	Placetype Designation (Hex Count)	Allocated Development (Acres)	Redeveloped (Acres)	Commercial Space Allocated (SF)	Total Revenue (\$)	Total Cost (\$)	Net Fiscal Impact (\$)
Preferred Version	11,681	10,653	1,299	5,765,904	\$34,435,000	\$29,632,000	\$4,803,000
BPC	220	565	158	252,931	\$813,000	\$383,000	\$430,000
CCM	244	620	165	1,493,518	\$2,443,000	\$1,009,000	\$1,434,000
CIV	130	-	-	-	\$ -	\$ -	\$ -
MHI	113	275	394	-	\$126,000	\$8,000	\$118,000
MUC	80	458	30	1,850,668	\$7,545,000	\$3,882,000	\$3,664,000
NTC2	83	302	143	1,016,149	\$3,987,000	\$2,673,000	\$1,314,000
POS	681	-	-	-	\$ -	\$ -	\$ -
RCR	12	36	-	128,102	\$158,000	\$21,000	\$137,000
RUR	6,229	504	149	-	\$107,000	\$156,000	-\$49,000
SRLm	3,370	6,085	101	-	\$8,168,000	\$11,159,000	-\$2,991,000
SRMm	263	659	63	83,797	\$1,249,000	\$1,159,000	\$90,000
TNH	256	1,150	96	940,739	\$9,838,000	\$9,182,000	\$656,000

FISCAL IMPACT

SCENARIO: OUTWARD BOUND



Scenario Impact:

-\$1.96M

Focus on traditional residential development, strip commercial centers and employment centers in downtown Knoxville

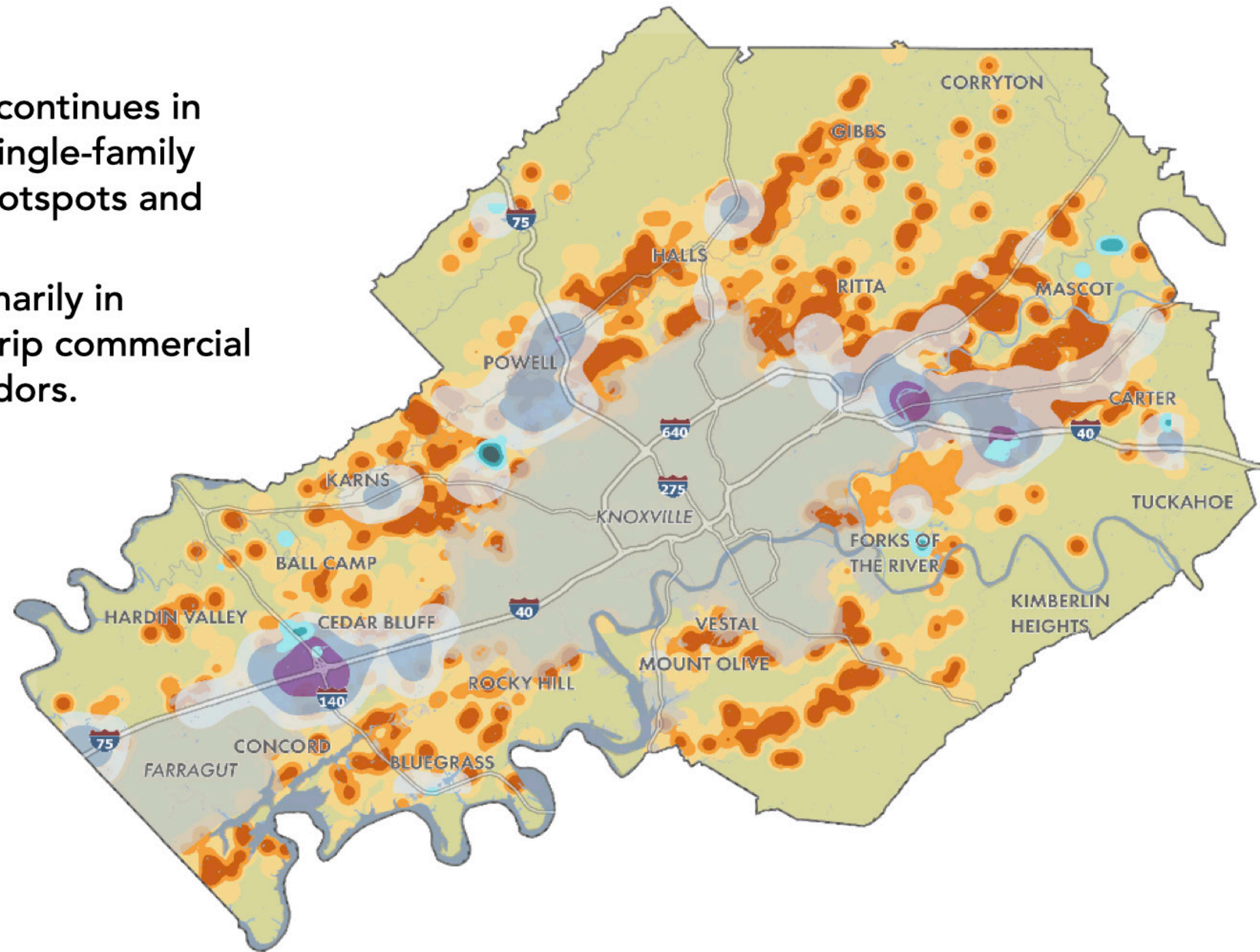
FISCAL IMPACT

SCENARIO: OUTWARD BOUND

In this scenario, growth continues in our existing pattern of single-family subdivisions in current hotspots and rural areas.

Employment occurs primarily in existing locations and strip commercial grows along major corridors.

-  Suburban Residential
-  Suburban Commercial and Office
-  Mixed Use Centers
-  Employment Centers



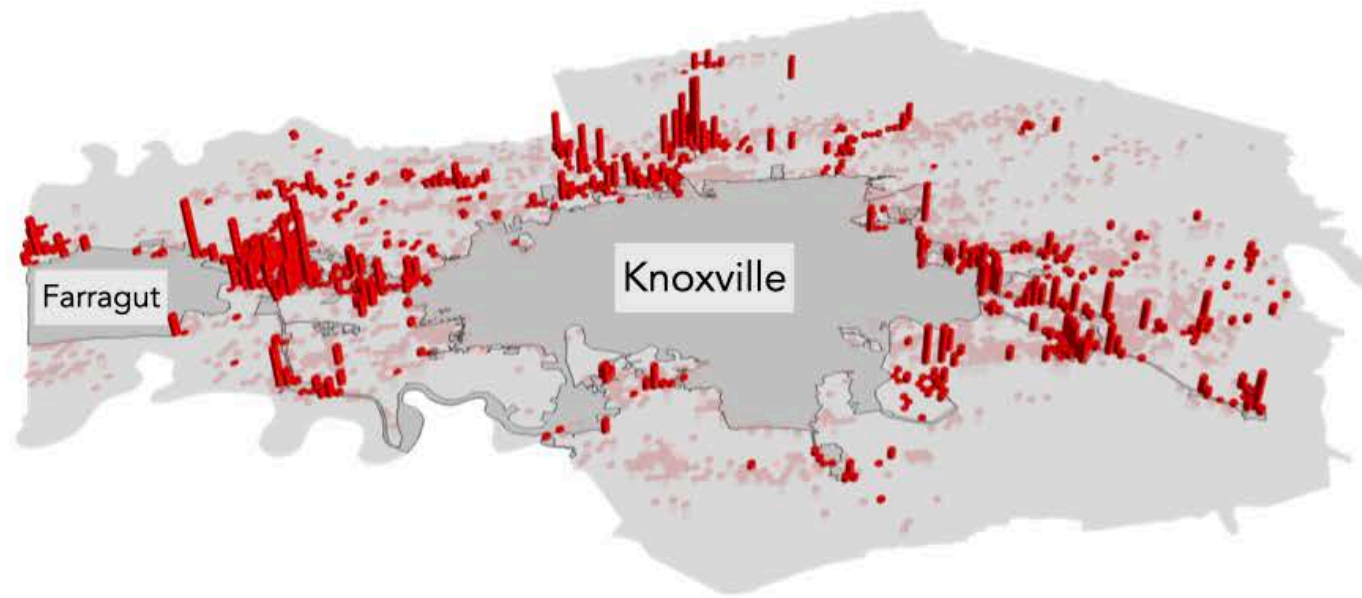
FISCAL IMPACT

SCENARIO: OUTWARD BOUND

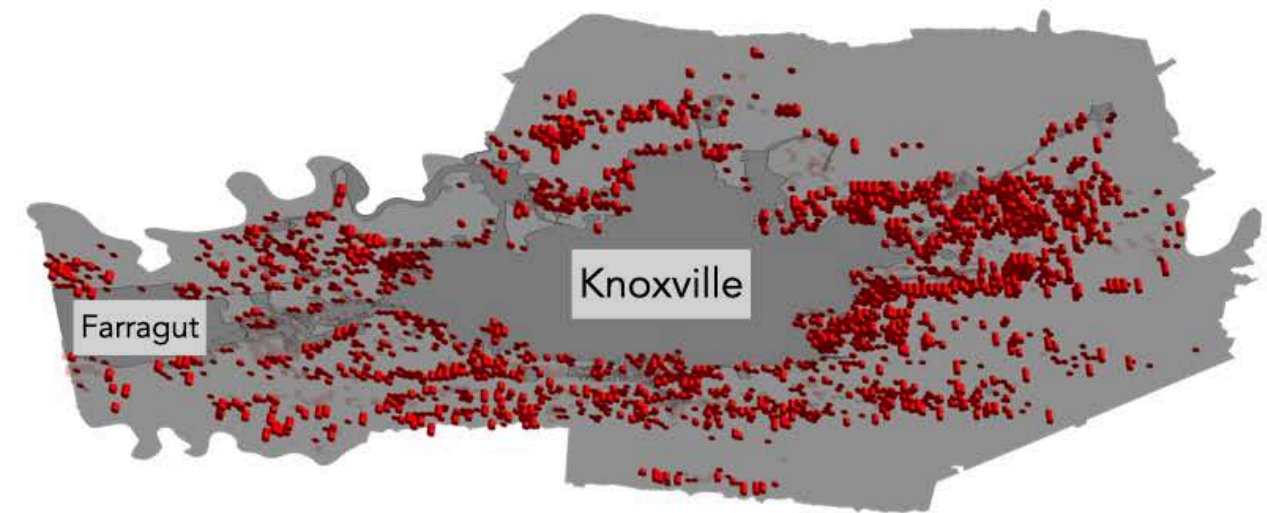


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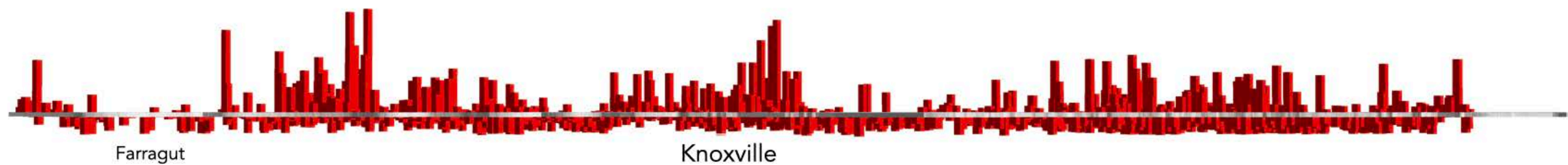


Revenue
\$18.61M



Costs
\$20.57M

Model viewed from the side:



FISCAL IMPACT

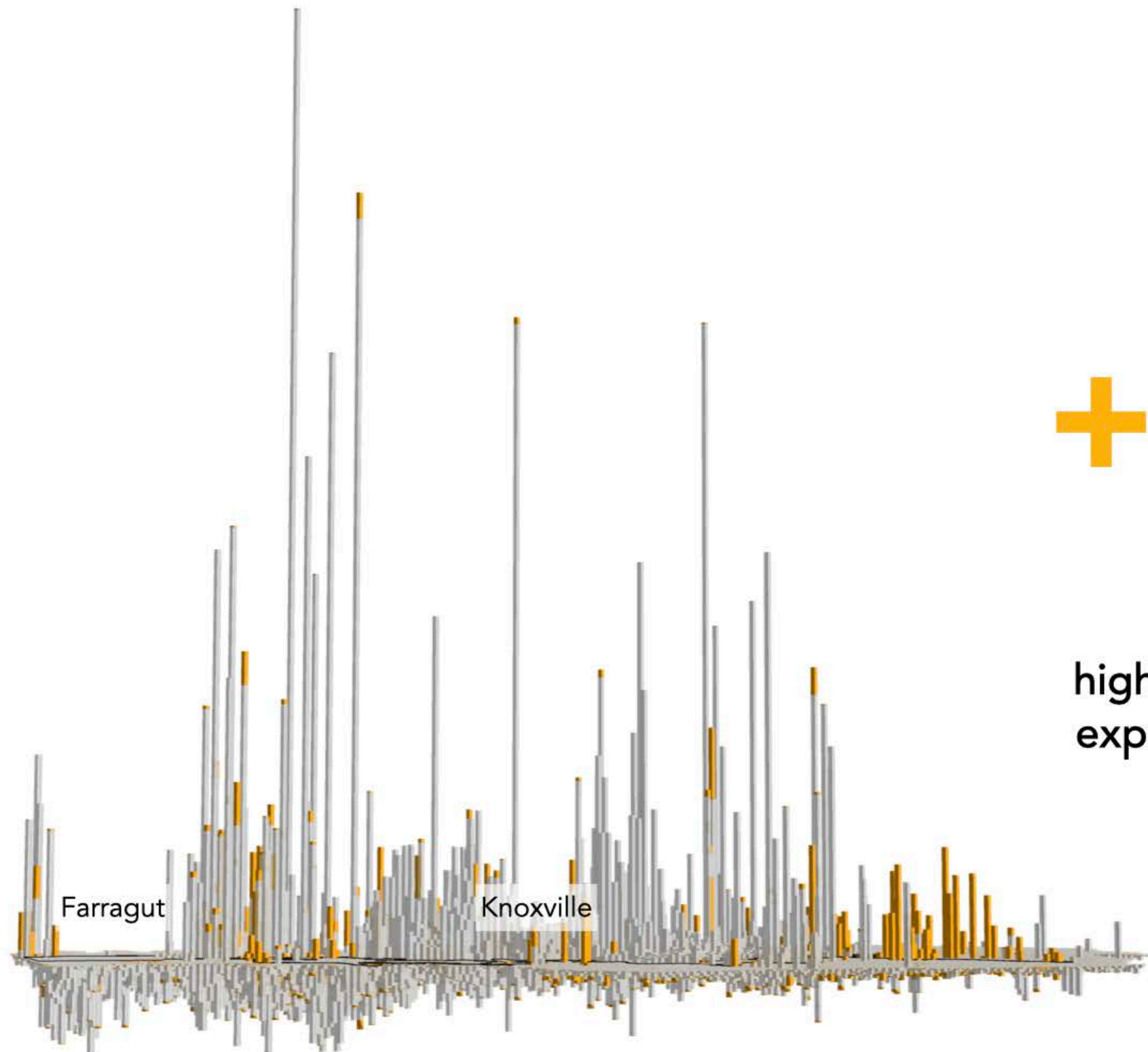
SCENARIO: ON THE ROAD AGAIN



Scenario Impact

+\$0.11M

Redevelopment of major highways as well as planned road expansions; More retail corridors

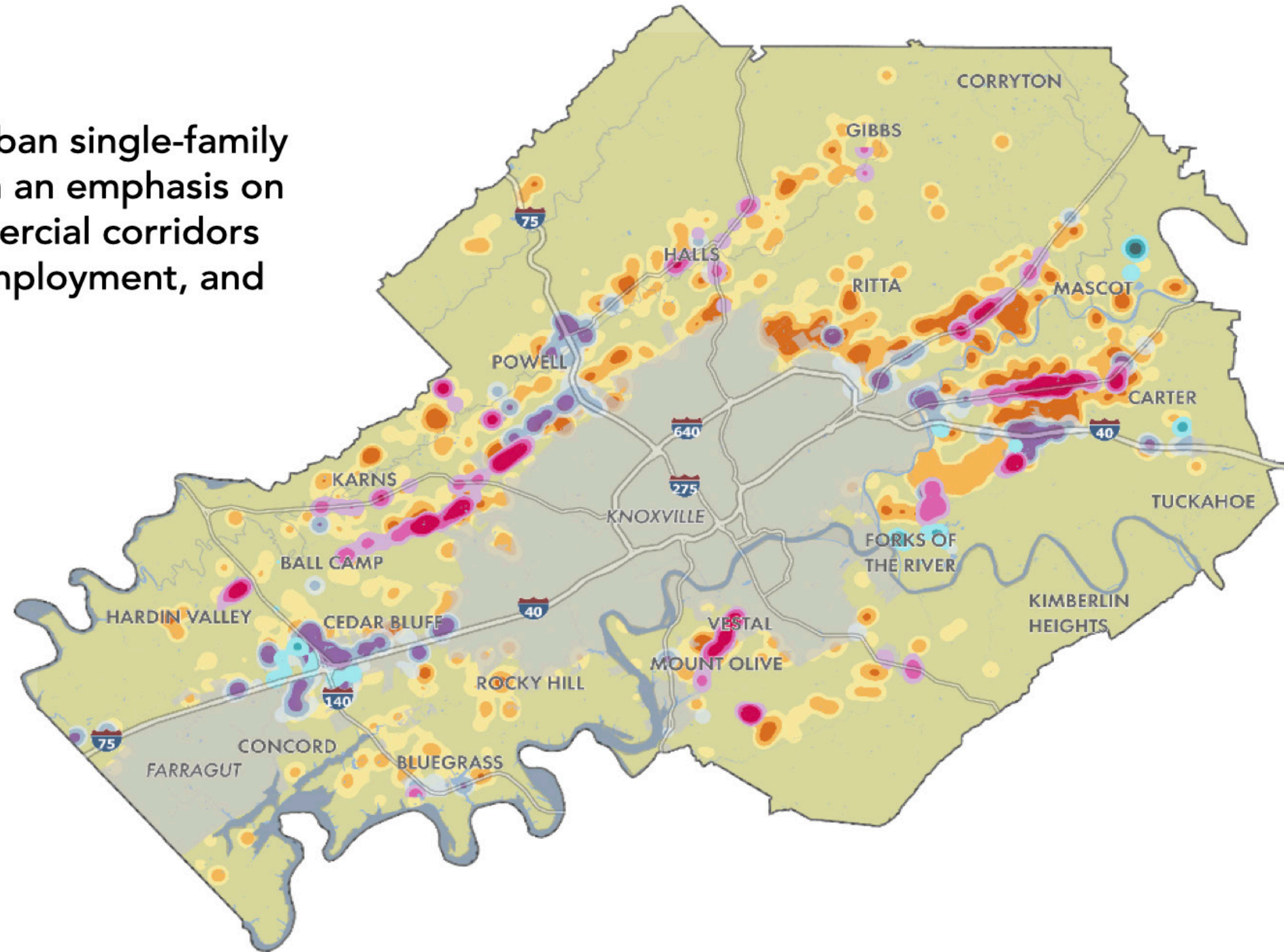


FISCAL IMPACT

SCENARIO: ON THE ROAD AGAIN

This scenario includes suburban single-family growth that is balanced with an emphasis on redevelopment along commercial corridors to provide a mix of retail, employment, and multifamily housing.

-  Suburban Residential
-  Suburban Commercial and Office
-  Mixed Use Centers
-  Employment Centers

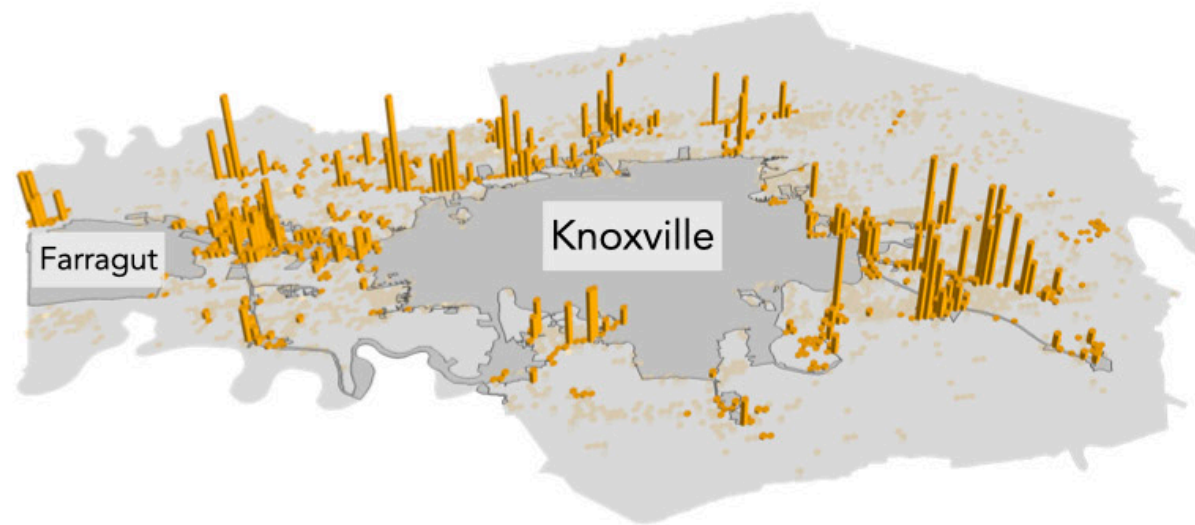


FISCAL IMPACT

SCENARIO: ON THE ROAD AGAIN

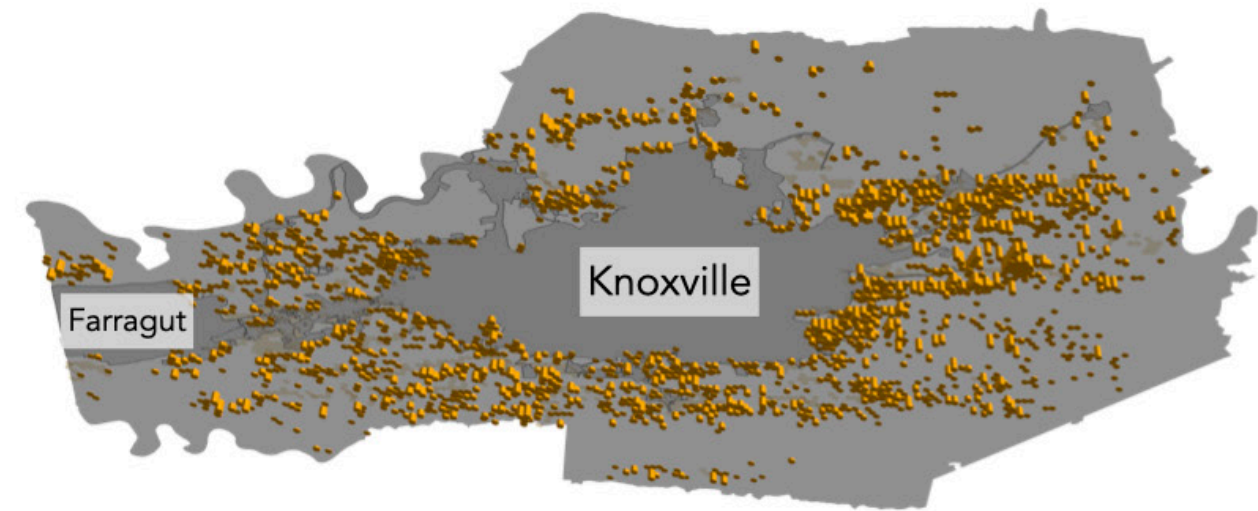
POWERED BY
esri

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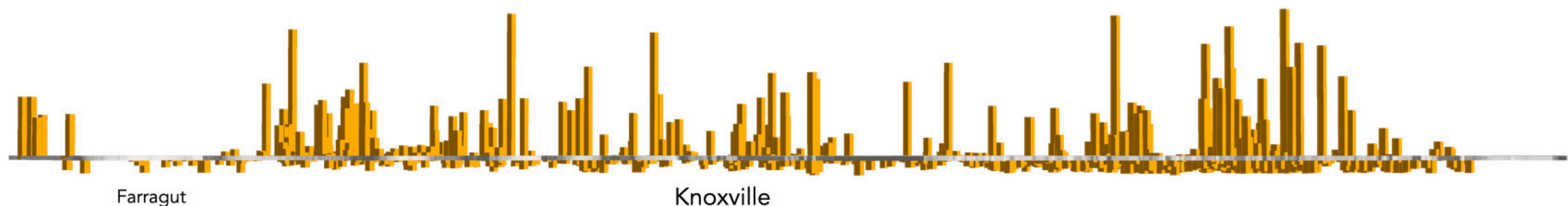
Revenue
\$22.9M

Model viewed from below:



Costs
\$22.8M

Model viewed from the side:



FISCAL IMPACT

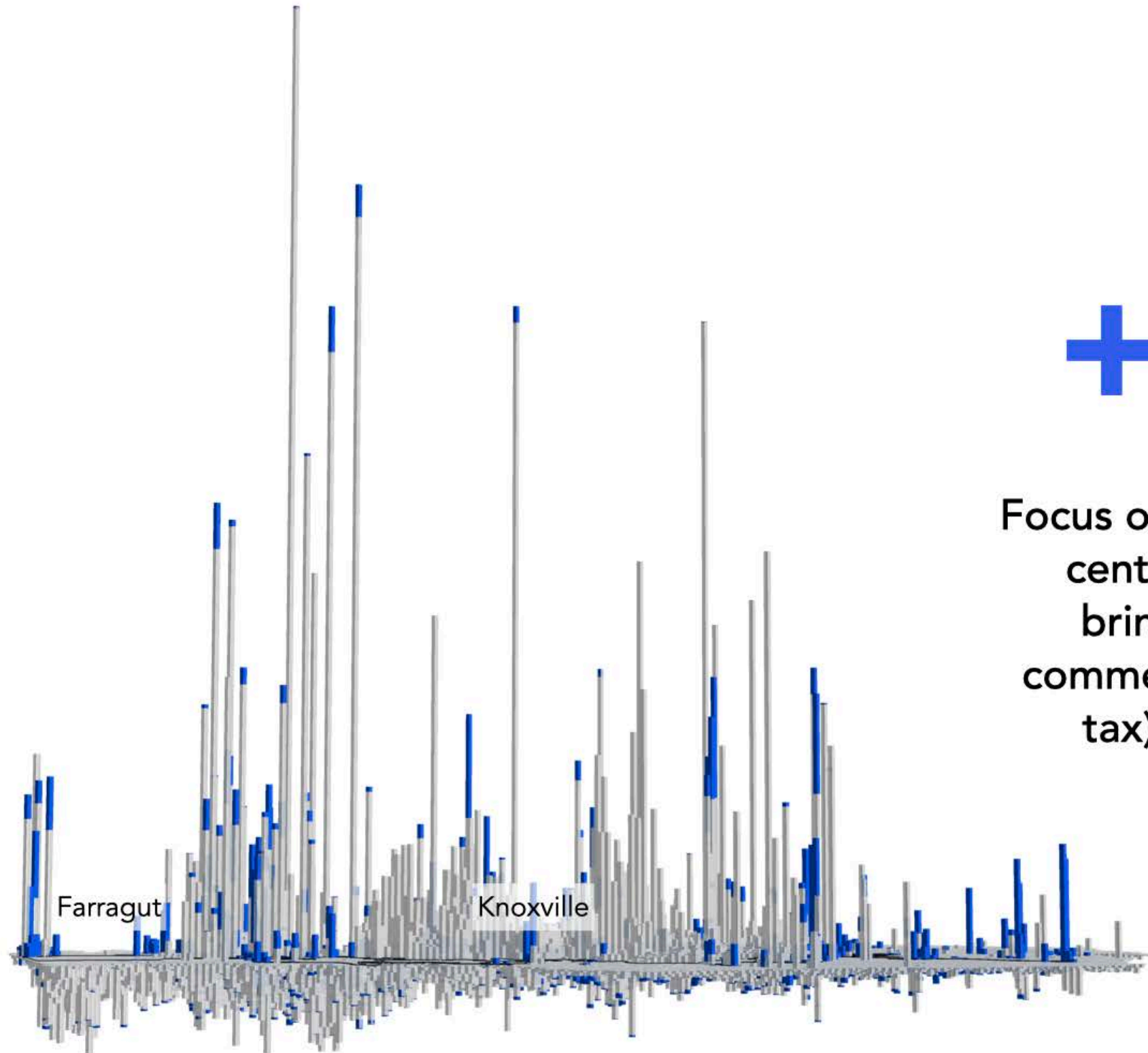
SCENARIO: TOWN & COUNTRY



Scenario Impact:

+\$2.97M

Focus on mixed use town and commercial centers providing employment and bringing concentrated pockets of commercial activity (and therefore sales tax) to residential neighborhoods

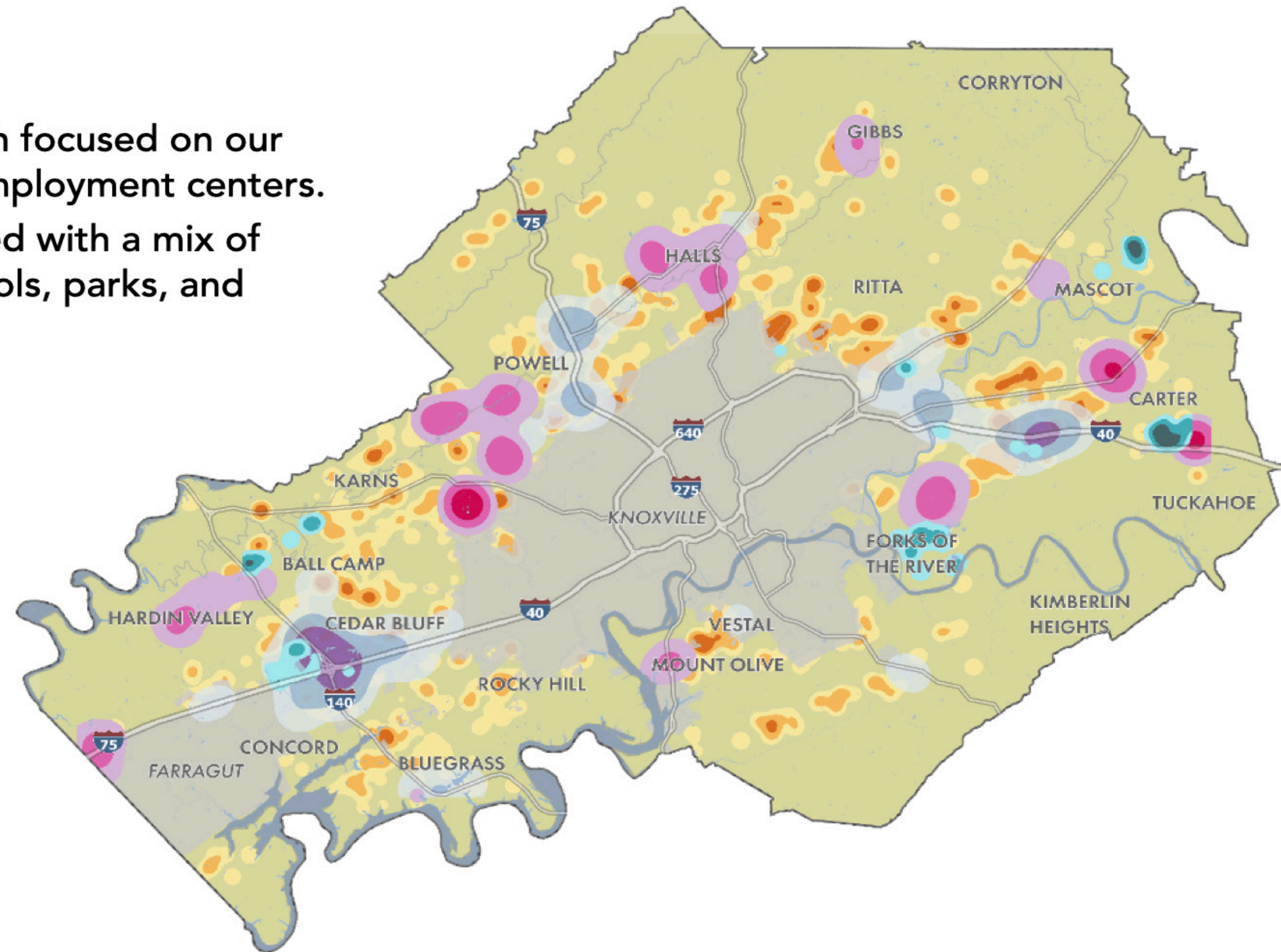


FISCAL IMPACT

SCENARIO: TOWN & COUNTRY

This scenario shows growth focused on our existing community and employment centers. New centers are established with a mix of retail, offices, homes, schools, parks, and public spaces.

-  Suburban Residential
-  Suburban Commercial and Office
-  Mixed Use Centers
-  Employment Centers



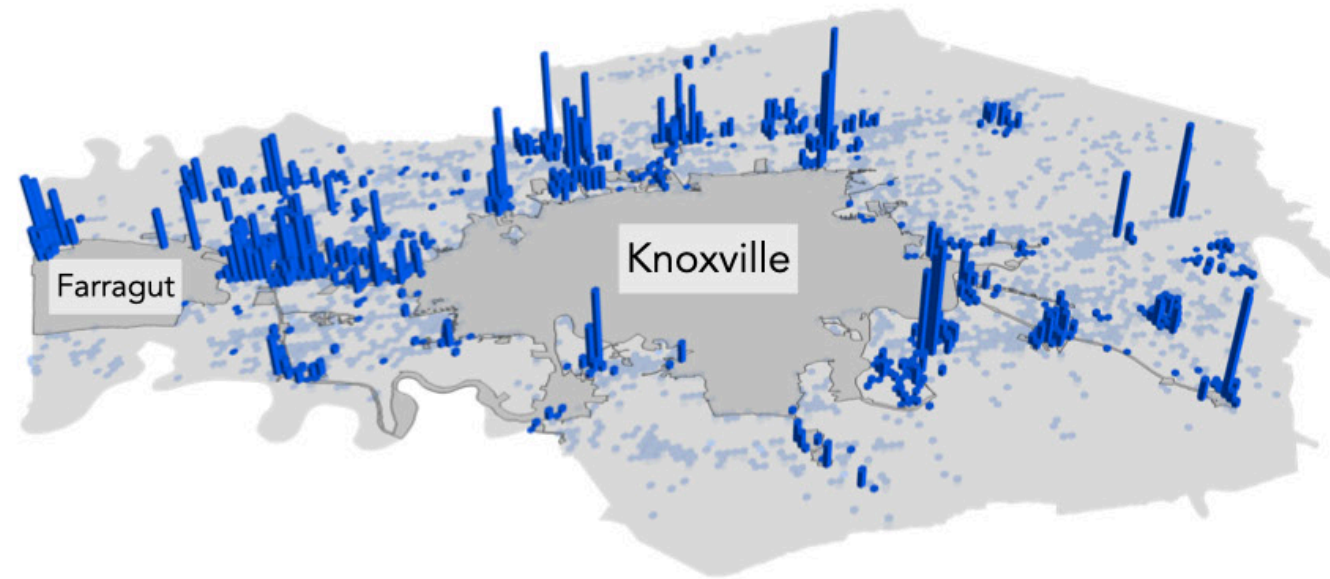
FISCAL IMPACT

SCENARIO: TOWN & COUNTRY

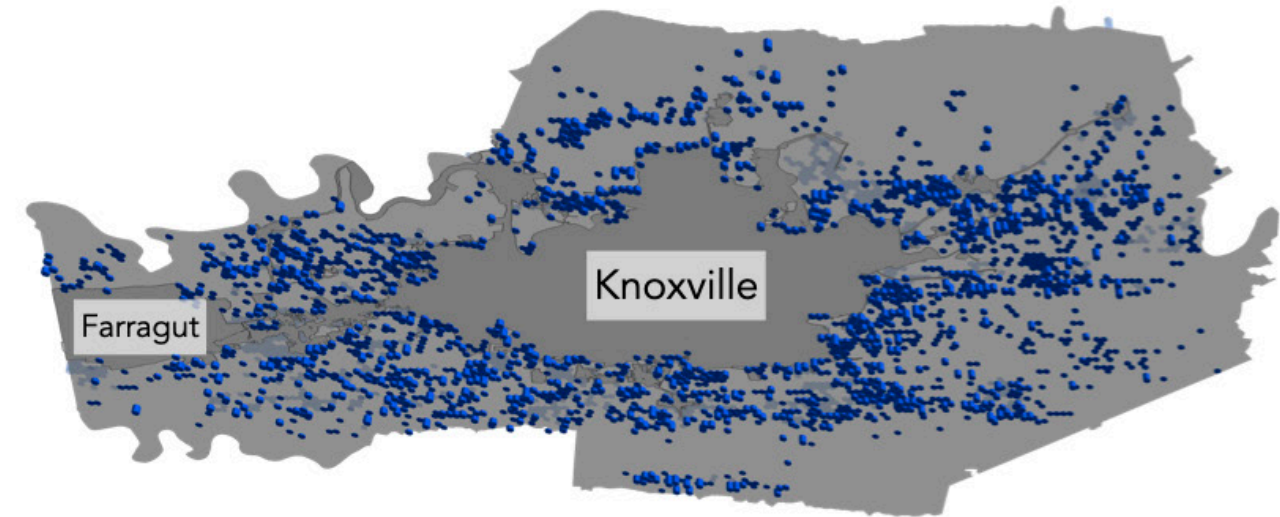


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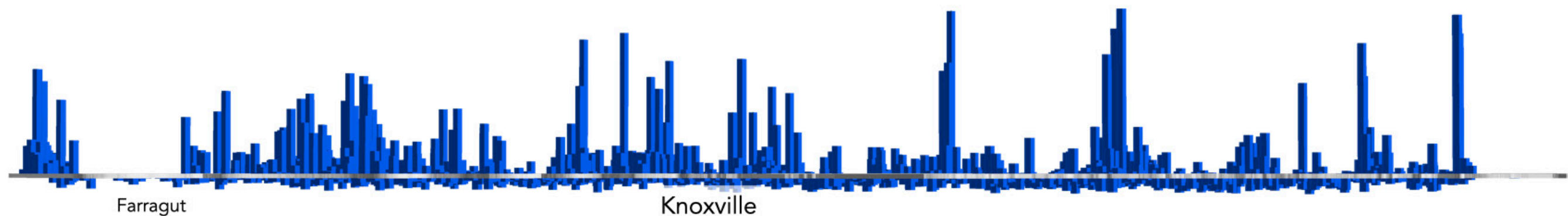


Revenue
\$37.1M



Costs
\$34.1M

Model viewed from the side:



FISCAL IMPACT

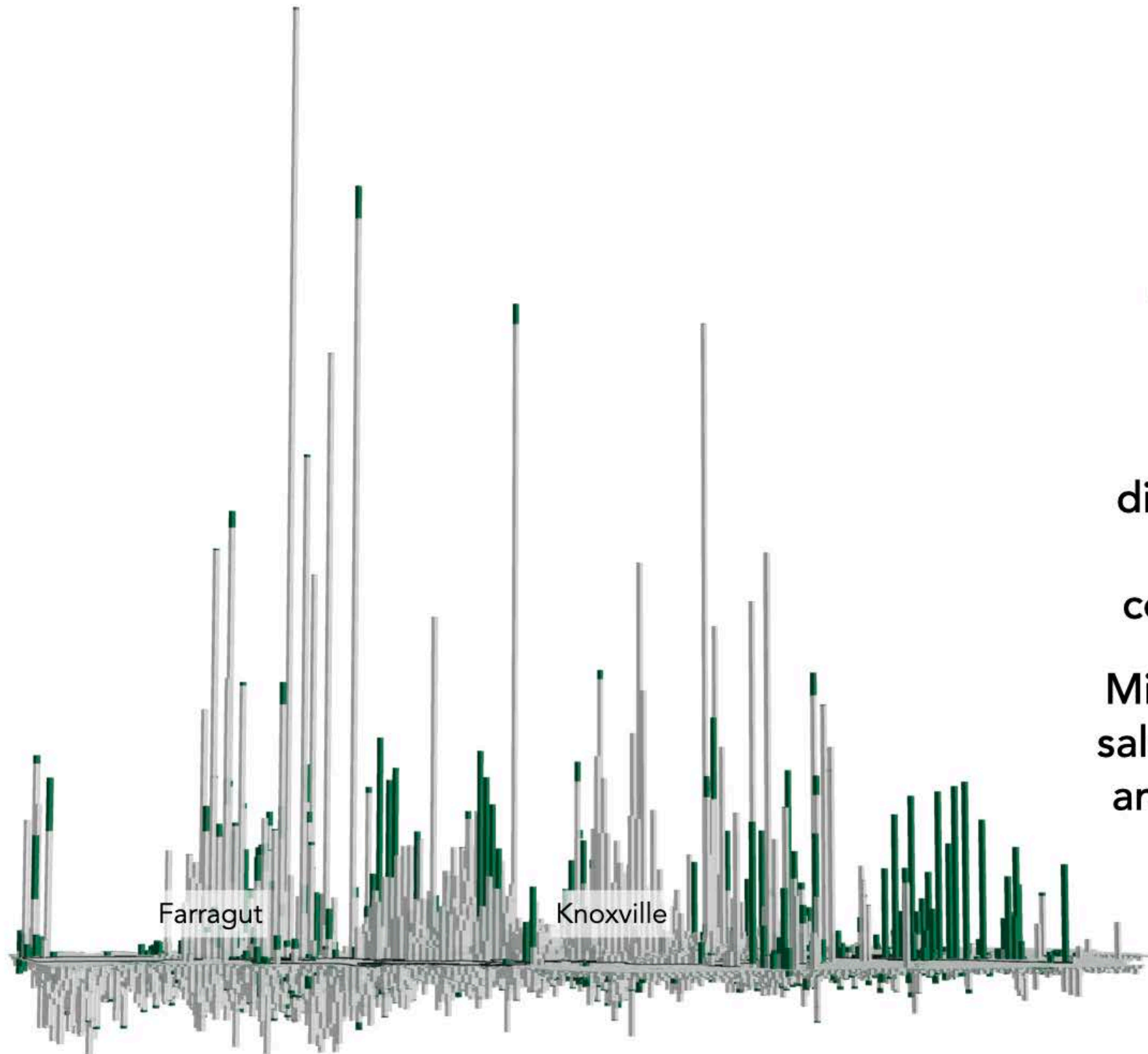
PREFERRED SCENARIO

Scenario Impact:

+\$4.80M

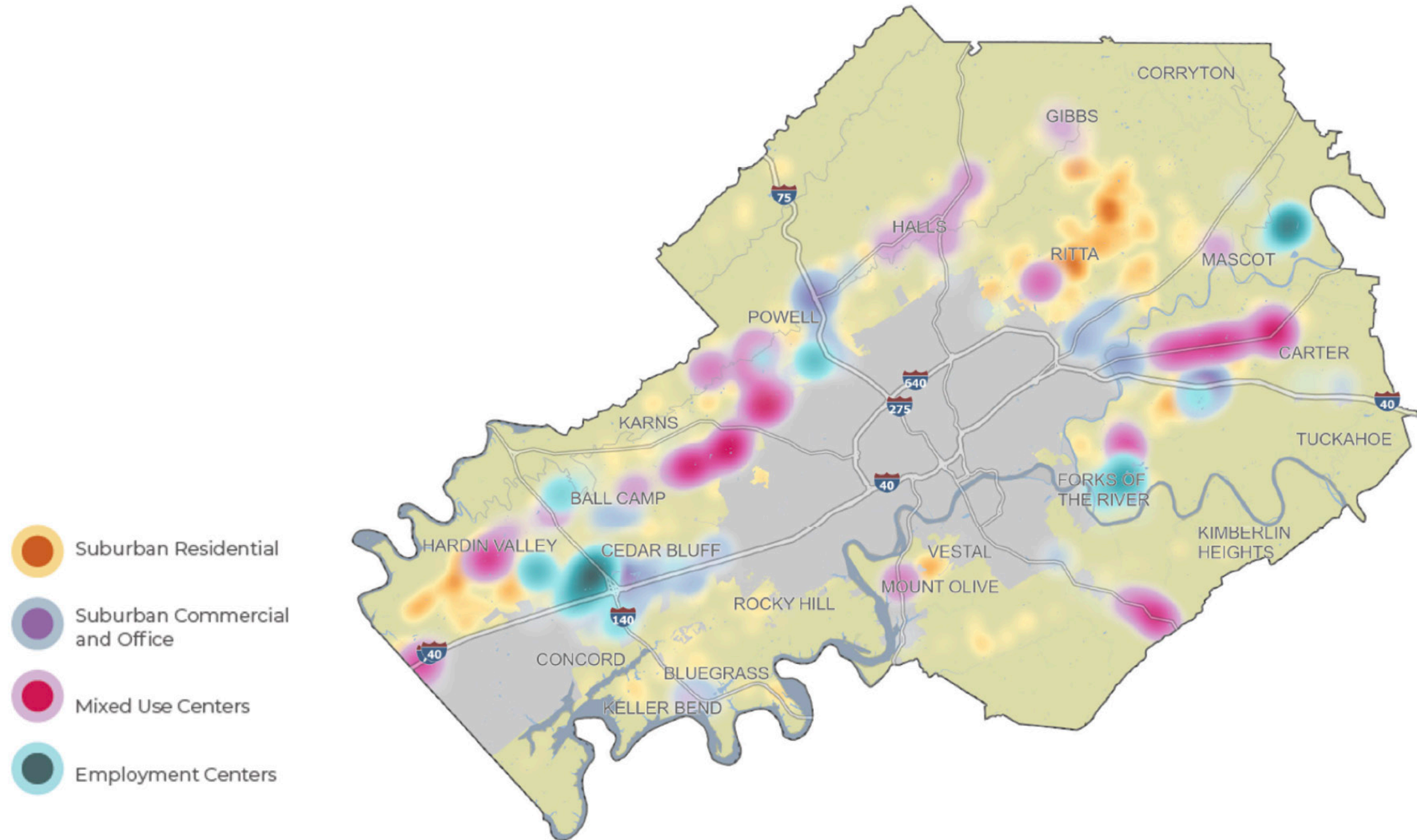
Nodes of mixed use development distributed across the county to create pockets of banded residential, commercial, and employment centers.

Mixed use development types generate sales tax and property tax for the county and offsets net cost of surrounding low density residential development.



FISCAL IMPACT

PREFERRED SCENARIO

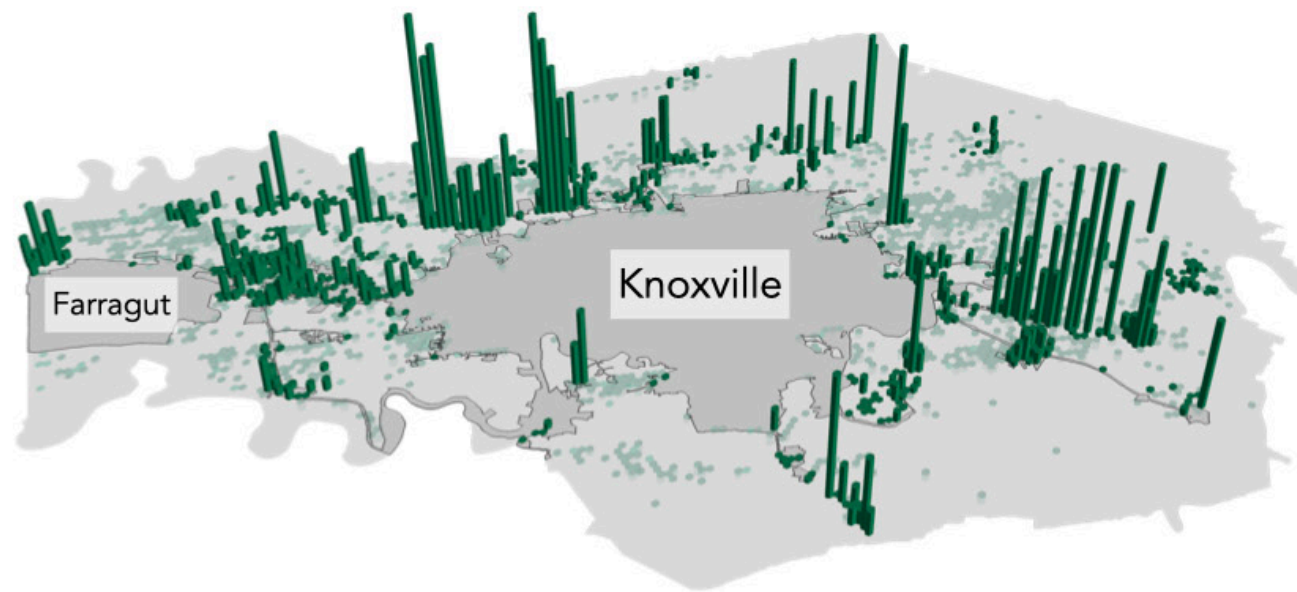


FISCAL IMPACT

PREFERRED SCENARIO

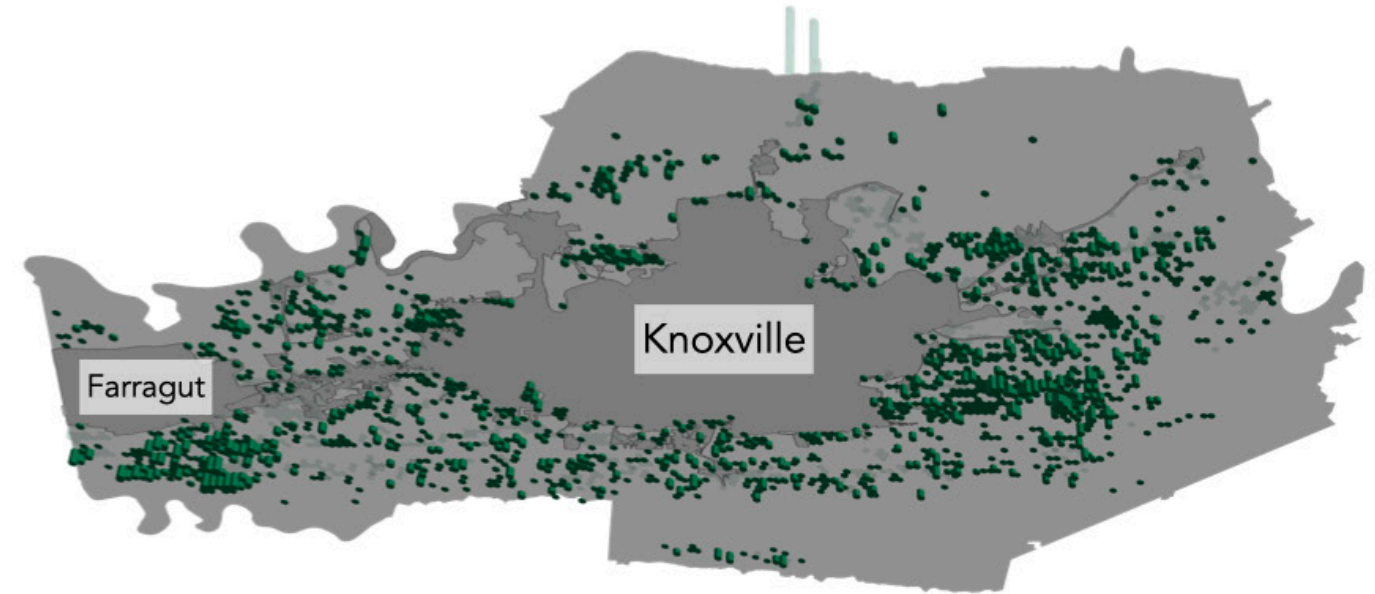
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Model viewed from above:



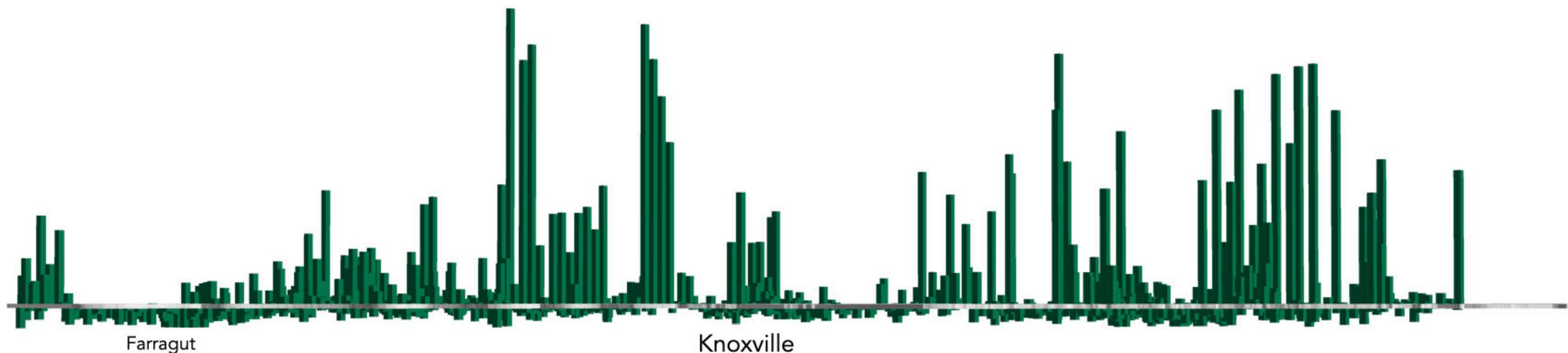
Revenue
\$34.4M

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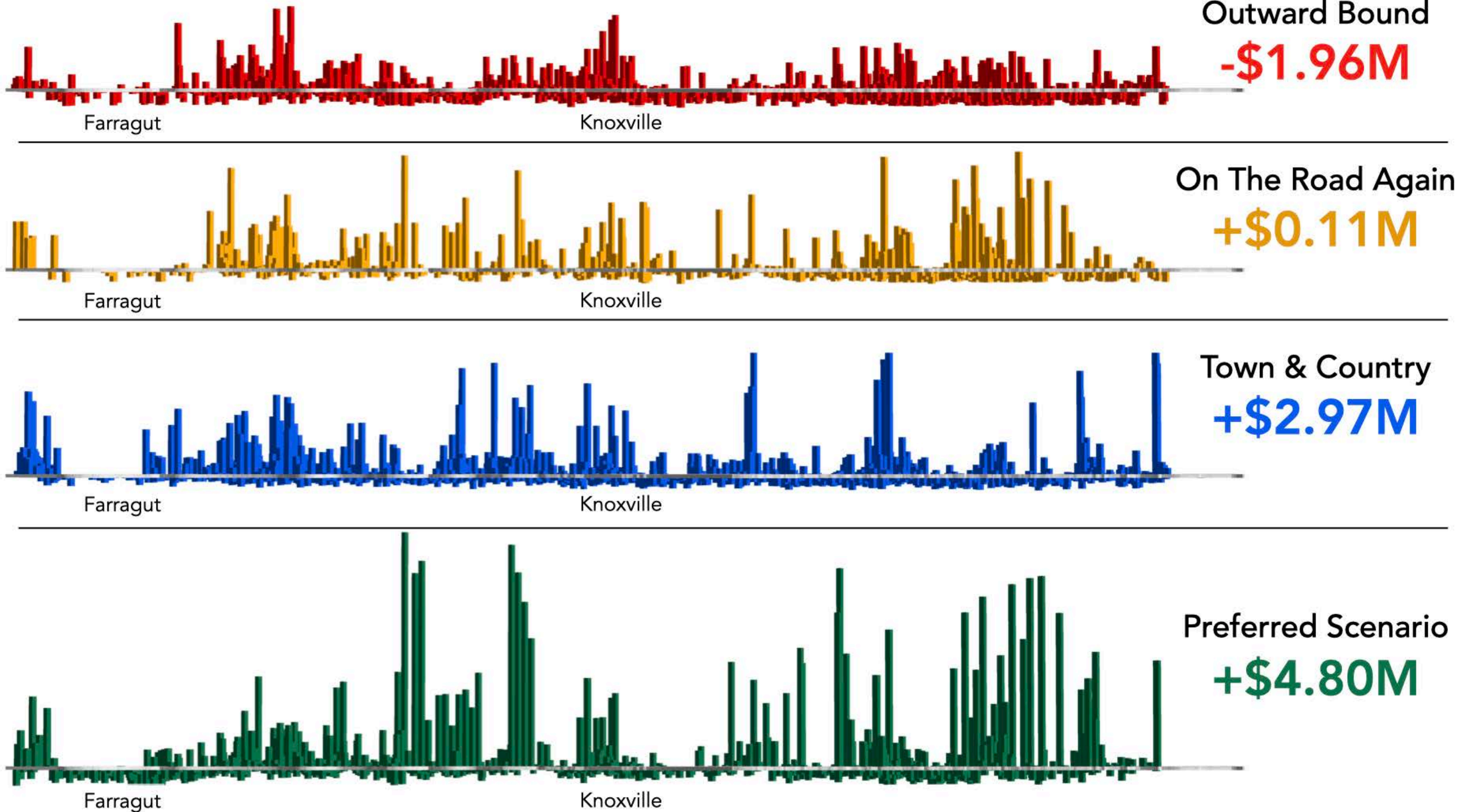
Costs
\$29.6M

Model viewed from the side:



FISCAL IMPACT

COMPARISON OF ALL SCENARIOS



CREDITS AND ATTRIBUTIONS



All data used in this analysis and report, unless otherwise noted, was provided by Knox County. All maps are created with ESRI software.

URBAN3

Data-driven storytelling

Principal
Chief Operating Officer
Senior Planning Analyst
Project Analyst

Joe Minicozzi, AICP
Cate Ryba
Phillip Walters, AICP
Lanier Hagerty

Appendix D Knox County Comprehensive Land Use and Transportation Plan

Universe of Projects



Universe of Projects

Knox County and its regional partners have a long history of transportation planning. Each of these plans were reviewed and the projects identified within them inventoried to include over 100 projects. Each of these projects were reviewed and updated based on the status of their completion as well as new safety and traffic data.

- 2014 Strategic Transportation Plan Needs Assessment Report
- 2015 Strategic Transportation Plan Needs Assessment Report
- 2016 Strategic Transportation Plan Needs Assessment Report
- 2016 Strategic Transportation Plan Needs Assessment State Route Report
- [Chapman Highway Corridor Study](#)
- [French Broad River Corridor Study](#)
- [Governor John Sevier Scenic Highway Corridor Study](#)
- [Greenway Corridor Study](#)
- [Greenway Corridor Feasibility & Assessment Study](#)
- [Hardin Valley Mobility Plan](#)
- [Mobility Plan 2045](#)
- [Chapman Highway Implementation Plan](#)

Capacity Projects

ID	Name	Location From	Location To
44	New connection	Couch Mill Rd	Hardin Valley Rd
46	Hardin Valley Rd	Steele Rd	Pellissippi Pkwy
47	Pellissippi Pkwy	Solway Rd	Solway Rd
48	New connection	Dutchtown Rd	Lovell Rd
49	Washington Pk	Murphy Rd	Ellistown Rd
50	Washington Pike	Ellistown Rd	Roberts Rd
51	Hardin Valley Rd	Hickory Creek Rd	Steele Rd
52	N Campbell Station Rd	I-40	Hardin Valley Rd
54	Everett Road	I-40	Buttermilk Road
71	Strawberry Plains Pk	I-40	Gov. John Sevier Hwy

Safety Projects

ID	Name	Location From	Location To
130	Chert Pit Rd	Andes Rd	Hardin Valley Rd
131	Brown Gap Rd	O Leary Rd	Pellissippi Pkwy
132	Emory Rd	Roberts Rd	Solway Rd
133	E Emory Rd	Corryton Rd	Lovell Rd
134	Tazewell Pk	Fairview Rd	Ellistown Rd
137	Snyder Rd	Snyder School Rd	Roberts Rd
139	Swafford Rd	Sam Lee Rd	Steele Rd
140	Couch Mill Rd	Williams Bend Rd	Hardin Valley Rd
141	Couch Mill Rd	Williams Rd	Buttermilk Road
142	Buttermilk Rd	Graybeal Rd	Gov. John Sevier Hwy
143	Hardin Valley Rd	Greenway Crossing	
144	Carter School Rd	Asheville Hwy	
145	W Emory Rd	Brickyard Rd	
146	W Beaver Creek Dr	Brickyard Rd	
147	W Emory Rd	Karns Valley Dr	
148	Copeland Dr	Heiskell Rd	
149	Hendron Chapel Rd	Sevierville Pk	
150	Bob Kirby Rd	Chesney Rd	
151	Roberts Rd	Rutledge Pk	

Modernization Projects

ID	Name	Location From	Location To
72	Fox Lonas Rd	Walker Springs Rd	Park Village Rd
74	Henegar Rd	Tazewell Pk	Ridgeview Rd
75	Jenkins Rd	Chert Pit Rd	Joe Hinton Rd
76	Robinson Rd	Bakertown Rd	City Limits
79	Wise Springs Rd	Ridgeview Rd	Washington Pk
80	Woody Dr/Loop Rd	Canton Hollow Rd	Concord Rd
81	Canton Hollow Rd	Fox Rd	Kingston Pk
82	Fox Lonas Rd	Crest Forest Rd	Walker Springs Rd
83	Joe Hinton Rd	Bakertown Rd	Middlebrook Pk
84	S Gallaher View Rd	Westland Dr	Gleason Dr
85	Gleason Dr	S Gallaher View Rd Access	Ebenezer Rd
86	Sevierville Pk	E Norton Rd	Helix Ln
87	Brown Gap Rd	Carter Rd	Maynardville Pk
89	Brown Gap Rd	Crippen Rd	Carter Rd
90	Byington Solway Rd	Ball Camp Byington Rd	Byington Beaver Ridge Rd
91	Mynatt Rd	Rifle Range Rd	Maynardville Pk
93	Lyons Bend Rd	Glen Cove Dr	Duncan Rd
94	Wrights Ferry Rd	Northshore Dr	Badgett Rd
95	Miller Rd	Pedigo Rd	Andersonville Pk
98	Ebenezer Rd	Wessex Road	S Peters Rd
99	Gordon Smith Rd	Norris Frwy	Pelleaux Rd
100	Mourfield Rd	Bluegrass Rd	Westland Dr
102	Weaver Rd	Oak Ridge Hwy	W Beaver Creek Dr
103	E Raccoon Valley Dr	Andersonville Pk	Twinville Rd
104	Edington Rd	Willoughby Rd	Cherokee Trl
105	Harrell Rd	Oak Ridge Hwy	W Emory Rd
106	Thorn Grove Pk	Midway Rd	County Line
108	Marietta Church Rd	Yarnell Rd	Hardin Valley Rd
110	Bob Gray Rd	Lovell Rd	Mabry Hood Rd
111	Thompson Rd	Hardin Valley Rd	Lovell Rd
113	Snyder School Rd	Yarnell Rd	Snyder Rd
114	Solway Rd	George Light Rd	Pellissippi Pkwy
118	Kimberlin Heights Rd	Bays Mountain Rd	Porterfield Gap Rd

Modernization Projects Continued

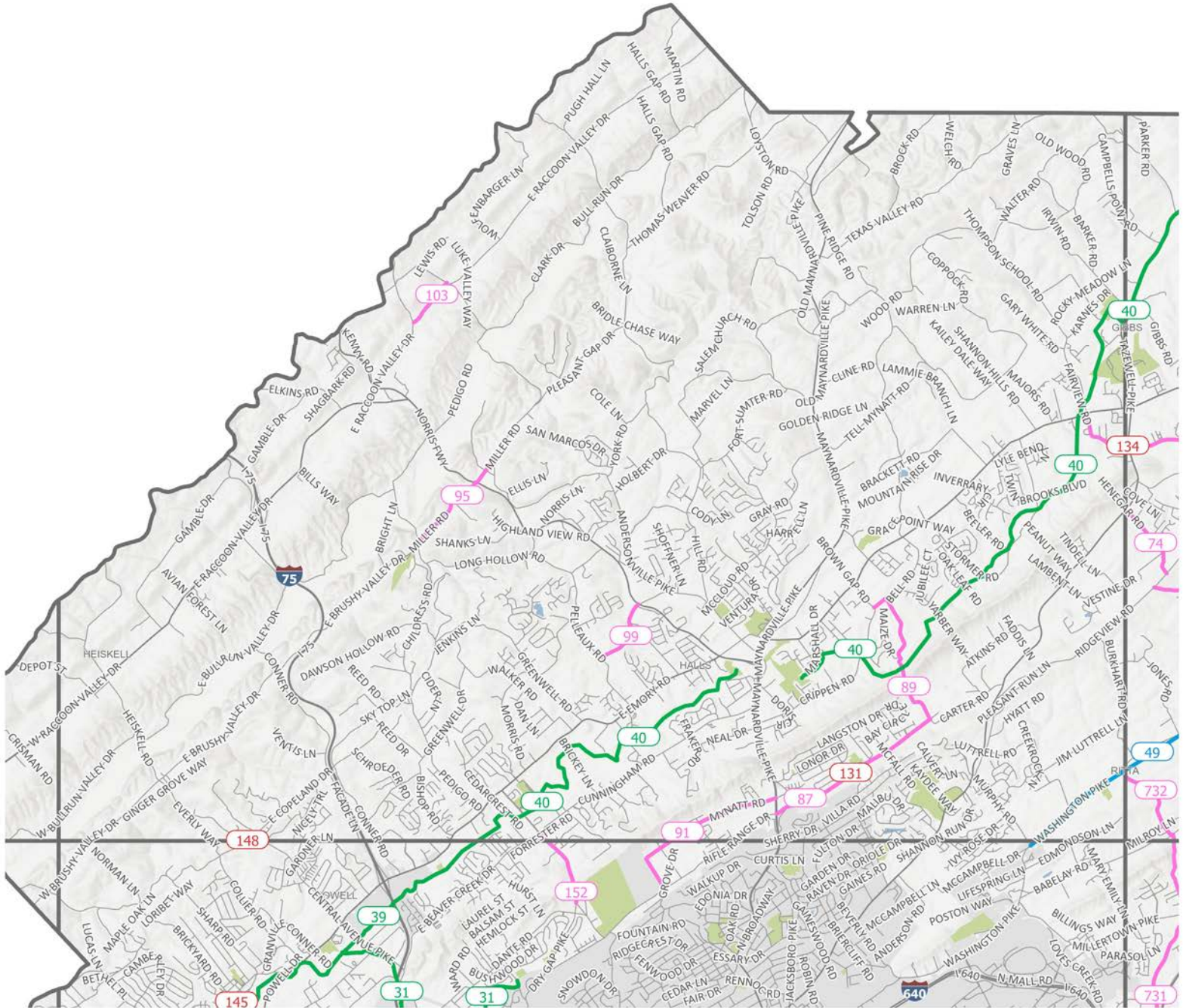
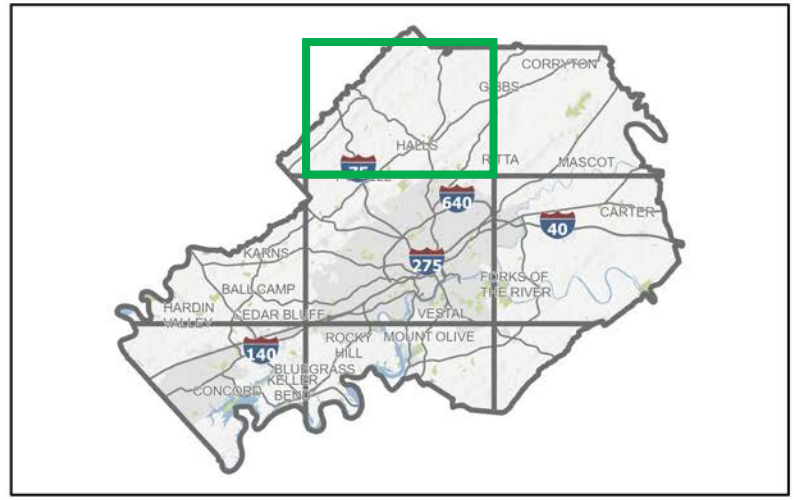
ID	Name	Location From	Location To
119	Kimberlin Heights Rd	Porterfield Gap Rd	Aaron Ln
120	Midway Rd	Thorngrove Pk	Will Merritt Drive
121	Strawberry Plains Pk/Kitts Rd	McCubbins Rd	Andrew Johnson Hwy
122	Pleasant Hill Rd	Strawberry Plains Pk	~ 1000-ft east of Molly Bright Rd
123	Strawberry Plains Pk	Rocky Ridge Way	Asheville Hwy
124	Tipton Station Rd/W. Hendron Chapel Rd	Rogers Ln	Chapman Hwy
125	E Hendron Chapel Dr	Chapman Hwy	Sevierville Pk
126	Tipton Station Rd	Chapman Hwy	Hendron Chapel Rd
127	Coatney Rd	W. Gov John Sevier Hwy	Tipton Station Rd
128	Bob Kirby Rd/Chesney Rd	Candlewick Rd	Campfire Dr
129	Sam Lee Rd	Solway Rd	Steele Rd
152	Dry Gap Pk	Fountain City Rd	Cunningham Rd
153	Bakertown Road	Foote Mineral Rd	Ball Rd
154	Brakebill Rd	Strawberry Plains Pk	Asheville Hwy
731	Harris Rd	Millertown Pk	Rutledge Pk
732	Harris Rd	Washington Pk	Babelay Road
733	Harris Rd	Babelay Road	Millertown Pk
771	Sevierville Pk	Chapman Hwy	Hendrons Chapel Rd
772	Sevierville Pk	Hendrons Chapel Rd	Gov. John Sevier Hwy
781	W Beaver Creek Dr	Weaver Rd	Clinton Hwy
782	W Beaver Creek Dr	Harrell Rd	Weaver Rd
881	Gray Hendrix Rd	Byington Solway Rd	Karns Middle School
882	Gray Hendrix Rd	Karns Middle School	Oak Ridge Hwy
921	Nubbin Ridge Rd	Antrim Way	Davis Ln
922	Nubbin Ridge Rd	Davis Ln	Ebenezer Rd
1121	Hickory Creek Rd	Buttermilk Rd	Graybeal Rd
1122	Hickory Creek Rd	Graybeal Rd	E Gallaher Ferry Rd
1161	Northshore Dr	Choto Rd	Harvey Rd
1162	Northshore Dr	Regiment Way	Choto Rd
1163	Northshore Dr	Concord Rd	Regiment Way
1171	Fairview Rd	Tazewell Pk	Maloneyville Rd
1172	Fairview Rd	Emory Rd	Tazewell Pk

Greenway Projects

ID	Name
39	Beaver Creek West Greenway
42	John Sevier Highway Greenway
41	Northshore Drive Greenway
35	Ten Mile Creek Greenway Extension
40	Beaver Creek East Greenway
36	Ten Mile Creek Greenway Extension
1	Plumb Creek Greenway
34	I-140 (Pellissippi Greenway)
3	Meadow Creek Greenway
33	Pellissippi Parkway Greenway
38	Choto Harvey Pedestrian Connection
37	S Northshore East of Pellissippi
31	Knob Fork Greenway
10	Holston River Greenway
8	French Broad Greenway

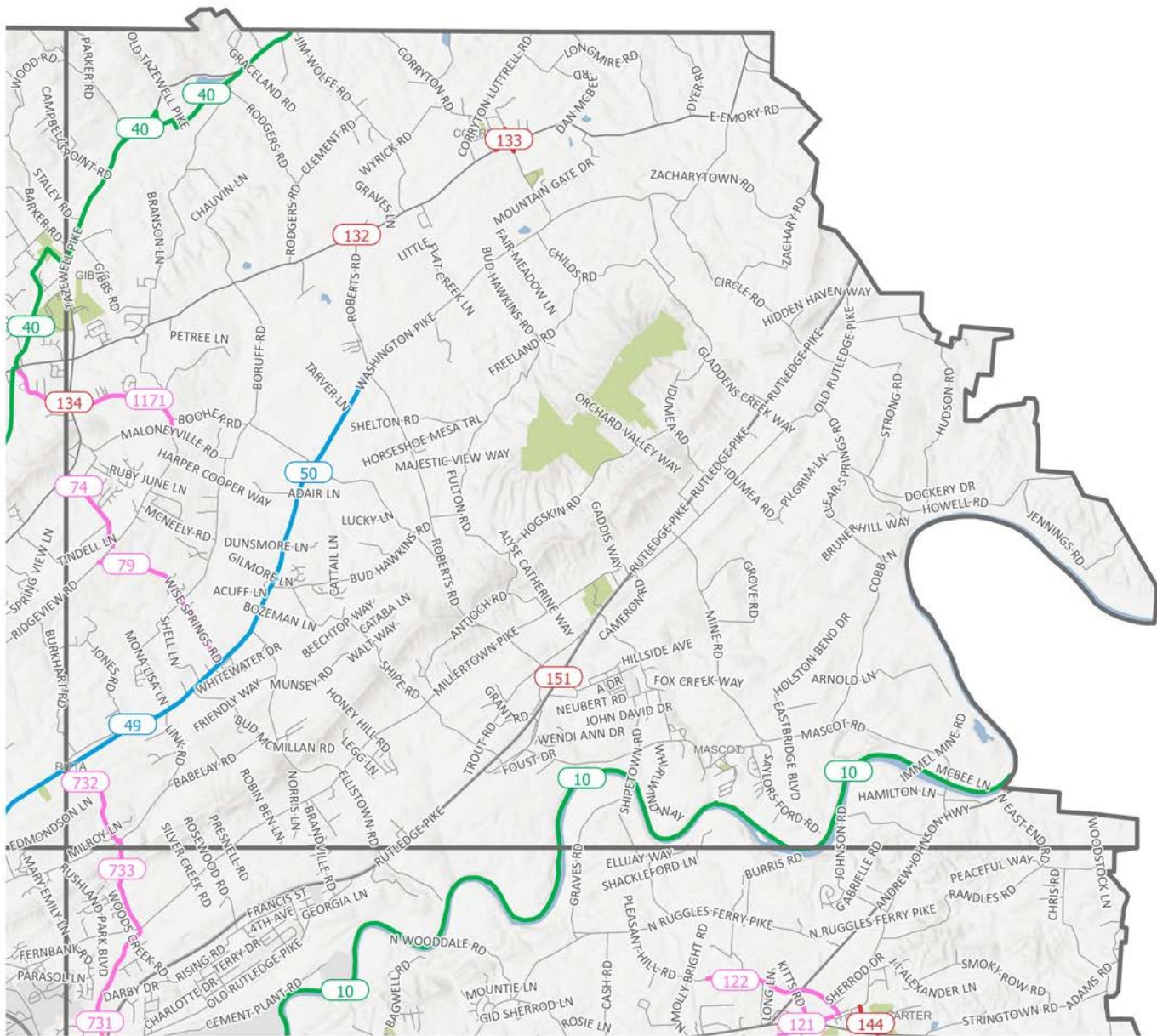
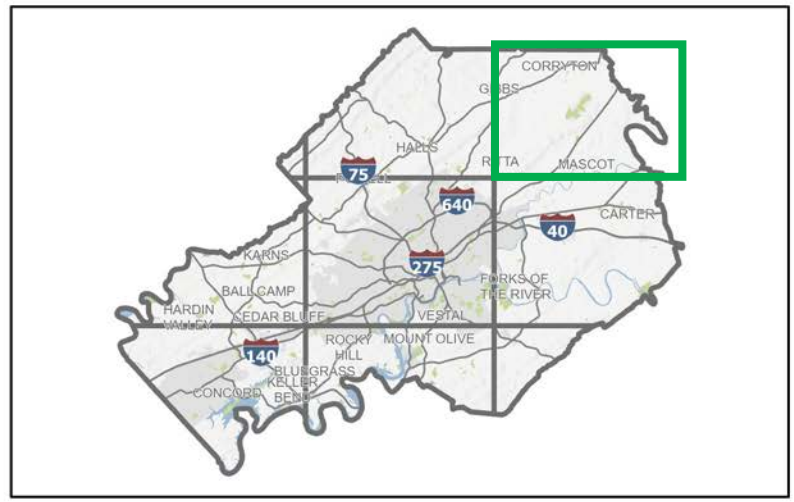
Legend

- Safety
- Modernization
- Greenways/Multimodal
- Capacity



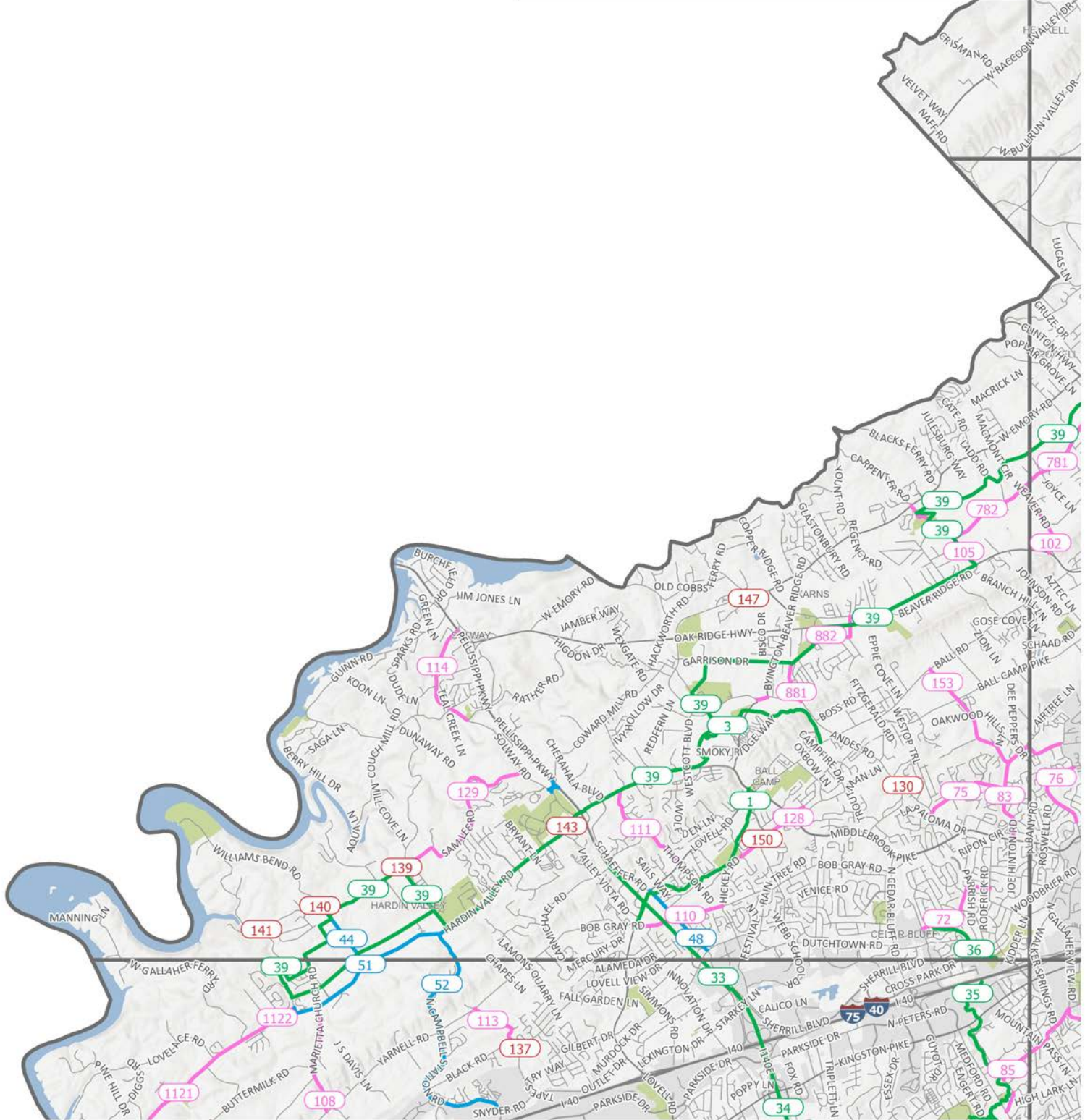
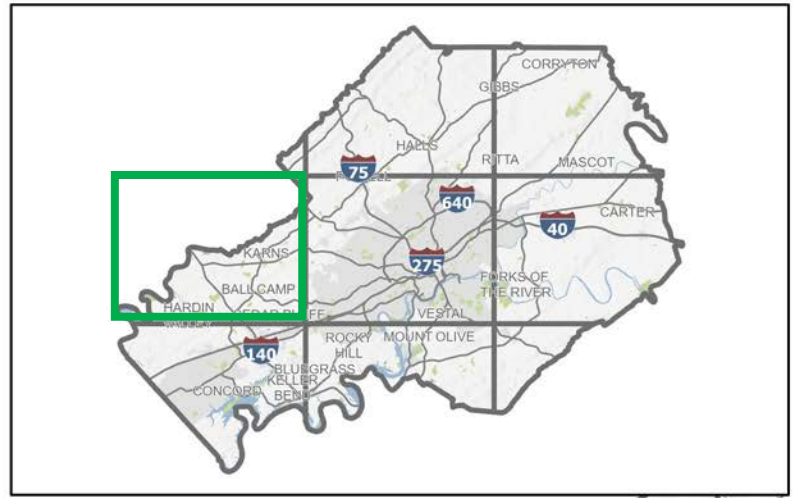
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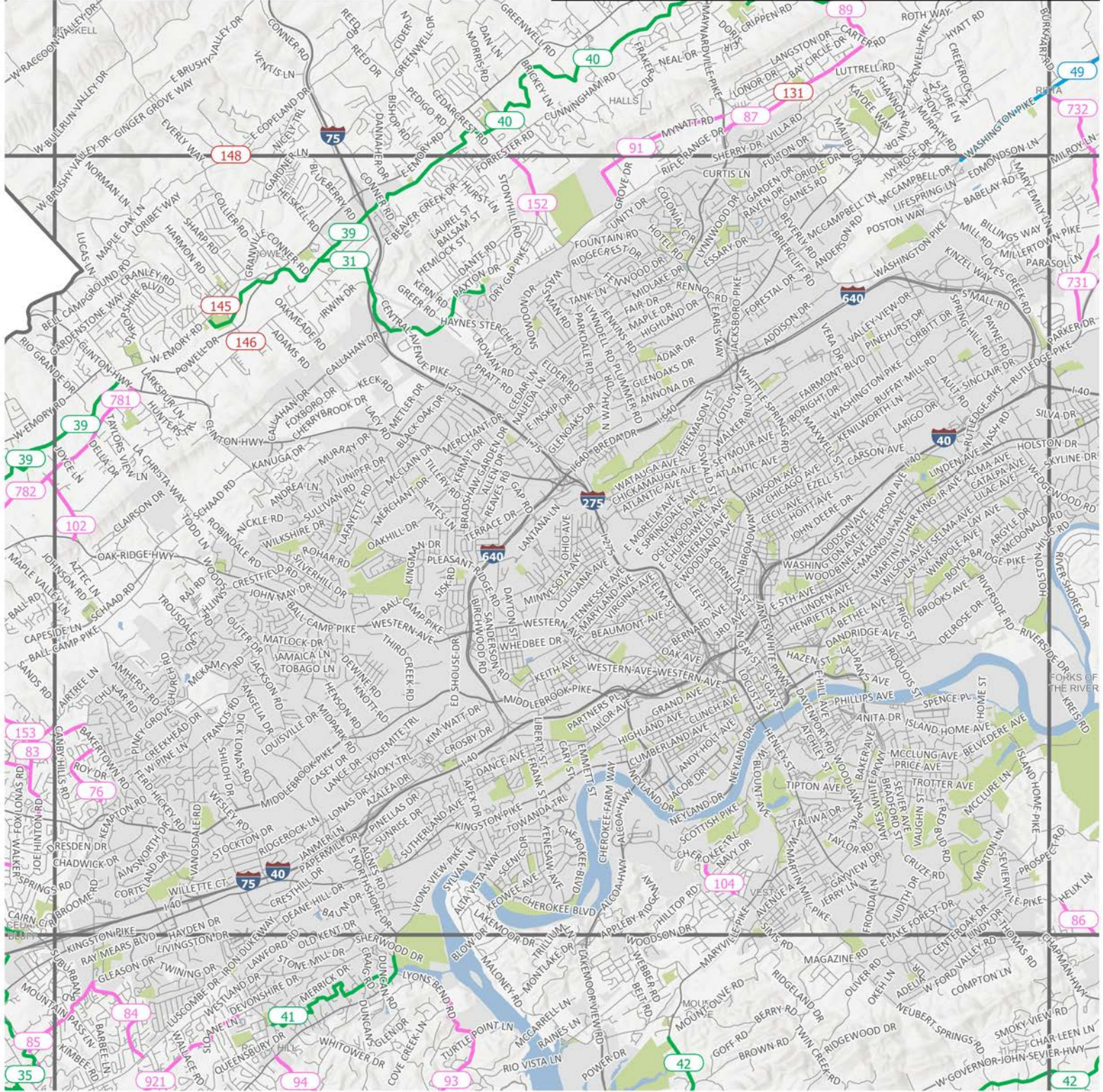
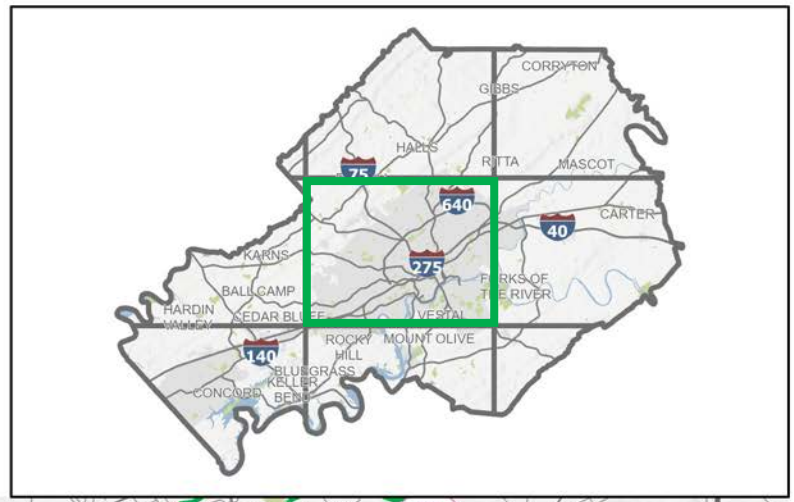
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- Safety
- Modernization
- Greenways/Multimodal
- Capacity



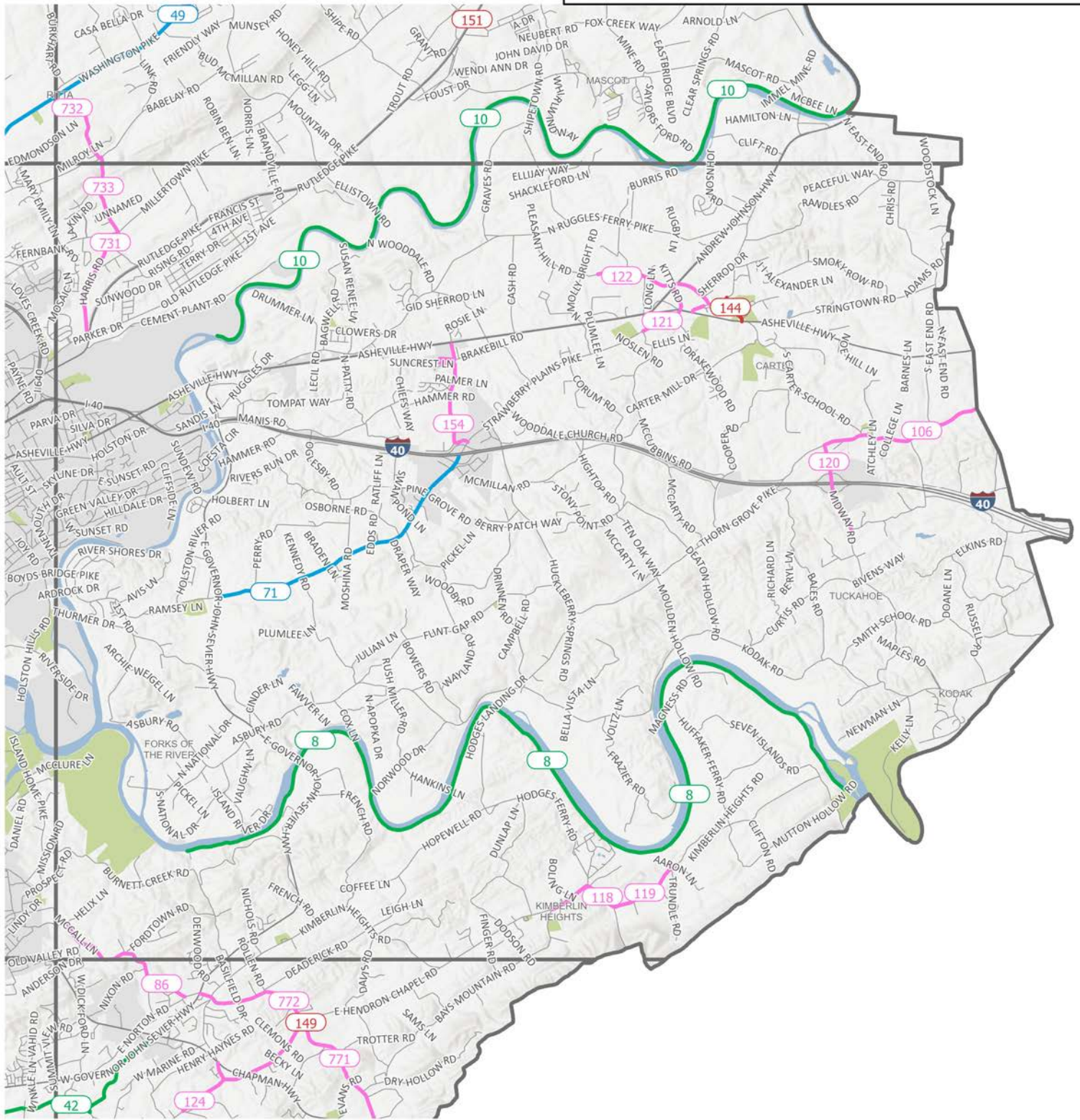
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- Safety
- Modernization
- Greenways/Multimodal
- Capacity



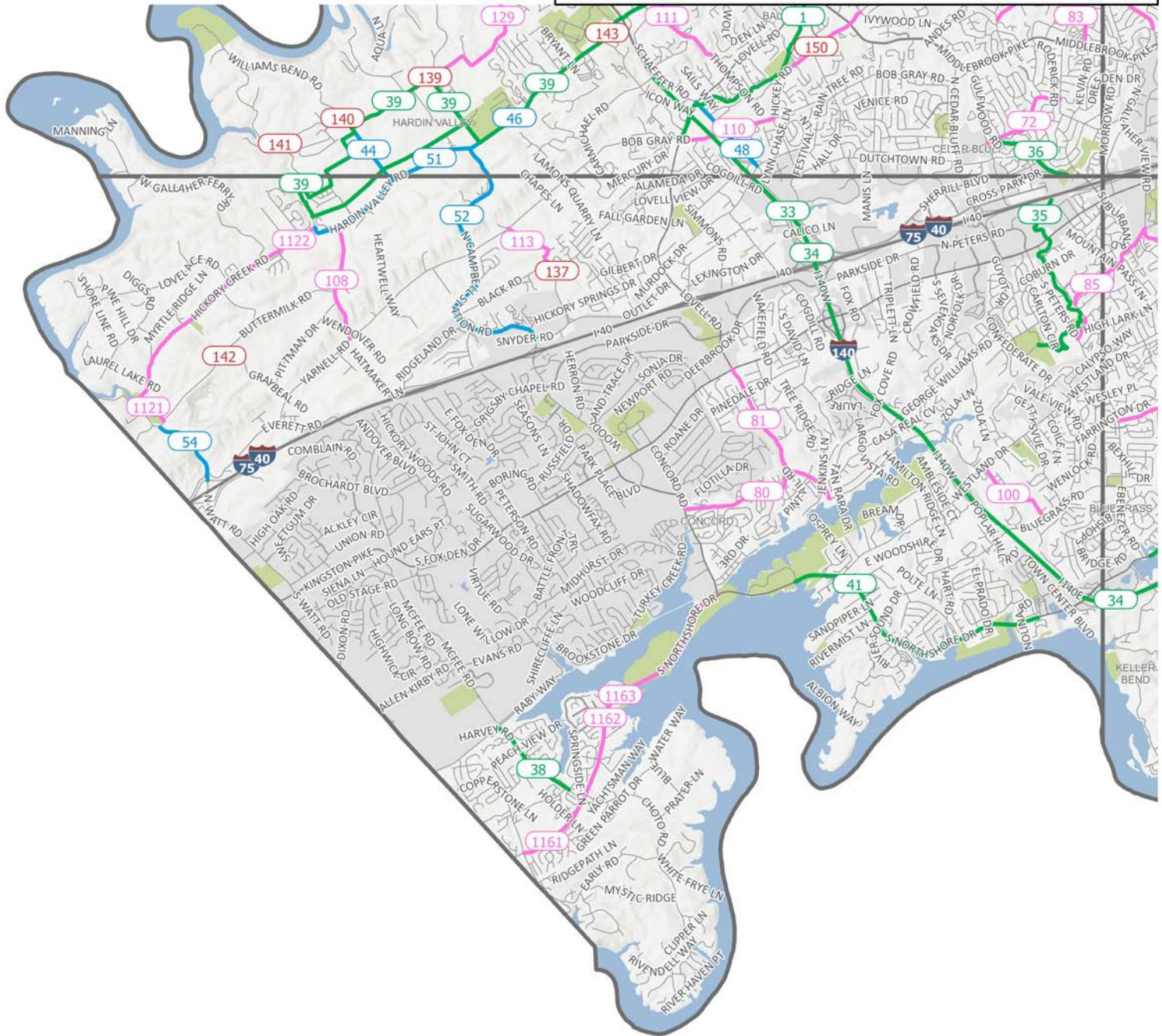
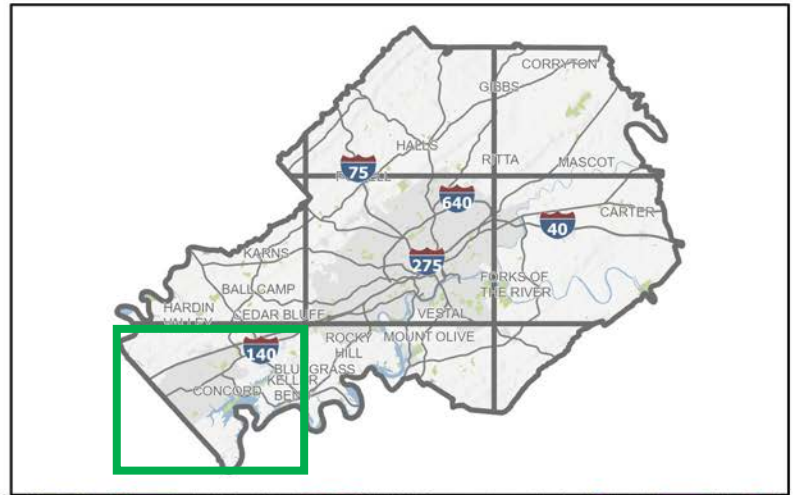
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- Safety
- Modernization
- Greenways/Multimodal
- Capacity



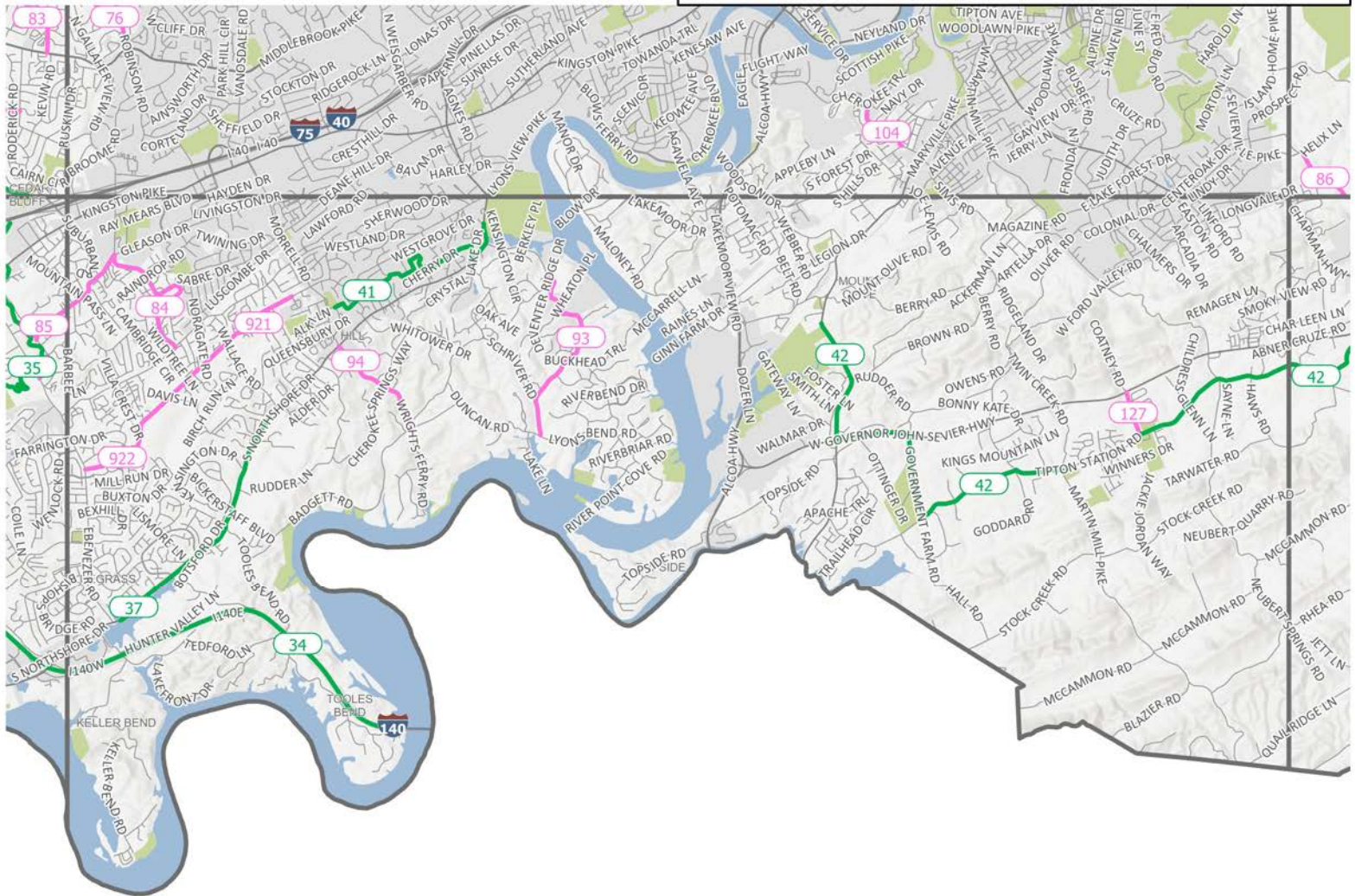
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- Safety
- Modernization
- Greenways/Multimodal
- Capacity



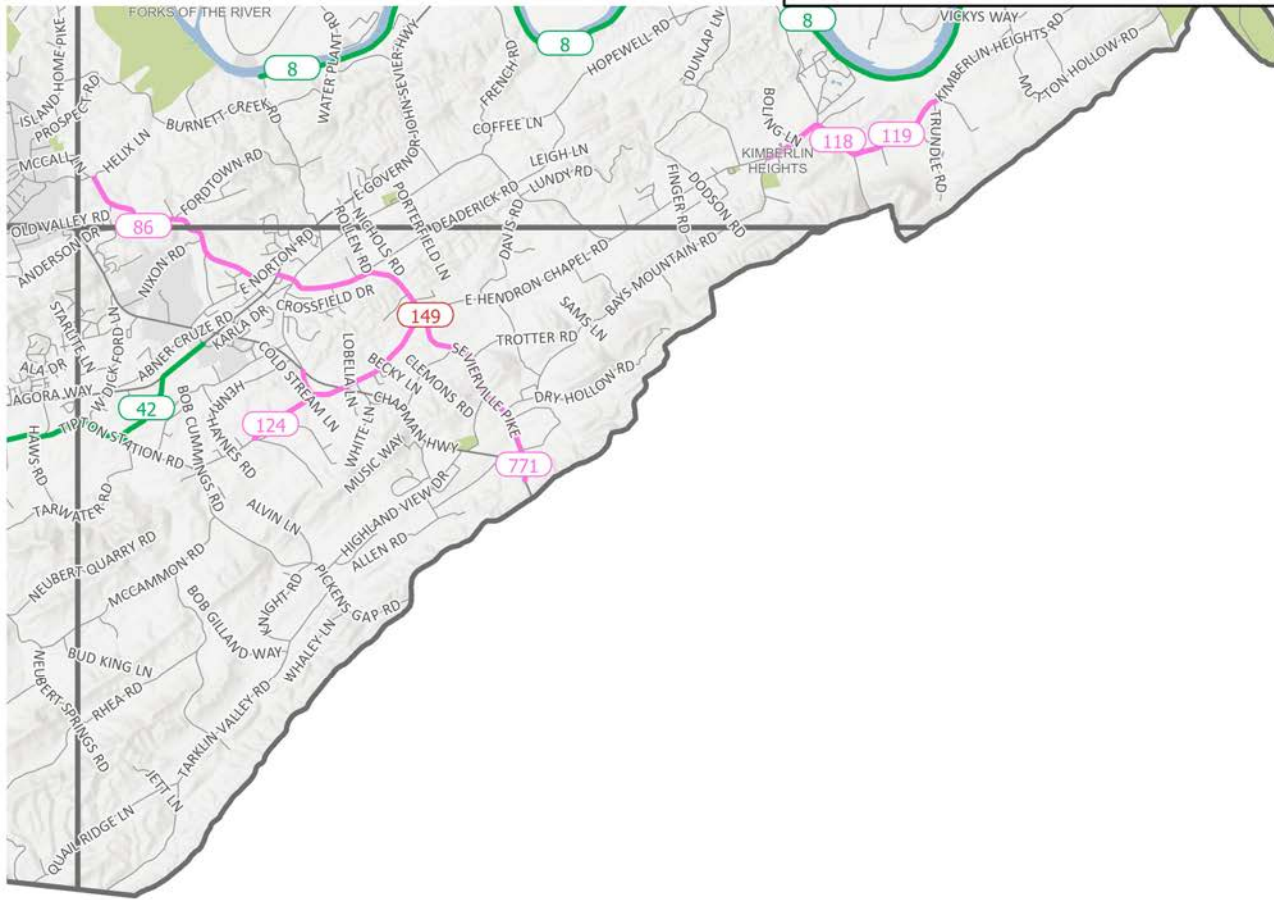
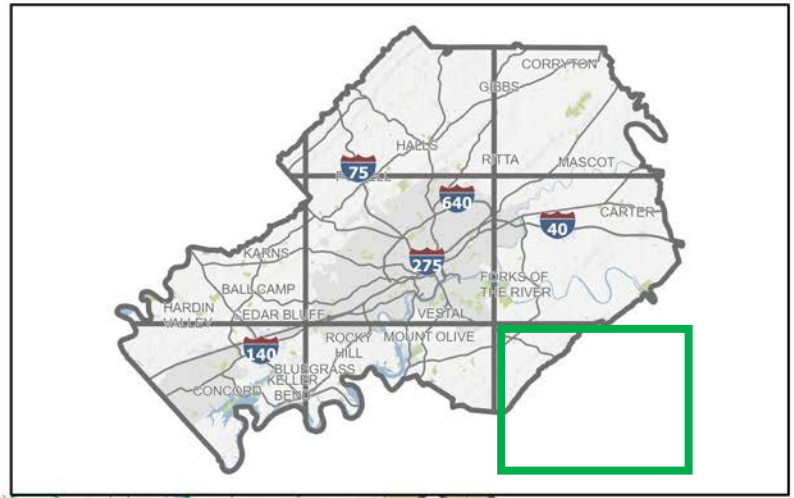
Legend

- Safety
- Modernization
- Greenways/Multimodal
- Capacity



Legend

- Safety
- Modernization
- Greenways/Multimodal
- Capacity



Transportation Project Prioritization Memo

Prioritization Framework Memo

To: Cathy Olsen
 From: Kimley-Horn and Associates
 Date: July 28, 2023
 Subject: Prioritization Framework

Prioritization Criteria

The purpose of this memorandum is to outline the prioritization framework for the transportation recommendations in the Knox County Comprehensive Land Use and Transportation Plan. There were four types of projects evaluated for this process: modernization, capacity, safety, and multimodal.

Each project type has a custom prioritization process to reflect the distinct types of projects proposed. The following table outlines which prioritization criteria were used for each type of project. In each category, the available number of points is the total number of criteria used to score a project.

	Project Type			
	Modernization	Capacity	Safety	Multimodal
Safety				
Total Crashes	✓	✓	✓	
Exposure	✓	✓	✓	
Crash Rate	✓	✓	✓	
Bike/Ped	✓	✓	✓	
Access				
Schools	✓	✓	✓	✓
Parental Responsibility Zones (PRZ)	✓	✓	✓	✓
Parks	✓	✓	✓	✓
Senior Centers	✓	✓	✓	✓
Libraries	✓	✓	✓	✓
Commercial Access	✓	✓	✓	✓
Maintenance and Traffic				
Roadway Width	✓			
Pavement Quality	✓	✓	✓	
Volume	✓	✓	✓	
Constructability				
Floodway	✓	✓	✓	✓
Floodplain	✓	✓	✓	✓
Wetlands	✓	✓	✓	✓
Steep Slopes	✓	✓	✓	✓
Railroads	✓	✓	✓	✓

Methodology

The following pages outlines methodology the prioritization criteria that were used during the prioritization process. For more information on which criteria were used for each project, view the pervious page.

Safety

Safety is both an important goal of Advance Knox and a FAST Act federal planning factor. To address safety for proposed projects the following metrics were used to evaluate proposed projects.

Criteria	Source	Methodology
Total Crashes	AASHTOWARE	Crashes between 2018 - 2022
Exposure	Calculated	$(\text{Length} \times \text{AADT} \times 5 \text{ years} \times 365) / 1,000,000$
Crash Rate	Calculated	Total Crashes / Exposure Rate
Bike/Ped	TPO data	Crashes between 2008 – 2019 involving bicycle or pedestrian

Access

The access criteria are based on improved access to and from key destinations within a specified distance from the proposed project or if a project is included in a specified area.

Criteria	Source	Methodology
Schools	KGIS data	Total number of Knox County Public Schools within ½-mile buffer of project
Parental Responsibility Zones (PRZ)	KGIS data	Total area of Knox County PRZ (acres) within ½-mile buffer of project corridor
Parks	KGIS data	Total number of parks (County, City, Town) within ½-mile buffer of project
Senior Centers	KGIS data	Total number of senior centers within ½-mile buffer of project
Libraries	KGIS data	Total number of libraries within ½-mile buffer of project
Commercial Access	FLUM 2023	Total area of BPC, NTC, MUC, CCM in acres

Maintenance and Traffic

To evaluate maintenance and traffic conditions, existing roadway attribute data was analyzed. The considerations for maintenance and traffic attempted to align with federal planning factors and data sources that would be readily available to staff.

Criteria	Source	Methodology
Roadway Width	Knox County Pavement Condition Survey	Existing Width (weighted average by length) – Standard Width (assumed 24-foot standard as average)
Pavement Quality	Knox County Pavement Condition Survey	Weighted average by length of OCI
Volume	E-Trims 2023	Weighted average by length of AADT

Constructability

Constructability as a prioritization criterion reflects the barriers and challenges related to environmental and construction constraints. This criterion aimed to identify the potential barriers before future study and construction.

Criteria	Source	Methodology
Floodway	KGIS data	Area intersected with 500-foot project buffer (areas)
Floodplain	KGIS data	Area intersected with 500-foot project buffer (areas)
Wetlands	KGIS data	Area intersected with 500-foot project buffer (areas)
Steep Slopes	KGIS data	Area intersected with 500-foot project buffer (areas)
Railroads	KGIS data	Number of times project crossed rail lines

Appendix F Knox County Comprehensive Land Use and Transportation Plan

Public Engagement Summary Memos

Public Input Summary

Round One: Ideas (March 27-May 12, 2022)

June 22, 2022

ADVANCE KNOX

Engage in our land use and transportation future.

This document provides a summary of the input received through the first round of public input for Advance Knox. It represents the input of over 400 people who attended events or participated online between March 27 and May 12, 2022. This input, the first of three rounds in Advance Knox, serves as an initial picture of the community’s views about the future of Knox County.

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A. OVERVIEW AND PURPOSE

From Sunday, March 27 through Wednesday, March 30 2022, Advance Knox held a series of eight community idea gathering events, called “Ideas Week”, to kick off the first round of public input for the planning process. Following Ideas Week, through May 12, additional public input was gathered online. Over 400 people participated.

The purpose of this first round of community input was to:

1. Introduce Advance Knox to community
2. Share high level findings from initial research
3. Gather ideas about where and how to grow

The events took place in seven locations across the county, which were selected to maximize opportunities for attendance. Additionally, one virtual meeting was conducted to provide an alternative for participation. An online activity available through AdvanceKnox.org, gathered similar input to the Ideas Week in-person events.

The Advance Knox public input process is qualitative research. Participants, while diverse, may not represent all interests in the county. This summary is based on the input of those who participated and is not intended to depict public consensus. This input serves as one datapoint, which will be considered in the planning process, along with quantitative analysis

IDEAS WEEK EVENTS

Sunday March 27th

- o 1:30 pm – Gibbs Middle School

Monday March 28th

- o 5:30 pm – Hardin Valley Middle School
- o 5:30 pm – Carter High School

Tuesday March 29th

- o 12:00 pm – Virtual
- o 5:30 pm – West High School
- o 5:30 pm – Northshore Elementary School

Wednesday March 30th

- o 5:30 pm – South Doyle Middle School
- o 5:30 pm – Powell High School

COMMUNICATION AND OUTREACH

To inform the public about the importance of Advance Knox and Ideas Week, the county, with support from the Advisory Committee, conducted a communication and outreach campaign. That effort included traditional media and electronic communication, as well as word-of-mouth outreach. Specific communication and outreach activities included:

- Project Website
- News articles (2)
- Press releases (2)
- Public notices
- Mayor's weekly video
- eNewsletters (over 2,000 subscribers)
- Social media posts and paid advertising (Planning, TPO, County)
- Internal outreach to over 30 interest/stakeholder groups
- Schools outreach via superintendent emails
- Advisory Committee outreach (external) to personal networks

Do you care about growth and transportation in Knox County? We want to hear from you!

IDEAS WEEK

March 27 - March 30

Share ideas through fun, interactive workshops.

Knox County has launched a unique effort to define a vision and create a plan that will guide growth, land use, transportation, economic prosperity, and quality of life in the County for years to come.

Attend the event most convenient to you. Workshops will last 90 minutes. Virtual options require registration.

[AdvanceKnox.org](https://www.advanceknox.org)

Sunday MAR 27
• 1:30 pm Gibbs Middle School

Monday MAR 28
• 5:30 pm Hardin Valley Middle School
• 5:30 pm Carter High School

Tuesday MAR 29
• 12:00 pm Virtual
• 5:30 pm West High School
• 5:30 pm Northshore Elementary School

Wednesday MAR 30
• 5:30 pm South Doyle Middle School
• 5:30 pm Powell High School

ADVANCE KNOX
Growth in the land you and transportation future.

B. WHAT WE DID

The Ideas Week events and online input involved the same four activities. At the in-person events, each activity had a station with boards, an idea prompt, comment cards, and a large map of the county. Participants could visit the stations in any order and contribute as many ideas as they wanted. They wrote ideas on a small, numbered card in response to a prompt and put that idea on the board. If the idea was related to a specific location in the county, they would also mark that location with a colored dot on the map. Members of the planning team and staff assisted participants at each station. Also, a screen located in the room showed a looping slideshow of facts about growth and change in Knox County based on initial research.

The stations and prompts were:

1. Treasures

What do you love most about Knox County today?

2. Places (blue dots)

As Knox County grows, what would make places in the county better? Share your ideas about:

- Places that reflect well on the community today or are good precedents
- Places that need to be improved or have potential for new housing, employment, or commercial development
- Places that need to be protected, maintained, conserved, or preserved

3. Transportation (green dots)

As Knox County grows, what would improve how people travel around the county? Share your ideas about:

- Safety
- Congestion
- Bike and pedestrian facilities
- Other transportation priorities

4. Other Ideas (gold dots)

What else should be considered in a land use and transportation plan for the county? Share other ideas on topics like:

- Parks, public spaces, utilities, and schools
- Economic development or collaboration



Exit Questionnaire: Tell us about yourself

Before participants left the event, they were asked to fill out an exit questionnaire. Similarly, the online format asked participants to provide a bit of information about themselves. Those responses provide insight into how people heard about the event and characteristics of participants.

Online and meeting-in-a-box

The online activity followed the in-person format with idea prompts, an interactive map, and an exit questionnaire. Participants could submit multiple ideas and view others' ideas and comments. In addition to the online format, a small format in-person meeting opportunity was offered that could be facilitated by staff or committee members prepared kit of material. This "meeting-in-a-box" followed the same format as described above.

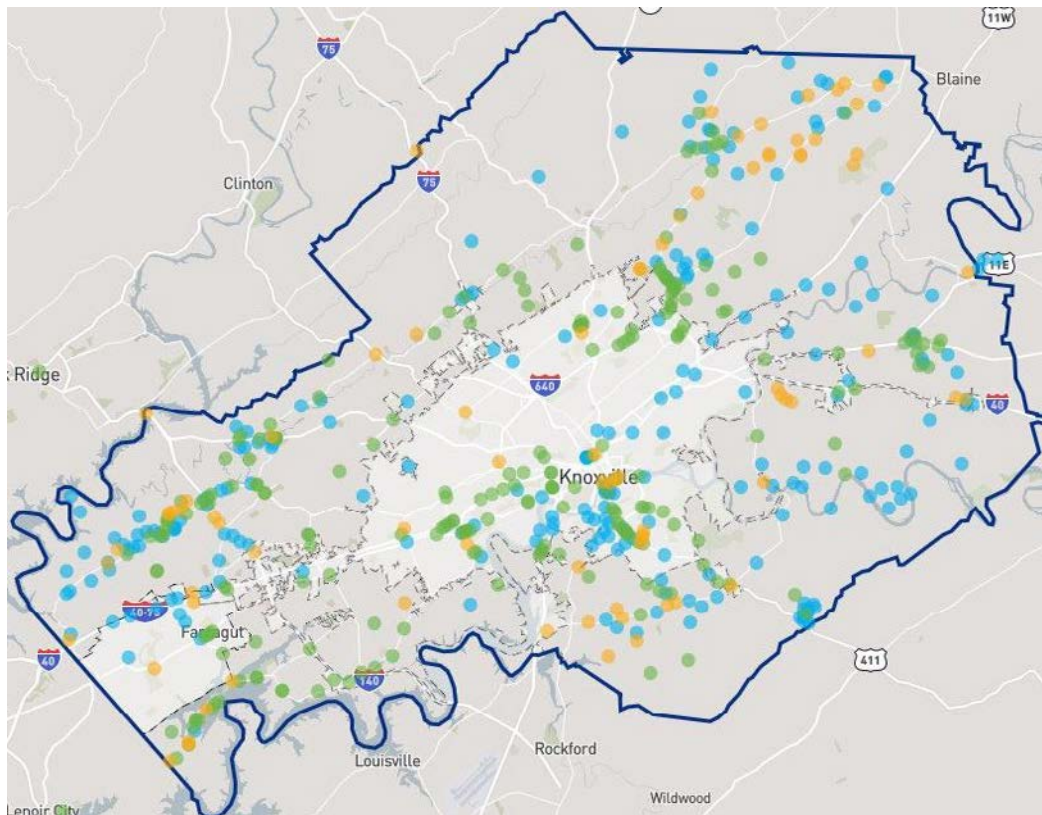
PARTICIPATION AT A GLANCE

Total participants: **436**
Ideas Week: **187**
Online and Other Input: **249**

Total ideas: **1,296**
map-based ideas: **538**

Total exit questionnaires: **239**

The map below shows locations for the 538 map-based ideas collected from all sources. Blue dots were tagged as "Places," green dots as "Transportation," and gold dots for "Other Ideas."



C. WHAT WE LEARNED (THEMES)

The planning team assembled all ideas and comments into a database for each prompt. Each idea was read and tagged to one or more themes. Those themes and a summary of ideas related to each are listed below generally in the order of the greatest number of ideas. All input in verbatim form is contained in the appendix of this memo. An interactive summary of map-based comments is available at this link: <https://www.planning-next.com/knoxcomposite/>.

Treasures

609 unique responses.

THEMES

Natural environment, rural, small town character

Includes comments related to:

- Rural or agricultural character
- Small town feel
- Abundance of recreational activities and sites in the region
- Natural beauty of the region's mountains, rivers, lakes, etc.

People and community

Includes comments related to:

- Strong sense of community and friendly people
- Welcoming community
- Family friendly
- Increasing diversity

Amenities and culture

Includes comments related to:

- Cultural amenities available in the region
- Proximity to the urban area of Knoxville
- Ideal combination of urban and rural
- Pride in the region's educational institutions like the University of Tennessee
- Festivals and businesses

Places

567 unique responses.

THEMES

Maintaining rural character, agricultural land, and natural areas

Recurring ideas within this theme include:

- Protect rural and unspoiled natural land, and limit large-scale development particularly in the north and southeast county
- Rehabilitate spoiled or over-developed land
- Protect scenic views
- Protect ridgetops
- Protect working farms or discourage development of farmland
- Focus development in areas that already have it
- Create community-accessible green spaces (parks, trails, etc.) when development occurs

Creating new types of development

Recurring ideas within this theme include:

- Limit low density residential growth; specifically mentioned in the Hardin Valley area
- Create concentrated “village” development with a mix of uses to preserve rural land
- Create traditional neighborhoods with a mix of housing types, parks, schools, etc.

More connected, walkable places

Recurring ideas within this theme include:

- More pedestrian infrastructure, and connected infrastructure, particularly near schools and parks
- More walkable neighborhoods
- Connected, safe greenways
- Specific areas mentioned were Karns, Gibbs, Corryton, I-40 crossings, and Tipton Station Road.

Maintaining, improving, and expanding parks

Recurring ideas within this theme include:

- Maintenance of park bathrooms
- Maintenance of walking trails
- Maintenance of playground and sports equipment
- Dredging of boat launches
- New parks in the Hardin Valley area
- Creation of new facilities (community centers, pools, etc.)

Improving infrastructure before new development

Recurring ideas within this theme include:

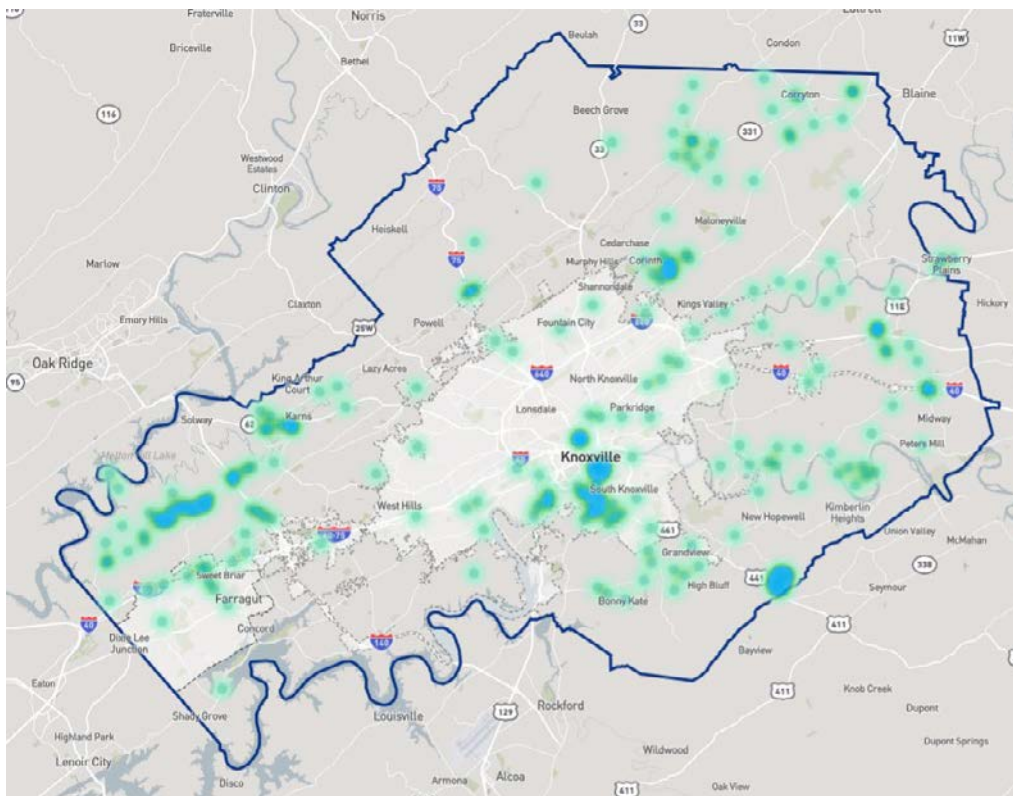
- Provide appropriate infrastructure to support new or planned development
- Have new development contribute to things that make neighborhoods healthier (ex: sidewalks, parks, stormwater, new schools, emergency services, etc.)

Creating/respecting a countywide plan for managing growth

Recurring ideas within this theme include:

- Slow the development in Hardin Valley, encourage growth in other parts of the county
- Encourage infill and redevelopment
- Limit sprawl
- Respect recent sector plans and incorporate those ideas into the countywide plan

Composite map of “Places” ideas



Transportation

454 unique responses.

THEMES

Improving roads and intersections to handle growth

Recurring ideas within this theme include:

- Improve narrow rural roads that are already over capacity from new development
- Proactively address road and intersection needs for planned development
- Add roundabouts (mentioned mostly in southwest county)
- Reduce peak hour congestion
- Specific areas cited include Hardin Valley Road, Hickory Creek Road, Emory Road, Washington Pike, and Chapman Highway.

Improve connectivity, pedestrian, and bike infrastructure

Recurring ideas within this theme include:

- Expand and connect greenways, bike, and pedestrian pathways as a practical means of transportation (not just recreation)
- Connect sidewalks and trails within and between neighborhoods and along major streets
- Gibbs and Karns specifically mentioned as areas in need of greenways and pedestrian pathways for safety. The Harbison Crossroads area was highlighted as needing pedestrian safety improvements. Many of the desired connections center around schools like Karns High School and Middle School as well as Pellissippi State Community College.
- Improve street connectivity as development occurs to reduce traffic on major streets
- Provide more/improved connections between transit, neighborhoods, and commercial areas (first and last mile)

Expand transit options

Recurring ideas within this theme include:

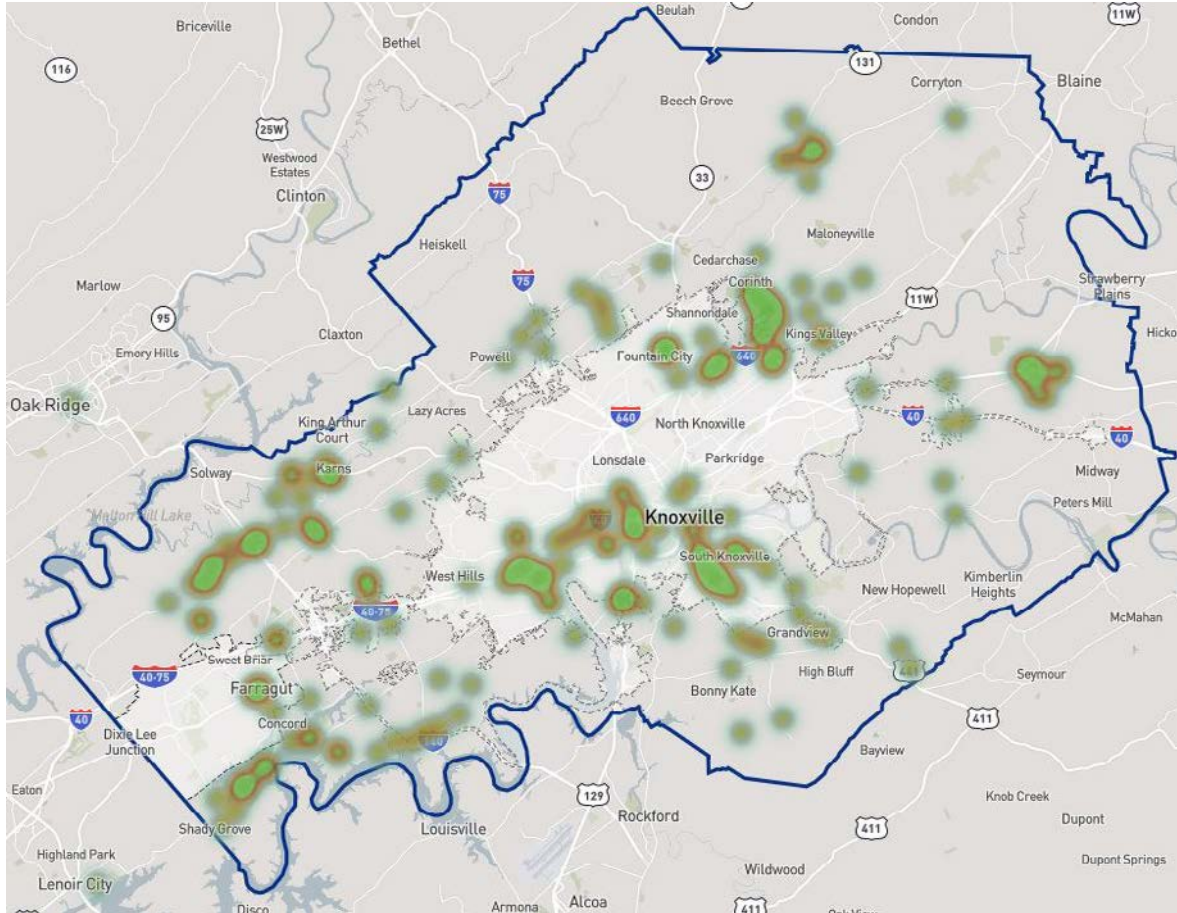
- More frequent bus service and more stops in underserved areas (Chapman Highway repeatedly mentioned among other areas)
- Consider on-demand transit
- Consider rail or light rail service

Safety and traffic calming

Recurring ideas within this theme include:

- Slow traffic on the arterials, particularly narrow county roads.
- Improve/more pedestrian crossings, and pedestrian lead interval lights at crosswalks particularly near schools
- Improve/more bike protection zones or protected bike lanes

Composite map of "Transportation" ideas



Other Ideas

275 unique responses.

THEMES

Growing and improving parks and greenways

Recurring ideas within this theme include:

- More parks, particularly neighborhood-scale parks, and community gathering places (Hardin Valley mentioned among many locations identified)
- More public space along the Tennessee River
- More connections between parks
- Improve public awareness of existing parks
- Expand greenways and other parks and recreation opportunities (Trail in Corryton to House Mountain)
- Complete and connect sidewalks

Considering schools

Recurring ideas within this theme include:

- Expand schools in east Knox County because of increased development
- Consider school capacity and facility needs in all planning decisions.
- Reconsider enrollment projection methods

Protecting the environment

Recurring ideas within this theme include:

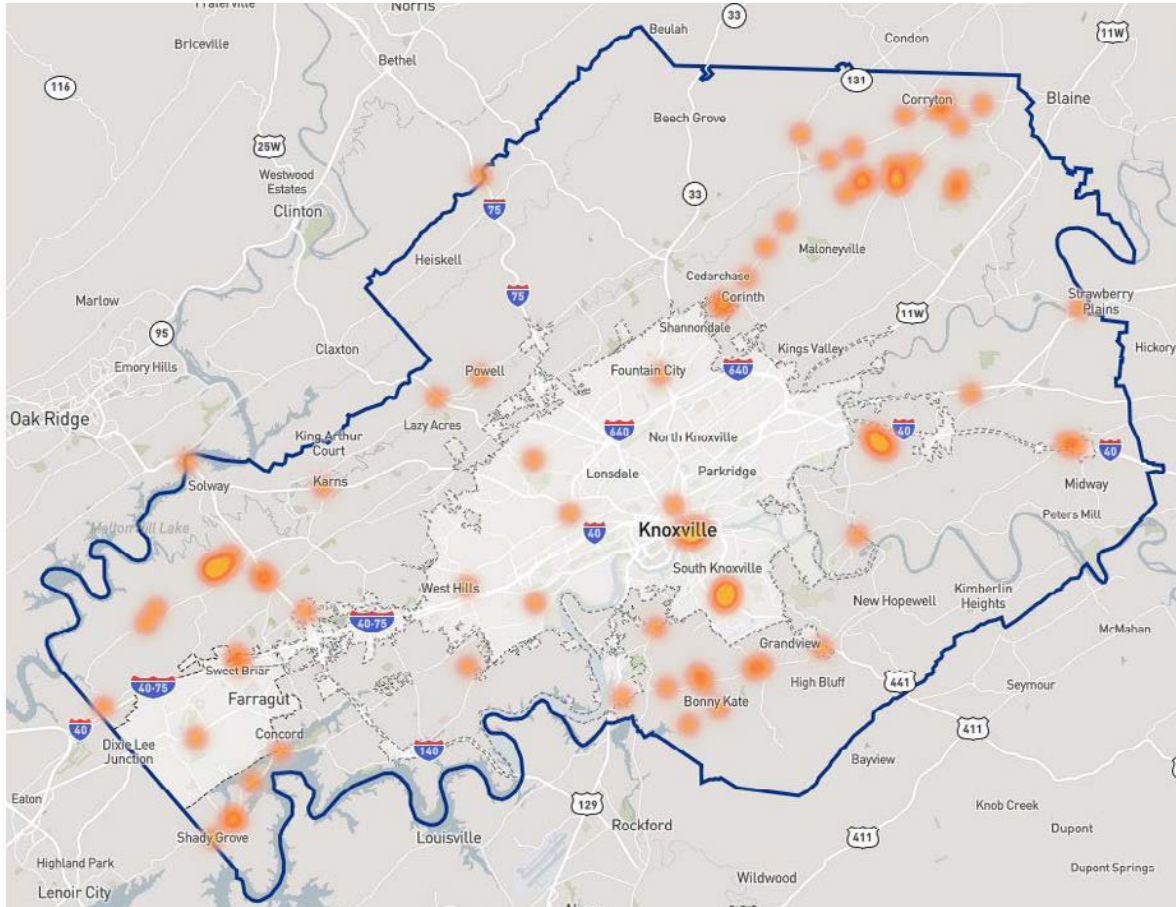
- Protect agricultural land
- Identifying and rehabilitating brownfield sites
- Litter removal and prevention
- Encourage conservation easements to protect natural scenery
- Encourage renewable energy
- Protect waterways with parks and development buffers

Improving housing options

Recurring ideas within this theme include:

- Encourage workforce housing near employment centers
- Expansion of affordable housing options - more multifamily units.
- Build more single-family housing, not apartments so that the property tax that pays for services is distributed over more homes.

Composite map of "Other" ideas



D. WHO WE HEARD FROM

Attendance

Based on sign-in sheets, a total of 187 individuals attended the Ideas Week in-person events, not including staff, consultants, and volunteers. Of those participants, 111 completed exit questionnaires. Additionally, 232 people participated in the online survey and meeting-in-a-box. 128 people completed the exit questionnaire. The following summarizes the demographic characteristics and experience of those 55% of participants who returned an exit questionnaire (239 participants). All exit questionnaire data and comments are included in the Appendix.

Participant Background

The exit questionnaires provide insight into demographic characteristic of participants compared to Knox County's demographics reported by the American Community Survey (ACS), 2020 (5-year estimates), excluding the City of Knoxville and Town of Farragut.

All age groups were represented but more participants were middle-age or older.

Participants over age 45 made up 60% of respondents, compared with 43% of the county's population according to ACS.

Racial composition represented all groups but non-white minorities were under-represented.

Approximately 94% of the respondents identified as White/Caucasian, compared to 86% of the county's population. Approximately 3% of respondents identified as Black/ African-American, compared to 4% of the county's population. Approximately 2% of respondents identified as Hispanic or Latino, compared to 5% of the county.

Participants generally represented higher levels of income. Approximately 49% of respondents identified their household income above \$100,000 per year, compared to 33% of the county's population. Households with incomes less than \$50,000 made up 17% of respondents, compared to 32% of Knox County households.

Participants generally had higher levels of education than the overall population.

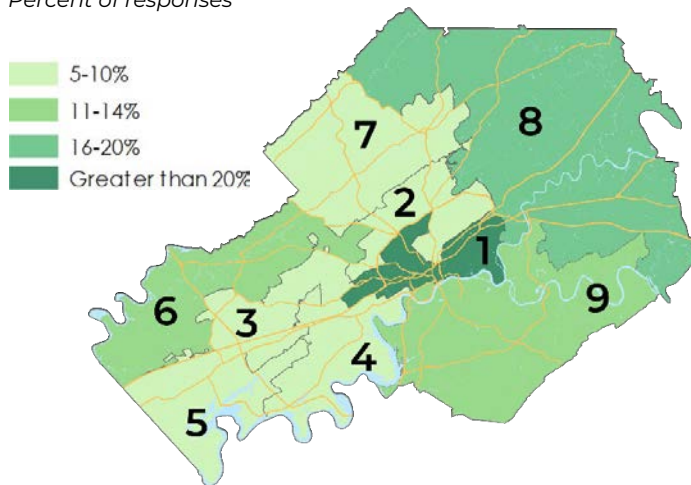
Approximately 42% of respondents had a Bachelor's degree, and 39% with either a Ph.D or Master's degrees, compared to 24% and 16% respectively.

Participants were mostly homeowners and longtime residents. 81% of respondents indicated that they owned homes in Knox County. Approximately 61% of respondents have lived in the county for over 20 years.

About two-thirds of participants live in unincorporated Knox County, outside of Knoxville or Farragut. Another 31% live in Knoxville.

Which area of the county do you live?

Percent of responses



Motivation and Communication

The exit questionnaires asked participants to share their opinions about the interactive workshop and activities.

How did you hear about this workshop? Common responses:

- Word of mouth 28%
- Social media 18%
- Email 15%
- Organization 13%
- Online news 6%

Why did you choose to attend? Common responses:

- Someone asked me to
- To share ideas and be involved
- Sense of responsibility
- To learn what is going on
- Concerned about growth and development

E. APPENDIX

The following is the complete set of comments from all sources documented in this report. It is organized into the following sub-sections

- A. Exit questionnaire summary statistics and comments
- B. Places
- C. Transportation
- D. Other Ideas

A. EXIT QUESTIONNAIRE SUMMARY STATISTICS AND COMMENTS

1. How did you hear about Ideas Week?

	Respondents	Percent
Word of Mouth	67	28%
Online News	15	6%
Knoxplanning.org	12	5%
Facebook/Twitter etc.	44	18%
Newspaper Article/Ad	5	2%
Poster/ Flyer	3	1%
Email	36	15%
AdvanceKnox.org	11	5%
Organization	31	13%
Other	1	< 1%
No Answer	14	6%
Total	239	100%

2. Were you comfortable sharing your input through today's activities?

	Respondents	Percent
Yes	141	97%
No	5	3%
Total	146	100%

3. Which racial group do you most closely identify with?

	Respondents	Percent	2020 ACS
Asian	-	-	2%
White/ Caucasian	210	94%	86%
Black/African-American	7	3%	4%
Two or more races	2	1%	6%
American Indian/ Alaska	-	-	-
Other	5	2%	2%
Total	224	100%	100%

Are you Hispanic / Latino?

	Respondents	Percent	2020 ACS
Yes	4	2%	5%
No	174	98%	
Total	178	100%	

4. What is your age?

	Respondents	Percent	2020 ACS
Under 15 years	-	-	19%
15-24 years	10	4%	12%
25-34 years	33	14%	13%
35-44 years	50	21%	13%
45-54 years	38	16%	13%
55-64 years	44	19%	13%
65 or over	59	25%	17%
Total	234	100%	100%

5. What is your highest level or education?

	Respondents	Percent	2020 ACS
Less than a High School Diploma	2	1%	7%
High School Diploma	9	4%	24%
Some College	24	10%	20%
Associates Degree	10	4%	9%
Bachelor's Degree	98	42%	24%
Master's Degree/ Ph.D.	90	39%	16%
Total	233	100%	100%

6. Where do you live?

	Respondents	Percent
Within Knox County (outside of Knoxville or Farragut)	145	62%
City of Knoxville	72	31%
Outside Knox County	12	5%
Town of Farragut	6	3%
Total	235	100%

7. If you live within Knox County, which of the numbered areas do you live in? (Refer to map)

	Respondents	Percent
District 1	52	23%
2	15	6%
3	20	9%
4	22	10%
5	14	6%
6	28	12%
7	14	6%
8	39	17%
9	27	12%
Total	231	100%

8. If you live the County, how long have you lived here?

	Respondents	Percent
0-4 years	24	11%
5-19 years	68	30%
20+ years	132	59%
Total	225	100%

9. Tell us about your annual household income?

	Respondents	Percent	2020 ACS
Less than \$50,000	37	17%	32%
\$50,000-\$100,000	72	34%	35%
Greater than \$100,000	104	49%	33%
Total	214	100%	100%

10. Do you own property and/or a business in Knox County?

	Respondents	Percent
Own property	161	81%
Own a business	2	1%
Own both property and a business	36	18%
Total	200	100%

EXIT QUESTIONNAIRE COMMENTS

11. Why did you choose to attend Ideas Week?

ID	COMMENT
2	Carol Monty asked me to come.
3	I care about keeping a good quality of life here, and for future generations.
4	To see what this was all about, give ideas and decide if it is really going to do any good for my area and the county.
5	With hope that something can slow down Ball Homes from bulldozing down every tree & hill and Hardin Valley.
6	Knox County and particularly Hardin Valley needs someone to care about the development of our community and stand up for the people with smart planning.
7	Hardin Valley's lack of planning and holding developers to provide for what is to come.
9	To share my ideas and to learn of other's interests
10	To find out more about it and to give my input on how I want the county to grow. I'm disappointed there wasn't a presentation.
11	To make a difference.
12	I'm concerned about the constant exceptions made to allow development that is not consistent with the plans in place. Giving input when plans like this are being made is one way to ensure Knox County remains a beautiful place to live and to encourage healthier choices for our community.
13	To hopefully share a few ideas. We need some time for our developers and committees and citizens to figure out a direction to approach with plans, so we do not regret the situation in which Hardin Valley disappeared.
14	To share and explore ideas for sustainable development.
15	Encourage parks and greenways!
16	Very concerned about development without a plan and without infrastructure to support the plan.
17	Be able to provide input.
18	To have an opportunity to share and ask questions.
19	I'm frustrated with the amount of subdivisions and residential development that is occurring without other community investments in mind.
20	I am concerned about all of the developments in Hardin Valley. I am not against progress or development, but I am greatly disturbed as to how it is being done.
22	I have input on the development of the community. It would be nice to have a voice in what and how things are developed or even if it should be developed.
23	I was hoping to hear more information/plans about ideas for the traffic study and how the county was going to address concerns about school overcrowding and traffic congestion. I am very unhappy with all the current rezoning and constant destruction of green space.
24	I wanted to have a voice in the planning of Knox County's future.

25	Learn what the county officials are thinking and the support the protection of existing green spaces and wooded areas.
26	Stay current with plans.
28	Concern that population/economic pressures will turn my community into the congested, ugly mess we see in West Knoxville. Growth is inevitable, sprawl is not. Preserve agricultural lands and rural communities, along with wildlife and natural elements.
29	We need to preserve what we have.
30	To voice my thoughts and opinions on poor planning that is happening within Knox County. MPC never listens and this is a way we can be heard.
31	This is my home!
32	There has been too many sector plan amendments.
33	to gather information, state my opinions - no more subdivisions.
35	To provide inputs for future generations and to make sure our district of Gibbs was represented.
36	Like to keep Corryton as rural as possible.
37	Make my voice heard, hold our leaders accountable
38	To put my ideas of what our area needs for the future.
40	It is important to let those in charge at Knox County policies know what citizens expect and want! Even though development / growth is going to happen, we need to retain those things that make Knox County a great place to live.
41	I didn't want to miss the chance to impact my community vision. I want a progressive, beautiful, and friendly community.
42	Keep Knox County livability from deteriorating even more than it already is!
43	Growing concern over seemingly unmanaged growth creating sprawl.
44	To give input
45	Curious
46	I want to understand what is in the works and what happened to the previous plans that were present. How can I trust any documents put forward if they are no longer viable?
47	Opposition to irresponsible development.
49	Concern about rapid growth in East Knox County.
50	Concern about rapid growth and safety issues.
51	Carter High & Middle needs more traffic control
52	Concern for the direction that residential development is doing with lack of concern of the impact on rural areas.

53	To express my ideas and feelings related to development. There is a need for additional development, but my desire is that developments are better planned in order to be more harmonious with the way our East Knox County community lives. We need to utilize vacant commercial buildings in order to expand our commercial options. Our friendly, quiet, rural area needs to be developed in a manner that is consistent with that. Our county and our community, more specifically, has some of the last remaining rural, open areas that could be utilized to promote activity and tourism. The city of Lexington, KY is a great example. They have wonderful parks with small equestrian opportunities that draw people from all over the country.
54	Knox County planning and development in the past has prioritized sprawl and car-centric lifestyles. This has related in what I think is unacceptably congested and inaccessible development on the West side of the county where you are forced to use a car for even short trips and where you face traffic at every turn. Hopefully the County will learn its lesson as development spreads further in other directions. Develop smarter, not sprawlier.
55	To see what's going on.
56	Out of curiosity.
57	Stay informed and provide input. As a representative of My Son Shines fund - founded solely to raise funds for a new playground and picnic shelter at Carter Sports Park. Hope to gain the support of the mayoral office and county commission to see this project completed.
58	Appreciate willingness to listen and exchange ideas. We care about the area for residence, recreation, and work.
59	Changes are hard, but I would rather have information and at least feel as if I had a say.
61	To see what new ideas you have.
62	Because we care about the future of our community and the preservation of our past
63	Show concern and have a voice.
64	Information and for finding opportunity. The time and location for the meeting works well for attendance. I do have interest in future development of roads and load development in Knox County and District 8. On additional meeting dates, convey that the time visits are over the times indicated - there is not a firm start where one would stay the entire time.
65	Unthoughtful development is ruining our rural/urban way of life. Let's develop thoughtfully with the big picture in mind.
66	Interested in smart growth - we want to preserve nature, beauty, wildlife, and East Tennessee along with the rural way of life. We are interested in making a difference in the rezoning and growth sector plan.
68	To help show that citizens care about planning. I have followed land-use issues for many years. It seems that developers have too much influence over the planning process and decisions on plan amendments and rezoning. Land is a finite resource, and it needs to be used accordingly to long-term planning rather than short-term profitability for developers.

69	To give input in a quality general plan that preserves what's good and improves what needs improvement.
70	Knox County's beauty needs to be preserved! I really want to see SMART development happen rather than uncontrolled/uncontained growth.
72	Would like to see improvements in the County.
73	During a rezoning request, I have seen the lack of involvement of community members as well as deception of county officials. Citizens have to find their voice and use it.
74	Rezoning case in South Knoxville. Growth in Knox County is out of control.
76	Have input into future planning for my home
78	I want to be part of making Knox County stronger and better.
79	To understand the process and provide inputs.
80	Business and curiosity.
81	Desperately trying to make this County a place where my kids want to live.
82	We have to change the course from the direction we have over the past decade.
83	I have ideas to share that will improve property values: green space, greenways, bike lanes, parks, etc. These things also make my life more pleasant.
84	Push to improve Hillwood Ave.
85	I am interested in what happens in South Knoxville that will affect my grandchildren.
87	Informed way to give input.
100	I want to learn how to be a more effective advocate for my community in the land use/zoning process. Citizens should not be helpless observers watching their quality of life and safety degrade by poor judgement and development biases in the planning process.
101	Knoxville needs a comprehensive growth plan that prioritizes preservation of green space and fiscally smart development. We need to make a recess or building and cealy with MPC easier and less steps. Much of downtown is dominated by party. Let's decrease party minimums in the downtown core to encourage need of transportation ad lower the cost of development and housing
102	Voice my opinion
103	I am new, want to learn the area, find land use planning interesting
104	I thought it was great more seriously- IDEA!!! I'm very committed to my community- I'm fascinated!!!
105	Because I care about my community.
106	15-minute walk from home and I care about my hometown
107	A great opportunity to engage in the future of our community.
108	Always interested in hearing about what the future hold for our community
109	To provide feedback
110	We need better planning in county too many bad developments that are locked in.
111	I really want Knox County to invest in a sustainable future both financially and environmentally. Our built environment influences us. We can be happier, fitter, and more efficient if we are intentional about urban design.
112	To learn more about my community and give input into possible improvements.

113	To take part in civic life to make my neighborhood concerns known to advocate for more efficient and greener urban environment.
114	To share my concerns
115	I'm very interested in Knoxville/Knox County, helping residents have an improved quality of life and great affordable housing. I think the planning folks should encourage builders (I'm looking at you, Mike Stevens) to build for middle class and poor people not just rich people.
116	To become more aware of the key issues and goals of others in this area. To contribute ideas which I feel are pertinent.
117	See a lot of growth and want to more thought and consideration in future developments.
118	As a teenager in Knoxville who bikes to school every day, I find it very important for safe bike lanes to be made to keep commuters safe and encourage others to feel safe by biking
119	To advocate for a safer/happier/more economically viable count via increased density and connection within our sprawling county
120	The organization I work for is involved on the Advance Knox Advisory committee. I wanted to share ideas both personal and ones that have had an impact on the work I do.
121	Provide input to planning process
122	To provide feedback for litz and community improvements in Vineville and Knox County I have a great interest in city planning as an architecture student at U.T.
Online Input	
123	It's my responsibility as a Knox Co resident
124	It's my responsibility as a Knox Co resident
125	We're not doing enough to combat climate change from our land use and transportation planning, and I don't want to live in an apocalypse in 25 years
126	I love my town
127	I am watching the growth in the Gibbs area, and it is concerning because there is no infrastructure to support it.
128	I would like to see Knox County do a better job of planning for the future.
129	We need to change from the status quo of transportation and development to create healthy, happy and connected neighborhoods for all Knox countians
130	Developer
131	To be involved
132	Knoxville is great but can afford to address certain issues like homelessness, cost of affordable housing, and traffic congestion. With all the improvements coming to Knoxville I hope Knoxville will maintain and improve infrastructure and not turn into Nashville
133	Grew up in Knox County and work in Knox County
134	interest in development. desire to see opportunities
135	Want to keep my location pretty and inhabit the area.
136	A chance to give some feedback in a general setting.

137	It is important to share these ideas
138	I care deeply about the county that my children are growing up in, and I want to do my best to help mold it into a sustainable city. We need to end up somewhere between the diverse but dysfunctional east coast cities, and the beautiful but exclusive cities of the West Coast.
139	To help share fresh ideas
140	Planning is important and improving quality of life for Knoxville citizens is important too
141	Because if we do not share, then the active 10% decides
142	I work in Knox County and would like to move here.
143	Deep love for our city and need to bring Fountain City to a focus.
144	Huge infrastructure deficits in Gibbs area that NEED to be addressed urgently.
145	It is important to take part in civic activities. Be a part to make a positive difference.
146	I Want the community to have lots of opportunities to get outdoors & exercise
147	Because people should participate in their government when they want their government to do something
148	When nothing gets done to fix the SoKno Connector, at least I can say I tried.
149	Interested in the future
150	I do love Knoxville and I want to see it improve.
151	Concern for destruction of area through rampant unplanned growth by opportunists who will never live in the area
152	Love/don't love our city so much. It has so much but needs so much.
153	I didn't attend
154	Because something has to change
155	Provide input to future development
156	My family recently moved from the Farragut area to Choto and have concerns regarding the amount of housing development in the area and the impact it will have on traffic congestion, which already exponentially increased in the last 18 months.
157	We love a lot of things about Knox County and are worried if the sprawl continues, we'll lose what makes it great.
158	SOMETHING NEEDS TO BE DONE ABOUT BUILDERS TAKEN PROPERTY AND GIVING NOTHING BACK BUT PROBLEMS
159	I am extremely concerned about the affect overdevelopment is having on our local wildlife. Yes, we have bear, bobcat, etc. living in Knox County. It must be protected.
160	Community input is vital to this process
161	Because I'm not able to drive and trying to get anywhere in this city is a nightmare
162	Because Knoxville is ugly, and I want to see it be a beautiful place to live.
163	Provide some input to support where I live.
164	Email Invite
165	I want to make Knoxville better and not see it become worse
166	Land use matters, air land and water are our only irreplaceable assets
167	I feel my opinions could be valuable and happy that Knox County is asking for them.
168	We desperately need bicycle access in Knox County

169	Wanted to express concerns that nobody else may have mentioned.
Meeting in a Box	
170	Member of Knox-Knox County Food policy council
171	Interested in food systems/policy work/research
172	I am part of the food policy meeting and have sought to improve nutrition's food access and healthy equity in Knoxville
173	Concern about the move to take zoning appeals through the courts as a first stop, but that was not the scope of this meeting.
174	More involvement/ voice in the community
175	Food Policy Council Meeting
176	Learn the Planning in the community
177	Food Policy Council Meeting
178	It was held at the Food Policy Council which I attended
179	To Learn more about the process and I have input on behalf of the social services sector.
180	FPC Member

12. Is there anything you would like to share about today's meeting or activities?

ID	COMMENT
2	Great mind expansion.
3	I needed more time - can these ideas be entered online?
5	It may be happening too late.
7	the Mayor of Farragut shared about cost sharing so new development pays for road improvements and greenways, etc.
9	Not at this time, I will continue to view the website for updates.
10	Thank you - would have liked a presentation.
12	Well organized!
15	Staff was helpful, open and encouraging.
19	Currently Hardin Valley residents are forced to send kids outside of the community for youth sports because we do not have sports complexes available while other areas in surrounding counties, with considerably less resources, have available.
20	Thank you for hosting this event.
22	I was expecting more information on what ideas in the county has for our community. There was not very much notice for this meeting. They should have been better announced for the community. How can you gather input from the community if no one really knows it is even happening?

23	I don't feel this format was a good use of my time. No one seemed to answer my questions or was even interested in what I had to say.
24	I hope the input will be heard and future development will be for the good of the people of Knox County. Let's keep Knox a great place to live!
26	Thank you for the chance to voice concerns.
28	Protect our rural areas!
29	Together we can make a difference.
30	Very good and appreciated, take this knowledge and do something with it.
31	I sincerely appreciate your interest and willingness to listen to us. Thank you!
32	Advance Knox webpage needs more current information on outreach and progress.
35	Cathy Olsen was very informative and we appreciated her taking time to have a lengthy conversation with us.
38	I hope planning is listening to the residents and not just the developers.
39	the providers/assistants patrolling the public were friendly, courteous and helpful. They were well informed and knowledgeable. I appreciate them giving their Sunday afternoon to help us out.
40	I really appreciate the opportunity to have a platform to share my ideas. The people staffing this event were so helpful and friendly.
41	I thought there would be discussion groups to spark my ideas but it was helpful to talk to Jamie.
42	Good effort, good start. Will need to offer much more opportunity for citizens to discuss issues and cooperate with each other to develop better policies, plans, and implementation.
43	The environment is very friendly and positive, but we are in dire need of transportation alternatives.
44	Promote in newspapers and weekly or daily online publications requesting input
45	Tell us why our opinion matters?
46	Unimpressive.
51	No advertisement.
52	Thanks so much for the opportunity to discuss matters of concern for East Knox County.
53	It does feel as though we are being patronized and that no one really cares about what us actually needed.
56	Comfortable.
57	Great brainstorming and information collecting opportunity. Would like someone to speak at the event outlining how information is utilized at the end result of action.
59	The way you set up and had the stations with friendly people mad me more comfortable.
62	Thank you for providing this opportunity!
64	Communication is the key for developing superior relationships between county office holders and the home and landowners of the county. Maybe the city of Knoxville and the City of Farragut will consider to be on board for a unified process for developers across Knox County.

65	Let's get a great, big, and beautiful Knox County. Livable housing (preserve wildlife/natural beauty), safe and adequate roads, recreational opportunities, business opportunities, and safe! Let's do it thoughtfully and intentionally - a win for everyone and a future worth building. I'd like to have more input going forward!
66	Good meeting, nice people - would like to come do more.
68	Thank you for hosting the event. You have made it easy to submit comments. The drawbacks I see is that the 4 idea stations tend to focus on things other than the actual planning process, while the planning process and the updated general plan will be the main result with the greatest long-term impact. So, in the future public participation events, please focus on the planning.
70	Good opportunity for decisions and input.
72	Loved the meeting. Would like to see more in the future.
73	Great idea!
74	The planning commission needs to be elected instead of appointed. A global look needs to be made during rezoning requests.
76	Maybe this time our thoughts and opinions will be valued. Please don't ask if you don't listen. Everybody likes the green spaces!
79	Minor typo on the cover sheet - all else very professional and inclusive. Nice work!
81	Not sure how but the meetings need more maps.
83	I would like a digest of what your organization took away from today and a summary of what your recommendations are to the political entities in Knox County: city, county, state, etc.
85	People managing each area was really helpful.
86	Good plan - need more people involved and get lots of input!
100	I hope this is a serious effort to consider citizen input, not just window dressing, It seems as if currently growth is the only goal of planning however haphazard and ill-advised.
101	Thanks, y'all!
103	I think maps showing the county in geographic context would have helped me. Also, some info on what has been done / specific challenges Knox county is contemplating. I learned a lot - it was good, don't get me wrong, but it didn't convey an air of real interest in getting informed feedback.
104	All info is very informative I've absorbed a lot + my creativity is excited!!!!
105	The "Activity" leaders were very personable.
106	It was great. Caring, thoughtful staff no complaints. Hope we can get the political will to carry out most of these ideas
107	Many thanks.
109	Well done, thank you for putting these on.
110	I don't have a lot of time for these sorts of things; but if I don't show up decisions will be left to those who do!
112	They are very organized and well- informed Maps are great I am pleased so many people are here I have so much pride in Knox County. It is a wonderful place to live

	We plan to continue living in Knox County for a long time Since I was a teacher I am very concerned about families.
113	I'd like to see more interaction between the participants
116	Glad it's available and wish more Knox countians had attended
117	Informative and hope these ideas help form the growth plan
118	I think these meetings are very important for the city
120	no
122	I hope these comments were useful and may leave for imprints in the near future
Online Input	
123	No
124	We have to put more units per acre to make affordable housing and in flatter areas
125	I think that a whole lot of people still don't use social media or online activity. It would be a good idea to use the old-fashioned mail system to communicate with residents and get more inclusion.
126	I do not own property or a business, I am a renter, I have been priced out of the housing market with my wife, perhaps Knox County can limit investors from buying homes and that would allow locals to buy homes as first-time home buyers (I make over 150k a year by the way), the home problem is affecting all income levels. Quite rough. Please help us.
127	I think this is a great exercise. However, if citizens do not see enough action, the relationship between citizens and government will be further frustrated, and something like this will not work again.
128	I'm an architect who loves sharing ideas on how to improve land use and the local people's environment.
129	Land use is the biggest challenge - for climate change, for congestion, for equal access, for connectivity for everyone. Sprawling development is unattractive, inefficient, and costly in terms of public services. It's time to have some hard conversations about how our development patterns affect our lives.
130	Hope you are really listening and taking action.
131	The map image above in this section is too small. The Advance Knox project was mentioned in a recent email from Knox County Schools superintendent, Bob Thomas. It's good to see it being marketed across government.
132	I think they're great; keep doing it
133	Your public outreach does not work well for retired persons who are not following Knox County government on social media.
134	Keep it up
135	I hope they can reduce or organize the urban sprawl and traffic congestion.
136	Hiking is my favorite activity. I really love how many trails we have.
137	We must leave undeveloped space in the county! Not "green space" but space that is completely left ALONE!
138	Please continue gathering input from citizens. Many people have opinions and want to express them. Many are unhappy with the direction Knox County is heading in and these activities can help increase communication and transparency

139	Please give transportation options. It helps everyone.
140	Pay attention to your citizens. Too much of Knoxville's planning is unbelievably disjointed and poor.
141	Hope this information can be of help. God Bless
142	I think growing up (increasing density) rather than out (sprawl, more suburbs) would be beneficial on many factors to Knoxville.
143	I would like confirmation of receipt of my survey comments.
144	I appreciate the online option to increase access to the community
Meeting in a Box	
145	I enjoyed the meeting in the box discussion. I think the activities and dialogue can be taken to under represented communities (Black/Latinx communities/non-English speaking or immigrant communities) I appreciate the connection between food policy and food system with city planning
146	I thought it went well! Think it would be helpful to understand the history of Knox Development which is the context for the future.
147	It went great
148	Great Job Liz!
149	I would just say please preserve our greenspaces. I truly believe truly believe that they are an asset to our community

13. Treasures Comments

ID	SOURCE	COMMENT
1	Hardin Valley	Rural-charm and open space
2	Hardin Valley	Well run
3	Hardin Valley	Still a home town
4	Hardin Valley	Parks and rural feel
5	Hardin Valley	Great neighbors, beautiful lakes and hills
6	Hardin Valley	Natural environment, attitude of locals, school system
7	Hardin Valley	All the festivals and activities offered
8	Hardin Valley	Rural, farms, small communities
9	Hardin Valley	Convenience, availability for activities, desire to expand, grow and improve
10	Hardin Valley	It's beautiful here and community-oriented
11	Hardin Valley	A thriving Downtown, recreational opportunities, urban wilderness, robust tree canopy, open-minded leaders, good city government.
12	Hardin Valley	Diversity, natural beauty and natural resources, parks and greenways, cultural attraction plays, concerns, opera, etc., good restaurants
13	Hardin Valley	Attracts many spiritual People and alternative healers
14	Hardin Valley	Market street, historic lakes and rivers, Melton Hill Park
15	Hardin Valley	Diversity of the big city and rural options
16	Hardin Valley	Rural parts, greenspace, parks
17	Hardin Valley	All farmland, small community base & knowing everyone
18	Hardin Valley	Natural beauty, rural community
19	Hardin Valley	Water sports, outdoor activities
20	Hardin Valley	Friendliness of People, generosity of spirit
21	Hardin Valley	Great People, beautiful area at the foothill of the Smoky mountains, offers a lot for culture, sports, religion
22	Hardin Valley	Good People, lakes and mountains, great place to raise a family
23	Hardin Valley	Natural beauty, greenways and walking trails
24	Hardin Valley	Community involvement, friendly atmosphere, improvement of diversity support in employment, cultural and recreational choice, lots of great restaurants
25	Hardin Valley	Good schools, low crime
26	Hardin Valley	Sailing, outdoor recreation, biking trails, rural feel

27	Hardin Valley	Small-town feel, natural beauty, proximity to Downtown and natural amenities like the Smoky mountains, open spaces, low cost of living
28	Hardin Valley	Town atmosphere, mountains, UT, affordable, receptive People
29	Hardin Valley	Small Town Feel
30	Hardin Valley	County parks, Melton Hill, affordable
31	Northshore	Historic places
32	Northshore	Park land, open access
33	Northshore	Park land, open space, historic places, quaint character, has amenities but not too big yet
34	Northshore	Low crime, great schools, parks, mountain views, lake access, outdoor recreation
35	Northshore	Conservation areas
36	Northshore	Preserved views
37	Northshore	Undeveloped ridges and hilltops, nice views of lakes and mountains
38	Northshore	It is home! Protect the community
39	Northshore	Parks, woods, rivers, lakes, love the small community feel
40	Northshore	Mountains, woods, natural habitat, green spaces
41	Northshore	Parks and playgrounds
42	Northshore	Mountain views, lakes, trees, greenspaces, parks, trails
43	Northshore	Beautiful scenery, big town offering Small Town Feel
44	Northshore	Hiking trails, urban wilderness
45	Northshore	Parks and open land
46	Northshore	My dad being famous to Farragut
47	Northshore	A variety of things to do
48	Gibbs	The quiet, rural areas, peace and tranquility from the big city, rural protection.
49	Gibbs	Rural feel, Corryton, Farm land, Open space
50	Gibbs	Farms, agriculture, open space, rural
51	Gibbs	People
52	Gibbs	Sidewalks, greenways, parks, greenery, beauty
53	Gibbs	Family farming, historic buildings
54	Gibbs	We embrace and appreciate our roots and history, parks have greatly improved
55	Gibbs	Rural heritage, vistas, undeveloped parcels, mixed use
56	Gibbs	Inclusive of all People!
57	Gibbs	Beautiful views, good schools
58	Gibbs	House Mountain Park
59	Gibbs	Urban Wilderness
60	Gibbs	Undeveloped and natural parts of the County.

61	Gibbs	Farms, open spaces, rural spaces preserved.
62	Gibbs	French Broad River
63	Gibbs	Farmland, cows, deer, turkeys, barns
64	Gibbs	Natural beauty
65	Gibbs	Farms, undeveloped land, House Mountain
66	Gibbs	Farms, hometown feel
67	Gibbs	Historic buildings, Downtown
68	Gibbs	Quiet, peaceful, agriculture, accessible, quality
69	Gibbs	Assist in protecting our ecology and wildlife, farming/ranching
70	Gibbs	Ridgetop protection, protect rural areas, TDR's and conservation subdivisions
71	Gibbs	Bullfrogs croaking in the summertime
72	Gibbs	Preserve open land, no more subdivisions
73	Gibbs	Washington Pike, bud Hawkins, House Mountain natural area
74	Gibbs	Boruff Rd, Emory Rd, Ridgeview, Fairview and Booher, quiet
75	Gibbs	Parks and playgrounds for toddlers, entertainment
76	Gibbs	The wooded ridges and the few relatively under spoiled rural areas that still remain
77	Gibbs	Peace, low development
78	Gibbs	Cool events like robotics competitions and festivals
79	Gibbs	Greenery
80	Gibbs	Backroads to take other than the interstate
81	Gibbs	the People!
82	Carter	Parks
83	Carter	Rural areas; short commute from these areas to the city, farmers markets, diversity, People, career opportunities, agriculture
84	Carter	Rivers, mountains, wildlife, parks, greenspace, family values, history
85	Carter	It has farms; 7 Island Parks
86	Carter	7 Islands; rural; Ramsey House; Community spirit; Cruze Farm
87	Carter	Lovely place to live. Nice location and still not too crowded compared to surrounding areas. I've lived here all my life and hopefully will continue to do so.
88	Carter	Undeveloped areas and hometown feel; running the backroads; less subdivisions
89	Carter	The Protected Town Zones
90	Carter	Rural/agriculture; land near the city; rural zoning that does not restrict freedom
91	Carter	7 Islands State Park; rural areas with farmland; historic landmarks; river access; festivals
92	Carter	Ruggles Ferry; farms; land and community; low traffic

93	Carter	Protect Ruggles Ferry and other East Knox County rural communities
94	Carter	Country; protesting about new developments on Ruggles Ferry
95	Carter	No excuse to be bored in Knox County - there's access to culture, entertainment, education, university, outdoor adventures with tons of lakes in our backyards
96	Carter	Farm land; historic homes and buildings; cemeteries; open space; caves; woodland
97	Carter	Rural farm; open land; agriculture
98	Carter	The Special Town Zones
99	Carter	Diverse careers; big city convenience with Small Town Feel
100	Carter	The rural feel of Carter and Strawberry Plains
101	Carter	Nature within 10 minutes; farm protection
102	Carter	Beautiful landscapes; thriving city life but with rural/outdoors not far away
103	Carter	Greenways, new schools and parks
104	Carter	Cruze Dairy Farm; Buttermilk and ice cream
105	Carter	Beaver Creek Blueway
106	Carter	Undeveloped land that has been in families for generations
107	Carter	Historic buildings and structures that tie us to history and provide a sense of place
108	Carter	Rivers, mountains, and farms; friendly People; our rural community
109	Carter	Our farm land is a rare treasure in Knox County along with nature, wildlife, and the country way if life
110	Carter	Local farmers who sell fresh, local food at market
111	Carter	Wildlife running around farms and in the countryside
112	Carter	Ridgelines and hillsides that provide a sense of location and variety of terrain
113	Carter	French Broad River, Shoreline, paddling, Blueway
114	South Doyle	Low taxes; not too big of a population
115	South Doyle	integrated urban/wilderness environment
116	South Doyle	Running community
117	South Doyle	Greenway system (although I'd love to see them all connected)
118	South Doyle	Scenic valleys and farmland; Tree canopy
119	South Doyle	Event locations like Dara's Garden
120	South Doyle	Rivers and quarries
121	South Doyle	Greenways and urban wilderness
122	South Doyle	the potential we have once we get a new mayor
123	South Doyle	Rural areas that left; farms need to be protected
124	South Doyle	Recreation; rivers, hiking, trails, rock climbing, caving, etc.
125	South Doyle	Rural areas; Downtown; Market square

126	South Doyle	Beautiful, naturalistic, historical, rural feel, great People, wildlife, recreational opportunities
127	South Doyle	Parks dispersed well and not congested; market square; farmers market
128	South Doyle	Love of the land
129	South Doyle	Lakes, rivers, kayaking, bike trails, beauty
130	South Doyle	University of Tennessee - keeps culture and sports diversity alive
131	South Doyle	Surrounded by colleges from Barbering to Tech; reasonable choice of urban and rural living
132	South Doyle	Community; Greenery; Culture
133	South Doyle	South Knoxville not being West Knoxville
134	South Doyle	Urban wilderness
135	South Doyle	South Knoxville being less congested than other areas of Knoxville
136	South Doyle	Affordability
137	South Doyle	Urban wilderness; farming moving to a greener world
138	South Doyle	Close access to everything one needs
139	South Doyle	Streams, lakes and rivers
140	South Doyle	Opportunities available for family time and church
141	South Doyle	Changing all kinds of influence
142	South Doyle	The variety in geography - hills, hollers, water, plant life
143	South Doyle	Generational communication and neighborhoods
144	South Doyle	One can live in the city or the country
145	South Doyle	Rural life - agriculture and farming
146	South Doyle	Rural nature of South Knox; friendly People; good streets with available shopping; low taxes
147	South Doyle	Access to green space and parks
148	South Doyle	Mountain bike trails
149	South Doyle	Urban wilderness
150	South Doyle	Recycling centers; no city taxes; other government service trustee/license office
151	South Doyle	Some greenways
152	South Doyle	Nature, trees, wildlife, rivers, Smokey mountains
153	South Doyle	Knox County libraries
154	South Doyle	The rivers
155	South Doyle	Lots of access to water/lakes/rivers
156	South Doyle	Greenery
157	South Doyle	Rural area still in-tact
158	South Doyle	Parks and greenways
159	South Doyle	Urban wilderness

160	South Doyle	Fun Downtown
161	South Doyle	Dogwood Arts trails
162	South Doyle	The weather
163	South Doyle	I love how various aspects of Downtown work together for good
164	South Doyle	Open spaces
165	South Doyle	The fact that we have a city, the suburbs, and the country all in one county
166	South Doyle	Close to the mountains
167	South Doyle	Lit
168	South Doyle	Downtown
169	West	Campus Culture
170	West	Downtown Redevelopment
171	West	Historic Buildings
172	West	Trees & Natural Features
173	West	Tennessee Rivers
174	West	Proximity to World Class State & National Parks
175	West	UT Campus / Downtown
176	West	Biking /Greenways
177	West	Clustering Development so the Natural areas can flourish
178	West	Public access to waters & natural areas
179	West	Parks, Greenways, Trails, No Development on hillsides (in most places)
180	West	Small city feel Big city activities. Rivers/MTNS, Parks/ Greenways
181	West	Parks / Green space
182	West	Biking on Greenways
183	West	Small Town Feel/ Greenspace / diverse Housing or living
184	West	Rural areas, Wildlife
185	West	Traditional, conservative values
186	West	Recreation areas
187	West	Urban, Wildness
188	West	Green Space, Low Traffic
189	West	Friendly People
190	West	I like the Parks and Greenways!
191	West	I love the Parks and Greenways!
192	Powell	People; University of Tennessee; Views; Geography; Temperate climate; Motivated atmosphere
193	Powell	Disc Golf Courses
194	Powell	Bike trails; greenways; public spaces for the People
195	Powell	Four seasons; lakes; greenways; low taxes; good quality of life
196	Powell	Beaver Ridge Park and Copper Ridge Park

197	Powell	Parks; Sensible Government; Water Trail; Schools; Community Growth
198	Powell	Family history; greenways; Smokey Mtns; cost of living
200	Powell	Connections; family history; greenways
Online Input		
201	Virtual Meeting	Scruffy
202	Virtual Meeting	Hidden Gem
203	Virtual Meeting	Scenic
204	Virtual Meeting	Beautiful
205	Virtual Meeting	natural beauty
206	Virtual Meeting	Beauty
207	Virtual Meeting	Low cost of living
208	Virtual Meeting	Affordability People
209	Virtual Meeting	Affordable
210	Virtual Meeting	Weather
211	Virtual Meeting	Climate
212	Virtual Meeting	Four seasons and rain
213	Virtual Meeting	Weather
214	Virtual Meeting	beautiful weather
215	Virtual Meeting	Four seasons
216	Virtual Meeting	Spring
217	Virtual Meeting	Weather
218	Virtual Meeting	Walkable neighborhoods
219	Virtual Meeting	Greenway system
220	Virtual Meeting	Consistency in codes
221	Virtual Meeting	Heritage
222	Virtual Meeting	Music
223	Virtual Meeting	Arts
224	Virtual Meeting	Tennessee Theater
225	Virtual Meeting	Bijou
226	Virtual Meeting	Arts
227	Virtual Meeting	Festivals
228	Virtual Meeting	Muse
229	Virtual Meeting	Zoo
230	Virtual Meeting	Downtown
231	Virtual Meeting	vibrant Downtown
232	Virtual Meeting	Downtown
233	Virtual Meeting	Downtown
234	Virtual Meeting	History
235	Virtual Meeting	Historic buildings

236	Virtual Meeting	historic neighborhoods
237	Virtual Meeting	Good jobs
238	Virtual Meeting	Farm to table
239	Virtual Meeting	Farmers markets
240	Virtual Meeting	local restaurants
241	Virtual Meeting	Location
242	Virtual Meeting	Centrally located
243	Virtual Meeting	access to urban and rural
244	Virtual Meeting	proximity to other cities
245	Virtual Meeting	Proximity to large cities
246	Virtual Meeting	Centrally located in USA
247	Virtual Meeting	Seven Islands
248	Virtual Meeting	Natural environment
249	Virtual Meeting	Green space and diversity
250	Virtual Meeting	Urban Wilderness
251	Virtual Meeting	Water
252	Virtual Meeting	Ridgelines
253	Virtual Meeting	Green
254	Virtual Meeting	The rivers and ridges
255	Virtual Meeting	The open spaces
256	Virtual Meeting	Trees
257	Virtual Meeting	Nature
258	Virtual Meeting	Farms
259	Virtual Meeting	Mountains
260	Virtual Meeting	Open space
261	Virtual Meeting	Lake
262	Virtual Meeting	scenery
263	Virtual Meeting	Streams
264	Virtual Meeting	Farms
265	Virtual Meeting	Rivers
266	Virtual Meeting	Mountains
267	Virtual Meeting	Parks
268	Virtual Meeting	Ridge and valleys
269	Virtual Meeting	Nature
270	Virtual Meeting	Parks
271	Virtual Meeting	Parks
272	Virtual Meeting	House Mountain
273	Virtual Meeting	Tennessee River
274	Virtual Meeting	The access to water
275	Virtual Meeting	Waterfront
276	Virtual Meeting	river front

277	Virtual Meeting	Lots of trees
278	Virtual Meeting	Greenery trees in spring
279	Virtual Meeting	Friendliness
280	Virtual Meeting	Sense of civic pride
281	Virtual Meeting	increasing diversity
282	Virtual Meeting	Friendly People
283	Virtual Meeting	People
284	Virtual Meeting	Preserve cultural landscape
285	Virtual Meeting	Preserve good soils
286	Virtual Meeting	Less developed hills
287	Virtual Meeting	Biking
288	Virtual Meeting	Hiking
289	Virtual Meeting	Diverse activities
290	Virtual Meeting	Greenway system
291	Virtual Meeting	Mountain biking facilities
292	Virtual Meeting	greenways
293	Virtual Meeting	More greenways
294	Virtual Meeting	Neighbors' rural areas
295	Virtual Meeting	Gibbs is rural mostly
296	Virtual Meeting	Rural areas
297	Virtual Meeting	Windy roads
298	Virtual Meeting	Barns
299	Virtual Meeting	The few farms that remain
300	Virtual Meeting	Rural atmosphere
301	Virtual Meeting	Rural
302	Virtual Meeting	Protect Farms
303	Virtual Meeting	Educational Opportunities
304	Virtual Meeting	Schools
305	Virtual Meeting	Bearden shopping area
306	Virtual Meeting	Big little town
307	Virtual Meeting	People
308	Virtual Meeting	Not overcrowded yet
309	Virtual Meeting	Small city with big event
310	Virtual Meeting	Friendly
311	Virtual Meeting	More EV charging
312	Virtual Meeting	Thoughtful high density
313	Virtual Meeting	Improved traffic flow
314	Virtual Meeting	Neighborhood Connectivity
315	Virtual Meeting	More walkable
316	Virtual Meeting	Transportation options
317	Virtual Meeting	Better bike ways trails

318	Virtual Meeting	Promote public transportation
319	Online Input	The variety of urban and rural settings. I can get from the good food of downtown to open fields in south Knox in 15-20min (or a 30min bike ride).
320	Online Input	That there is so much amazing outdoor activity. I think of it as year-round summer camp for adults (in a good way).
321	Online Input	Parks and family friendly and dog friendly areas
322	Online Input	Services and programs at senior centers
323	Online Input	The opportunity to recreate outdoors with the many parks and trails.
324	Online Input	Amazing outdoor activities - particularly the trails in South Knox.
325	Online Input	The cost of living
326	Online Input	South Knoxville. IT is where I live, and I love it. I also love North Knoxville. Being in the foothills of the smokies and east TN is the greatest thing ever.
327	Online Input	Variety of living areas, ease of reaching shopping, schools, hospitals
328	Online Input	Knoxville is a good-sized town that still has a small-town feel.
329	Online Input	It's a very livable city, lots of green spaces for families at all socioeconomic levels to enjoy free activities outdoors.
330	Online Input	As a parent who's child is nor grown to all of 21 why have they not considered another middle and or high school hall is becoming a 2nd Farragut?
332	Online Input	Peaceful and quiet! Family oriented.
333	Online Input	The beautiful geography and people.
334	Online Input	I love the areas, developed and not, that have retained large trees and natural settings. Subdivisions are necessary for family housing, for housing families in places convenient to public services and necessary retail outlets, but we need to preserve some places for our native wildlife and plant life to flourish.
335	Online Input	My immediate family lives here.
336	Online Input	1.Knox county does a very good job of prioritizing our important needs and managing our money AND I enjoy the friendliness of community.
337	Online Input	I love the combination of natural beauty and access to a thriving downtown.
338	Online Input	The abundant access to outdoor recreation and the proximity to the mountains.
339	Online Input	Recreation within a short drive. Music venues. Food options. Easy commute to work and home.

340	Online Input	I enjoy that many areas still are in farming use or forested. Natural areas are important to the well-being of us all. I appreciate the lakes and waterways and the opportunity for outside recreation. Knox County and Knoxville also have a good mix of businesses and restaurants to visit and support local establishments.
341	Online Input	Great people, beautiful!! Increasing diversity
342	Online Input	The natural beauty of the Knoxville region, the vibrant downtown and all the resources that UTK provides from sports to the arts.
343	Online Input	Outdoor activities!
344	Online Input	I love that Knox County feels both small and large, that each community and neighborhood has an identity and a culture unique to that space. I love that wherever you go you see People growing food, raising chickens, honoring, native plants, and that there are place to eat, drink, play, and shop in our neighborhoods. I hope that as we grow, we can stay rooted in the things that make a community feel at home, trees, parks and green spaces, access to water for recreation, art, and more. I hope that our community continues to grow in a way that keeps each area unique.
345	Online Input	Rivers, streams, mountains, the few walkable areas we have
346	Online Input	The Urban Wilderness and Ijams Nature Center, and all of our historic buildings and houses
347	Online Input	Beautiful outdoor spaces, mostly friendly community, diversity, great restaurants
348	Online Input	I love the proximity to mountains, lower traffic, and green spaces.
349	Online Input	location
350	Online Input	Rural areas, urban wilderness, beautiful S Knox County wildlife, downtown restaurants and festivals
351	Online Input	The promise of more bike friendly, long-distance greenways that go far beyond the busy parks and small greenways.
352	Online Input	Neighborhoods that include green spaces and identities, a growing attitude that we can work together across all neighborhoods to address housing, transportation and gun violence
353	Online Input	The beauty of farms and nature. In the last few years, it seems like there are many subdivisions going in. Sometimes less is more. Not everyone wants to live with 20+ houses next to them. Please focus on quality NOT quantity.
354	Online Input	Small town feel

355	Online Input	Central location to southeast. Proximity to mountains and lakes. Green space. Downtown. University of Tennessee
356	Online Input	I think Knox County is the perfect size. We are large enough to have a university, a ballet, an opera, a thriving downtown, theaters, a hockey team, lots of restaurants and shopping choices, and yet we are small enough that you can get from one end of town to the other most days within 30 minutes and you are likely to run into someone you know as you go about town. I love our beautiful green landscape and the untouched ridges and hillsides. I love the city/country feel of Knoxville, where we still have rural areas and farmland, where you can take an easy drive to see wide open fields and tree-covered ridges and then go downtown and be in a walkable, urbanized, pedestrian-friendly space that feels like a bigger city than Knoxville actually is.
357	Online Input	The wide variety of activities available for enjoyment--parks, music, theatre, art, restaurants, etc.
358	Online Input	I enjoy the things that enhance and highlight our natural amenities such the many greenways, parks, waterfronts. Ijams is fantastic steward of our beautiful surroundings.
359	Online Input	downtown
360	Online Input	I love the revitalization of downtown and areas surrounding! I love the walking trails! The focus on art and culture and music in our outdoor spaces and community activities! I want to learn more about the hidden treasures and history in our area and pass that information on through the library!
361	Online Input	Still large amounts of green space.
362	Online Input	Peace and quiet
363	Online Input	TN and Bijou Theatres, Music venues, Big Ears Festival, local restaurants (not chains).
364	Online Input	The scenic beauty, which sadly is disappearing due to overdevelopment.
365	Online Input	It has evolved to a modern fun city, with great music and concert opportunities. Great outdoor space and close proximity to the mountains and lakes.
366	Online Input	Wooded ridges and urban forest areas with trails and greenway connections
367	Online Input	Beautiful area, affordable living and I grew up here
368	Online Input	Tax structure and conservative base.
369	Online Input	The greenways are such a blessing to the county. Please continue to support the current greenways and expand them into new areas!

370	Online Input	The best thing about Knoxville are the streams, coves, hills, valleys, forests. You can go from one end of the county to the other to see and get anything you could need or want.
371	Online Input	Walking parks and sporting events
372	Online Input	Trees and greenways
373	Online Input	Parks, there are many places to go and experience the great outdoors here.
374	Online Input	Country feeling yet close access to the city.
375	Online Input	Natural environment
376	Online Input	The inner city is redeveloping into a viable community
377	Online Input	Growing number of multi-use trails and greenways
378	Online Input	Beautiful scenery, nice people.
379	Online Input	Market Square, Greenways, Accessibility to the mountains, The Arts
380	Online Input	I love areas like Turkey Creek or Northshore town center. I love that they are well maintained. Other areas such as central Avenue and south Knoxville along the river are all great places as well where I notice there is much attention to landscaping, sidewalks, etc.
381	Online Input	Small town feel with big city amenities
382	Online Input	I like the distinct differences between areas of the county. I like that there are still views in the county and not too many tall buildings or dense population. The rural character of certain parts of the county is very appealing.
383	Online Input	Market Square, Greenways, The Arts
384	Online Input	I treasure the community engagement in Knox County. I appreciate that everywhere you go in Knox, there are People willing to engage and shape the community.
385	Online Input	Parks and greenways, festivals downtown
386	Online Input	I love the "settler spirit" found in this valley of the Smokies. The courage it took for settlers to cross the mountains to see what is on the other side and carve out a life by being self-sustaining is still alive and thriving in the entrepreneurial spirit that is being nurtured in the downtown shared working spaces, business incubators, and the vibrant and eclectic artistic community. It provides big city variety, but small community feel.
387	Online Input	Cool place to live, lots of green space and generally safe!
388	Online Input	It is still (barely) recognizable as a town in Tennessee.
389	Online Input	I love Knox County's many miles of trails and greenways for hiking, running and biking.
390	Online Input	The Scenery
391	Online Input	Downtown Knoxville and the river.

392	Online Input	The beauty of having a county that is urban, suburban and rural all in one. It has it's challenges but you can have a little bit of everything. And I hope we can create a plan that can keep it that way. Increase density in the city and fill vacant lots, maximize suburban housing options and preserve open land if possible.
393	Online Input	Reasonable taxes
394	Online Input	I REALLY like the fact that the county is comprised of both urban and rural areas. I think it has a good balance of both, which I appreciate, having moved here from a largely urban area. If you're in the city and want to go for a hike, you can do so without taking a road trip. Likewise, if you're on the farm but want to do some shopping at the mall, it's feasible.
395	Online Input	The mix of nature and city life
396	Online Input	The way of life
397	Online Input	The parks and Greenways
398	Online Input	The ability to have access to quality arts and culture from the city while still being able to live in the mountains. Also really love the growth of greenways, blueways, and the urban wilderness.
399	Online Input	I've lived here all my live, all my family lives here in Knox County so it feels like home to me. I love the atmosphere of working downtown you're within walking distance to Market Square/shops/restaurants and also home of the Big Orange Tennessee Vols!
400	Online Input	Our outdoor spaces
401	Online Input	Green spaces
402	Online Input	the variety and proximity that Knox County gives.
403	Online Input	Peace
404	Online Input	parks
405	Online Input	Outdoor activities and variety of activities to from culture, outdoors, food, beer, and sports
406	Online Input	Green space
407	Online Input	Outdoor spaces & The Arts
408	Online Input	I love how our area has almost everything you'd need but is still "quiet" enough to be a small area. I know it's growing but I am enjoying our quiet little special spot while it's still a little secret.
409	Online Input	Green areas
410	Online Input	That hopefully they are NOT teaching kids CRT or sexual preference in Elementary
411	Online Input	Park and outdoor spaces
412	Online Input	Parks, bike trails, outside spaces
413	Online Input	The community

414	Online Input	We love the People who make Knox County a nice place to live.
415	Online Input	I am not really in love with Knox Co anymore. There is too much building without any thoughts concerning infrastructure. New neighborhoods and apartment complexes pop up without giving any thought to roads/traffic, if the schools can handle the additional students, etc.
416	Online Input	Landscape
417	Online Input	I love that I can get across town in about 15 minutes without major traffic snarls. I love that we have a diversified economic base that is stable and organically growing. I love that we hold ourselves out as "The Maker City" and "Scruffy City". I love that we embrace and support entrepreneurship. I love that Knox County feels safe. I love that many are working for the betterment of us all. I love that we continue to build and maintain parks, greenways, trails, blue ways and more.
418	Online Input	Our Parks and Waterways are beautiful Treasures. Our uninhabited lands reflect the Natural beauty of Tennessee (Smokey Mountains lush vegetation and natural animal habitats. Therefore, there needs to be a cap or limit on all these contractors building these ugly, cheaply made & constructed Smithbilt manufactured clone homes, and quit building only expensive high-rise apartments geared only for rich college kids whose families who can afford luxury apt. living. Quit busing in so many homeless People from other states who continually clog up community resources, creating barriers and red tape for legitimate single moms who want to work and provide for their families but can't because the system is soooo overburdened with Chronic homeless People who choose that lifestyle to avoid dealing with responsibility in society. Quit marketing to all the People from the other more expensive cost of living states (Ca, New York, Fla, Up North, etc. to move here just because they have money in their pockets, so they keep buying up all the available property causing ridiculous surges in housing & land prices. Now the typically middle-class Native Tennesseans & (especially low-income families) are pushed completely out of the housing market. They can't even afford to buy their own homes anymore, pay rent or even keep the houses that's been in their families for generations of Tennesseans from here!!!(It's all about money and it's getting worse. It's a serious housing crunch and No one from here can afford a house anymore. So why does the City & County of Knoxville keep buying up all the property for commercial development, if you are going to keep putting your Indigenous citizens out into the streets? :(
419	Online Input	Convenience

420	Online Input	Urban wilderness
421	Online Input	The Possibility for Diversity
422	Online Input	I love the People and the down-home feel within a city. I love Market Square, L&N Stem, Tennessee Theatre, Knoxville Children's Theatre, and Fort Dickerson Earthen-works fort.
423	Online Input	The 4 beautiful seasons of weather.
424	Online Input	Not a another, Knox County is being ruined
425	Online Input	Country city living. Not to fast not to slow
426	Online Input	Greenways and parks
427	Online Input	Good public schools
428	Online Input	I used to love everything about Knoxville but now all I want to do is get away from it and it's sad because My husband and myself grew up here. People used to be friendly, everyone lived their lives slow and were happy about it, if you were broke down 20 People would stop and have you going in no time and chances are you knew someone they knew and could say thank you with a batch of cookies or pie now you better call a tow truck and it could be a mile down the road and still take 20 minutes to get to you from all the traffic and People moving here. They are over running this once small but great town and turning it into Nashville and y'all are just sitting back and letting it happen to line your pockets. Don't act like you care because from where a lot of us stand you don't.
429	Online Input	Great for families! Lots of free family activities and water parks
430	Online Input	I love that it has multiple seasons and there was affordable housing, even in Farragut.
431	Online Input	Natural beauty, the forests, and hills
432	Online Input	Views of the mountains, Lakeshore Park, McFee Park, downtown Knoxville, beautiful trees and views of the river.
433	Online Input	The freedom to worship without fear of persecution.
434	Online Input	The close vicinity to the Smoky Mountains.
435	Online Input	The Greenways, Urban Wilderness, Farmer Markets, Art and music integrated everywhere.
436	Online Input	Community and family aspect, lots to do outdoors
437	Online Input	The people.
438	Online Input	The parks. This area is beautiful (second only to GSMNP) but the options to take our kids is great. We also love the historical parts and Civil War history. I do wish that was celebrated more. I know Farragut is their own quasi-government but the battlefield of Campbell Station is about gone thanks to development. I wish it was preserved as a park.
439	Online Input	I live in Cedar Bluff and I appreciate that there are so many resources near my apartment. I have grocery, clothing, and housewares shopping nearby and a variety of restaurants. I also

		have a greenway that connects right to my door for a connection to nature.
440	Online Input	Conservative place to live
441	Online Input	the beautiful mountains and the fact that houses are still set far apart when there are not housing developments. People are generally nice and well behaved and there is mostly tolerance for diversity. What I love is the activism, the lively Black Lives Matter Movement, the dance and yoga community and the beginning, finally, of some movement and repairing of the horrible racism in East Knoxville against the Black community there. The city has completed policed and neglected the area from the Women's Basketball Hall of Fame all the way down through Austin East. The county is beginning to take small steps to repair this horrible damage to the community it has caused.
442	Online Input	Knox County has the ability to make repairs and improvements when needed.
443	Online Input	A university town
444	Online Input	People's sense of staying loyal to supporting local businesses
445	Online Input	Green spaces, farms, open country
446	Online Input	Baker creek preserve
447	Online Input	Parks and open spaces
448	Online Input	Downtown and the connected urban neighborhoods. Greenways and Parks.
449	Online Input	Golf and outdoor activities
450	Online Input	Diverse gathering of people. I moved here from out of state and love the variety of People you meet here and all the spaces we have to gather (particularly market square / gay street).
451	Online Input	The beauty and the people.
452	Online Input	The variety of activities. The growing restaurant scene. The close proximity to the national park. The urban trails. Affordable cost of living.
453	Online Input	How well kept the public spaces are including roadsides and medians?
454	Online Input	WILDLIFE - DEER, FOX, RABBITS, SQUIRRELS, WILD TURKEYS, BIRDS, BATS. THEIR HABITAT IS BEING DESTROYED AND THE ANIMALS ARE BEING DISPLACED DUE TO EXCESSIVE MULTI-HOUSING DEVELOPMENTS. STOP THE MADNESS!
455	Online Input	Rural space!!!!!! Please do not let it be one a bunch of suburbs :(
456	Online Input	Small Town Feel
458	Online Input	I love how much nature we have in the county and the amount of space reserved for parks.

459	Online Input	I love the rural parts of Knox County the most. What little scenery in the rural parts we have left should be valued and protected. Agriculture needs to continue to be treasured.
460	Online Input	Pristine rolling hillsides
461	Online Input	I love the location and its history. I especially love how we are close to the beautiful smokies as well as close to Knoxville's downtown.
462	Online Input	The scenery with access to hiking trails and public parks
463	Online Input	The natural environment that has yet to be disturbed by human development; the waterways; the awareness by many that natural spaces in the temperate deciduous biome unique to east Tennessee is an incalculably important but fragile asset that must be protected and preserved now and for future generations.
464	Online Input	Cost of living, TREASURE the few rural areas ... 19th e Gibbs area is being overwhelmed with uncontrolled building right now. The schools are full, the roads are not safe for the amount of current traffic, much less what is coming from current plans. PLEASE help stem this !!!
465	Online Input	The natural world that is being destroyed by uncontrolled development
466	Online Input	All the greenery and friendly people. I don't like all the traffic on John Sevier. We need better infrastructure before we build more homes.
467	Online Input	People

468	Online Input	<p>The people!!</p> <p>We have lived in Knox County for 17 years.</p> <p>We are known as halfbacks.</p> <p>I never realized that we were Yankees until we spoke. Our neighbors welcomed us in, and I believe we are the oldest. Our neighbors have trusted us to babysit their children for their date nights or emergencies. We couldn't ask for a better community than Harrison Spring.</p> <p>A new road was built to alleviate the accidents at the Hardin Valley exit off of Pellissippi 162.</p> <p>It's nice to see NO shrines for People who have been killed at the exit. It made our road safer.</p> <p>We need parks for the children. Too many drugs today. Maybe they could be outside and not on computers.</p> <p>The vast growth in Harden Valley area is exciting. New stores are popping up all the time. For us we have everything at our fingertips.</p> <p>My husband is a fan of Five Guys he would enjoy having one on Hardin Valley Road.</p> <p>Covid has changed the country and we must show the respect to those changes and embrace them. Life is what it is now so we must pull ourselves up by the bootstraps and move toward.</p> <p>My 75th was yesterday. I love our country and my husband was in the Air Force in the 60's. Our first born was in the Air Force.</p> <p>Knox County has a diversified population. People from all over the country and the world come here to live in TN. We must embrace our new neighbors and welcome them. Our American flag stands for greatness and represents Knox County and what we stand for as well.</p> <p>We need to keep up with the potholes on 75 and side roads.</p> <p>Knox grew very fast these past 17 years.</p> <p>I hope this helps convince your committees that Knox is worthy for any grants, etc. available for roads and bridges.</p> <p>Thank you for your time.</p> <p>Barbara</p>
469	Online Input	Opportunities to do all sorts of different activities.
470	Online Input	I love the paradox of intimacy and metropolitan entertainment. Knoxville feels friendly, safe, and urbane.
471	Online Input	The coffee shops, the parks, and the presence of non-profits and churches
472	Online Input	It feels like a safe place to live, the mountains around are beautiful, and the land (what little that still exists) offers a peaceful setting.
473	Online Input	Scenic, beautiful area!
474	Online Input	Beautiful, full of opportunity and adventure.

475	Online Input	Activities
476	Online Input	The parks and the greenways. I enjoy going to downtown once a week to volunteer at WDVX, but it is the parks and the greenways that enrich my daily life the most.
477	Online Input	I am a resident of Hardin Valley and like the beauty and scale of our West Knox County community as it feels very livable and convenient to the places we live, work and play.
478	Online Input	Access to nature, and the walkability of the greenway system/downtown/Sutherland Ave. areas
479	Online Input	Fields of cows and horses.
480	Online Input	Some pockets of wonderful natural beauty remain, small-town feel to many communities through traditions like the Karns underpass and the home-made personal signs on the Karns pedestrian bridge over Oak Ridge Highway, low cost of living is a plus (though wouldn't mind paying more to get some better local planning and education), excellent location with regard to climate and we rarely have major natural disasters (knock on wood's).
481	Online Input	The parks and greenways. The downtown revitalization with restoration and reuse of old buildings.
482	Online Input	I loved Krutch Park as a quiet refuge to eat my lunch for the first 20 years I lived here. But I'm not fond of it anymore since it was remodeled. It's not really that kind of refuge from urban stress anymore that Mr. Krutch envisioned. While the cleanup and landscaping of the stream was certainly an improvement, the destruction of the vegetation that surrounded and sheltered it has severely degraded its identity. I love art in public places, but too much was crowded into Krutch Park instead of placing it in other spaces that deserve some as well.
483	Online Input	Most new developments outside of the city center are poorly planned and horrendously uniform. There is little or no thought given to make it possible to walk to schools, community centers, neighborhood shopping, playgrounds, community gardens and for kids to go play with their pals who may live just a few hundred feet away, but cannot be reached safely on foot, by roller board or bike, etc.
484	Online Input	Ijams Nature Center, The Knoxville Zoo, The Knoxville Arboretum, The UT Gardens. Beardsley Farm. Three Rivers Market, ET History Center, McClung Museum of Natural History & Culture, Highlander Center, Beck Cultural Center, Bijou, Tennessee Theater, MUSE, KMA Sorely missing the Candy Factory, which was a great place for many community activities! Nothing has come even close to replacing it.

485	Online Input	The greenery / landscape
486	Online Input	The geographical area.
487	Online Input	The green spaces and parks
488	Online Input	I love the family friendly atmosphere, I love the park spaces for us to go as a family, I love the horse farms and farmland in West Knox County.
489	Online Input	Natural beauty and accessibility to outdoor activity opportunities
490	Online Input	Climate, low cost of living, mountains close by
491	Online Input	Small Town Feel.
492	Online Input	Small Town Feel and neighborly attitude of people. Not over developed like Nashville.
493	Online Input	(1) The quality of life and amenities that we naturally have in East Tennessee (mountains, rolling hills, rivers, lakes and streams, the climate -- having all four seasons); (2) a community that is large enough to have great shops, restaurants, recreational and entertainment activities, etc. but not so large that it has some of the problems of larger metro areas like Atlanta, Memphis, Nashville, etc.; (3) cost of living; and (4) as a native of East Tennessee (Kingsport), the culture and People of East Tennessee -- Southern hospitality and congeniality, a strong faith community, generally conservative politically such that traditional values are still honored and are important to the overwhelming majority of the population.
494	Online Input	I love that we have/had a lot of green space but at the rate of growth and the counties willingness to let builders buy up land that will change soon. I think the best thing Knox County could do is require all unused building/living spaces be remodeled and filled prior to allowing in future building permits to be issued for ANY and ALL contractors. This should be one of the top priorities of KNOX COUNTY and it's government
495	Online Input	That you can still get around without too many major traffic headaches. It makes the County very livable, which is why I want to live here. If we don't build the proper transportation infrastructure, before allowing so many building permits, we will kill the livability of Knox County. Quality of life is way more important than growth at all costs. Do not allow it to become just another congested area. Focus on Quality over quantity. If we do that growth will continue at an even pace. We don't want what has happened in Nashville or Austin. That was poor planning on the transportation side.
496	Online Input	Although it is a city, there is a lot of "country" about it -- many parks and greenways...

497	Online Input	Lakes, creeks, ridges, green areas, parks, and access to these areas.
498	Online Input	The proximity to rivers and mountains. Until roughly the last 18 months, it was the proximity without traffic. Traffic has now become a significant issue in the Farragut/Choto area.
499	Online Input	Small population.
500	Online Input	The mix of city and country which you can get to and from in a relatively short amount of time and distance.
501	Online Input	Access to a lot of public parks, greenways, and waterways, free parking everywhere, lots of trees
502	Online Input	lots of vegetation
503	Online Input	It's a welcoming city for everyone!
504	Online Input	What used to be a small country type county, no longer with the rapid growth of postage stamp subdivisions being built
505	Online Input	It is NOT overdeveloped.... but unfortunately will be soon
506	Online Input	The View of The Smokies and the dogwoods.
507	Online Input	Knoxville and its surrounding area is one of the best cities in the country for outdoor activities. One can live in a good-sized metropolitan area while still having access to almost any outdoor activity: hiking, kayaking, mountain biking, etc. To focus on one specific place, the Urban Wilderness development in South Knoxville and its continued development is a positive.
508	Online Input	the mix of rural/residential/city properties
509	Online Input	Opportunity
510	Online Input	Parks and green areas.
511	Online Input	I love our diversity
512	Online Input	Low cost of living
513	Online Input	Great schools, healthcare and restaurants
514	Online Input	Proximity to the Smokies, all four seasons, great weather, outdoor opportunities, and low cost of living.
515	Online Input	Natural beauty, fine public schools, and friendly communities offering access to a full range of businesses and services
516	Online Input	All the small businesses opening
517	Online Input	The green spaces and landscapes. That there are neighborhoods tho they are becoming fewer that are thoughtfully planned out and incorporate green spaces. That not every neighborhood is one where neighbors are built on top of each other
518	Online Input	Parks and dogs parks
519	Online Input	Parks, greenways, biking opportunities, green space, and a country/urban feel.
520	Online Input	The parks and the dog friendliness of the area.

521	Online Input	Nestled between the verdant Appalachian and Cumberland mountains, our valley home is beautiful, green, and vibrant - a nurturing place to live, learn, and grow.
522	Online Input	I love the greenways! I also love the variety of restaurants that are available.
523	Online Input	You can immerse into a downtown city, suburb or rural/mountain/lake experience depending upon your interests. Example, live in a suburban area but go downtown for entertainment, etc. Love the parks, greenways and thankful Knoxville is relatively safe.
524	Online Input	Diversity of neighborhoods and how many activities there are to do in and around Knoxville.
525	Online Input	The growth potential and the people. Knoxville has a big city vibe in a smaller metropolitan area compared to a larger TN city i.e. Nashville. The people are what brings the best out of the area. I learned that this past weekend at the Rossini Festival downtown.
526	Online Input	The outdoors. I enjoy biking, running, walking, climbing, swimming, really anything outside. Knoxville is placed geographically in an amazing spot where the weather is comfortable outside a lot of the year. I hope Knoxville continues to take advantage of its outdoor spaces and its unique geography. And I hope that as Knoxville grows, it becomes more densely populated in built areas rather than removing green areas around Knoxville.
527	Online Input	vibrant downtown, green spaces,
528	Online Input	The natural beauty
529	Online Input	The diversity of the People from all parts of our country and the world. The conservative attitude of our Knox County legislative body.
530	Online Input	I live in the county dry hollow/ Kimberlin Hgts. area it's low residence, agricultural and I love that I don't have a neighbor that's within spitting distance, we have wild turkeys and deer if these huge housing developments are allowed to move in this will all be ggone, sobig high density housing leave us alone
531	Online Input	The expanding downtown space, and beautiful parks.
532	Online Input	The people
533	Online Input	Cost of living is reasonable, and we can celebrate our faith with family and friends
535	Online Input	Remembering what the traffic patterns were several years ago before construction and development ruled the growth of Knox County.
536	Online Input	Honestly- that we are holding conservative values - it effects all things in policy

537	Online Input	The natural landscape of the area. It needs to be preserved because it is our greatest asset.
538	Online Input	I love our green spaces, parks, the work of Legacy Parks and Knox County Parks and Recreation, gardens, blue ways like Beaver creek, and our commitment to continue to fund and support recreational green spaces,
539	Online Input	Our parks and greenways; lovely neighborhoods; thriving downtown; music, theater and other great activities all around the city and county.
540	Online Input	The smaller-ish town feel, maintained architecture and history.
541	Online Input	The amount of hiking/biking trails in the county. Especially in West Knoxville with the Concord trails.
542	Online Input	The outdoors! The trees and scenery!
543	Online Input	Green spaces. Forests. Land that is still wild and is a habitat for wildlife.
544	Online Input	I can leave work at 4p and go on vacation every day. The ability to have that small town feel and all of the outdoor recreation opportunities with hiking, boating, wildlife, fishing, hunting, bird watching, and lakes. I can go to a different restaurant every night (not fast food) and never go to the same place twice in a month. And we're 2 hours from several lakes, the Smokies (national park), and several state parks. We can be in Nashville, Chattanooga, Asheville, or Lexington is 2-3 hours. Close to home, there's not just one option for recreation; There's 30 or 40 options for all of that stuff. I can get my kayak out and be on the water in 5 minutes. Or be at the really awesome Knoxville Zoo in 15 minutes (one of the best zoos in the nation). In 2 hours, I can be snow skiing in NC, or in a Chalet in Gatlinburg, or going to the TN (Chattanooga) Aquarium, or be hiking in the Smokies, or hunting in middle TN. For wildlife, this is the most biodiverse region in the nation and one of the most biodiverse in the world (reference: TVA biodiversity policy, and US FWS). We should have an entire section of the Knoxville Zoo showcasing what is in our backyards. (What is living in our lakes is already show cased in the TN Aquarium - Chattanooga).

545	Online Input	<p>The old farms and agriculture connect us to our past, and they support economic activity like the Market Square Farmers Market and Cruze Dairy Farm. This land should be preserved, because once it is converted from agricultural or open space to another use, it never reverts back to ag.</p> <p>The rivers, hillsides and ridgetops give us scenic vistas and a sense of place.</p> <p>The Urban Wilderness and Parks provide valuable areas for outdoor recreation, and the Urban Wilderness is an economic driver just by itself.</p> <p>The increased diversity of residents is a blessing and benefit to our community.</p> <p>Knox County's rich stock of old buildings - particularly downtown, but also in smaller communities like Ritta, Corryton, Hardin Valley, etc. connect us to our past heritage and give us a sense of place. These buildings and structures need to be preserved.</p> <p>Established neighborhoods, with significant tree canopy, sidewalks - those are lovely places to live and recreate. Trees and forests - I really like that aspect of Knox County. I don't like the barren subdivisions built with nary a tree in site after the site was cleared and graded.</p> <p>I also want to say what I don't like about Knox County (things to avoid):</p> <ul style="list-style-type: none"> - The 10-mile long commercial strip that is Kingston Pike / I-40, a design which encourages locals to use the interstate for daily shopping needs - Low development standards, i.e. not requiring a tree in the yard of every new house, or not requiring sidewalks in new subdivisions. - Lack of walk/bikeability in unincorporated Knox County - Approving land development before transportation, education, emergency services, utilities, recreation are planned or implemented for an area - Lack of strong vision that serves as a North Star for development. There are lots of aspirations in the sector plans, but little follow-through with implementation. Take the East County Small Area Plan - full of great conservation ideas, but never implemented
546	Online Input	<p>Nestled between the verdant Appalachian and Cumberland mountains, our lovely green valley home is water-rich and beautiful. Its natural resources are the backbone of its appeal and generously support our most basic needs, something we can no longer take for granted. Clean water and wild forests and fields support healthy recreation and attract visitors that support our economy.</p>

547	Online Input	The combination of homes AND NATURE. However, there is beginning to be an imbalance, as farm and nature woods are being torn up to fill with housing. Our area is getting overcrowded. We NEED to preserve nature. Please do not change zoning on the 58 acres up for voting. My family is neighbor to this land, and we don't want this crowing on every side. We need green, park area, trails... We want to keep our nature and wild animals near us. Please vote against the rezoning on this land!
548	Online Input	<p>What I love most is Knox County's remaining opportunity and potential to conserve, preserve and enhance our natural environment, conserve and preserve our historical resources for posterity and the wish that future Knox Countians will appreciate and respect the compounding value of these assets over time: irreplaceable, un-affordable if you wished so.</p> <p>Our most valuable Asset: Our rural, agrarian culture, land; especially, our Holston and French Broad corridors and waterways. Farmland and wildlife habitat do coexist (we can do much better) and with the appropriate management and protection policies will help protect our air and water quality while providing ascetically pleasing, environmentally sustainable enhancement to our counties overall quality of life and food security</p>
549	Meeting in a box	Abundance of parks and outdoor green space (jams, lakeshore, etc.)
550	Meeting in a box	Local community farms like Beardsley and co-ops like Three Rivers
551	Meeting in a box	Close Distance from the University of Tennessee to downtown market square (How they are tightly connected)
552	Meeting in a box	Diversity of festivals and celebrations (Hola festival, Greek festival)
553	Meeting in a box	Good sense of community and centering local businesses
554	Meeting in a box	Downtown - Market Square, Gay st., etc.
555	Meeting in a box	Great parks/trail systems - World's Fair
556	Meeting in a box	University of Tennessee
557	Meeting in a box	historic neighborhoods
558	Meeting in a box	Festivals/Concerts
559	Meeting in a box	The sense of community present and support for local businesses and farms. Especially in the downtown / SoKnox area there are many local businesses and restaurants that are always busy, rather than large chain stores and restaurants. The downtown farmers market (MSFM) is also a great place for small farms and producers

560	Meeting in a box	The Urban Wilderness, the parks and greenways, and House Mountain. I love the farmers markets and farms including urban farms. I love our access to water along the Tennessee River. I love that even as we are growing, we still have a small town feel.
561	Meeting in a box	Greenways and nature spaces (its free and accessible relatively)
562	Meeting in a box	Mindfulness communities (I practice yoga)
563	Meeting in a box	Parks, greenways, urban wilderness
564	Meeting in a box	Downtown - businesses, restaurants, farmers market
565	Meeting in a box	Easy access to most places I'd like to go
566	Meeting in a box	Most neighborhoods are walkable or bikeable
567	Meeting in a box	Access to nature (ljams, smoothies*, quarries, urban wilderness in general)
568	Meeting in a box	Active, engaging community - running/biking clubs, breweries; New 2 Knox
569	Meeting in a box	Active nonprofit community
570	Meeting in a box	Welcoming people from diverse backgrounds
571	Meeting in a box	Walkable/bikeable parts of the city
572	Meeting in a box	Open streets
573	Meeting in a box	Farmer's markets
574	Meeting in a box	Sense of community support
575	Meeting in a box	Diverse backgrounds and values throughout the community
576	Meeting in a box	Historic sites and beautification (parks and greenways)
577	Meeting in a box	Greenways
578	Meeting in a box	Parks
579	Meeting in a box	Ease of access to smoky mountains
580	Meeting in a box	Development of downtown area
581	Meeting in a box	University of Tennessee
582	Meeting in a box	Green spaces
583	Meeting in a box	Accessibility and mobility in the city of Knox (Its easy to get places in a car)
584	Meeting in a box	Opportunities to access local food at farmers market
585	Meeting in a box	KCPL - Make sure funding is preserved and increased
586	Meeting in a box	Cultural diversity
587	Meeting in a box	That it is urban, suburban, and rural all in one county
588	Meeting in a box	The rich history/historical buildings and locations
589	Meeting in a box	Urban Wilderness - ljams and Forks of the River and William Hostie etc.
590	Meeting in a box	Arts and Entertainment
591	Meeting in a box	Proximity to national parks and state parks
592	Meeting in a box	Public parks
593	Meeting in a box	Greenspaces

594	Meeting in a box	Events and festivals
595	Meeting in a box	Small business scene, lots of markets and local products
596	Meeting in a box	Growing variety of restaurant options
597	Meeting in a box	Scenery - rolling hills and views of the mountains
598	Meeting in a box	Historical homes that are well maintained
599	Meeting in a box	Sense of community
600	Meeting in a box	Large but still small - City with lots of opportunities, activities and festivals. Bust just outside of each direction you are in country/rural
601	Meeting in a box	Somewhat easy to get around until you get into certain sections or neighborhoods you are unfamiliar with (can get turned around)
602	Meeting in a box	The people are kind
603	Meeting in a box	Its beautiful
604	Meeting in a box	Great schools
605	Meeting in a box	Great government
606	Meeting in a box	Community participation
607	Meeting in a box	Service available to those in crisis
608	Meeting in a box	Community development in progress
609	Meeting in a box	Access to mainstream resources
610	Meeting in a box	Informative meetings and groups

14. Places Comments

ID	SOURCE	COMMENT
1	Hardin Valley	Put a preserve in Hardin Valley, specifically on N Campbell Station Road.
2	Powell	Need a park in Ritta/Gibbs community greenspace for walking/ball fields
3	Hardin Valley	Allow the Hillside Protection Guidelines to become part of the ordinance for Knox County.
7	Hardin Valley	Too much traffic in the morning and evening. I hope there is no emergency because you would definitely get stuck!
8	Powell	Re-evaluate process for rezoning properties; marry the process better; rezonings before understanding uses fully
9	West	Kingston Pike desperately needs to be widened in front of Bearden Elementary
15	West	Remove invasive plants species from 3rd Creek Greenway, Bamboo, English Ivy, Chinese privet, Honeysuckle vine, brush, Euonymus, and worst of all Kudzu persistence might kill them all.
19	West	Would like to see more walkable mix-use spaces
25	Powell	More disc golf courses; expand greenway spurs and connections where possible; connect greenways to nearby communities (oak ridge, Clinton)
27	West	More Sidewalks, More, Trees & Strict Urban growth boundaries. Sidewalks on North Shore Dr.
31	Hardin Valley	Mellow Hill Park; Fix the boat crunch for low water.
33	West	Hubs of Community resources & connections around schools
37	West	Expanded sidewalks, multimedia access. People walk/bike on dangerous two-way roads.
39	West	Fix crossing for bikes. This is the missing link connecting N/S I-40 Neighborhoods
43	West	Build up East Magnolia shopping, Restaurants, not just fast food. Hotels. New Reno affordable housing for existing residence.
49	Powell	Love the new library and walking trail
55	Powell	Improvements to Beaver Creek are greatly appreciated; I'm concerned that efforts continue to preserve and protect if from developments that would contribute to erosion or pollution
85	Hardin Valley	Improve/update "Hardin Valley Community Park" off Hickory Creek.
91	Hardin Valley	Hardin Valley must stop allowing subdivision growth. We do not need any more!

97	West	More transit supportive land use. Can't serve Car-only suburbs with Transit/Walk/Bike, but we keep on increasing car-only diversity =impossible traffic
111	Hardin Valley	Improve infrastructure before approving more subdivisions; Reduce the number of homes per acres; Have developers put in turning lanes and greenways.
117	Hardin Valley	Protect as much farmland and greenspace as possible; Create mixed-use, town centers with high density living, businesses, public transit, and more
123	Hardin Valley	Support the infrastructure and make sure it can support all of the new development; Don't put so many homes in such a small area; Preserve some of the natural beauty of the area; Country Commission needs to actually physically see the areas they are approving for more developments.
125	Hardin Valley	Enforcement of speeding vehicles in area subdivisions.
129	Hardin Valley	Each new building residential addition should pay a fee towards roads, schools, parks, sewers, etc.
135	Hardin Valley	Developers need to provide money for road improvements, schools and provide green space that can actually be used; Make the new neighborhoods more attractive with 1-2 homes per acre, not 3 to 4.
141	Hardin Valley	Have a sector dean, stick to it, stop all the one deviations and density of housing approaches. Roads cannot accept all new traffic congestion.
142	Hardin Valley	Currently we do not have any facilities for youth sports in Hardin Valley, In dire need of a sports complex.
147	Hardin Valley	Posting information about current and future construction sites and deadlines for road construction projects, particularly Ball Road and the eastern sector of I-640.
148	Powell	Make Knox County cleanest and most pristine county in State of TN "Trash Control"
154	Powell	Midway Road Industrial Park: prime farmland, USDA Grant for payback, repurpose failed industrial park
159	Hardin Valley	Now, the ED of the planning commission answers to both mayors, which could make the position political. Return to a system where the ED answers to the planning commission executive committee.
160	Powell	Need library and senior center
165	Hardin Valley	Improved dog parks and recreational spaces throughout densely populated areas and for rural communities' protection for waterways.
166	Powell	Cluster commercial

171	Hardin Valley	We need to protect the beauty of East Tennessee, it is the very thing that attracts people - protect the hills, trees, and topography! The County should adopt slope rules.
172	Powell	Preserve farmland transfer of development rights
177	Hardin Valley	Slow down subdivision development.
178	Powell	Tools such as -TDR -conservation neighborhood -ridgeline protection (strengthened and codified)
222	Hardin Valley	Stop adding subdivisions without adding new roads and infrastructure and utilities.
228	Hardin Valley	MPC and Commissioners should not personally benefit "economically" from new solutions and business growth.
234	Hardin Valley	Growth of housing needs to be balanced across the whole county. Right now, it is concentrated in Hardin Valley.
240	Hardin Valley	Make it more obvious when politicians are beholden to the developer.
246	Hardin Valley	Have infrastructure in place before approving new developments.
252	Hardin Valley	Concentrate high density housing in the downtown area and grow infrastructure to support nearby. Preserve rural character of areas throughout Knox County. Even people who live in downtown density like to be able to get away from it and into nature.
258	Hardin Valley	Make the Planning Commission more responsive to resident's concerns on subdivision approval; Reduce the number of developers on the PC.
261	South Doyle	Incentivize infill to control sprawl
267	South Doyle	Protect our rural areas/agricultural regions
273	South Doyle	Protect our greenways, parks, and trails
274	South Doyle	Take advantage of infill housing opportunities
279	South Doyle	Curb growth for infrastructure concerns
280	South Doyle	Preservation of rural Knox County
285	South Doyle	Planned growth, not growth at all costs to the treasures, quality of life in the County
286	South Doyle	More progressive agendas - investment developers need to be held accountable for infrastructure and school impacts
291	South Doyle	Protect streams in South Knox and other rural communities
298	South Doyle	Speed control
303	South Doyle	Complete the Knox-Blount Greenway and make it go all the way to the Smokies.
306	Hardin Valley	Stop cutting off ridge tops for development as other counties have required developers to cease doing to preserve the beauty of the land.

309	South Doyle	Protect farmland and purposeful development; follow the growth plan
312	Hardin Valley	Require developers to replace trees cut or stop deforesting areas.
318	Hardin Valley	Build infrastructure first before development and in preparation for planned development.
324	Hardin Valley	MPC members and Knox County Commission should be banned from accepting money for campaigning or investment ties with developers - it is a conflict of interest.
333	Hardin Valley	Hardin Valley needs a park, greenway instead of all of the Valley being houses, apartments, condos, etc.
339	Hardin Valley	Change zoning designation for park next to Karns H.S.; the employment center of the Karns Business Park could allow an air polluting industry to be located next to a residential area and school - without allowing planning County Commission to do anything about it. It will hurt adjacent property values and quality of life.
351	South Doyle	Traffic calming within neighborhoods
353	South Doyle	Protect historic Flenniken House on Maryville Parkway
354	Carter	Invest in Forks River to make it an attractive parka and economic hub for the County.
357	South Doyle	Global development mindset in growth - allow number of developments to an area and allow the community to acclimate
360	South Doyle	Continue to improve parks across the county with updated play structures, walking paths, and scenery
365	South Doyle	Desperately need a covered bus stop at Kroger's and W. Young High Parkway
366	South Doyle	New housing developments should have green space and safe areas for outside play and conversation
369	Northshore	No buildings on ridgelines and hillsides, which were supposed to be protected.
370	South Doyle	S Knox Road - Keep rural areas - quit deforestation; honor existing neighborhoods; keep development near major roadways; affordable housing; support local and public schools; reduce congestion
371	South Doyle	Need more utility water and sewer in parts of South Knox
372	South Doyle	I would love to have a stronger introduction to South Knoxville at the end of the Henley Bridge - "Welcome to Knoxville" to strongly identify our area
376	Hardin Valley	Create and protect green spaces for use by people and wildlife. Presently, that which draws people is being destroyed.
382	Hardin Valley	Need walking paths/bike paths along roadways for safety and health of residents.

388	Hardin Valley	Need parks and play areas as community expands.
393	South Valley	Provide appropriate infrastructure associated with new developments
394	South Doyle	Small boat access to rivers, bodies of water and more. More public swimming access and litter control
399	South Doyle	Stop proposed development at 8802 Sevierville Pike - 4.5 houses per acre
400	South Doyle	Would love to see remaining blighted and yet to be filled buildings be improved
405	South Doyle	Require developers to adhere to code and overlays
406	South Doyle	More sidewalks along roadways. People like to walk, especially in nice weather.
412	South Doyle	Spruce up Chapman highway - close to Knoxville the Kudzu has overgrown.
418	South Doyle	Some South neighborhoods are a disaster, unfortunately
419	Northshore	More walking, biking trails like Farragut; Tree preservation; Keep the water accessible to our lakes and trees are our gold.
420	Carter	There needs to be more sidewalks, crosswalks, greenways connecting Carter high School to the surrounding resources that students use.
424	South Doyle	More parks; preserve wildlife; safer roads; no uncontrolled growth
425	Northshore	Conserving land/ Have a 'max' on developing subdivisions.
426	South Doyle	Develop in 'pods' in different areas in the County; no more mega mansions
431	Northshore	Concentrate density around major corridors - leave rural areas with more open space and/or land bank those areas.
432	Carter	New turn and exit at middle school, traffic backs up on highway if turning to Carter school road.
438	Carter	Great place to develop a town center concept with some vacant land that could accommodate high-density transit centers and more.
443	Northshore	Mixed-use projects
444	Carter	Promote development of existing commercial properties on Asheville highway; No more sprawling subdivisions that eat up rural acreage and its scenery; Greenways; Improve Carter Sports park area; Make use of river areas/public access.
449	Northshore	Our parks are beautiful, great trails in the area.
456	Carter	Widen Carter Mill Rd to McCubbins - it's one lane and a dangerous and more houses are going in
461	Northshore	Reserve space for new schools
462	Carter	Implement the concept in the East Community Plan - this is not a development area for Midary Path Houses.

468	Carter	Shoreline easement with legacy parks along rivers
471	South Doyle	All main roads should have a parallel sidewalk or greenway
473	South Doyle	Combine some city and county services
474	Carter	Conserve the Riverdale Community
477	South Doyle	Sidewalks throughout neighborhoods
479	South Doyle	Suttree and Island Home Parks are good examples of amenities for kids
480	Carter	Quality development for the business park; golden opportunity to make a great place.
484	Gibbs	Filing bankruptcy after a subdivision is started and houses are sold leaves homeowners vulnerable to the weem of another developer. Property values are important, especially if it isa families one and only investment.
485	South Doyle	do not want Knox County to develop like Atlanta
486	Gibbs	Work to preserve agricultural lands and rural communities; Preserve wild areas, ridgetops, streams, woodlands, etc.,
489	Gibbs	Pre-plan for infrastructure to go in before housing, commercial, etc.; Do not build 4 lanes on Tazewell Pike or any more of Emory Rd; traffic calming.
490	Gibbs	Agriculture designations on a planning map should carry more weight than the desires of a developer's profits!
492	Gibbs	Ensure historical site preservation of East Tennessee history center and expand "hands on" history options
494	Hardin Valley	Would like to see park and recreation areas developed in Hardin Valley and not more houses as the farms and land are sold
495	Gibbs	If it is green, then leave it alone and let it grow. It is growing houses the scenery changes from grass and trees to concrete, asphalt, and buildings.
498	Carter	Support of the fundraising efforts of My Sun Shines Funds to build a new playground and picnic shelter at Carter Sports Park in partnership with Knox County. We need mayoral and County Commissioner support!
500	Hardin Valley	Reduce the number of homes per acre for new developments. Improve the roads to support the traffic already here. Better police presence to enforce speed.
502	Gibbs	When farms are sold restrict development - farms produce food.
504	Carter	Find some type of affordable place for the homeless so they won't trash areas with their camps

506	Hardin Valley	Have a clue about the unrestricted growth of congested subdivisions in Hardin Valley that the road system cannot and will not be able to handle and that is causing pollution and mud downstream in Connors Creek that is discharged into Melton Hill Lake. The work offender is Ball Homes - they get whatever they want regardless of the negative effects on the community.
507	Gibbs	Any subdivisions being built in Gibbs + Corryton must have sidewalks
510	Carter	We understand the need for development, but it needs to be more well thought out. Localize/focus development to areas that are equipped to handle it. During development/planning stages. Help maintain the rural character of this area while bringing more business to commercial areas.
513	Gibbs	To improve the use of the Corryton Ballfield and playground.
514	Gibbs	The County should not bear the burden for the consequences of a new development. When roads need expansion, schools are crowded, and infrastructure needs improvement - these costs should fall squarely on the developer's shoulders. They want it, they pay for it.
516	Carter	Parks in Carter are lacking attention compared to South, West, and North Knox
519	Gibbs	Slow down developing in Hardin Valley and allow it to catch up with all that has been approved but not yet begun - we really need to see the impact.
520	Gibbs	Preserve rural feel and working farms in Corryton.
522	Carter	Encourage new grocery shopping to come Carter, we need more options
525	Gibbs	Protect the farmland in Gibbs; Provide sidewalks in addition to the pedestrian bridge - we need our kids to get to school safely.
527	Gibbs	Preserve our farms; Update our high school; Focus on keeping Gibbs and surrounding areas to the small hometown standard that they have been.
528	Carter	Widen Carter Road. A lot of traffic from subdivisions and the road is really narrow
531	Gibbs	Hold developers accountable to the promises they made in developing and make sure they follow through.
533	Gibbs	Walking trails connect them into a system, maybe following the creek?
534	Carter	Carter is not family friendly - where can kids go to hang out?
537	Gibbs	Connect the Washington Pike entrance to Northeast Knox County
539	Gibbs	Conservation style subdivision with connected trails for children

540	Carter	A better and nicer park in Knox County would be nice, maybe improvements to Pascal Park.
545	Gibbs	Protect the scenic views that still exist in Knox County.
546	Carter	We have tons of abandoned buildings in the city - if we need housing, they should be restored buildings first. It is ridiculous not to utilize the resources we already have.
550	South Doyle	More greenspace preservation in Southeast edge of county
551	Northshore	More school development - we have great schools, but they are already at or above capacity which concerns me.
552	South Doyle	Encourage people to use cars less; shopping and food closer to where people live
556	South Doyle	Preserve Flenniken Farm and rehabilitate 2 nearby superfund sites
558	South Doyle	Activate the open space around Stock creek with a greenway
562	South Doyle	Kudzu is awful
563	Northshore	Comprehensive review of school locations and forward plans; Keeping/adding parks; Keeping as many untouched locations as possible.
569	Hardin Valley	Require developers to contribute things that make neighborhoods healthier - for example, sidewalks, parks, stormwater development, donations to support building new schools, emergency services, etc.
570	West	Preserve Knoxville College Campus, Mechanicsville, TN
575	Hardin Valley	Impose adequate facilities fee on development so that growth has a net zero effect on revenue.
576	West	Fly over Bridge at intersection of Northshore and Kingston Pike so traffic does not have to stop
581	Hardin Valley	Additional upscale restaurants in Hardin Valley area.
582	West	Wilderness and Farmland of Hardin Valley needs to be protected from thoughtless single family home neighborhoods
583	Gibbs	Take care of the extended cultural landscapes that are important to the appreciation of historic places
584	Carter	An agriculture/vocational center for advanced skills/educational training
585	South Doyle	Vestal is part city and county - needs redevelopment dollars
586	South Doyle	Protect farming and agricultural communities from low-density housing developments
588	West	N. Broadway is bad for cars (Traffic), Bikes (Deadly), & Pedestrians (deadly). Parking garages & sidewalks?
589	Gibbs	Preserve the historic and cultural landscape of Loveday Springs, Dry Hollow, Factory on the Farm, and Shooks Gap.

590	Carter	Farmland and agriculture need to be preserved and protected; Bring awareness to programs that benefit farmland owners and develop a development rights program.
591	South Doyle	Protect open space such as parks, greenways, etc.
592	South Doyle	Love downtown area like Market Square, continue to make it safe
594	Hardin Valley	Mellow Hill Park; Need more parking
595	Gibbs	Scholarship/support for black-owned and minority business creation/expansion
596	Carter	Restore our local parks - some of them need attention like dog parks, bike trails and more.
597	Northshore	Re-use of emptied retail space between Kingston Pike and I-40
598	Gibbs	To support/create more 'housing first' tiny houses or housing centers for addressing homelessness, maybe with on-site employment.
599	Hardin Valley	Need additional parking at Melton Mill Park.
601	Carter	Special town zones are not being protected as they were intended. Two uses on review were approved for recovery houses in the last year. 3537 Asheville Hwy was approved against the grandfather clause that allowed Drayer Physical Therapy in because it was operating at the time.
602	Carter	Force developers to pay for upgrades needed for their development - condense development less sprawled out.
603	Northshore	Stop building industrial parks. Knox missed that - concentrate on smaller manufactures who can find and develop their own sites.
604	Gibbs	Limit the number of homes that housing developers can own to increase the number of primary residences and homeownership.
605	Hardin Valley	Keep the barn in the curve at Hardin Valley and Hickory Creek for historical purposes.
607	Gibbs	Clean and maintain bathrooms in County parks.
608	South Doyle	Need extension of greenways and sidewalks on Tipton Station/Martin Mill so you don't have to go through Bonny Kate Elemi's property
609	Northshore	Fewer apartments; Build more single-family homes; Fewer big-box stores and more local businesses
610	Gibbs	Trail system connections; Parks
612	Hardin	Hickory Creek Park boat launch needs dredging.
613	Carter	Public Park in East Knox County; Road improvement and traffic might help in 4-way to promote business opportunities; Preservation of rural character but still invite responsible development

614	Northshore	Moratorium on ALL new development until the infrastructure is built for it, to match a plan.
615	Northshore	We need a new school further West to take the pressure off of Farragut schools.
616	Gibbs	Link development to existing development and require open space
619	Carter	Greenways: Less loss of farms preservation of history improved road; more restaurants; Bookstore
620	Northshore	Make developers pay 100% of the costs of roads, sewers, water, etc. to support their projects.
621	Northshore	Kingston Pike is too congested, and I do not want Northshore to become another Kingston Pike.
622	Gibbs	Provide connectivity within developments
626	Hardin Valley	Investments in sidewalks, greenways, and increased roadway safety. Protect streams in South Knox.
632	South Doyle	County Park with focus on agriculture/nature - arboretum, grassland restoration, bird watching, walking trails - yes! Nature Park would be great in Hardin County.
633	South Doyle	Community gardens serving local neighborhoods
638	Hardin Valley	If a street/area has only homesites that are acres, others coming to that street should also have at least an acre. Not 3.5 like what is approved off West Gallaher Ferry.
639	South Doyle	Sidewalks between schools on Tipton station Rd along the side; Widen Tipton Station
641	Gibbs	Gibbs does not want to become Hardin Valley - please require smart growth and planning.
644	Hardin Valley	Protect older areas - continue adding Historic zoning areas.
645	South Doyle	South needs wider roads with guard rails; sidewalks to connect BK elementary; South Doyle High School subdivisions; keep green space; clean Stock Creek
647	Gibbs	"Don't Hardin Valley my Corryton!"
650	Hardin Valley	Amend zoning ordinances, to make developers responsible for many of the infrastructure improvements that their new developments necessitate. Many municipalities require this. Now, the developers pocket the profit, and the public assumes the cost.
651	South Doyle	Improve Hillwood Ave
656	Hardin Valley	Have a sector of housing density and not new community, by new community.
657	South Doyle	Neighborhood pocket parks as there are too few county residents outside of walking distance to a park - good for community quality of life

662	Hardin Valley	Develop a reasonable growth plan and stick to it. Allow only minimal changes. Now, sector plans change, and re-zonings are too frequent. Stop approving developments by developments without an overarching plan.
663	South Doyle	Rural areas need to be more protected; super subdivisions need to be stopped; more parks and public areas created
668	Hardin Valley	Preserve and expand the urban tree canopy; Revise the sign ordinances to reduce ugly sign clutter; Reduce the maximum allowable height and size of signs.
669	South Doyle	Plan with the big picture in mind - piecemeal development has yielded bad traffic and slow emergency response time. Preserve rural and agricultural land - put new housing in growth areas not agricultural zones and redevelop unused retail and greyfields.
671	Gibbs	Provide more parks and public nature areas; Have subdivisions mix in with commercial in nodes separated by open space/farmland - we do not want one big strip of development.
674	Hardin Valley	Preserve the farmland at the corner of Garrison and Byington; It is a beautiful open space, especially at sunset and currently is used for raising cattle and hay. One day it could be used for an agricultural education component at the high school given its proximity.
677	Gibbs	Restrict housing developments to 5 an acre. This will help control population and will help keep our area rural. Families move to rural areas to live in a rural area.
680	Hardin Valley	Sidewalks in the vicinity of Karns Senior Center; Karns Senior Center has been an excellent addition to the community, but there is no alternative transportation to get there other than private vehicles as far as I am aware. Senior vans for medical appointments have to be reserved ahead and are slow, and Uber and Lyft are hard to find. Sidewalks would help!
683	Gibbs	When planning puts demands on developers to approve projects they must have the authority to enforce the guidelines. Make developers have financing in order before anything is approved so they do not hurt homeowners with undeveloped subdivisions.
686	Hardin Valley	There should be sidewalks on Karns Valley Rd and a crosswalk so kids could walk or bike to high school. Really should have had sidewalks when originally constructed.
692	Hardin Valley	We need bus service to the County (in Karns) even if it just runs occasionally. We could then plan trips around the bus schedule when no car is available or when I get too old to drive.
698	Hardin Valley	Stop building houses in floodplains. We need open land to absorb stormwater and help prevent Beaver Creek from

		flooding roads and blocking Harrell Rd and the road that is the back way to the High Schools.
703	Hardin Valley	Hardin Valley needs tennis courts and running/XC course; Parks for leisure & sport.
704	West	We are so lucky to have Lakeshore Park! It is getting better & better
709	Hardin Valley	Stream restoration at Everett Road and Kingston Pike in Farragut.
710	West	Emory Rd. is to dangerous. Needs widening
715	Hardin Valley	Stream restoration including riparian vegetation across from Vulcan sports development (N. Watt Road between I-40 and Buttermilk.)
716	West	Hardin Valley Rd., jam packed. Too much traffic. Can it be made safer?
764	West	Consideration of long-term fiscal impact of development. Allowing mixed use development in single family.
770	West	Clean up under Interstate, overpasses & lower Emery place -Ft. Sanders area, clean waterways
776	West	Address Homeless via housing needs & House first policy
781	West	We need comprehensive planning in Knox County that considers the cumulative impact of its decisions
782	West	Preservation of Knoxville i.e., Candoro Marble & "Marble City"
785	Gibbs	Create comprehensive growth management for developing communities around an urban core / prevent sprawl and unmanaged housing growth
787	West	Transportation options to South Knoxville
788	West	Find a way to remove AAA Cooper Truck depot from Sutherland Ave. At the very least, make them hang a noise barrier on the fence.
791	Gibbs	Protect the scenic views we have of the smokies, house mountain, rivers, etc.; Don't make the Gibbs/Corryton community another Hardin Valley; Any housing development should be an asset to its community and not just a place to cram in as many houses as possible.
793	West	River Development
794	West	The Row houses along the south side of Southerland Ave. between N. Bellemeade and Tobler is vulnerable to redevelopment because of traffic + noise. There appears to be a landscape barrier along Southerland and an Alley behind the houses.
797	Gibbs	Protect the farms we still have left - no more subdivision, preserve what we have left

799	West	Restoration - Development -protection of old Knoxville College Campus, especially on the sidewalks, lights and residential effects to Mechanicsville, TN
800	West	More + Better public Transportation. Traffic calming sidewalks, Bollards to discourage driving and encourage riding with others
805	West	East Knoxville needs shopping, Hotels, Better restaurants besides downtown. Better paved street. The City / County should never have let East Town Mall close.
809	Gibbs	Protect farmland in 8th district; Develop a development rights program and better educate public on programs to preserve farmland.
815	Gibbs	More emphasis needs to be placed on protecting the Beaver Creek Watershed
816	Hardin Valley	East Knoxville lower-income areas could use help - perhaps new high density, low-cost but well-built housing.
821	Gibbs	Improve our parks - do not four-lane Tazewell Pike on Emory Road.
822	Hardin Valley	Spread development among all of Knox County communities, not only Hardin Valley or another area. Let it all develop.
828	Hardin Valley	Knoxville grows West first, then North, the East, then south; Preserve nature and all antiquity as much as possible.
830	Hardin Valley	Beaver Creek.
836	Hardin Valley	Someone needs to look at how many houses can be off on road, e.g., Hardin Valley/Hickory Creek.
889	Hardin Valley	Stop pouring more traffic onto Emory Road. It is becoming too dangerous. The new development near Blacks Ferry Rd, one of the deadliest intersections, was a mistake in my opinion. Too hard to safely get on Emory.
895	Hardin Valley	I know the Karns underpass is controversial, but I think it contributes to the small-town feel and just needs to be better maintained. I know a similar campus was called a "free speech tunnel" and there was some pride in it! In Karns, it is a tradition and just needs occasional attention.
901	Hardin Valley	More sidewalks in the heart of Karns. Maybe do a corridor study of a strip of Oak Ridge Highway from ballpark to Schaad Road and put some controls in place to keep it from getting junked up like Clinton Highway.
907	Hardin Valley	Preserve property along Emory Rd so there is some significant habitat for birds, small mammals, deer, etc. There is some property west of Byington Beaver Ridge that feels like you are stepping into the GSMNP. It has a spring on it, at the lowest elevation. It would be a shame to let this get developed whether it becomes available. It could be an amazing park/wild area.

914	West	Construction of Pedestrian Bridge plan between UT Campus & Urban Wilderness
920	West	Mixed zoning across the city
926	West	Extension of sidewalks & Streetlights, Pedestrian crossings citywide
1000	Carter	Protect Ruggles's Ferry and other East Knox County rural communities
1001	Carter	Family farms; 7 Isles Park; French Broad and Holston Rivers
1002	Carter	Would like to see some more growth but would also like to protect East Knox from rapid overgrowth. I would like to see access protected and to keep large development like the one on Ruggles Ferry Park to a minimum - Carter Road is also way too small!
1003	Carter	Improve vacant properties; zoning notification and procedures; existing properties within their existing zoning
1004	Carter	Protect rural communities; agricultural zoning; undeveloped acreage
1005	Carter	The Special Town Zones are important to protect so they are safe from rezoning
1006	Carter	More sit-down restaurants in East Knox County; greenways
1007	Carter	Asheville Highway shifts fairly quickly from urban/suburban within city limits to completely sparse in the county. As development pushes East. Density and mixed use should be prioritized over sprawl - concentrate development along AW would preserve openness of the surrounding area
1008	Carter	Add speed bumps on roads where traffic goes too fast
1009	Carter	Protect rural and unspoiled natural land; keep development in areas already developed
1010	Carter	Keep walking/biking in mind within development; plan long-term; keep an updated master plan of approved developments, ones on hold, in progress, completed, and more
1011	Carter	Protect conservation easements; French Broad and Holston Rivers; farmland; keep from overdeveloping
1012	Carter	Sidewalks required in subdivisions to protect residents and encourage community; add sidewalks in Strawberry Plains Bike on both sides of the interstate and at Four Way Inn.
1013	Carter	Protect highway end to end; natural beauty and historic treasures
1014	Carter	Stop subdivisions in Knox County!
1021	South Doyle	More affordable housing
1022	South Doyle	Protect wilderness
Online Input		

1023	Virtual Meeting	Bring people to different parts of county with local character- Corryton, Powell etc.
1024	Virtual Meeting	preserving green spaces, updating our current playgrounds a park to enhance a sense of community and pride in these areas
1025	Virtual Meeting	Variety of housing and transportation options
1026	Virtual Meeting	An airport that can handle larger planes
1027	Virtual Meeting	Stronger focus on aesthetics of new builds
1028	Virtual Meeting	beautification of communities and entryways to parts of the county
1029	Virtual Meeting	More walkable neighborhoods
1030	Virtual Meeting	sidewalks
1031	Virtual Meeting	Sidewalks in every new development
1032	Virtual Meeting	Sidewalks that connect roads with subdivisions to parks and schools
1033	Virtual Meeting	More walkable
1034	Virtual Meeting	Sidewalks in the county
1035	Virtual Meeting	Connected neighborhoods
1036	Virtual Meeting	Connected pedestrian infrastructure
1037	Virtual Meeting	Consistency in code application
1038	Virtual Meeting	Growth should happen where infrastructure is
1039	Virtual Meeting	More density along main corridors
1040	Virtual Meeting	building infrastructure before buildings
1041	Virtual Meeting	Schools within or closer to neighborhoods
1042	Virtual Meeting	More types of residential home options
1043	Virtual Meeting	Stop making sardine subdivisions
1044	Virtual Meeting	Tiny house developments
1045	Virtual Meeting	Smaller houses for new home buyers
1046	Virtual Meeting	Housing developments that aren't just 2500sqft homes
1047	Virtual Meeting	Urban growth boundary/ green belt
1048	Virtual Meeting	No more subdivisions in rural areas
1049	Virtual Meeting	Stop creating crowded subdivision
1050	Virtual Meeting	Actually, following the growth plan instead of making exceptions so we can all be on the same page and be playing with the same rules
1051	Virtual Meeting	Town centers
1052	Virtual Meeting	Transit-oriented development
1053	Virtual Meeting	Less 1-story development
1054	Virtual Meeting	Mixed use centers
1055	Virtual Meeting	Brown field usage of preexisting properties
1056	Virtual Meeting	Thoughtful infrastructure
1057	Virtual Meeting	Get infrastructure deeper in county areas near the business parks for housing to be developed for employees in those areas

1058	Virtual Meeting	More thoughtful design and layout of retail commercial and residential architecture, placement
1059	Virtual Meeting	Thoughtful high-density development
1060	Virtual Meeting	Affordable jobs
1061	Virtual Meeting	limit on housing density in more rural areas
1062	Virtual Meeting	More local control over TDOT plans
1063	Virtual Meeting	Allow neighborhoods that were set up intentionally with low density to maintain their intensions as well as the alternatives
1064	Virtual Meeting	More housing
1065	Virtual Meeting	Housing
1066	Virtual Meeting	More greenways
1067	Virtual Meeting	Extend and connect the greenways
1068	Virtual Meeting	What places? Your question is not specific.
1069	Virtual Meeting	End single family home exclusionary zoning
1070	Virtual Meeting	More parks
1071	Virtual Meeting	More neighborhood parks
1072	Virtual Meeting	planned and consistent development
1073	Virtual Meeting	Make development more predictable
1074	Virtual Meeting	Protect farms and rural land from development
1075	Virtual Meeting	Ridge tops need to be protected. Greenways and Urban Wilderness needs to be increased. Better design is needed for new development. Keep industrial away from waterways. Focus cultural, retail, and restaurant opportunities on waterways.
1076	Virtual Meeting	Preserve green space
1077	Virtual Meeting	Preservation of rural and open spaces.
1078	Virtual Meeting	Keep open spaces
1079	Virtual Meeting	Stop taking down all the trees
1080	Virtual Meeting	Focus on quality of life for current residents and property owners
1081	Virtual Meeting	More places like downtown and market square
1082	Virtual Meeting	reroute interstate traffic around instead of through Knox County
1083	Virtual Meeting	Better intersections
1084	Virtual Meeting	Improved east/west corridors
1085	Virtual Meeting	Stop overcrowding schools
1086	Virtual Meeting	Schools
1087	Virtual Meeting	Stick to the sector plan, no exceptions, or deviations
1088	Virtual Meeting	keep Knox County green
1089	Virtual Meeting	Green development
1090	Virtual Meeting	More public transportation
1091	Virtual Meeting	Transportation

1092	Virtual Meeting	Varied architecture
1093	Virtual Meeting	historic overlays
1094	Online Input	Hardin valley .. maintain our agricultural footprint, requiring builders to bring a more thoughtful approach to residential building's create consistent with the community's character and aesthetic.
1095	Online Input	Refreshing parks. My understanding is that there is a plan in place to update parks on a fair rotating basis that is not being followed. Communities are being neglected and being allowed to fall dangerous play conditions while others are being refreshed that are in much better shape.
1096	Online Input	The Northwest County sector plan has great ideas that allow for development and preservation of areas. Abusing the sector plan is deceptive to current residents and an insult to those that labored to collaborate and create it to make our area a better place to live.
1097	Online Input	Have group, local community meeting s where these kinds of discussions can be held
1098	Online Input	Continue to connect Parks to Neighborhoods to Commercial centers via a system of natural surface trails, bike lanes, sidewalks and greenways.
1099	Online Input	Let's actually plan growth and build infrastructure ahead of that growth instead of approving thousands of houses in areas with very minimal infrastructure to support the growth that's been approved. Growth is great, I'm all for it but let's try it responsibly for a change.
1100	Online Input	Hardin Valley needs a public park space with ball fields, playground, dog park, maybe even splash pad and skate park. There is one in Clarksville, and it is great for families! Would like to see less destruction of ridgetops and woodland. We have a subdivision called Everett Woods and there are no woods. Surely housing can be provided without destroying the entire ecosystem! We need more law enforcement for traffic in a Hardin Valley, the traffic is out of control. Constant hearing of wrecks where the one who caused it is leaving the scene. Rarely see anyone patrolling our area. How about having every household pay for fire and EMS instead of it being voluntary support. Widening the roads would be very helpful as would a 4 way stop at Campbell Station and Yarnell. Make subdivisions have shared roads for entrances or access from one to another to cut congestion on main thoroughfares.

1101	Online Input	Hardin Valley is in need of a park for children to play!! The closest parks are 15/20 minutes away. We need to give kids a place to socialize and be active in a safe environment!
1102	Online Input	... to set a plan to require a required and adequate land for big trees and other native plants and small wildlife to thrive between and around subdivisions. Breaks in paving and roofs are necessary to prevent excess warming of the land in populated areas.
1103	Online Input	With the growth in Hardin Valley, there needs to be more focus on zoning land for use other than residential. Specifically there is a dire need for an additional educational system. The Hardin Valley system is already grossly overcrowded, and there are still many planned residential communities to be built within the district. There is a need for a K-12 system near the Watt Road area to address the growth. There also needs to be more commercial zoning within the area for business development to support the community.
1104	Online Input	Strict density and development control needs to be implemented/maintained in rural residential areas. Slope and ridge top protections need to be codified, like the city of Knoxville has done. The County SECTOR Plans should be retained, also. Sector PLANS provide the context for Zoning Decisions and serve as a BRIDGE between the policies of the General Plan and ZONING. The Zoning Process should in NO WAY, be streamlined as this would alienate the public. Numerous steps need to be involved so those that have a real vested interest: we drive the roads, we live in the area, we sit in the congested traffic, we endure flooding roads - can participate. Reducing time and steps involved in the Zoning process will NOT benefit the citizenry of this County.
1105	Online Input	Developers are now too easily allowed to build sprawling housing and commercial developments that put pressure on outdated infrastructure. Planning should be such that the infrastructure - schools and roads particularly - come first, then the development. Raise property taxes to fund the infrastructure. Knox County is becoming unsafe and crowded with the system now in place. Put Planning Commissioners on the board that represent interests other than developers.
1106	Online Input	More parks should be planned and developed especially to provide opportunities for the public to enjoy nature. A recent study done by Trees Knoxville could be used to focus on areas with good forest cover. The study compared several data sets including population, schools, and land uses, as well as other information that could help guide and set goals for the future

		of the county and its citizens. Existing parks were also included and improvements could be based on improving forest cover in these parks. Schools need to have trees planted especially around playgrounds to provide shade. When visiting playgrounds is it apparent that existing trees are the center of activity where students and teachers can sit or stand in the shade. It has been shown by studies that schools with trees have better academic results when compared to schools without trees. Also when school grounds have tree cover they can be used by the local neighbors as a park during none school hours. More access to water resources like lakes, rivers, and streams for recreation would benefit Knox County and Knoxville. Improved ordinances to control development and protect natural resources would be beneficial for all to include the minimum requirement for landscaping new development and business should be implemented.
1107	Online Input	We need to create community hubs with mixed use development and a variety of housing to increase business and commercial activity within neighborhoods, decreasing long commutes and other multi-mile travel destinations.
1108	Online Input	Parks need to be accessible by walking or bike within 1-5 miles of the parks location so users can walk or bike there. Park activities should be for all ages to keep adults as well as youth active.
1109	Online Input	The entrance to Knoxville from the South (Alcoa Highway) could really use WOW factor. This is the way many arrive from Great Smoky Mountain National Park and a mural on the new overpasses might be stunning! In addition, we could use improved landscaping and access to retail gas/restaurants along with smaller hotel on this side of town.
1110	Online Input	It would be ideal to have some kind of shuttle access to the parks. The open spaces in south Knoxville could use serious landscaping and clean up.
1111	Online Input	I want affordable but charming housing. It's so necessary in order to keep it's value over time that we don't cookie cutter all the new homes and allow spaces between them.
1112	Online Input	Greenways and sidewalks make neighborhoods walkable and enhance both pleasure and health. It's hard to find a neighborhood in South Knoxville that has sidewalks.
1113	Online Input	Places that need to be protected, maintained, conserved, or preserved.: the Governor John Sevier corridor. There should be am immediate halt to further development to stop destruction of the scenic, rural environment.

1114	Online Input	Bearden Village is a great area to emulate in other places in the county with denser development. There is shopping, great neighborhoods, restaurants, greenways etc. We need to preserve areas designated as rural and STOP giving developers Carte Blanche to push sprawl and build on areas outside of the growth plan. Please encourage redevelopment. We have way too much blight for a small city. Chapman Highway is a disgrace with dilapidated buildings.
1115	Online Input	I would love to see you and arts District like the river arts District in Asheville
1116	Online Input	Renovate the city parks. 1. World's fair park could use an overhaul to encourage people to linger down by the water. 2. Morningside Park is a hidden gem that needs new sidewalks and exercise course, and urgently needs an upgraded playground. 3. The park under the James White bridge could be renovated to be a great area to gather along with fishing and boating.
1117	Online Input	Enjoy the expansion of Knox County Greenways and bike lanes. New affordable housing is a must! Homeless population needs to be addressed, but that is extremely multifaceted and complicated. Protect our parks/green spaces/south Knox.
1118	Online Input	Carefully consider building on every open field with vinyl houses. Think about reasonably priced, well-constructed, long-term neighborhoods. Consider the impact of traffic, and plan for future technology. So tired of seeing one person in every vehicle on the road.
1119	Online Input	Place AstroTurf in the grassy area where the Christmas tree is placed. The grass is mostly used to walk dogs and it muddy many days. There are many city areas that have utilized this and placed adirondak chairs, giant chess boards, children's games and overhangs for shade. They are very well utilized. https://pentagonrow.com/?attachment_id=2694 https://pentagonrow.com/wp-content/uploads/2017/08/Pentagon-Row-Marketing-Brochure.pdf
1120	Online Input	Provide restroom facilities, or at least a portable potty, at Marine Park (or nearby) for those who use the Knox/Blount greenway. AND extend this short greenway as far as possible, as soon as possible.

1121	Online Input	Create a greenway in Northeast Knox County and a public park area (could grow the park in Corryton to be larger) or create a larger park in the northeast area with walking trails in it and playground, basketball courts, play area for toddler and young children, a pavilion, restrooms.
1122	Online Input	Please protect the Special Town Zones. They are very important to the redevelopment of communities. Stop the ongoing efforts to rezone them to accommodate uses that would cast a dark shadow on the growth potential of these special places. The Carter Community has had two approved uses on review for recovery houses in the last year from the MPC. Despite the community's pleas not to allow them. They are called SPECIAL for a reason. They need to be protected and the MPC needs to listen to the community's views about the Town Zone
1123	Online Input	Put land use policies and ordinances in place that are reasonable, thoughtful and enforceable. We can grow in a planned way that will make the best use of our existing infrastructure and prevent sprawl. We need to protect the things that give Knoxville a sense of place, the unique structures and attributes that make Knoxville look and feel like no other city. If everything is built out with chain stores and restaurants, we look no different than anywhere else in America. We are unique and we need to embrace that as much as possible. We need to develop more mixed-use areas in places that make sense to do so. Places where people can walk or bike without taking their life in their hands. We need to revise our zoning codes to allow more flexibility in developing unique spaces, but also need to do a better job of enforcing zoning regulations and strengthen the ordinances and tie them to the overall general and growth plans to prevent inappropriate development in areas that don't fit the plan. There needs to be a level playing field regarding zoning and development and everyone should be treated the same. It should not be allowed for someone to easily request a zoning change that differs from the sector plan, the general plan or the growth plan without significant agreement by the communities affected. We need to revisit all these plans and tie their provisions to ordinances. The growth plan hasn't been updated in many years because the administration is afraid it will be too controversial. However, without a plan for growth, we are doomed to repeat the mistakes of the past and develop in an expensive, uncoordinated way that will cost us in many ways in the future. We can't let developers do whatever is best for their bottom lines. We have to have regulations that will

		ensure unplanned developments don't spring up that cost taxpayers more and more money to provide infrastructure after the fact.
1124	Online Input	Turn the failed Midway Industrial Park into an AG event park and have horse shows and races there. Pursue grant money from the USDA because much of the land is prime soil for farming and let them pay us to keep most of the land undeveloped. We could recoup most of the taxpayer money that was sunk into Midway by taking advantage of the USDA money and Knox County would still own the property. There are too many sinkholes and steep areas for industrial development anyway. There are many horse farms around the area surrounding Midway to accommodate horses and there are a lot of hotels and restaurants already at the nearby Straw Plains exit to accommodate visitors. Horse people travel, the location is right at the foothills of the Smokies, and this would be a great tourism opportunity for Knox County to take advantage of.
1125	Online Input	Identify locations for concentrated "villages" instead of allowing strip developments that are car centric. This would create specific locations that would make transit feasible, concentrate more workforce housing, provide more pleasant village-like environments, and allow for pedestrian access. The opposite of this would be how Hardin Valley has developed - in a way that is impossible to access any way but driving; in a way that has already required the expensive re-design of the interchange at Pellissippi Parkway; in a way that only exacerbates congestion and increases travel time; and removes all natural areas and wildlife corridors.
1126	Online Input	Chilhowee Park -- the idea is to turn all of the pond and asphalt into a nice lawn with trees sidewalks. like the world's fair park performance lawn. essentially more of a park with grass and trees rather than asphalt and water. I believe you could draw more want to folks that want to walk and hang out at a park on a daily basis, as well as concerts, events. I live a few blocks away and see the potential daily. I realize there are a lot of community events here, but I still feel like the space is underutilized in terms of drawing day to day visitors and events that draw folks' attention to all beauty of east Knox that wouldn't normally drive out this way. I think there is a missed opportunity with this property by having most of the land be a pond or a parking lot which can't really be used by the public.
1127	Online Input	stricter zoning to reduce ridgetop removal and development. Maintaining green zones, aka farmland, to preserve the natural beauty and prevent overcrowding.

1128	Online Input	I would love to see more land use for parks in my neighborhood, Inskip, making it accessible to walk to the park
1129	Online Input	Knoxville College needs help. I understand the City tried hard to redevelop it with the safety center. I don't know what the Board of Trustees wants, but the buildings are blighted.
1130	Online Input	Create a new library for the Lonsdale and Mechanicsville community. Murphy branch is not cutting it. This community needs more resources, and this library is hampered in growth by its location, hours, collection and staff.
1131	Online Input	We need to clean up Neyland. that waterfront could be a major attraction for our city, as it is for many others.
1132	Online Input	Need more parks in neighborhoods. Connecting greenways so foot and bike traffic is easier. Sound barriers between houses and busts roads.
1133	Online Input	Please preserve the ridge tops. I continually see the trees being bulldozed on ridge tops and it's a bad idea for the watershed, our temperatures, and the aesthetics. We are blessed with an abundance of beautiful forest here in Knox County, we need to preserve it, while still allowing development. The most recent example that bothers me is on black oak ridge between Ball Camp Pike and Middlebrook Pike off of Andes Road, the entire ridge top was bulldozed. Could the developer not have preserved at least a strip of trees at the top???
1134	Online Input	Emphasize the local history and natural resources of local areas. Love seeing the beaver dams and seeing real or depictions of the early development and up to now history of the area.
1135	Online Input	Connected safe greenways for bikes, walkers, runners all around the city.
1136	Online Input	Knoxville needs more mixed-income, diverse neighborhoods from the center city to the outlying areas.
1137	Online Input	Protect the south Knox County area from being taken over by developers and keep it rural.
1138	Online Input	East Knoxville along Magnolia and MLK are historically beautiful areas that have suffered from urban blight. These areas need to be developed to showcase the pride that we have in the historical cultural beauty of the area. I would like to see I grants offered to businesses along those two main corridors to make improvements to their facilities. We also need to continue to create affordable housing in this area.

1139	Online Input	Taking family farms and turning them into 100s of houses stacked onto each other is a terrible idea and there needs to be some preservation of farms. Carter is getting 500 Habitat for Humanity House's right now. Plus, they are building a new subdivision with over 100 houses at Strawberry Plains Pk. We already have a traffic nightmare on Asheville Hwy. This is only going to make it worse! Our schools cannot handle this kind of traffic or amount if kids. Go sit in the middle and high school at 3:30 every day and look at how jammed up the traffic is. The same can be said for the elementary school. The Habitat homes are all within the parent responsibility zone which means all those kids will have to be picked up. I'm not sure why these permits were approved without considering our roads and schools. These issues need to be fixed before bringing in 1000s of new residents.
1140	Online Input	Protect Hardin Valley from overdevelopment with no respect to dog parks, community park and playgrounds, basketball courts, skate park, horseback riding arena.
1141	Online Input	I travel Chapman Highway on a daily basis. I would like to see the area (probably from downtown out to two miles) beautified if possible. I know some things may not be able to be done due to private property ownership. Some areas of town look great with beautification projects - please keep Chapman Highway in mind for such projects.
1142	Online Input	Continue connecting all the greenways to support a culture of walking, running and biking as recreation and transportation. Intentional plan for more park spaces like the Town of Farragut did in their master plan.
1143	Online Input	I believe that the rural aspect of Corryton and Gibbs definitely needs to be preserved. It's good of course to improve the infrastructure as needed, and even to have technological improvements, but I think that drawing more people to live and work in the area would urbanize it. Furthermore, I believe that East Knoxville needs more employment and commercial development. I just feel that more effort and interest should be made in maintaining the well-being of that community and its residents. Maybe that manifests in the building of new playgrounds, or recreational centers, or other things deemed necessary to correct the problems that the community is facing. And the residents of course should definitely be asked what changes they need or want to see.

1144	Online Input	Open another elementary school on the far west side of Farragut. There's lots of space across from our subdivision, walnut grove.
1145	Online Input	Keep apartments in the downtown area, keep Farragut a quiet bedroom Community.
1146	Online Input	A rec. center. The community center is a great start but could be so much more. A rec center could offer an affordable gym space and classes for all ages. Think workout machines, a gymnastics gym, a rock-climbing area, a fun indoor pool, maybe even affordable camps for kids in the summer.
1147	Online Input	Grow the East Knox area, stop developing in west Knox-it's way too crowded
1148	Online Input	All public playgrounds and parks, big and small need toilet facilities, or Porta potties. I avoid many spaces because there are no bathrooms for my kids.
1149	Online Input	Do not place a section 8 apartment complex in West Knoxville before letting the tax paying residents of the area voice their opinions. By doing so, crime has increased. There is now a substantial gang presence in the area. I work in the schools and A L Lotts and West Valley do not have the staff or resources to deal with all of the behaviors/constant fights that have come with some of these children. Before planning and building section 8 housing, it needs to be determined if the zoned schools can support the many challenges that come with this population.
1150	Online Input	Greenways need to be convenient to connect to and use for thoroughfare for homeowners and taxpayers instead of the homeless
1151	Online Input	Revitalize our waterfront - it is so underutilized. Chattanooga is a great mode. A pedestrian bridge, more waterfront businesses, redo the park's etc.
1152	Online Input	Intentionally Connect public schools to public lands - this could be through greenways for example
1153	Online Input	Economic empowerment by offering blighted and vacant commercial owned by the city or not used by private owners to small businesses and organizations that empower the community to help cut the cost of Overhead. Yet allow grants for development of certain properties. Also prohibited property owners from hoarding spaces in the underserved communities and making it impossible for Black and Minority Business to sustain in and maintain.

1154	Online Input	Knoxville College is a safety concern and an eye sore. What can be done to restore or secure the historic location. It is sad our students have to live next to these abandoned buildings being used for criminal activity, drug users, and homeless. Kids actually go into these empty buildings and the risk is high for them to get hurt. We kept keep ignoring the issues in Mechanicsville. There are frequent shootings and drug deals on Pickett.
1155	Online Input	We need a county ambassador for the Tennessee Smart Yards program! Help residents help reduce stormwater pollution and runoff. Help homeowners take pride in the beauty and health of their yards and how that affects our waterways and quality of life.
1156	Online Input	Develop centers for supporting the TN Smart Yards program. Just as we have centers for recycling trash, we need centers for picking up mulches and compost and learning how to develop smart yards and purchasing native plants/trees. Both service and educational centers; several of them placed throughout Knox County to be convenient to each area and focus on unique needs of each area. Include city areas. Also, just as we have trash and recycling pickups from homes, we should have food scrap pickups (for composting).
1157	Online Input	We need more parks and outdoor play areas. There is a "playground" on Baxter Avenue at the bottom of Reed Street that clearly hasn't been a park in 30 years. It is an empty lot. If you Put in a park with a fence and a camera without a doubt, I know it will be used. And I would rather see these kids out playing there then in the middle of the road constantly. Again, nothing immaculate, just more safe play spaces for kids.
1158	Online Input	I would, as an artist and a history buff knowing what it means to this community, LOVE to see Knoxville College worked on. Or at the very least more protected. Fix or board up the broken windows. I just want to see that huge piece of local history truly taken care of.
1159	Online Input	The city needs to be strongly focused on improved and connected walkability. Stand-alone subdivisions that connect to nothing should be a thing of the past. Being able to safely walk, bike, e-bike, or utilize public transportation throughout the entirety of Knox County should be a top priority.
1160	Online Input	We need to provide natural wild lands / forests in locations prone to flooding. With climate change, we should expect more intense rainfalls which can lead to significant flooding. Let's take the time to ensure adequate reservoirs and natural waterways to the river and not pave and development all of our land.

1161	Online Input	We need to integrate low-income housing into wealthier suburbs and apartments to promote diversity and break the poverty cycle. No more should it be acceptable to tout the "not in my backyard" philosophy. We need to enable people to successfully break out of poverty and being integrated with strong public resources will help kids in tough situations find a path to a brighter future.
1162	Online Input	To give reparations to all the community that was displaced through the removal of people from the Walter P. Homes, on Martin Luther King Drive and to create place and space for the young men in the East Knoxville community by creating at least 4 new basketball courts, 4 new health food stores, and 2 new healthy places to eat on Martin Luther King Avenue. How about everyone who has a permit to build any kind of new construction has to put into a fund that will go into these projects-- putting millions of dollars into creating healthy, engaged community. Place the police department in BEARDEN instead of on the east side-CLOSE THAT DEPARTMENT DOWN. It is the most racist part of Knoxville, period! Put 3 million dollars into KNOXVILLE COLLEGE instead of the white, racist, ballpark and spend money on POOR PEOPLE!!! Why does the city give building permits for luxury housing and apartments and lower Broadway looks like India/ BUILD AFFORDABLE and Single Room Occupancy Housing that is less than \$400 a month! Engage the community and build something for the people, not a 'state of the art' Performing Arts Center but a regular, functioning community center at Knoxville College-revitalize it--this is the best action the city can take--that which gives true programming for all of the folks who live in Londsdale, Mechanicsville and Western Heights.
1163	Online Input	Neighborhoods providing housing options for all incomes - more ADU's and affordable housing.
1164	Online Input	I would love to see for cooperative housing models, especially for refugee families, AmeriCorps Vistas, multigenerational families, and single mothers, all of whom struggle with the financial burdens of access to affordable housing and to the other social determinants of health.

1165	Online Input	Transportation. As Knoxville and Knox County continue to grow, freeways to become overcrowded. They cannot be expanded fast enough to meet the needs. We should think about a light rail line running from Magnolia Ave to Farragut and from Powell to South Knoxville via the James White bridge. Otherwise, Knoxville will become like Houston, TX, where "rush hour" is simply standing still in your car for hours.
1166	Online Input	Knox County is growing and with that growth there comes a need for more commercial space, better roads, better transit and better response times from Knox PD and Sherriff. To better accommodate the need for retail space Knoxville must force mixed use development anywhere they feel the need to allow any apartment over 3 stories (commonly called 5 over 1). Many of the industrial properties in Knoxville and the county of Knox at large are in prime locations that would be better suited for 5/1 development or for commercial use.
1167	Online Input	Bring tiny home living for the homeless instead of tent city. There is a tiny home community out west that offers this temporary housing for the homeless. No electricity is offered. Also, the new housing replacing Austin Homes doesn't appear to had playgrounds or anywhere for the children to play. I saw some children playing on the sidewalk.
1168	Online Input	I would love to see a system of parkland created along the south side of the river similar to the Swamp Rabbit Trail in Greenville, SC. There is industrial lane southeast of the Gay Street Bridge that would make for a great park. Additionally, a greenway going from the Bluffs connecting all the way to IJAMS would be great for encouraging walking.
1169	Online Input	Knoxville is great for the amount of public parks/spaces it has. However, for people who can't drive they are inaccessible. We live in North Knoxville. I have seen people walking/riding bikes along Cunningham Rd., Beaver Creek Rd., & Central Ave Pk. All are 2 lane roads with narrow shoulders. There are no sidewalks on these busy roads & it is dangerous for pedestrians & cars trying to get around them. Perhaps a blacktopped hiker/biker trail that parallels the road might be a solution.
1170	Online Input	I would love more parks, but I would also love parks with features such as art that kids can play on, community space like BBQ pits/ picnic tables, and areas with tulips (I see people stop along the highway all the time to take pictures with the tulips - also the forks of the river area get a lot of visitors when the sunflowers are in bloom).
1171	Online Input	More schools. Ideally all year-round schools like in Maryville.

1172	Online Input	Limit destruction of forested areas. Provide buffers along roads and around subdivisions.
1173	Online Input	Restaurant / Beer Garden with a view. Especially here in Hardin Valley we have ridges and apartments complexes with the nicest view on the mountains. With all the potential mountain views in Knox County I can't comprehend that there is not ONE single restaurant with nice outside seating - perhaps an attached beer garden - overlooking the mountains. There are many lots available that are used by commercial properties (Local Motors) day cares and storage units with amazing views - but no restaurants? Please give us something to enjoy dinner, drinks, and the incredible mountain views!!!
1174	Online Input	Trash is all over John Sevier at times (close to the dump) and no one picks it up.
1177	Online Input	Restrict developers to building neighborhoods on roads with infrastructure to support them. Hardin Valley is a mess.
1178	Online Input	More of Hardin Valley needs to be preserved and land dedicated to community resources such a playgrounds and splash pads, community center with meeting rooms, community indoor & pool, basketball courts, volleyball courts with pavilions to rent as well as restrooms. There is nothing like this in the HV area and with it being the largest growing area in the county we need dedicated areas for families to take their children to play. We also need sidewalks to be required in new developments as well as adding greenways to Hardin Valley for biking/walking etc. None of this exists, I would love to see greenways developed like they have in Farragut. Also, no new housing developments should be approved until the existing infrastructure of Hardin Valley is road is improved and expanded/widened. It is literally land locked during school drop off/pick up as well as rush hour. There needs to be individuals at the schools directing traffic flow to improve the process. It's a literal nightmare. The three schools are also overcrowded, and additional schools need to be built between Farragut and HV to help accommodate the increase in growth.

1179	Online Input	New housing needs to stop growing so rapidly in Karns and Hardin Valley. All the land is being destroyed. Flooding continues to get worse. Car accidents continually increase along with traffic and unsafe roads. The beautiful part of Knoxville is being destroyed along with wildlife. If housing is approved the lots need to be much larger (1+ acre lots). There needs to be a traffic light at Harrell, Carpenter, and W. Emory. This is something that has supposed to have happened for the last 8 years and it still has not been done. It is an incredibly dangerous intersection and only get worse as Smithbilt continues to be a cancer in our community.
1180	Online Input	Knox county needs to have more public swimming pools. More pools continue to close. Our children need places to enjoy outside and to get exercise. All the state pools have closed and most of the public pools have too. Most of the pools that are open are not ran by Knox County and it is a struggle for them to remain open.
1181	Online Input	Increased frequency in public transport. I strongly believe that if we can increase the frequency of our bus network (maybe a Bus Rapid Transit type system) then more people will willingly choose to use our KAT system. This would help reduce traffic in future decades.
1182	Online Input	We need some assurance that there are plans that will recognize that both development and the quality of life represented by preservation of the environment and of open space are important. Plans that change every time a developer asks that they be changed can hardly be called plans.
1183	Online Input	Employment Center zoning should be removed from the Zoning Ordinance and property that has been zoned EC should be rezoned for something that is compatible with surrounding property. EC zoning allows for incompatible uses to be side-by-side (industrial next to residential and next to schools, for example). This sets us up for unsafe and unhealthy conditions for neighborhoods and schools in the future and depressed property values for housing in the vicinity of these zones.
1184	Online Input	The County should plan to protect certain property that has special features before the developers get to the landowners. There are some stunning areas around still, but if left to heirs and developers, they will disappear forever. More conservation easements or other devices for protecting these areas should be encouraged.
1185	Online Input	We need more public input on development

1186	Online Input	Keep zoning density low in areas where single family residences are the predominate housing. Infrastructure typically cannot handle high density housing and even if there is a plan to improve infrastructure, it takes forever and costs an arm and a leg
1187	Online Input	Event or Performance Space in West Knox/Farragut. Probably non-profit set up to support efforts of local groups, artistic pursuits and help diversify tourism initiatives across the County.
1188	Online Input	Please keep some of the farmland and stop so much development. I love seeing all the old barns. I love that we have a bunch of shops and restaurants, but we also need to keep that rural land. I feel like that's what people love. We need to preserve and conserve our land. It would also be nice to have a park in Hardin Valley instead of another housing development.
1189	Online Input	Provide for plenty of green space. Don't over build like Nashville and other cities.
1191	Online Input	Demolition of coliseum, it is totally embarrassing for mid size city. How many mayors now have canceled plans? Unacceptable! Move it to Worlds Fair Park for true connectivity to downtown, redevelop entire parcel of coliseum, police dept. Tear down old Hyatt too.
1192	Online Input	Protect hillside protection. I saw Clayton Properties Group Inc. filed Development request on 3-28-22 (5-A-22-SU) on "Glen Ford Rd" for Variance. Topography - Buildings do not fit on graded pad. Buildings will encroach onto the 2:1 slope w/ current setbacks. 50+ HOUSES on Hillside protection. Start protecting the homeowner not the developer. Millertown Pike has become a congested nightmare of traffic and cars.
1193	Online Input	I love that we have/had a lot of green space but at the rate of growth and the counties willingness to let builders buy up land that will change soon. I think the best thing Knox County could do is require all unused building/living spaces be remodeled and filled prior to allowing in future building permits to be issued for ANY and ALL contractors. This should be one of the top priorities of KNOX COUNTY and its government
1194	Online Input	Much of Knox County is defined by Beaver Creek and Beaver Ridge. Beaver Creek is in the process of being cleaned and is going to be a great recreation attraction for both residents and visitors. Beaver Ridge needs to be protected! It is being slowly carved away by developers.
1195	Online Input	Less multi-family housing. Apartments lead to population density and infrastructure problems.

1196	Online Input	Please, please stop the sprawl! Those cheap box houses replacing beautiful farmland off Hardin Valley and Choto, forested ridges being stripped on Emory Church Rd... they look terrible, they will age terribly. Can we please protect large swaths of land from development, so we don't lose all of our natural areas to this?
1197	Online Input	Make Clinton Highway through Powell a place that draws in a diverse range of businesses and restaurants and restrict the new development of more mobile home sales centers, used car dealerships and pawn shops. Also consider the availability of fresh and local prepared foods- it's not quite a food desert but it's not got any healthy restaurants either, which increases congestion to other areas like Cedar Bluff, Farragut. etc. as residents around this area have to travel further out for any food besides fast food. Provide some sort of incentive or assistance for business startups who move into defunct shopping plazas and can help revitalize blighted plazas or properties.
1198	Online Input	Have land developers preserve a certain number of canopy trees during construction of new neighborhoods in west Knox. Older, established neighborhoods like Fountain City are a great example of what a difference trees make in neighborhoods.
1199	Online Input	outdoor fitness park
1200	Online Input	SLOW DOWN THE BUILDING OF SUBDIVISIONS AND MAKE THE BUILDERS PAY IMPACT FEES FOR INFRASTRUCTURE IMPROVEMENTS NEED TO SUPPORT ANY BUILDING, INCLUDED ROAD IMPROVEMENTS, FIRE AND POLICE
1201	Online Input	BEFORE ALL THE LAND IS USED FOR BUILDING HOMES SOME PROPERTY NEEDS TO BE ASIDE FOR PARKS, AND SCHOOLS, ESPECIALLY IN THE KARNES, POWELL HARDIN VALLEY AREA
1202	Online Input	I would like to commend the town and community of Farragut for its community-forward city planning. I believe all of the greater Knoxville area could take note of things in Farragut like greenways, street lighting, well developed neighborhoods, sidewalks, upkeep of public areas, and city parks. I believe Knoxville can flourish and Farragut is providing a blueprint.

1203	Online Input	Strictly regulate/tax at a high rate any single-family homes/condos utilized as rental properties to aid in local families being able to purchase homes where they live. Rent is double a mortgage for many properties and doing this would increase market volume during a rough market and insulate additional community members from fluctuating costs of living due to rent rate increases. This is for non-apartment-style residences. Apartment style buildings should remain rentals to encourage good use of space and further investment by large companies.
1204	Online Input	The abandoned house on Lovell Road. Very pretty and historic house built around 1931 that would be a great place to conserve. Address is 1013 Lovell Rd.
1205	Online Input	Preserve farmland.
1206	Online Input	The maybe we stop building houses and MORE banks and MORE houses/apts. and MORE Walgreens, CVS etc. Save some trees so that we can breathe in this quickly changing climate. pollution from people cars and noise. All of this for more taxes!?! When does it stop? How much is enough? Pave paradise and put up a parking lots thank you
1207	Online Input	Rent cap. Rent is becoming too high for anyone to afford on minimum wage.
1208	Online Input	I get that we need places for bikers. But not in a way that hurts traffic by taking away lanes. We need more policing at the parks. Other than that- I think we're on the right track
1209	Online Input	There should be master plans for the city and suburban areas that include stricter signage standardization, natural areas in parking lots (i.e., it CANNOT be just pavement), mandatory sidewalks on both sides of ANY street (or walking paths), mandatory open spaces and protected land use for parks and recreation.
1210	Online Input	I wish that the county would implement stricter animal ordinances like those of the city so that I did not have to live next door to a chicken farm with 30 hens/5 roosters.
1212	Online Input	Stop/slow the rapid over development of Hardin Valley. It is becoming overly congested. The schools are past capacity, the electric flickers in the morning for over capacity on the grids and the traffic is becoming a nightmare
1213	Online Input	I would love to see the greenways connected completely, not just by roads. To have sidewalks between all major developments would be really nice as well. It would also provide more safety when walking and biking.
1214	Online Input	Increase tourist exposure to our local parks, trails & history.

1215	Online Input	<p>-Make Knoxville more densely populated and try to slow down sprawl and the removing of green spaces.</p> <p>-Put more money towards other forms of transportation rather than vehicles. Preferable bike lanes.</p> <p>-continue to create laws that encourage mixed housing zones and areas. such that rich and poor houses can exist near each other.</p>
1216	Online Input	<p>How do we house the people who are being priced out of rental property? We need strategies for dealing with evictions due to renovations and to deal with the crazy increase in rental rates. We are seeing an increase in homeless folks needing to camp on green spaces.</p>
1217	Online Input	<p>Room for improvement: We need to allow zoning for multi-use developments and MORE affordable housing options in downtown. Every single new building needs to have</p> <ol style="list-style-type: none"> 1. environmental impact assessment and greener infrastructure 2. affordable housing baked-in 3. multi-use zoning and development. <p>Cities such as Somerville, MA and Durham, NC are great examples of cities prioritizing mixed-use development to preserve the character, walkability, and appeal of their downtown communities. Reflects well: Knoxville has some incredible parks (Cherokee, Lakeshore, IJAMS, etc.) that need better public transit options. It's almost impossible for people without cars to access these parks. Transportation: MORE, MORE, MORE buses and public transit options. It is impossible for people in outer areas of Knoxville to access downtown in a timely manner. One bus route down Kingston Pike does not cut it for "Access". Ideally, parents should feel comfortable letting teens ride from Farragut or Strawberry Plains into downtown (and have plenty of options to get around the country unaided!) Buses that are CARBON NEUTRAL and ELECTRIFIED. Better access to Greyhound and interstate transit options in CENTRAL DOWNTOWN. Otherwise, Knoxville will choke on car transit.</p>
1218	Online Input	<p>I was very surprised that with all the growth, Knoxville has very few planned communities. Even finding one with a pool was hard. People want places where they can live work and play. As Knoxville grows, it would be great to have communities such as Baxter Village in South Carolina. https://www.baxtertowntcenter.com/</p>

1219	Online Input	Consider for new development, a tax/long term (yearly) usage fee (to users when Agriculture productive areas (tillable soil) are forever locked into subdivisions (soil unusable, covered over or unavailable for food production). This practice is somewhat common to modify elevations to achieve a level lots (some 15's, 20's and more in depth) where agricultural land is covered and lost for food production for several human life-times. The monetary collections might be directed for educating the local citizens (and developers) the long-term consequences of these action/decisions and provide a smaller footprint on the surrounding ecology. This concern directed is for the total area of Knox County. An additional possibility would be to collect (save) productive topsoil info required green & grow areas, maybe incorporating this practice within the development expectations. ,
1220	Online Input	Build parks and greenways in Hardin Valley since there is currently absolutely no recreation opportunities in the area.
1221	Online Input	Not allowing private business to expand to county park, such as Concord Marina wanting to expand their marina along the lake into the County Park.
1222	Online Input	To preserve some natural landscapes so that younger generations can see forests without having to drive to the Smoky Mountain National Park to do so.
1223	Online Input	I would like to see more wild and green space preserved. I would like to see spaces that allow residents and particularly children to experience the natural beauty of this region.
1224	Online Input	I would like to see more limitations on residential development and more redevelopment of already residential areas (encouraging reuse of existing blighted areas such as the Clinton highway area near Travis Foods). Residential Housing constructed on larger lots where large trees remain after construction have reduced energy bills by as much as 25% according to USDOE studies. Residential housing constructed where the land is not graded and reshaped before development provides a significant better opportunity for rainwater runoff to be captured on the property thereby averting flood damage in downstream areas (USGS and TVA). The current surge in residential development is creating traffic congestion, overcrowded schools, and a push to put too many people into a small area. Over development is also causing significant light pollution (lack of dark areas during sleep periods is a significant contributor to sleep deprivation).

1225	Online Input	<p>Goals to pursue...</p> <ul style="list-style-type: none"> - Preserving mature trees and green space's on public and private land (establish strong incentives and processes to preserve them) - Preserving ridge tops (e.g., development on ridge at Hardin Valley is unsightly and likely erosive) - Ensuring adequate services, including school capacity, roads, and utilities are sufficient to serve new populations BEFORE approving housing developments - Avoiding further development sprawl - Implementing stronger incentives to develop abandoned/unused structures and brownfield space instead of developing green space. Los Angeles's Adaptive Reuse Ordinance and "ARO 2.0" that is in the works allows for defunct downtown office buildings to be converted to housing and is worth examining for lessons/ideas applicable for Knox County. - Eliminating sedimentation and runoff from construction areas to protect our water - Establishing smarter approaches/policies (including promoting infiltration) to manage stormwater, especially in flood-prone watersheds - Preventing the planting of additional non-native, invasive species and working to eradicate their infestations that supplant native species - Changing the culture that results in a shameful amount of litter - litter that spoils views along our highways and quality of our waterways.
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1226	Online Input	We need a recreational green area on Hardin Valley Rd. We do NOT need more housing, crowding, chaotic traffic! My family already had part of their property lost to widening road, building of schools...and we already have so much noise, traffic, littering...Barely can drive out from our property at multiple times in the day...We cherish our beautiful, Hardin Valley, and we are losing all the enchantment, and natural beauty .Please consider ways that you can benefit the existing population, using the tax dollars we pay.DO NOT ignore those who care about our current neighborhood. Do not create a bigger disaster around us.
1228	Online Input	Zoo Knoxville is a treasure for Knoxville. It could be as big for Knoxville as the TN Aquarium was for downtown Chattanooga. Knoxville should look to expand the facility and infrastructure around it. Tourists (and sales tax revenue) already come from at least the Crossville/Cookeville and Chattanooga area to Zoo Knoxville. You may already be getting SE Kentucky and Western NC. Additional marketing to extended region media markets could help. The facility is worth additional investment and seems to have a lot of potential for expansion.
1229	Online Input	Knoxville and Knox County have great opportunities in hosting conventions and tourism for the nation with Opportunities like the Bass Masters tournament that was hosted a few years ago. Knox County should continue to invest in its stream and lake access areas.
1230	Online Input	Stop destroying farmland in Knox County.
1231	Online Input	rezone the schools so we are equally represented fairly as opposed to now where we have some overcrowding and underutilized schools
1232	Online Input	Parks, parks, parks. We need more green areas for our communities. Especially in Hardin Valley!
1233	Online Input	Neighborhoods with mixed housing and commercial development along with safe streets for walking and biking will bring economic success. People want to drive less and enjoy activities, businesses, restaurants in their neighborhoods.
1234	Online Input	A mixed-use area that is stoppable, walkable, eventful, and gives the feel of a place to go on a Friday night. A downtown hub that is in West Knoxville to remove the need of driving to downtown. Turkey Creek is not walkable.

1235	Online Input	I would like to see a central outdoor gathering place for people of all ages with various activities. Having 3 teenage children, this can be a challenge to find a spot where all personalities can be happy. Something that has outdoor activities like a skatepark alongside shopping, artistic endeavors like rotating exhibits, and/or an outdoor setup for concerts and such.
1236	Online Input	Limit development and growth so that the city does not become more overcrowded, less affordable, and more riddled with crime.
1237	Online Input	Love the parks in the county! Keep adding park spaces. They all get used! Can we please keep the restrooms open year-round? The ones at Ball Camp Park are closed in the winter and that park is used every day, especially by families and people who walk laps.
1238	Online Input	I am an elementary school teacher. I notice that many schools, even new schools, are having overcrowding issues due to all the new people moving to the area. I think schools need attention and expansions.
1238	Online Input	More parks, more Greenways, more protected urban wilderness spaces
1240	Online Input	There are very limited parks and community / youth sports fields in Hardin Valley. This needs to be a focus - we are running out of land quickly.
1241	Online Input	Three prong approach 1. Ask all landowners who are able to pick up litter quarterly on their property. Create some easy way for a landowner to ask for help if they can't safely pick up the litter along the road of their property. 2. Do a campaign of some low budget mention every time kind to remind people that litter is gross, pollutes, ugly, doesn't biodegrade, harmful to animals & interferes with water which can harm drivers as well. Also, when taking your garbage to the dump strap it down TIGHT!!! 3. Increase the number of groups the county has picking up litter. Have a group of vests, picker upper things people like me can borrow when we organize community litter pickups.
1242	Online Input	Please add more parks that cover a wide age range of kids - places for biking and scootering plus climbing playground equipment and swings.

1243	Online Input	There must be much more attention to protection of the scenic integrity (what little still remains) of our county. Rural areas, agricultural land, and prime soils in particular are routinely and almost systematically ignored, in stark contradiction to what was laid out in Knox County General Plan 2033! This needs far more careful planning, better definition, strong policies and safeguards to be enforceable. Sadly, developers have become accustomed to exploit the weakness of the planning staff and the planning commission, and the habit of the latter and the county commission to rubber-stamp almost every application that disregards these principles that are vital to the livability, sustainability and resilience or community.
1244	Online Input	It would be great to have a large park in Hardin Valley. Some walking trails.
1245	Online Input	Please convert every bit of land you can to some kind of protected area so that we have any green space left in Knox County. It's all being developed.
1246	Online Input	Could the Keller Bend Bluff Park be opened to the public?
1247	Online Input	Maintained public greenways, I see, are a great opportunity to provide easy recreation for the new developments. It allows surrounding residents opportunities to enjoy outside without needing to drive to a city park or to the mountains. Its boosts physical activity and encourages neighborly interactions. Greenways that connect communities are a large benefit to those around them.
1248	Online Input	Enforce the Knox County Hillside and Ridgetop Protection Plan so that the beauty of the ridges and mountains is not torn to shreds by developers seeking to build 100+ houses on properties that are not fit to handle the development.
1249	Online Input	Please, please protect the low density and hillside protection in the northwest sector. We need more greenspaces and recreation areas to support the population explosion in Hardin valley
1250	Online Input	We should call for more thoughtfully planned neighborhoods. No cookie-cutter houses stacked on top of each other with little yard space. Dog parks and green space should be built into each planned residential parcel, and house designs should include more yard space and more creative designs so that rows of houses aren't dull and boring. Each residence should include natural colors that blend into the environment to create a better aesthetic. Lastly, new neighborhoods should be linked with other residential communities to divert heavy traffic from main roads and create safer walking opportunities.

1251	Online Input	Topographically and drainage-wise our area can be very challenging. Development should be encouraged in areas that are least challenging and have ready access to utilities, while somehow retaining areas more challenged for parks, activity areas, etc. The reality is most parks appear underutilized currently, but some greenery is nice mixed in with development. Encouraging higher density and mixed-use development would be great as well...higher density means that less land is used for the same number of people and adding in mixed-use means those people have to travel shorter distances, often a walk or a bike ride, to obtain goods/services.
1252	Online Input	Preference should be given to infill development to make sure that downtown Knoxville is vibrant and safe. Special economic incentives based on a master plan for revitalization that includes corporate recruitment, both luxury and affordable housing and recreation/shopping/arts is vital. Let's make downtown a work, live, and play environment! There are a lot of great examples including Charlotte, NC
1253	Online Input	We have beautiful parks and public playgrounds and pools. My idea is to encourage builders/developers in lieu of parks w/in a development, encourage them on make a donation to existing green spaces/parks/pools etc. For example, if there is development close to a park the developer and builder donates \$20K to update the playground equipment or to finish out the public pool or add a pickleball court.
1254	Online Input	There are not enough walkable sidewalks in Knoxville, especially North Knoxville. Cedar Lane, Merchants, and Broadway should have safe clean walkable sidewalks. People cannot safely walk to public bus stops or grocery stores, or possibly walk home. The gas prices have risen like crazy, but everybody is forced to get in their cars to shop at the supermarkets, walk home, etc. Maybe if folks walked a bit more it might improve their overall health also and they would save on expensive gas and less traffic congestion. Also safe bike lanes on Broadway, Cedar and Merchants again would reduce car traffic and improve health of Knoxville and save folks on expensive gas money.
1255	Online Input	Please stop allowing MPC to develop areas without proper roads to accommodate growth. East Knox should be more developed with new growth and stop approving growth a single lane road. Expand public transportation and widen roads with shoulders/guardrails.

1256	Online Input	Ability to get to public spaces and parks and services by walking or bicycling during the weekday working hours versus only in evenings or weekends or summer due to lack of sidewalks or greenway connections (available only during non-school hours).
1257	Online Input	Reduce road congestion
1258	Online Input	Utilizing abandoned railroad lines to revamp for walking and bicycling.
1259	Online Input	Plans and ACTION to maintain and improve infrastructure such as roads BEFORE new construction. The development for the last 10+ years in the Hardin Valley area has been enormous to say the least and it seems there has been no thought, plans, or action to maintain or make more roads or access points for all the traffic that the new developments (school, business, subdivisions) have created. Our roads are not maintained as well as the right of ways kept mowed or maintained. Why would you build more structures or roads (whether business or residential) and you don't even maintain what we currently have. You ask for suggestions, but where is the ACTION behind the requests???? Thank you for allowing us to respond, now please, do something about it. HELP! God bless you
1260	Online Input	Move Amhurst SW to extend it to Schaad. Work a deal to trade existing RW for new RW starting at curve in front of cement plant thru wet area between existing homes.
1261	Online Input	Repave the roads, Oak Ridge Hy is terrible from the red light to Grace Baptist! Many others are just as bad, where are our road tax dollars going???
1262	Online Input	Knox county needs parks. As more and more housing goes in, people need public spaces including bike trails, sidewalks and parks. There should be an overlook park so that people can see our lovely hills and mountains. Transportation by bike so that people can get out from behind the wheel and exercise! I am speaking specifically about the Harden Valley area. Think in terms of now that we have housing, how do we make it a community? Sidewalks, bike trails and parks along the style of the First creek and Third Creek styles.

1263	Online Input	Create a developmental rights program where developers can buy development rights of a farm so landowners can get revenue out of their farm without discontinuing the farm and giving up the land. The developer then gets to use those rights on other property and projects to increase the density, but we also get to keep agriculture and farms. Improvement of county parks and increasing the activities available within those parks would be nice. I know the plan for the improvement of the park near the cove was spectacular and would be of great benefit to the county and residents within. I love going to Florida and riding bicycles because they have pedestrian walks and bike lanes. It's not something that is provided in Knox County right now, but I think it would be of great benefit to residents if we worked on adding bike lanes and crosswalks. Our roads are in terrible shape. This is mostly because our county MPC keeps approving development after development without taking in consideration what's already been approved and not yet built out. Then when they do build out and you compound the ones approved after that, we end up with heavily congested roads and schools. MPC & County commission both have got to stop approving developments when they don't take the time to look at the whole picture. They are literally destroying our county and the scenery, along with the infrastructure. We have to make infrastructure a top priority.
1264	Online Input	We need more parks and bicycle lanes. It would be nice if the downtown Greenway could connect with the Greenway by the airport
1265	Online Input	we HAVE to solve the morning and afternoon traffic around the schools. the area of Kingston Pike and Campbell Station roads is WAAAAYYYY too congested. If I am not at that intersection by 8 am my kids are late for school (8:30 bell). I would have them take the bus, but the buses are so overcrowded that many times kids are sitting in the aisles with no seat.
1266	Online Input	New neighborhoods should be required to have sidewalks.
1267	Online Input	I would love to see all the greenways connected, not just by roads. It would also be great to see more sidewalks to provide more safety for walkers and bikers.
1268	Meeting in a box	Focus on better access to healthy foods/fresh produce, less fast food
1269	Meeting in a box	Focus on mitigating gentrification and redistributing land to the black community that was harmed by urban renewal
1270	Meeting in a box	Censoring parts of South Knoxville from developers and apartment building

1271	Meeting in a box	Promoting small business growth in Happy Holler area of Broadway
1272	Meeting in a box	Creating a river walk in South Knoxville along the Tennessee River
1273	Meeting in a box	More affordable housing for multiple family living situation
1274	Meeting in a box	Chapman highway - less big box retail, slower lanes, walkability issues
1275	Meeting in a box	With the stadium (parking is going to be a massive issue
1276	Meeting in a box	Prioritizing current residents from getting priced out of their homes matters: Need more affordable housing
1277	Meeting in a box	Gap housing: starter homes, town homes, condos
1278	Meeting in a box	Being intentional about what developers obtain access to public funds. When PILOT/TIF contracts expire the development often turn into luxury condos
1279	Meeting in a box	Less subdivisions of single family homes
1280	Meeting in a box	More affordable apartment complexes for middle / low income earners
1281	Meeting in a box	Protect open spaces (parks, greenways, farmland etc.)
1282	Meeting in a box	Tax incentives for people to keep their farmland (outside of greenbelt)
1283	Meeting in a box	More affordable child care for their families
1284	Meeting in a box	I think when we're discussing making things better, we need to find more ways to make social services accessible (food, childcare, senior resources, rental assistance). We need increased access to spaces to move and play (sidewalks, basketball courts, parks) We need a food hub to bring in more locally-grown food to be distributed to the restaurant that need them.
1285	Meeting in a box	We need to prioritize land use to grown food in the country and in more urban areas
1286	Meeting in a box	Walkability especially outside downtown / University of Tennessee. I live in near merchants drive (its unsafe to walk anywhere)
1287	Meeting in a box	Developing, protecting areas occupied by People of Color (maybe include more People of Color/Black people/residents from underserved places in this process
1288	Meeting in a box	Waterfront areas/urban wilderness should be preserved
1289	Meeting in a box	The downtown area reflects well on the community. Areas with great growth need focus to meet needs
1290	Meeting in a box	Safer and more accessible biking
1291	Meeting in a box	Even more acceptance of diverse communities
1292	Meeting in a box	Improve community centers (include more resources)
1293	Meeting in a box	Affordable/safe housing
1294	Meeting in a box	Sidewalks!

1295	Meeting in a box	Green areas in urban spaces
1296	Meeting in a box	Access to grocery stores
1297	Meeting in a box	Not covering every inch of the river with condos
1298	Meeting in a box	East Knoxville needs lots of support. Infrastructure improvements in this area fall short of those in wealthier areas
1299	Meeting in a box	The Tennessee River needs to be better preserved
1300	Meeting in a box	Every road in the city needs work
1301	Meeting in a box	Increased development of affordable housing
1302	Meeting in a box	Improved Infrastructure to support growth (Emory road/Farragut)
1303	Meeting in a box	Better access to parks and greenways
1303	Meeting in a box	Better planning and construction (too much sprawl and cheap construction)
1304	Meeting in a box	Preservation of farm land and green spaces, especially those open to all
1305	Meeting in a box	All development is car oriented and needs to be more focused on pedestrians, bikes and mixed-use solutions
1306	Meeting in a box	More access to a healthy food source
1307	Meeting in a box	Preservation of historic buildings/locations (Knoxville college, Pryor Brown garage etc.)
1307	Meeting in a box	Greenways that connect to logical places.. (Stanley Lippincott to Ft Dickerson or Dogwood Elementary to Baker Creek. I love watching Sevier Avenue get businesses. New businesses appearing on Magnolia, Central Avenue blossoming. Growing these and hopefully a business corridor on MLK someday
1308	Meeting in a box	More compactness in the downtown and just out of downtown area. I feel as if the county is so spread out that its hard to feel connected to it county-wide
1309	Meeting in a box	Greenspaces, parks should be preserved. Increases the attractiveness
1310	Meeting in a box	More spaces that foster community (parks with barbecue grills, chess tables etc.)
1311	Meeting in a box	Preserve green spaces and wildlife habitat
1312	Meeting in a box	Create urban edible gardens
1313	Meeting in a box	Less racial division between West and East Knoxville
1314	Meeting in a box	Public restrooms downtown
1315	Meeting in a box	Approve mixed-use land development
1316	Meeting in a box	Connections from city to each community or neighborhood in county and to each other
1317	Meeting in a box	Making each community or section of county a recognizable one with their own environment or personality
1318	Meeting in a box	Access with public transportation

1319	Meeting in a box	The homeless situation is no longer just a city issue. The county and city must work together and come up with a long term plan in order to facilitate a better strategy for those experiencing homelessness
1320	Meeting in a box	Even though housing is a major concern, our rural areas must be protected to maintain Knox county's beauty
1321	Meeting in a box	More monies available for single homeless individuals (housing)
1322	Meeting in a box	More funding for home owners to repair their houses and lawns (tree cutting etc.)
1323	Meeting in a box	More affordable housing for low income individuals
1324	Meeting in a box	Create a cap on how much landlords can charge tenants for rent and purchases (housing)

15. Transportation Comments

ID	SOURCE	COMMENTS
22	Hardin Valley	Hardin Valley and Hickory Creek roads should be widened with added bike lanes.
34	Hardin Valley	The roads in Hardin Valley cannot support all of the new developments. Developers claim to make Road Improvements, but that is not happening.
35	Powell	Sidewalks for subdivisions, not just external
40	Hardin Valley	Talk to the leadership of Farragut about cost sharing; Plan ahead for developments to come.
41	Powell	Bike lanes for secondary and primary routes
46	Hardin Valley	Put greenways / parks anywhere before it is too late!
47	Powell	Harbison's crossroads area needs sidewalks and traffic improvements before any new developments are approved
52	Hardin Valley	Knox County roads cannot hold any more traffic. There are dangerous intersections that are not repaired - need to take action to keep building but helping infrastructure along with it.
59	Hardin Valley	Make Yarnell and Campbell Station intersection a 4 way stop to increase safety for crossing vehicles.
65	Hardin Valley	Cease awarding builders with approved projects based on their promise to fund Road Improvements.
69	Hardin Valley	Traffic to Pellissippi School is crazy! It's hard to get to later classes as it's backed up outside of P. Parkway, once under overpass - people get confused how to go straight.
251	South Doyle	Public transportation to jobs
257	South Doyle	Traffic calming and sidewalks on Sevier Ave
262	South Doyle	I would love to see a run to the airport from bus terminals
263	South Doyle	Sidewalks along Chapman Hwy and South of Kroger of Stone Rd to Colonial and beyond
268	South Doyle	Festival trolleys from South Knoxville on city
269	South Doyle	With rising amount of new housing, improve turning lanes, possibly widen John Sevier Hwy to improve safety
275	South Doyle	Better turn lanes on Chapman Hwy; no roundabout
282	Carter	Asheville Highway and other roads in the East are not ready for the volume of traffic; Five subdivisions are underway today and there are no improvements surrounding them
288	Carter	Ruggles Ferry and other roads associated off of it are not well suited for transportation - don't feel comfortable with being in the middle of these huge potential problems Including safety, noise, etc.
294	Carter	This is a major employment hub and only barely outside of the city limits. The County needs to collaborate with the city to

		expand the KAT lines to this location to give workers more accessibility.
299	Carter	Road improvements and traffic lights at Kitts Rd, Arms Rd, and Ashville Highway; Extension of Arms Rd to Strawberry Plains Pike; Slowing traffic for town business
305	Carter	Need a signal at Kitts Rd and Ashville Highway
311	Carter	New development in the area does lead to concerns for traffic and flow and shortcuts created through neighborhoods may not be viable. Make Knox more pedestrian friendly.
321	South Doyle	Influx of children and traffic in Karns - we need sidewalks between schools, parks, and stores
324	Carter	"Green gases" - multi parking where lots of scheduled pick-ups occur; Trolley style transit
327	South Doyle	Formalize 'bike lane' status for Matin Mill Pike from city limit to Blount County line
330	Carter	Turn lane Westbound Asheville Highway in front of dollar general/good stop gas station; Greenways
333	South Doyle	Make Chapman Hwy 4-lanes with a turn lane from downtown all the way to Seymour
339	South Doyle	The addition of low-density housing along Chapman highway is going to create severe traffic
342	South Doyle	Roads useable for bikes and car-speed controlled
348	South Doyle	Need to do Isle Residence; when they say Sevierville Pike can handle 3500 new car trips per day
351	South Doyle	Sevierville Pike from E. Henderson Chapel to Valley Grove Baptist Church needs wider and straightened roads
354	South Doyle	Add traffic light at Simpson Rd; add turn land from Knoxville to Seymour on Chapman
357	South Doyle	Sidewalks, bike lanes, make neighborhood safer with traffic calming, and make road developers add shoulders, not drop offs
359	South Doyle	More traffic lights on Chapman Hwy
360	South Doyle	Neubert Springs over Brown Mountain has railing electrical wires hanging
363	South Doyle	Chapman Hwy is a disaster - a stop light is needed at Sevierville Pike
372	Gibbs	Walking trails in Gibbs
376	Northshore	Traffic light at Woody Drive and Central Hollow
382	Northshore	Traffic light at Loop Rd and Concord Rd; No place to cross Concord Rd between Turkey Creek Drive and north circle.
388	Northshore	Development should be regulated to include turn lanes and more.
391	West	Use smaller KAT Buses and promote the bus system way nest.
394	Northshore	More bike trails, greenways, collector roads.

395	North Shore	Put a moratorium on all development until all infrastructure is in place
397	West	Love that Urban schools are walkable - please don't move them out to more remote locations.
399	South Doyle	Chapman Highway bike access and possible footbridge to cross
400	Northshore	Developers should be required to improve connecting roads; Improve roadways with minimal destruction of homeowner property and natural resources.
401	Northshore	Too many roads that need improvement and they are too narrow - putting more traffic on them is dangerous.
403	West	Sidewalks on the North Shore. More bus transportation access.
405	South Doyle	Add sidewalks, bike lanes, greenways to allow for alternative modes of transport
407	Northshore	Do not believe in widening roads to be used for just a couple hours a day
408	South Doyle	Some bus routes only need an electric mini-van and not a big bus
409	West	More connected bike facilities for transportation. Focus on direct links that are safe.
411	South Doyle	More and better bike lanes
411	South Doyle	More bike lanes
413	Northshore	Make sure infrastructure is there before developments are approved - need appropriate road widths, more sidewalks in residential areas
414	South Doyle	County ordinance requiring bikes to have a strobe flashlight
417	Gibbs	Infrastructure should be improved before developments are approved.
423	Gibbs	Gibbs has almost no pedestrian pathways to provide safety for our citizens. There is one strip of sidewalks and no way to cross Harbison's crossroads intersection safely.
429	Gibbs	Find ways to keep the heavy traffic off local roads; Back roads not capable of handling the volume.
435	Gibbs	Understand that agricultural traffic on Washington Pike conflicts with other traffic
441	Gibbs	Require sidewalks in all developments and require developers to pay for it - if they want it, pay it.
447	Gibbs	Widen Washington Pike to accommodate new development - traffic is a problem
453	Gibbs	Area is too congested already - keep development density down, should be friendly for school traffic and children should be a priority.
457	West	Slow down the arterials. Safety risk isn't worth the speed benefit.

459	South Doyle	Improve Hillwood Avenue
461	North Shore	Congestion off of Pellissippi Parkway (Westland) is terrible at peak times, maybe utilize frontage roads
465	South Doyle	Monorail, monorail, monorail
467	Northshore	Turning onto Northshore from Northshore landing during rush hour and school times is dangerous.
471	South Doyle	Get rid of Bike Lane on Moody Avenue - nobody bikes to Kroger those people drive to 3 Rivers Market or Trader Joes
473	Northshore	Road Improvements and funding before subdivision permits
479	Northshore	Extension of trails from concord Rd along Northshore to the cove
485	Northshore	Congestion mitigation along Northshore Drive
491	Northshore	North Campbell Station Rd widening/alternate route
501	Northshore	We need to fix traffic on Northshore - it is congested and dangerous.
502	Gibbs	Develop more arterial roads so we have better options to get around when traffic is backed up.
503	South Doyle	Improved bike protection zones
504	Gibbs	Improve separation and biking lanes. Provide more incentives for use of electric bikes and light e-vehicles: lanes, parking, charging.
507	Northshore	Widen Pellissippi parkway for commuters - it should be 3 lanes to accommodate growth.
508	Gibbs	Washington Pk congestion
509	South Doyle	Light rail from outside the city into the county
510	Gibbs	We need another red light to create a break in traffic so we can turn L out of store and roads.
513	Northshore	Do not need more density in Keller Bend/Tooles Bend as the roads are not able to handle it.
515	South Doyle	The roads are too narrow in most of the County
519	Gibbs	Calm traffic with more speed limits and physical measures. Plan for more steady traffic flow by coordinating signals for less 'stop and go' interruptions.
519	Northshore	Need bus transportation in the County
521	South Doyle	Sidewalks should be encouraging and supported in County developments. Support narrower street widths in neighborhoods to support traffic calming
525	Northshore	Two left turns from Northshore to Ebenezer (Westbound)
527	South Doyle	Roads need to be improved to support development before development is approved - let developers share a burden of the cost
531	Northshore	Maintain sector plans; Codify the Hillside Ridgetop Guidelines.
533	South Doyle	Any option for light rail would be a wonderful service for our county

537	Northshore	Roundabouts at lake; Lyons View/Northshore Westland
543	Northshore	Sidewalks/Greenways along Northshore drive
544	Gibbs	Gibbs / Harbison crossroads is extremely congested during the morning hours for work and school commutes.
550	Gibbs	do not 4-lane Tazewell Pike or Emory Rd; A two way left turn lane might be better to handle the flow without turning these roads into interstates.
563	Gibbs	Expansion of Corryton Park to include walking trail - going past House Mountain including ballparks
569	Gibbs	Addition of safe shoulders around roads.
573	South Doyle	J.S. Hwy - make 4-lane; guardrail on MM Pike and N.S. Road over Brown Mountain; minimal shoulder for all roads as many are unsafe for buses
575	Gibbs	Limit development to rock controlled land
579	South Doyle	Traffic calming is needed on Chapman and several artery roads
581	Gibbs	Evaluate widening of Nickle Rd in light of traffic.
586	Carter	Straighter Carter School Road on East Side; Move Parker East for more room to rebuild stadium.
587	Gibbs	Consider roundabouts as new intersections
597	South Doyle	Chapman Hwy could be made much more efficient with more turn lanes, more no left turn intersections, and smart traffic signals
610	Gibbs	Connect Halls High to Gibbs schools/ Nicholas Gibbs house via greenway.
611	Gibbs	Intersect cut through unsafe and confusing
616	Gibbs	E Beeler Rd - Opportunity Ridge Beeler Farms subdivision is putting pressure on a narrow road.
617	Gibbs	Heavy traffic at certain times of day - pull off in offset intersections hard to get out at Tazewell Pike as the traffic is fast and backs up.
623	Gibbs	2 intersections close; Maybe a roundabout?
627	Northshore	Do not do a wholesale widening of Northshore drive.
628	Carter	Need a signal at Arms Rd
653	Carter	Widen Brakebill Rd and other stretches of development; Pave roads in East Knox; Public transit to exit 398.
660	Gibbs	Greenway needed in the Gibbs area as there is not currently one there.
666	Gibbs	Stop approaching developments without putting infrastructure first. 8th district is way too congested; we have 5 approved developments without plans.
672	Gibbs	Make our school zones pedestrian friendly with sidewalks, traffic calming, and speed enforcement.
684	Carter	Calm traffic, address neighborhood safety

690	Carter	Better alternative routes for traffic, especially transfer trucks when I-40 is closed; More sidewalks for pedestrians; Traffic light at Huckleberry and Strawberry Plains Pike
695	Gibbs	Dog leg intersection and blind hill
696	Carter	Start putting infrastructure before developments. Improve roads prior to approving more houses. Then, traffic would not always be an issue.
701	Gibbs	Need transportation; Synchronized intersections; more premium transit options
702	Carter	Increased development requires wider roads; more housing developments; congestion issues gone; and maintenance of the rural feel
707	Gibbs	East-West/North-South connectivity between major corridors in NE area -lack of connection
708	Carter	Require pedestrian crossing within PRZ zones so kids can safely get to school, along with sidewalks.
713	Gibbs	Public transportation in Gibbs and Corryton - the CAC is not enough
719	Gibbs	Greenway from Nichols Crosby to Edwards Crossing and Ruritan Park.
738	Gibbs	Too many narrow and heavily travelled roads (Tazewell, Washington, Millertown)
744	Hardin Valley	Provide connected trail system between greenspaces
745	West	Widen Hardin Valley for increased school traffic and rush hour. Lots of accidents near Pellissippi.
751	Hardin Valley	Development cannot be allowed without more careful consideration of adequacy of the roads to support traffic.
757	Hardin Valley	1) Train for day transit, 2) more roundabouts, 3) more biking
763	West	Backup from R drive through on Cumberland Ave.
769	West	Interstate exchanges- expand lanes, reducing backup.
775	West	Sidewalk system city wide. Streetlights. Walkable.
781	West	Improve road maintenance
782	Hardin Valley	The roads cannot support the continued subdivision growth.
787	Hardin Valley	Without widening projects, roads across the County will be unable to manage increased traffic. We must increase the infrastructure budget (Emory Rd, Sevierville PK, Hardin Valley Rd)
788	Hardin Valley	There must be movement; eliminate the left hand turns which require crossing oncoming traffic; The latest improvement has not improved traffic delays.
793	Hardin Valley	Cats' eyes in all roads, 2 lanes or more; Roundabouts are very effective along with the rumble strips.
794	Hardin Valley	Do a better job at planning for future building with regards to infrastructure.

799	Hardin Valley	Have speed traps on Hardin Valley Road; Regularly use speed capture stations.
800	Hardin Valley	1) Fixing the intersection of W. Emory and Harrel Rd, 2) Fixing intersection of Blacks Ferry and Cater Rd with better signs, 3) W Emory and Beaver ridge Rds.
805	Hardin Valley	Follow thru on making the developers pay for Road Improvements around their developments. Increase police presence to control and enforce speed limits.
810	Gibbs	Concentrate density where adequate roads exist now; Interconnections project development with adjacent properties; Implement greenways and blue ways for recreational access; enhance school systems.
811	Hardin Valley	Coordinate utilities and other industries so digging up the road can be taken advantage of by multiple entities and save up money and time.
816	Gibbs	Address peak hour congestion - most people only complain about congestion at the peak hour; More roundabouts
817	Hardin Valley	Roundabout signage needs to be increased along the lines of Canada, Europe, or Australia.
822	Gibbs	Make developers financially responsible for the direct impacts of their developments - schools, roads, utilities, etc.
823	Hardin Valley	Greenways separated from traffic; Connections to Pellissippi Community College are critical.
829	Hardin Valley	Improve the traffic jams created where I-640 joins 40 and 40 exits onto Papermill by adding a flyover for 640 onto 40 with an exit onto Papermill so there are not people getting on and off 40 in the same area.
866	West	Improve walkable sidewalks
871	West	Create medians on Kingston to manage left turns in congested area.
872	West	Improve Bus stops, safety, coverage, location space from highways.
877	West	Cedar Bluff Rd. add medians and dedicated turn and merge lanes (between I-40 and Middlebrook)
878	West	Bike & Pedestrian infrastructure connecting schools to resources like libraries, rec centers, parks, neighborhoods, etc.
883	West	Sidewalk to connect Hardin Valley Road to Forest Ridge Apartments
889	West	Connect disjointed sidewalks between Francis and Weisgarber on Middlebrook
890	West	Build a bike path from Lakeshore Park down along Lyons Bend and to the end of Houser.
895	West	Expand Bike lanes to access businesses with stations to lock bikes and eat/dine & shop.

896	West	Let's lower the minimum street width and make fire trucks smaller rather than expanding right of way to accommodate them. Make roads more walkable.
901	West	More Bike trails and Lanes, not just recreation, but Transportation.
902	West	Standard Lights along Kingston Pike to improve traffic flow.
907	West	Disconnect disjointed sidewalks and McKamey, Amherst and Francis.
908	West	Make room for road cycling in Urban areas of the county (for commuting purposes).
913	West	Widen and manage grades for unfinished portion of McKamey (Amherst to ~Woods-Smith) connect sidewalks.
914	West	Roundabouts @ Vanosdale, Sheffield, Buckingham and Bennington
919	West	Connect disjoint sidewalks, build bus facilities, and connect local neighborhoods to business with walking paths.
920	West	Connect Jean Teague Greenway to Weisgarber greenway.
925	West	Nubbin Ridge needs Improvements between Ebenezer and Westland Road. Possible connector to reduce traffic of Kingston Pike & North Shore.
926	West	Speeding on Tazewell Pike, Noise and Dangerous.
931	West	North Shore needs help at many intersections and parks.
932	West	Robinson Road, add rumble strips to center lanes.
937	Powell	Roundabout at front porch restaurant
938	West	Managed turn lanes for papermill with paved shoulder for bikes.
943	Powell	Expand road shoulders and bike lanes where possible
944	West	Slip Lane is dangerous, and motorist don't know how to use it.
949	Powell	Local municipal train running circulate around Knoxville (Streetcar concept)
955	Powell	Improve roads before developments are approved. Before neighborhoods are made, unsafe or unlivable because of traffic overloads
979	Powell	More bike lanes and greenways in Powell
980	Powell	Expand shoulder, add roundabout
986	Powell	No more traffic on treacherous intersection at Irwin Drive and Central Ave Pike. Limit development on Irwin to slow density. Blind hills and curves
1015	Carter	Keep the highways maintained and clean; roads should be more attractive; facilitate trash removal with community resources and penalize those who waste
1023	South Doyle	Expand bus services into the county
Online Engagement		

1024	Virtual Meeting	Bad street layouts. Developments must have access from multiple directions.
1025	Virtual Meeting	Observe traffic flow and make changes
1026	Virtual Meeting	Many of our present stop signs could be yield signs (save momentum = energy)
1027	Virtual Meeting	developing roadways before allowing subdivisions in rural areas that can't handle the traffic safely.
1028	Virtual Meeting	Intersections without blind spots
1029	Virtual Meeting	Bump outs and traffic calming at major intersection with lots of pedestrian conflict
1030	Virtual Meeting	Better planning for subdivisions with the explosion of growth. Sector plan suggests multiple entrances and exits to allow for better flow instead of one entrance/exit that creates bottleneck. Look at surrounding county models for roads.
1031	Virtual Meeting	Better planning for subdivisions would yield better traffic flow. In the sector plan, it suggests multiple entrances and exits for better flow. One way in and out creates heavy traffic in concentrated areas. Look at surrounding counties.
1032	Virtual Meeting	sidewalks and/or greenways as a requirement for any road development or expansion.
1033	Virtual Meeting	Get rid of parking minimums in dense areas to force transit use
1034	Virtual Meeting	Focus on current residents first more than new possible residents
1035	Virtual Meeting	Access management for major corridors such as Kingston Pike, Chapman Highway, Broadway, etc.
1036	Virtual Meeting	#1 by far seems to be rerouting non-local interstate traffic around instead of through Knox Co.
1037	Virtual Meeting	Use alleys when we can
1038	Virtual Meeting	One of the major impacts to the Interstates is truck traffic are there other ways to get good delivered.
1039	Virtual Meeting	For every subdivision there is an equal amount of green space acreage preserved adjacent
1040	Virtual Meeting	No more car-trap parking lots. Must NOT require people go to main street to go from one to another
1041	Virtual Meeting	Better planning, building subdivisions and then organizing the roads is not working
1042	Virtual Meeting	having shopping areas connect so that drivers don't have to re-enter the main roads to go from one to another (Turkey Creek as a bad example!)
1043	Virtual Meeting	Sidewalks and greenways along corridors allowing people to walk between neighborhoods
1044	Virtual Meeting	Sidewalks To schools

1045	Virtual Meeting	Bike and pedestrian infrastructure should be connected, but it isn't needed everywhere, so target connectivity and appropriate access.
1046	Virtual Meeting	Improved east/West corridors
1047	Virtual Meeting	Sidewalks in every subdivision no matter how many homes
1048	Virtual Meeting	Multiple entrances to every sub-division
1049	Virtual Meeting	Require all new neighborhoods have sidewalks
1050	Virtual Meeting	Improve roads before building more houses
1051	Virtual Meeting	Lots of EV charging stations equitably spread out
1052	Virtual Meeting	Think about different types of new residents other than just putting as many people as possible in a subdivision. Many people want to come here from crowded states and actually want land.
1053	Virtual Meeting	Listen to residents
1054	Virtual Meeting	maps and convenience and (current) availability for EV charging
1055	Virtual Meeting	Do a park study to determine underserved neighborhoods
1056	Virtual Meeting	Rail?
1057	Virtual Meeting	Yay Amtrak!
1058	Virtual Meeting	Keep rural areas rural.
1059	Virtual Meeting	If the county uses the existing plans, that were already researched and paid for, we would not be in this position of making a new plan.
1060	Virtual Meeting	Stop categorizing all roads on outdated suburban mentalities like 'local' or 'collector' road.
1061	Virtual meeting	Stop building subdivisions on narrow country roads
1062	Virtual Meeting	Increase the shoulders please
1063	Virtual Meeting	Increase road width
1064	Virtual Meeting	Improving main arterial roads like Sanford Day-Wallace
1065	Virtual Meeting	Right hand turn lanes
1066	Virtual Meeting	Intersections and red lights updated ahead of major developments or in conjunction with
1067	Virtual Meeting	Did I say road shoulders?
1068	Virtual Meeting	Improved road shoulders on busy narrow roads
1069	Virtual Meeting	Wider roads
1070	Virtual Meeting	No cul-de-sac subdivisions
1071	Virtual Meeting	Crossing guards at schools before a child dies
1072	Virtual Meeting	Better and marking across intersections for bike lanes
1073	Virtual Meeting	Pedestrian lead interval lights at crosswalks
1074	Virtual Meeting	Safer bike lanes
1075	Virtual Meeting	Curb or bollard protected bike lanes!
1076	Virtual Meeting	Stormwater management in areas that predated detention

1077	Virtual Meeting	traffic calming and beautification (Cumberland Avenue as an urban example)
1078	Virtual Meeting	Traffic calming measures and reduced speed limits on narrow roads without sidewalks and bike lanes
1079	Virtual Meeting	Slow traffic down on rural roads that have been over developed
1080	Virtual Meeting	Red light green light at high volume intersections
1081	Virtual Meeting	parallel roads studied for proper movements when congestion forces use. Red light efficiencies
1082	Virtual Meeting	If you can't build your way out of congestion, provide best management practices for Interstates and major corridors.
1083	Virtual Meeting	I doubt that anything could improve traffic, especially in west Knoxville. That's why northeast Knox Co. (Gibbs) is endurable.
1084	Virtual Meeting	Bus shelters at every bus stop
1085	Virtual Meeting	Public transportation needs to more frequent. Most buses run every hour which I think is too long. Also, need more bus stops.
1086	Virtual Meeting	Bike share in county
1087	Virtual Meeting	Subways
1088	Virtual Meeting	Light rail or better buses. Better biking lanes. Relieve congestion.
1089	Virtual Meeting	Bis Rapid transit lines along major corridors like Chapman Hwy
1090	Virtual Meeting	making/marketing KAT a viable alternative to Uber, Lyft, etc.
1091	Virtual Meeting	Complete Streets
1092	Virtual Meeting	Are there other elements of transportation that should be considered? For example, airports, barge traffic, rail for commerce, etc.
1093	Virtual Meeting	Require varied architecture for our new builds throughout Knoxville
1094	Virtual Meeting	Walkable town centers less transportation oriented, more pedestrian oriented
1095	Virtual Meeting	Highway signage
1096	Virtual Meeting	Bus service a couple of days per week, more sidewalks, more greenways, enforce speeding laws
1097	Online Input	<p>-Park and ride lots like they have in New England where you can meet up to share a ride. In our urban setting, you could even have public transportation pick up at those lots.</p> <p>-Keep as much green space as possible!!! Pls! Buildup.</p> <p>-Require empty spaces to be used before building new. The REA shopping area did great to use space that had flopped for years. Wish they could have kept the old buildings, but so glad they didn't take away green space to build more box stores.</p> <p>-Continue making bike lanes, pls!</p>

		<p>- we desperately need transportation to and from the airport. When our taxi didn't pick us up after a midnight arrival, there were no taxis and no Uber available. A business traveler was expecting to find taxis and learned he was stranded, too. At least with shuttles to downtown, we could have gotten an Uber to get home. The visitor could have gotten a hotel downtown.</p> <p>Thanks!!</p>
1098	Online Input	Would love us to look to Bentonville AR to get a sense of how they've built in biking all around and not just in dedicated mountain biking parks, but along sidewalks, city streets, etc.
1099	Online Input	Make more sidewalks and bike lanes!!!
1100	Online Input	To have more public transportation options all over Knox County
1101	Online Input	It would be nice to see more sidewalks. There are many instances in South Knoxville as well as other areas that do not offer safe passage for pedestrians. Sevierville Pike and Moody is an excellent example. Secondly, our bus stops are not suitable for our citizens. We are next door neighbors to one of the greatest labs on earth. Oak Ridge has a state of the art/experimental 3D printing program. My idea would be to start a pilot program between the labs and the University of TN Engineering program that works to print inexpensive bus station shelters via 3D printing. It's just not right for our citizens to wait for a bus in the blazing sun, the wet rain, or step off the bus into a mud hole.
1102	Online Input	Hardin Valley Rd NEEDS to be widened! There needs to be a new way for pick up and drop off at the elementary school included in this planning. Cars darting across traffic at the light is so unsafe. There needs to be a cross walk across from the middle school entrance and a sidewalk so that middle schoolers walking can cross the road safely. Again, they have to dart into traffic and that's not safe. All new construction builders need to be required to have official trash pickup from all their materials that blow all over when it's windy. As well as they should be helping fill potholes and fixing roads near Hickory Creek Rd and Hardin Valley that all their dump/cement/semis are ruining.
1103	Online Input	To have more frequent and far-ranging bus routes, enabling people to leave their cars parked more. More covered bus stops so bad weather doesn't lead riders to avoid using the

		bus. I saw a story about an uber-style ride share program run by KAT, that would be great. Closing streets like Gay Street for pedestrian traffic occasionally would make for lovely opportunities for neighbors and visitors to mingle safely and with less car noise.
1104	Online Input	Sidewalk along Hickory Creek rd. connecting to the existing sidewalk at Food City on Hardin Valley
1105	Online Input	Public transport within Halls? Pickups on Maynardville Highway, Dr offices, and grocery stores or mini mall/plazas. Maybe just a 15-passenger van at first to probe client interest.
1106	Online Input	Facilitating pedestrian, bicycle, and other non-motorized traffic within school zones is paramount. Knox County must provide a safe path for every student to commute from/to their zoned schools, no matter the vehicle traffic load at any particular time of day. This type of initiative would both increase property values and provide incentives for high paying employers to relocate to Knox County.
1107	Online Input	When we build new subdivisions, the roads they are on should follow the Major Road Plan. That's not happening right now. We are building hundreds of houses on roads that aren't big enough to handle the traffic they currently have.
1108	Online Input	I don't understand why the rights of way and access the County already has to utilities like the property around power transmission lines isn't used for hiking, dog walking, bicycling, etc. Power lines already cross the county for dozens if not hundreds of miles and would provide wooded, pastoral, and city outdoor exercise opportunities. Contractors already have and need periodic access so it's there just waiting to be used and already developed in many areas. It could be implemented tomorrow.
1109	Online Input	Many cities, including Chattanooga, Memphis and Birmingham are using a micro transit on-demand service to solve some of the transportation problems we have here in Knoxville. Our problems include First last mile walks to a bus Pedestrians hit by cars walking to bus Long wait and commute times especially if transfers are necessary Buses can't get people to 2nd and 3rd shift jobs Many jobs are outside the KAT routes Please consider an on-demand micro transit system for Knox County!

1110	Online Input	When I 1st moved to Knoxville from Cincinnati over 20 years ago right out of high school. I caught the bus to the mall and missed the bus on the way back. The next bus didn't come until an hour later. I said I would never catch the bus again because it takes so long for another bus to arrive. Knoxville is already a city where walking to the nearest store or park is not feasible, due to lack of sidewalks and roads that are not safe to walk on; therefore, public transportation should be more readily and frequently available. I think more bus stops and coverage area needs to be implemented. Also, across the state investors are buying up land and creating one way in, one way out crowded subdivisions to make as much money as possible. Some people still cherish and value having land. If creating a subdivision is necessary, create one that is not one way in, one way out and not so crowded. Let the lots in those subdivisions be spacious to create that country, southern feel while actually being close to or in the city.
1111	Online Input	Removing off-street parking minimums in Knox County will allow for the market to decide how many spaces to provide for a given development. There is so much underutilized space in our county that could be further developed into productive assets for our county while still preserving green spaces. The amount of parking should still be considered in planning decisions, but it should no longer be dictated the minimum amount necessary to approve a project for development. The economics and studies all support that parking minimums hinder the walkability and economic prosperity of areas where they are in effect. If we are looking to build a fiscally responsible, prosperous, and growing Knox County, consideration of ending parking minimums throughout the county would be a monumental step towards a more resilient economy for our region.
1112	Online Input	Convert i.e.. change Cumberland Ave. traffic pattern back to what it was! The person or persons responsible for current situation should have to drive that street at least 2 times daily.
1113	Online Input	Hardin valley road should be expanded to minimize congestion as more subdivisions are being built
1114	Online Input	Route interstate 75 and I-640 traffic outside of Knox County to the 75/40 split in deep west Knox County. Create a system that uses small electric vehicles that provide more local city and county routes and replace the huge empty busses currently on the road.

1115	Online Input	I would love to see more cross-county bicycle facilities and bus routes. I live near downtown and work near Cedar Bluff and would love to not rely on my car to get between the two, but taking the bus would take me nearly two hours one-way. I do ride my bike from time to time, but I feel like I'm taking my life into my hands, particularly when I ride around the Cedar Bluff area. It's so hostile to anyone not in a car. Perhaps there's some opportunity along Middlebrook for alternative transportation facilities?
1116	Online Input	More opportunities for mass transit should be considered. The greenway system should be expanded and make sure to include opportunities for bikes. Connecting existing and planned greenways could ease some of the congestion on road and make walking and biking safer. Sideways should be required for all new development to provide for walking communities and improve neighborhood connectivity. Roads should be designed with people in mind to reduce speed and improve safety for pedestrians. Speeding is a problem across the county and design of new roads should have as a primary objective to reduce speeds and make transportation safe. I avoid some parts of the county because of traffic congestion.
1117	Online Input	We must make our transportation system inclusive of all modes of travel and make road safety for everyone the highest priority especially for the vulnerable road user. Our children need to have safe ways to get to school, friends' homes, playgrounds by walking and biking. Continually adding more roads and widening existing roads cannot be the only answer to traffic congestion. A safe system approach must be used- https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf
1118	Online Input	Knox County needs better public transportation options. KAT needs to go into the county and we need to allow higher density development along transit corridors.
1119	Online Input	Why is bus service an afterthought? It doesn't go far enough into the county for most of us to reach workplaces in industrial parks, etc. It won't be fully sustainable until it does.
1120	Online Input	I-75 bypass around Knoxville
1121	Online Input	The proposed bridge from UT to South Knoxville only benefits the developers of apartments in South Knoxville. Instead, perhaps a walking bridge to connect downtown to south Knoxville businesses and housing that will benefit all. A floating bridge that swings open to allow boats through has become a tourist attraction in Curacao and is much less expensive to build. At the same time, the waterfront needs to

		be made more accessible on the city side. Perhaps stairs/escalator or an additional tower with an elevator. The waterfront walkway has been patched poorly and looks bad. So, a facelift is needed.
1122	Online Input	Open the streets on nights and weekends to pedestrian traffic. This has been very successfully implemented in the large cities during covid and should be easy for Knoxville since most of the parking lots are on the outskirts of the city center. The restaurants could open onto the sidewalks and pedestrians would have a more pleasant experience.
1123	Online Input	So congested all the time
1124	Online Input	There needs to be sidewalk in areas that have businesses and housing. I live very close to a Walgreens that I cannot walk to because there are too many cars and no sidewalk. Also, hard for me to get to work at Hardin Valley Pellissippi. I can't drive and the only shuttle available is not reliable. People complain about traffic in Hardin Valley. Maybe there should be a bus line so people can get around the community without having to drive.
1125	Online Input	micro transit-- The bus system works for so few people because we are too spread out, there are so few sidewalks to get safely to a bus stop, because the jobs are not on bus lines.
1126	Online input	Roundabout at Kingston Pike and Northshore Drive
1127	Online Input	We should invest in more sidewalks and bike lanes in the county. If you go to many other places in the country, they have invested in sidewalks, bike trails and greenways as alternative forms of transportation, but also for health and safety reasons. There are very few places in the county where people can walk or bike safely. We have done a better job of greenways in the county but we also need ways for kids to safely get to school in the parental responsibility zones (2 mile radius) without creating enormous traffic jams around the schools because of parents having to drive their children.
1128	Online Input	The disability community struggles with access to transportation. There are services and they work, but there isn't enough to make going from place to place easy enough to be an everyday activity. I recognize the expense of public transportation, but I would love to find some affordable and accessible ways to help people who can't drive and have a disability to the services they need and want. I don't have solutions, but I would love to be a part of brainstorming and supporting good ideas.
1129	Online Input	I would love to see better public transportation. The current bus routes are cumbersome and not very efficient time wise. A light rail similar to that in Seattle would help tremendously.

1130	Online Input	A bike/ped connection between where the sidewalk ends on Papermill west of Pond Gap Elementary and the beginning of the Papermill Bluff greenway. Then a connection from the Papermill Bluff greenway to the REI/Whole Foods shopping center.
1131	Online Input	A train system, from other parts of the country. Like Europe develop a rail system to surrounding cities like eg; Maryville, Morristown, Crossville to allow for easier access to the downtown for pleasure and work. I would love to park in Maryville and ride the train downtown for the evening or day shopping. We had that capability in the 1940's, my Mother told me stories of riding the train from Loudon to downtown Knoxville to shop on Gay Street. Let's do that again!
1132	Online Input	I would love more sidewalks in Inskip, especially on Central Avenue Pike
1133	Online input	Some form of metro system that would run all around the county. It would make access to downtown as well.
1134	Online Input	Greenway in the Karns community. It is rapidly growing and there is not many greenways close by compared with other communities.
1135	Online Input	Use of roundabouts in the Karns area. The area is rapidly growing and the roads need to be addressed and the use of stop signs is an outdated approach and causing more accidents at busy intersections.
1136	Online Input	Keep public transportation to a minimum so that people can retain ownership of their means of transportation and control over where they go and when they go.
1137	Online Input	Well, obviously, traffic has increased with influx of new people to the county. We're just about 5 years behind in catching the roads up. It would be helpful to have more greenways in extreme West Knoxville especially the Karns area. There is no way to get an anywhere unless you take a car. Is the Schad Road extension going to have sidewalks or something?
1138	Online Input	Safe movement around where I live and safe movement to the city for all type of modal users.
1139	Online Input	The county should require the roads and other infrastructure be updated before allowing for major new subdivisions. There is not enough control over these types of developments. The county should also honor the existing zoning laws more. What is the point of purchasing a property with a specific zoning only to have someone buy the land next to you and have the zoning changed.

1140	Online Input	The county should come up with a maintenance system that allows for the public to request repairs. They should also seek out and listen to community feedback. The one time I tried to ask about a road improvement I was bounced between county staff, TDOT, and planning. Basically, it was a pass the buck until this person goes away mentality. The people who live and work in the area can give you a great idea of what needs to be improved or what is working.
1141	Online Input	Greenways to be connected throughout the city for runners, bikers, walkers.
1142	Online Input	Continue to make our city more walkable and bikeable. More bike lanes, specifically to access North and West Knoxville. With regards to public transportation, I would love to see smaller buses with more direct routes. I live a ten-minute drive from work but because of having to change buses downtown, it takes me 90 minutes to ride public transport to work. I can get there in 20 minutes on my bike but that isn't an option in inclement weather.
1143	Online Input	Please build a bridge on concord avenue (right before the railroad tracks) where there is a pedestrian crossing currently for bikes and pedestrians to cross. The traffic coming down concord is so fast and rarely respects that right of way on the green belt, a bridge would make this crossing much, much safer.
1144	Online Input	A city wide, bus routes for all ages. All passengers under 18 and teachers would be able to ride for free, and routes should be made so that children and adults could ride from a place of business to school together. Example, say that the parent works at or near a Covenant Health, Sam's Club or Walmart, there would a bus where they could park at one of those businesses, ride the bus to the bus stop to the edge of school property (Say Bus 90 and Bearden Middle School), and then ride the bus back to work. This would decrease traffic around schools and potentially allow students to walk some small distances, depending on how far they are from a bus stop that works. It would lower the need for school busses, as city busses could make multiple loops in a morning, and the oversight of parents on transportation. This would need to be an optional way to get to school, not required. I would also advocate walking and bike paths to schools, and bike racks at schools and on the front of busses, to encourage our students to get the exercise they need every day.
1145	Online Input	I have lived in Knox County my whole life and it is growing at a huge rate. Many roads in Knox County cannot handle the increased traffic and the infrastructure needs improved, or the

		amount of new homes being built slowed. The Karns community is one example.
1146	Online Input	This is a tough area and wonder if we could use more of the rail that exists for commuter travel.
1147	Online Input	Better connected greenways and bike/ped facilities
1148	Online Input	We need to do a better more realistic job at future growth. We need a long-term vision for our county, that does not change when different person is elected. Our area is growing fast which is good especially since we have not grown like other areas. But we need plans to handle the growth with infrastructure, like congestion and road improvements. More lanes work, but we need a bypass to help keep passing thru traffic out of center of town
1149	Online Input	We need more investment in flexible alternative transportation options. Right now, there's a decent core greenway network near the river, but that network isn't interconnected enough with the residential areas. If you live in Sequoyah Hills or downtown, you can safely bike to work. If you live in South Knoxville, West Knoxville past Bearden, or in East or North Knoxville you have to take a car to reach a greenway which is a huge impediment.
1150	Online Input	Many of our greenways are constructed tight to busy roadways (the Pellissippi greenway, the Papermill greenway, etc.) While these are cost-effective places to build, we are not doing a good job of making these greenways inviting. The construction often doesn't include any trees in the buffer between the road and path leaving the path exposed to the summer sun and feeling very exposed to traffic. Along the interstate like the Pellissippi greenway, noise from the adjacent interstate makes it difficult to listen to even headphones. A landscape buffer of thick bushes would greatly improve the appeal of the greenway and reduce the noise impact on the adjacent land as well.
1151	Online Input	Sidewalks. I'm in South Haven in South Knox near downtown and we need sidewalks.
1152	Online Input	More sidewalks, greenways, and bike lanes to connect ALL areas of Knoxville. I'd like to see Knoxville transition to a more walkable/bikeable, connected community.
1153	Online Input	Make Chapman Highway walkable. I live off of Chapman Highway and would love to be able to bike/walk to the places I go frequently, but it is so difficult to maneuver not on a car. Give us sidewalks. Give us crosswalks. Give us bike lanes. I do not want to be dependent on my car.

1154	Online Input	New housing and apartment developments should not be approved without appropriate adjustments and plans being in place for both transportation and schools. The infrastructure in certain county areas cannot handle the growth and will damage the Knox County reputation if not corrected soon. Consider things like bypasses in high congestion areas such as turkey creek/Farragut.
1155	Online Input	Roads need to be widened in western Knox County to prevent increased traffic congestion. Roads are not safe for bicycles. Add bike paths.
1156	Online Input	Roads, roads, roads! 640 needs redone bad. Gibbs area roads are very congested. School zone is madness. Definitely need at least a traffic officer at the high-school section to help with left turns into and out of high-school. Nobody follows traffic rules making it even more dangerous and frustrating. Rerouting school traffic to flow better into and out of school seriously needs to be initiated. Dangerous even in the school parking lots. I've had many almost wrecks due to heavy traffic congestion and people getting in a hurry. It should definitely not take 20 minutes to get in or out of the school during peak times.
1157	Online Input	Upgraded roads and stop lights. The update to Henley/Chapman Hwy is a good example - we need more of that around the city on major roads, like Kingston Pike, Cedar Bluff, etc. Stop lights could also be updated to better automation/sensing. I regularly sit at red lights incredibly early in the morning with no one around, or at night.
1158	Online Input	Better accessibility on roads. Examples include bike lanes, wider margins between the lane and the end of the asphalt, sidewalks, etc. Much of the neighborhood roads seem to assume that everyone has the same access to a car. It's also a safety risk for anyone that needs to bike or walk (or who is doing so for exercise), anyone who is in accident or pulled to the side for whatever reason, or for kids who may need to walk to & wait at bus stops, etc.
1159	Online Input	Widen Northshore, Westland, and other major thoroughfares that are not adequate for today's vehicles sizes. As well, add bike lanes to road widening projects with sidewalks.
1160	Online Input	The Hardin Valley area desperately needs either a wide and safe biking/walking path to the schools or something to handle the horrendous school traffic and crowding. We live in a subdivision where we literally are almost right behind the

		school but rather than walk 100 yards across private property, our kids will have to walk 1.46 miles to get to school. And we're in the parental responsibility zone so there's no bus available.
1161	Online Input	More sidewalks for safety for children walking home or pedestrians now finding they need to walk more
1162	Online Input	More bike paths, sidewalks, and public transit options to provide alternative modes of transportation for as many people as possible
1163	Online Input	We need more pedestrian corridors. Bluegrass and Ebenezer need more sidewalks connecting neighborhoods and schools. You could tackle storm drain improvements and add sidewalks along Bluegrass Rd all in one project.
1164	Online Input	Better access points for the schools in Hardin Valley. Every school day the traffic is unbelievable with pick up points for all 3 Hardin Valley Schools. There needs to be an access road (maybe a flyover ramp) from another road besides Hardin Valley Road to each school entrance and get this traffic off of Hardin Valley Road and quit blocking the intersection.
1165	Online Input	One of the biggest concerns is the maintenance of current roads. I understand the investment in the greenways, but I think the priority should be the county roads.
1166	Online Input	Turn that section of Kingston Pike/Cumberland Ave from US129 headed East into town into a pedestrian zone. Route traffic around to the right---all the way down to the river (?). Provide homeless and other persons vouchers for food/beer/etc. when they pick up trash area and help maintain the area. Use the empty bldg. next to Copper Cellar as outreach spot for homeless---is there a kitchen in there? let students cook hot lunches/prepare picnic style lunches; Knox County service providers (health and safety workers) can set up offices there; local charities provide clothing. Plant trees and food bearing plants in raised beds along former street---let homeless/students provide care with UT staff/Master Gardeners providing oversight/training. Businesses along the strip would change their parking lots/drive through lanes into open seating areas (again, plant trees (dogwoods)/bushes; set out tables/pergolas, etc.) Set up one section about midway with raised stand (covered) for performances by local people. Let UT opera singers, musicians, etc. perform; drum circles; poetry reciters; cheerleader practice.....whatever talent UT draws and develops use this forum to share with public. Set up free library stations (free art stations, too). Paint murals on those ugly blank walls of buildings (empty and otherwise) --like

		it's done in town; set up sculptures and bird houses. Right now, the area is congested, and we see new high-rises going up while other older buildings stand empty and forlorn. Surely UT has enough talent to find ways to enliven and beautify that area while also addressing real social and environmental issues. Imagine if a section of the pavement was made to collect solar energy and sparkle in the night. Imagine temporary showers and sleeping pods set up in the parking lot areas behind businesses. Imagine wheelchair accessibility throughout. Imagine a large screen at the "grandstand" that broadcasts UT games for the public to watch (with food stands nearby and people bringing bag lunches). Let UT mascot roam the area and greet public, record concerns. I'm sure this area has so much more potential than purely commercial business.
1167	Online Input	Resurface problematic roads, not lapping band aids on them. Ex. Western Avenue, Beaumont Avenue, multiple back roads in the area, there are a handful of absolutely wrecked roads that need attention more than we need new bridges to turn a simple on/off ramp into something more complex than necessary.
1168	Online Input	Create small town-centers near various neighborhoods to cut down on traffic. Most neighborhoods are densely packed and going to the store requires venturing into commercial areas that are also crowded. Reduce the footprint of those commercial areas to blend with residential neighborhoods. A return to smaller shops concentrated on service the surrounding areas would help reduce the traffic.
1169	Online Input	Knox County must plan roads before or alongside development. Hardin Valley went from a rural community with new schools and a handful of developments to a traffic jam full of apartments and more developments over about a 15-year period. Everyone saw it coming - it was no surprise and yet infrastructure wasn't invested to support the growth. How is it that Murfreesboro, Franklin, and other areas with tremendous growth can see that vision, allocate time and money for planning, and invest in the community to spur more growth (instead of lock it down).
1170	Online Input	Please link the greenways together. Knoxville has a lot of sections of greenway, but they are largely disconnected making safe travel on foot, bicycles, etc. difficult and dangerous. A unified greenway makes the city more appealing and increases property values.

1171	Online Input	The bus system and greenways in Knox County are sporadic. If I wanted to ride the bus to downtown, I would have to take a connector or two. There is also not buses that go to neighborhoods in the county. I work in Karns, and if my car were to break down, I would have no options to get to work. Big Dream: Have a metro system!
1172	Online Input	Finish the South Knoxville Connector. We in South Knoxville we're promised this major transportation infrastructure decades ago. The State appropriated funding to build it, but the dictatorial mayor of Knoxville at the time unilaterally killed it. It can be resurrected, but it will require someone with the leadership to put the welfare of the many above the wants of the few.
1173	Online Input	I feel that I must SAY THIS LOUDLY: WHAT IS SO HARD ABOUT PUTTING A KAT BUS TO AND FROM THE AIRPORT? There are bus terminals, there are poor people who need a ride, do it. This is one of the simple actions the city can take, Put the bus down at the KAT station to and from the airport from 6am to 9pm. We could probably raise 3 million dollars in a few years. Charge \$10 one way. For every bus ride you take .5 cents is donated to housing the unhoused in permanent single room housing. Put a bus stop where folks can leave their cars and take the bus from South Knoxville to downtown, to Bearden, to East Knoxville. Do an amazing MARKETING campaign for folks to challenge themselves to ride the bus. For instance, the bus stop in South Knoxville is only on Chapman Highway, too far away! For the stops in Kroeger parking lot, make a brightly colored bench, add incentives, and do specials. Do a mailing, get involved with commuters and especially the white working classes and seniors like myself who really want to take the bus but don't have a place to park my car on Chapman Highway and not sure of the direct route. How about Chapman Highway just goes direct to Bearden? I think it's the changeover at the station that is a turn-off. When I lived in New York, you just take the bus from one place to another-easy peasy.
1174	Online Input	Lonas Drive needs help. The lanes are not wide enough for KAT and school busses and poor water management is speeding crumbling edges of an already too narrow road. Papermill exit at the highway could also use sound deflecting walls like the previous exit has.

1175	Online Input	Need to live local w/ many broad sidewalks, greenways, bike paths and the best possible public transportation options. Carpools to Discourage single driver car trips.
1176	Online Input	Focus transportation improvements around those who need it most. Those living in low-income areas and without access to cars. We need to take care of our most fragile residents first to lift them from poverty.
1177	Online Input	Sidewalks down Northshore. It's a beautiful place but lacking walking areas. Specifically, from Choto down Northshore towards Lenior City. There are many housing developments in that area but not a way to access them via foot. Also, school traffic by Farragut Middle & High School is a disaster. Why do three schools have the dame access point? Not logical and needs a new plan.
1178	Online input	Freeways will need to be expanded to include more lanes to prevent traffic. Suburban roads are recommended by GPS because it is more efficient. This will upset the residents and make for a more dangerous neighborhood environment. As people move here and become familiar with routes around town, GPS will continue to plug in various residential routes to those that do not know the main roads and freeways. Freeways should be adjusted to accommodate the influx of residents moving to Knox County.
1179	Online Input	More sidewalks! More bike lanes! Traffic calming for the most nerve-wracking section of Kingston Pike change from 4-lanes to a 2-lane, with a safe median and shoulders. Beautifying the riverside, namely Holston Gases and the old, nasty dock across the river from it.
1180	Online Input	How are you all considering transit-oriented development? Are you working alongside KAT and other regional transit organizations to property up-zone areas surrounding bus stops and other transit options? These higher densities and development around stations would help increase ridership and reduce traffic while creating more people-oriented spaces.
1181	Online Input	Add rapid transit. Reroute interstate traffic out of dense urban areas. Build outer loop interstate around the city.

1182	Online Input	<p>When we were in another area, they had a very efficient bus system. Small buses would come around the different neighborhoods on predetermined set days each week. How many days/times they came through the neighborhood depended on the demand for the service. After these buses completed their run through the neighborhood, they would go around the local business/medical area so people could do their shopping or medical appointments. The local mall, Walmart, etc. would furnish benches in the front so passengers could wait for the next bus or wait for a bus going to another area.</p> <p>The Knoxville bus system as it stands is inefficient. People who cannot drive are left stranded unless they have someone to drive them. A lot of buses have routes that people can't access unless they can drive someplace to meet the bus, resulting in a lot of empty buses. The days when all buses wound up downtown are no more.</p>
1183	Online Input	<p>Our road Pine Grove needs to be widened two cars can barely pass. Dump trucks on our road is dangerous! If he meets the bus somebody gonna get hurt. The bus driver don't let no grass grow if you know what I mean.</p>
1184	Online Input	<p>Connect greenways to provide more walking and biking.</p>
1185	Online Input	<p>We need more sidewalks in South Knoxville and Vestal. We have a few scattered sidewalks that don't connect. We especially need sidewalks for safety on Moody Ave near Walgreens rather than walk in neighbor's yards. I would love to be able to walk safely around SoKno!</p>
1186	Online Input	<p>Toll road to the Great Smoky Mountains. This part of East Tennessee is way overly saturated with tourists. Even the back roads are too full. I know many people who would gladly pay a small fee to go to the mountains without sitting in traffic for 2 hrs.</p>
1187	Online Input	<p>Monorail to the airport. Many cities have monorails, and they are very successful. They are also on time which I know is a big issue with public transportation.</p>
1188	Online input	<p>More public transportation options to surrounding cities. Ideally, set up a bullet train from Knoxville to Atlanta so commuters can travel between the cities in an hour vs. 3 hrs. by car. We have a lot of travelers going between the two cities and both cities are already congested enough. A high-speed bullet train would be very successful.</p>

1189	Online input	We need more roads connecting to major hubs throughout Knoxville. Everything is congested and it's only going to get worse unless we start building more roads.
1190	Online Input	vastly increase the number of and space for bike lanes for transport, particularly around school zones which currently are severely lacking. The 1-mile rule that prohibits kids from riding buses into the schools should be used as a guideline for infilling those school zone related road segments with bike lanes so students and teachers who live within a mile of a school can safely ride their bikes to school.
1191	Online input	Widen Emory rd. and Tazewell Pike to accommodate current traffic flow
1192	Online input	Too late now but Hardin Valley could have been covered in developer-provided greenways like Farragut. The county never uses their power to demand useful concessions from developers. It is clear who runs the county.
1193	Online Input	More bike trails! There is some biking in Hardin Valley and there is a bike trail on Lovel road going to Turkey Creek (connecting to the Turkey Creek Greenway) that could use some safety improvements. I would love to see Hardin Valley Road be connected to Lovel Road. There is plenty of space between Schaefer Road and Pellissippi Pkwy that would allow for a nice bike trail. I know we want to promote healthier living and it would open the possibility for many adults and teenagers to ride a bike from Hardin Valley to the movies in Turkey Creek!
1194	Online Input	John Sevier needs to be wider. With more homes in south Knoxville, John Sevier seems to always be backed up. May rebuild better infrastructure BEFORE building all these cookie cutter homes. There is also no sidewalks on John Sevier or Martin Mill or no public transportation options nearby. There is not even a bike lane on John Sevier
1195	Online Input	Leaders and commissioners need to stop taking contributions directly from the people whose plans they are approving. There must be a way for business and infrastructure to coexist - 4400 units approved for the Hardin Valley end of town effective the start of 2022 with no corresponding sewer, transportation, or educational improvements is not wise.
1196	Online Input	to keep aging (losing driving skills) population's transportation needs high on the list of needs. Perhaps medical service centers, e.g., Parkwest Blvd, Fort Sanders, etc. could unite to

		underwrite some easy-to-use comfortable transportation services.
1197	Online Input	The current roadways cannot support the amount of growth we are experiencing. We are gridlocked everywhere we turn. I live in Karns and they have added 6 new subdivisions in the last few years and we are all crammed on these tiny country roads. Traffic backs up at the Karns bypass intersection every afternoon and morning for miles. Something has to be done.
1198	Online Input	The Karns area is growing tremendously! This could be a great thing if the roads were also being adjusted to accommodate the number of new homes.
1199	Online input	Add extra lanes on Hardin Valley Road to ease congestion.
1200	Online input	Expand the roads and infrastructure prior to approving new neighborhoods
1201	Online Input	Sidewalks, sidewalks, sidewalks. I bought a house a year ago in west Knoxville and many of the newer neighborhoods are just cut in from a busy road. You can't get from one neighborhood to the next (or to local shopping, greenways, parks, etc) without a car. My particular case is that I live less less than 1/4 mile from my grocery store on Middlebrook, but I can't walk or bike there because you leave my neighborhood on to Bob Kirby, which is narrow, has no shoulder, and folks fly down it. I can't access the wonderful sidewalk on Middlebrook or the bike lane on Lovell, because I can't get out of my neighborhood safely! I saw that same situation all around west Knoxville as I was home shopping.
1202	Online input	Plan for ways for people to move around the County over the long-term, that do not require individual cars and trucks. We are already seeing significant congestion and safety issues on our roads, especially during rush hour and school drop-offs/pickups, since infrastructure is not keeping up with development, so we need a practical (affordable) long-range plan for a way to handle all these extra people, given that we will have insufficient roads for the foreseeable future. Otherwise, we will always be in catch-up mode, i.e., by the time we improve the roads as currently planned, we'll need to accommodate more people than those roads can handle. Maybe consider something like bus rapid transit down major roads like Broadway, Clinton Highway, Oak Ridge Highway, Chapman Highway.
1203	Online Input	More sidewalks and walkable neighborhoods. It is ridiculous (not to mention scary and dangerous) that everyone from children to senior citizens have to walk in the streets to get

		anywhere if they don't have a car or if they just want to get exercise. Developers seem to get their way because money talks, but since they have the money, they should build the sidewalks. Their argument that it is too costly is just their way to keep more of their money. Plenty of other parts of the country provide sidewalks. It is a real shame that we don't have them here in the County.
1204	Online Input	We need sidewalks in and around all residential areas and much better marking of bicycle lanes. These need to stand out much more, particularly at intersections, so that drivers of cars and trucks are reminded to watch out for less conspicuous users of the lanes. What was recently added at W Baxter is a great start!
1205	Online Input	Be prepared for quick electrification of transportation. Rapidly expand charging infrastructure and facilitate its installation and use in multi-family residential areas, places of work and public venues. Promote vehicle sharing cooperatives and the use of lighter vehicles that are more appropriate for urban area use and its typically low occupancy, such as 3-wheeled vehicles, which require less parking space and can navigate congested city streets with greater ease.
1206	Online Input	#1: Bicycle/ Small EV (scooters, etc) network that branches out throughout the county with a hub downtown. Everyone should have access to commute this way if they want. #2. We have enough existing rail that we could have a passenger rail network throughout the county. This is necessary as we are and will continue to see exponential growth for some time.

1207	Online Input	Fewer apartments, condos. Less high density living. Maintain the value of well-built homes. Carefully consider the value of privacy and peaceful living. Bring a new addition to Farragut schools in order to accommodate high traffic volume in the Choto area and the number of kids living in Choto. Add a pool to the County for the thousands of kids on swim teams and the kids who would swim if they had a place. Some middle and high schools cannot swim at all and all of the rest of them take turns swimming at UT. It's a shame that the healthiest sport one can be involved in is ignored in Knox County.
1208	Online input	We need better roads to address the traffic congestion. Traffic is growing. More Public transportation is needed
1209	Online input	Build the 75 connector! get truck traffic off I 40 between watt road and downtown.
1210	Online Input	Northshore need to be widened to two lanes in each direction. This would provide a parallel east west road to Kingston Pike. The development out west has taxed Kingston Pike and Interstate 40/75. Another concept would be to develop the I75 bypass from Watt Road area to racoon valley road, this idea was shelved back around 2007. It should have happened.
1211	Online Input	That the county really needs to provide an acceptable option for public transportation between cities. As a county with a university in it (and a national lab very close to it), a safe station and reliable service are required to move people from Knoxville to the nearest major airports/cities (why? 1. climate change, flying from here to ATL or BNA does not sound ok at all, and 2. there are different groups of people who cannot drive for any reason (e.g., older people, people with vision or mental concerns, etc.); they now have zero options as a safe station or reliable service to get to the cities which are not far away. Megabus is being missed a lot too. The county can (and should) consider and improve the lives of all residents and for this particular issue, perhaps through negotiating with bus companies or whatever other solution.
1212	Online Input	Rail Service to connect within our state and to other States, to get access to beaches and to bring others to our side of the state. The countryside is beautiful, and we could connect in with current rail systems. There is freight rail here in Knox County and (I know there is a TDOT Rail Plan but wanted to raise the passenger aspect of it.
1213	Online Input	Number one priority for transportation should be to connect downtown to airport by train with a spur to Maryville, then

		future growth in other directions, such as Sevierville and Lenoir City
1214	Online Input	Finish widening Shaad Rd. Five lanes of 1-40 from downtown to 75 splits (minimum 3 lanes to Lenoir City.
1215	Online Input	Knoxville has the worst drivers in the entire country, and I have driven in nearly every state and also other countries, and Knoxville is the worst and getting worse every week. Start requiring drivers' education in schools. And People should have to take at least a short-written test when they remove their driver's license. How about simple questions asking, what do you do when the light turns green? (Umm, GO!). This seems to be the capital of drivers who sit through green light and don't go, to go through red lights when they're not supposed to, and I think that the left lane is reserved for the slowest drivers on the road.
1216	Online input	We should look at how much road damage is caused by contractors out in west Knox County as they build and let them cover the cost of repairing completely NOT patching the roads since construction began on the connector through Ball Camp the roads have been destroyed, as well as due to all the construction.... FILL EMPTY BUILDINGS 1st... new construction moratorium until all vacant spaces are filled regardless of location.
1217	Online Input	Preventing congestion with proper planning should be the #1 goal. You hold the keys to proper planning via permitting. Growth at all costs ruins the livability, and that is what makes Knox County special.
1218	Online Input	We would love more greenways and sidewalks everywhere. We'd bike and walk more with those. We'd love a greenway tying neighborhoods off Westland (Benington, Roefield, Polo Club).
1219	Online Input	MAKE BETTER SIDE WALKS, IN SUBDIVISIONS, BUILDERS NEED TO BE RESPONSIBLE FOR BETTER WIDER ROADWAYS
1220	Online Input	Bus stops needs shelter from the sun and seating. Advertising can help pay for it. It shouldn't be humiliating to be using public transport and some stops along Kingston Pike are just awful.

1221	Online Input	subway or train system is much more efficient overall than buses that are always behind, slow or are poorly maintained.
1222	Online Input	Sync up traffic lights and make them all go off of sensors. There are many lights that cars sit at because it turns red only to give the green to directions with absolutely no cars. In addition, many lights will turn green then the next light turns red at the same time which causes more congestion. If they synced up like many do in other cities it would alleviate so much traffic.
1223	Online Input	The hyper growth has created heavy traffic congestion. While there are several road around the main interstates and highways, they don't really serve as positive alternatives to utilizing the interstates. The smaller roads, typically narrow 2 lane roads do not allow for heavy flow. More people utilize highways and interstates because they have several lanes, lighting, and typically well maintained. Our connecting roads that are more traveled could be expanded to 4-5 lanes with railing, lighting, and increased speed limits. This will encourage the use of these roads and take off pressure from the interstates.
1224	Online Input	Improve and expand pedestrian and bicycle facilities throughout the county. It's impossible to safely walk to places less than a mile from my house because the sidewalks aren't continuous. Expand bus services out of the city into the county. Encourage bus use and carpooling at public schools so car pickup lines aren't taking up traffic lanes for hours during workdays.
1225	Online input	More designated bike lanes and integrated bike safety
1226	Online Input	PLEASE invest in public transportation and sidewalks. We don't have the infrastructure to support all these cars, and the traffic is becoming unbearable. In Knox County, you might live half a mile from a store, but walking is dangerous, and instead you have to take your car on the road. Give people alternatives to driving.
1227	Online Input	I am 65 and thoroughly enjoy riding my e-bike on the rural roads of north Knox County and surrounding counties. However, riding from my home in Powell to downtown Knoxville/UT is not for the faint of heart. I would like to see a safe for all ages, recreational/commuter/connector route from north Knox County to central Knoxville and major greenways. This should be extended from downtown Knoxville towards

		Sevier or Blount County to reach cycling routes to the Smokies. We may not have equivalent unused rail-beds available, but I see the Little Miami Scenic trail near Cincinnati as an ideal model. Such built environment encourages active transportation to address our chronic disease epidemic and enable consumers/commuters to reduce car traffic/gas consumption.
1228	Online Input	Utilize property around power lines to make walking trails or greenways so that people can avoid walking near the roads or busy/noisy highways. By doing this, people seeking recreational opportunities will be able to walk in a more peaceful, quiet environment; also, the County likely won't have acquired land from property owners and get involved in unwanted disputes.
1229	Online Input	Knox County's obesity rate is 28.70% and is the 10th highest city in the COUNTRY for obesity https://www.cbs42.com/news/health/where-are-the-fattest-cities-in-america/ . Compare that to Asheville NC which is the metro area with the lowest at 18.50%. More needs to be done around making healthy living more accessible in our neighborhoods. This means sidewalks, CONNECTED walking paths/greenways and bike paths on roadways. There is no reason why Knox County can't reach Asheville's numbers.
1230	Online Input	Need a to widen Hardin valley road and add sidewalk the entire length
1231	Online input	We need a bypass before it's way too late. The bypass would allow for additional business corridors as well. We will end up like Nashville if it's not too late. It's a big task, but if not addressed it will limit our growth as a community.

1232	Online input	Transportation around the county could be greatly improved with planning for alternative modes of transportation during design stages of road construction. I would love to see protected bike lanes and physical bus stops (not just a sign on the side of the road). Other safety considerations I support are speed reduction on neighborhood cut-through streets and enforcement of speed limits. I think many traffic issues could be improved with an enhanced public transportation system - the current transit system is impractical to use compared to driving a car. Improved bus stops and increased, varied routes could increase use. In the past, KAT offered an express bus from downtown straight to Cedar Bluff that operated in the morning and evening. It was a great idea and I used it, but it was rarely on time and occasionally did not show up at all. It was unreliable so I understand why it had very low ridership. And also - greenways are awesome and more is better.
1233	Online input	We need micro transit, and we need transit outside of the city
1234	Online input	More greenways, more bike paths, cleaning up trash in the water along third creek. A Greenway bike path in Hardin valley. Whenever there is develop encourage low lights or the equivalent amount of park space to keep ambient light down. Thank you
1235	Online Input	Roads must be improved to adequately handle the traffic conditions for now and into the future.
1236	Online input	There are good jobs in the county that can't be reached by public transportation. I think the county should support the city in providing an on- demand micro transit service to get people to these jobs!
1237	Online Input	Simply put, transportation upgrades, many times, has not had priority over land development(s). This has happened numerous times, (i.e., Land development ranks priority to a lacking transportation system) which compounds the lives of residents in the areas of misdirected approved growth. As development is expressing the need, somehow those who are developing the land upgrades need to provide (may be a land developer/transportation responsibility zone). Resources for additional considerations for additions to roadways, road extensions, widening of transportation networks and lastly, Eminent Domain are known mechanisms currently in review. Understanding the cause and effect is the case-in-point: Addition of subdivision(s), residents, car transports have created unwanted traffic patterns in the past in Knox County.

1238	Online Input	Linking up the greenway from West Hills to Sutherland to enable families to utilize more.
1239	Online Input	<p>I saw Automobile accidents this morning on HWY40 again. I also no longer use I-40 HWY for commuting time, especially after 4PM. Knoxville is growing, and HWY do not function well. Too many cars and accidents happen. Is there any specific plan for traffic control in Knox County?</p> <p>I grew up in Japan. Japan has great public transportation. Train comes on time. Electric Trams go around town. I was wondering if anyone had suggestions to build a Tram system for the commuter from West to Downtown? I thought If we have a tram in the middle of I-40, Have a bridge for each station to walk over the HWY. Then People can walk, use uber, or bicycle for a short distance. It is safer for everyone. Please take a look at the Hiroshima City tram. https://www.japan-experience.com/plan-your-trip/to-know/traveling-japan/hiroshima-trams</p> <p>I just saw the idea of Elon Musk's hyperloop concept could become the fastest way to travel article. https://www.businessinsider.com/how-the-hyperloop-could-be-the-fastest-way-to-travel-2020-12?utm_campaign=sf-bi-ti&utm_medium=social&utm_source=facebook.com&fbclid=IwAR0giS9ElbVhXzQzcgqhw3shWzxYogAhIOAAIVs5Yww1ALRnxmiy_c24_k</p> <p>Countries in Europe and Asia are filled with high-speed bullet trains, bringing passengers between cities within 2.5 hours. The concept gained popularity in 2013 when Elon Musk wrote his Hyperloop Alpha paper. And in November 2020, Virgin Hyperloop demonstrated its first passenger test ride. I suggest to include these high tech transportation systems in Knox county.</p>
1240	Online Input	<p>Goals worth pursuing --</p> <ul style="list-style-type: none"> -Expanding and encouraging safe pedestrian and bicycle travel -Maintaining and improving existing roads vs building new ones -Providing charging stations for electric vehicles -Expanding and improving public transportation -Advocating strongly for continuing to reduce access points on Pellissippi Parkway between I-40 and Solway. (Rolling roadblocks to accommodate church traffic between Hardin Valley and Solway back up traffic and are dangerous!) Installing flyover ramp from Oak Ridge Highway to Pellissippi Pkwy

		<p>headed south</p> <ul style="list-style-type: none"> - Ensuring driver training (multi-lingual, as needed) is incentivized and available without cost to the trainee to improve safety for all who are on the roads - Phasing out use of heavily polluting vehicles in the county - Ensuring roads, bridges, etc. are safely designed and constructed and remain structurally sound
241	Online Input	Revitalization of Downtown Knoxville demonstrates we can; that we can with capable leadership conserve, preserve, protect, and enhance our resources for posterity.
1242	Meeting in a box	More sidewalks and ways to get around by foot or bike
1243	Meeting in a box	Better Public transportation to connect parts of the city and county
1244	Meeting in a box	Public transportation for folks without cars who have gotten forced out to suburban areas
1245	Meeting in a box	Light rail system
1246	Meeting in a box	Potentially a city-wide bike sharing program
1247	Meeting in a box	Making sure bus stops are covered
1248	Meeting in a box	Making streets with wider sidewalks to encourage pedestrian traffic
1249	Meeting in a box	Consider a light rail system (proven successful in other similar size cities - Bayonne, Hoboken, NJ)
1250	Meeting in a box	Improve roads (potholes, repaving)
1251	Meeting in a box	Add sidewalks to residential areas (big ask, I know)
1252	Meeting in a box	East Knoxville is growing quickly and doesn't have infrastructure of other areas of Knox County
1253	Meeting in a box	Yes to more bike lanes in North Knox county (including Powell and Halls) More crosswalks and pedestrian options in Halls. Walkability and bikeability are huge throughout the county
1254	Meeting in a box	Increase ADA compliance
1255	Meeting in a box	Pedestrian facilities/more places to walk
1256	Meeting in a box	Better bus/public transportation system. It sucks even around downtown/city itself
1257	Meeting in a box	Increased public transit (transit that goes from outer edge to city center)
1258	Meeting in a box	New routes? To decrease congestion on 40 and Kingston Pike
1259	Meeting in a box	Repair sidewalks to increase pedestrian traffic
1260	Meeting in a box	Create more boulevards to increase safety of biking and walking
1261	Meeting in a box	Biking from neighborhood to neighborhood can be dangerous
1262	Meeting in a box	More incentives to bike/bike education
1263	Meeting in a box	More sidewalks
1264	Meeting in a box	More bike lanes

1265	Meeting in a box	Ways that people who live in the country can get in the city
1266	Meeting in a box	Personally, I don't use public transportation, but it seems reliability and cost are both issues
1267	Meeting in a box	Traffic congestion down Kingston Pike is a big issue
1268	Meeting in a box	More sidewalks
1269	Meeting in a box	More accessible bus routes
1270	Meeting in a box	Increased bike lanes
1271	Meeting in a box	Better roads and roundabouts
1272	Meeting in a box	Sidewalks! Need pedestrian - oriented development
1273	Meeting in a box	Bike lanes
1274	Meeting in a box	Increased public transportation and incentives for use
1275	Meeting in a box	Reduced congestion on interstates, main highways (More crosswalks, sidewalks)
1276	Meeting in a box	Better sidewalks (repair cracked sidewalks)
1277	Meeting in a box	More sidewalks (Woodlawn Avenue)
1278	Meeting in a box	Better bike lanes (Western Avenue, Chapman Highway)
1279	Meeting in a box	More bike lanes
1280	Meeting in a box	Make James White more bike friendly for bridge crossing
1281	Meeting in a box	Congestion in Fountain City and through Halls
1282	Meeting in a box	Better public transportation throughout the county. Connecting those residents to the downtown area
1283	Meeting in a box	More accessible public transportation (a non-bus option)
1284	Meeting in a box	Better sidewalks
1285	Meeting in a box	Diversity in types of public transportation
1286	Meeting in a box	Safer(longer) on ramps to I-40
1287	Meeting in a box	More protected (with a physical barrier) bike lanes
1288	Meeting in a box	Rideshare services more readily available
1289	Meeting in a box	Public transportation expanded into each direction of the county to help link all together
1290	Meeting in a box	Street signage to help direct people and so they know where they are
1291	Meeting in a box	I hate to admit it, but we need another interstate to help with congestion. Knox county is big and only two interstates do not help
1292	Meeting in a box	Improving public transit by expanding routes and improving the buses themselves. Maybe a public uber?
1293	Meeting in a box	More buses on bus line
1294	Meeting in a box	Expand routes to jobs not within the bus line

16. Other Ideas Comments

ID	SOURCE	COMMENTS
373	Gibbs	Midway to East Bridge have not been developed; Solar canopies to electrolysis for hydrogen production needed.
378	Powell	More attention to big picture instead of tackling each issue/development in isolation. Growth is not the only goal/value. Consider community input/quality of life
379	Gibbs	Develop a development Rights programs to preserve farmland and agriculture. This way people still can reap the benefits of their property without selling the entire farm.
385	Gibbs	Increase public knowledge on programs and grants for farms. If people knew about the benefits already there, maybe they could reap them.
391	Gibbs	Improve existing parks and trails and make the public more aware of where they are.
397	Gibbs	Develop a community-wide litter pick-up day.
428	Gibbs	Any subdivision developed in Gibbs/Corryton area should have sidewalks.
494	Gibbs	Work more closely with surrounding counties. Not all growth has to be in Knox. Everyone in the region can benefit more from optimized organic development.
513	Hardin Valley	Follow through with parks and greenspace recommendations that are in the previous plan updates - make provisions in our new plan for more specific requirements on developers to fund these as part of the approval process.
519	Hardin Valley	Make 2 to 3 dwelling units per acre the norm when rezoning agricultural properties for residential development. That fits more with the infrastructure capacity of Agri-heritage of HV.
525	Hardin Valley	A defined plan for open spaces, Hiking trails, park areas for Hardin Valley. Greenways, tennis courts, playgrounds - places that the community can congregate.
531	Hardin Valley	Hardin Valley currently doesn't have any sport complexes or facilities for youth sports - invest in this area as it could bring additional revenue for County business.
535	Carter	More greenways, restaurants, suitable roads to supports growth.
536	Gibbs	A new Corryton school, making one ADA accessible.
537	Hardin Valley	I would like to see Hardin Valley consider becoming a township similar to Farragut.
541	Carter	We were promised a park 10 years ago - when will this happen?
542	Gibbs	Commercial development should be limited to Tazewell Pike and into downtown Corryton.

543	Hardin Valley	Use Chattanooga as benchmark for development around waterfront areas - both are great and provide entertainment and revenue.
547	Carter	Public Park in East Knox County; Promote Town center area in 4-way-inn; traffic improvements
548	Gibbs	Connecting schools to apprenticeships with local companies and industries
549	Hardin Valley	Amend ordinances to include more landscaping requirements for commercial and multi-family development. Put in place a mitigation fund for when developers cannot meet the requirements.
553	Carter	Have less law enforcement inside schools, but close by.
554	Gibbs	Community Pool
559	Carter	More places to shop retail, grocery stores, overall events in Knox. East side is neglected.
560	Gibbs	Bike and walking trails
571	Northshore	Developers should dedicate a percentage of their developments for public amenities and/or neighborhood parks. Could provide density bonuses for the more open space provided.
577	Northshore	Transportation network that helps traffic
589	Northshore	More conservation easements to protect natural scenery
595	Northshore	Separation of high density and decrease low density to preserve existing quality of life.
596	Gibbs	Planning must focus more on community resilience and sustainability. Be prepared to survive under conditions that are liked to follow by climate change.
601	Northshore	Consideration of existing residential areas before approval of density in developing areas
602	Gibbs	Making walkable, local neighborhoods like non-corporate grocery stores and library
607	Northshore	If development is to continue, we need more schools!
614	Carter	Need to gain more exposure within these public meetings.
615	West	Equitable access to high quality schools - increased funding
616	West	Require sidewalks for all new subdivisions and for areas between them and schools.
617	West	Recognize that there are great problems with Knox County infrastructure.
620	Northshore	Revenue land for schools; Where's the growth?
621	West	Collaboration w/ Chamber for business recruitment - Target graduating students @ UT
622	West	Some pieces of land should not be developed due to hillsides/slopes/ flooding/inadequate roads which are already unsafe.

623	West	Must invest money for Infrastructure instead of kicking the can down the road. If taxes need to be raised for this purpose, so be it.
626	Northshore	More land for schools - class sizes are too large!
632	Northshore	Infrastructure needs to be concurrent with development.
638	Northshore	Provide public transportation to areas that are higher density to get to where both working districts and retail are located
644	Carter	Carter school expansion, new developments for housing; Sports Park development in Carter; Enhanced water access; no more sprawl!
656	South Doyle	Focus on appropriate densities- higher densities that don't allow higher density in rural areas
664	Powell	More disc golf courses
668	Northshore	Prioritize infill development: industrial mixed-use, residential, retail, office, etc.
672	West	Naloxone distribution
674	South Doyle	Sidewalk completion on Northshore Dr. from Kingston Pike to Lyons View Pike would complete a massive pedestrian cycle
678	West	Sharp Containers and public parks need cleanup.
679	South Doyle	Construct a greenway along Stock Creek from the river to Chapman
680	South Doyle	Tipton Station new sidewalks
684	West	Work with Chamber to recruit business to Knox County. We have such potential to attract businesses to East TN, but go to Blount, Loudon, and elsewhere
685	South Doyle	Bike lane designated for Martin Mill to John Service Hwy, Tipton Station Rd
686	South Doyle	More parks and open space
688	West	Create communities of medium density with low density surrounding it. Haphazard single family home neighborhoods will destroy nature and bankrupt the county
690	West	Remove trailers from West Hills Elementary
691	South Doyle	Litter pickup penalties for trash
692	South Doyle	Public space along the TN river
696	West	Remove excess parking requirements, build outparcels on unused spaces
697	South Doyle	Parks and greenways; livability
698	South Doyle	Keep rural communities in deep south Knoxville rural, enough low-density housing on Chapman
699	West	Band-Aid fixes or empty promises to deal with Infrastructure problems are not the answer.
702	West	More free parking downtown NEW Coliseum
703	South Doyle	Want to see schools updated with new technology; healthcare improved; plans to protect the environment

704	South Doyle	Stop letting developers make Knox County more ugly and take all the profits
705	West	State publicly the entire agenda of this process, including comments to the Knox County zoning ordinance + growth policy plan will be required at the end of the process.
708	West	Protect waterways with parks and housing boundaries, protect natural land areas
709	South Doyle	More parks and public areas; turn farms to parks instead of housing developments
710	South Doyle	Land is a limited resource and development needs to be governed more by proper plans advancing the long-term interest of the community and less by short-term profitability of small developers
711	West	Put online agendas & minutes of Advisory committee meetings.
714	West	Be very clear about what you want developed and what you don't. Current trajectory has the County building out suburban developments to the edge. You can't change it once built
719	Powell	Historic preservation - brickyard -train station -store buildings - CCCamp at high school - Civil War Skirmish (@ Clinton Hwy/Emory)
721	Carter	Expand schools in East Knox County because of increased development - provide more parks and support.
722	South Doyle	We need a nice family park deeper into South Knox
723	West	Telecast or record and put online Advisory Committee meetings.
726	West	Garden allotments in large unused parking lots. Plant more trees in large parking lots
727	Carter	Keep the homeless from setting up camps in parks.
728	South Doyle	Please do not let planning commission approve sector plan amendments unless the standards are actually met
729	West	Publish email addresses for Advisory Committee members.
732	West	To improve the school system, I'd like to see the kids get information not on advanced math but rather community basics: finances, home repairs, electricity, plumbing, carpentry, CAN nursing, etc.
736	Hardin Valley	Improve infrastructures before approving new subdivisions; Limit number of homes built per acre; Have more community input on MPC.
739	South Doyle	Gathering space of different sizes with outdoor and indoor spaces, board meetings, community spaces, storytelling, etc.
740	South Doyle	Stop rezoning rural communities to low-density housing and doing away with farming/agriculture

742	Hardin Valley	Have developers contribute to the greenway fund; Think about school overcrowding.
745	South Doyle	Develop Galbraith into a community gathering space for multi-use
746	South Doyle	Protect nature, rivers, lakes and more against developers
748	Hardin Valley	Keep the flavor of East Tennessee. Stop letting developers drive the decisions of how many homes belong in an area.
752	South Doyle	Could use a dog park
754	Hardin Valley	Increase areas of high density attractive small housing - like tiny houses off Western; Add duplexes (low-income); Perhaps developing old commercial buildings like old downtown to be more attractive.
758	South Doyle	Family Park in South Knox would be nice
764	South Doyle	Coordinate transport
770	South Doyle	Uphold the ordinances as they exist to protect hillsides, agriculture, and more
775	South Doyle	Focus on whether developers are carrying their weight to meet infrastructure costs created by developments
776	Northshore	Build more single-family housing, not apartments so that the property tax that pays for services is distributed over more homes.
779	Powell	Build single family swellings + buildings
784	West	Protect our Tress.
799	South Doyle	School zones - schools need to rethink child pickup, as parents block the roadways when school is out
808	West	Get Builders to start on thousands of homes for middle- and lower-class families and singles.
811	South Doyle	Roadway improvements before allowing developments
814	West	Connecting between adjacent neighborhoods, actually enforce speeding laws, noise restrictions/enforcement on vehicles, fewer surface lots, more density
817	South Doyle	Protect rural and agricultural areas - promote small farms
820	West	Clean up under all Interstate over passes. Can these be connected to city walk trail? (Safety needs to be addressed.
824	Carter	French Broad Corridor expressed our wishes which were totally ignored by elected officials.
826	West	Improvements to existing homes. Building & streets to Mechanicsville. Address old Knoxville College Campus
830	Carter	Require or encourage use of native plants and trees in landscaping to buffer major corridors, businesses, shops, and residential areas.
832	West	Beautify interstate around downtown, extend/improve bus stops and crosswalks

838	West	Extensive building of mix-use housing citywide, address textile factory (EPA Brown site) in East Knox, density downtown for houses, business, take parking lots to new developments
844	West	Improve Riverfront on both sides, improve/extend bike lanes, expand trees on street sides, collect garbage from roadsides and waterways
846	Hardin Valley	Parks and greenways; preserve stream integrity; Push for greenways and sidewalks that highlight agricultural/natural history of Hardin Valley - parks could include a rain garden, bioswale, grass restoration, birdwatching, etc.
850	West	Address Homelessness. Issue through housing. Mental health, addition, treatment (County wide)
852	Hardin Valley	Waste to Emery Rd: Create municipal solid waste and building residences (single and multi-family units) away from these sites.
856	West	Expansion of mental health facilities
858	West	Increase hillside & Ridgetop protection by making in mandatory. Not just advisory, in planning decisions.
862	West	Zones for homeless folks to regally comp in urban wilderness.
864	West	Do not allow additional development in high flood areas.
864	West	Maintain protection of existing sector plans.
868	West	Expansion of affordable housing options - more multifamily units.
870	West	Require consideration of cumulative impact of all individual rezoning's and sector plan amendments. This is necessary when considering impact on already over-crowded schools, dangerous roads, and areas that already have serious flooding issues.
874	West	Move Health Services in rural parts of county or public transit to access inner-city recourses.
876	West	maintain reduced density, as set out in the growth policy plan for rural areas.
877	Northshore	Draw a perimeter and stop all further development beyond those lines
882	West	Preserve rural areas with low density.
883	Northshore	Find out from employers why they do not relocate to Knox County. What are we doing wrong?
886	West	Higher paying jobs for residents - Business recruitment
888	West	Consider over-crowding of schools in ever planning decision. The current formula for calculating additional students is very flawed.
889	Northshore	Industrial parks pay for transit of employees from other areas of the city and County so industrial parks can be consolidated to one area

892	West	Competitive pay for county and city employees, sets the bar for private businesses
895	Northshore	Do another greenway along Northshore Dr.
897	Hardin Valley	Infrastructure investments need to include increased funding for Parks and rec, including the creation of new ball parks.
900	West	Do not allow high density development without adequate infrastructure in place to deal with: Roads, schools, flooding. We can't build where it maybe decades before infrastructure improvements maybe made.
901	South Doyle	Coordinated growth plans
902	Gibbs	School for trafficked girls.
907	South Doyle	Assuring adequate infrastructure before new developments
908	Gibbs	Bike greenway and other parks and recreation opportunities
914	Gibbs	Farm Day on area farms
919	South Doyle	Develop greenways in vestal connecting into urban wilderness and connect across Chapman Hwy
920	Gibbs	Walking trail in Sprinkler Park; Dog park; Farm preservation and use for the community
925	South Doyle	Add small scale agriculture: preserve 25-30 acres for future farms
926	Gibbs	Cumulative Impact of development
931	South Doyle	Community space for gardening including greenhouses
937	Gibbs	Preserve Sawyer's Fort on Donahue Farm; Need to replace historic sign for Sawyer's Fort
949	Carter	Protect the special town zones from special interests
955	Carter	Midway Park could be used as a public house area - a place for those who need more room and celebrate agriculture and recreation.
955	Carter	Should be public parks and red area - equestrian part as a component as well. Turn industrial parks into normal parks.
961	Gibbs	Develop ballfield in Corryton to be used for County-wide games.
967	Gibbs	Walking trail in Corryton to include House Mountain hike
973	Gibbs	New Elementary school in Corryton
979	Gibbs	Preservation
989	Hardin Valley	Limit the number of houses per acre.
997	Gibbs	We would like better connectivity to our schools. Our schools need to be accessible to PZ zones and walking students.
998	South Doyle	Homelessness needs to be addressed
1016	Carter	Caution on building new residential subdivisions on existing zoning roads that have minimal places to get around in cases of emergency
1017	Carter	Stop subdivisions in East Knox County

1018	Carter	Why should we believe our feedback is valued if there is no evidence the previous plans are in place now? What happened to all the plans presented previously? How is our previous plan feedback being used? There were plans shown. How is this different?
1019	Carter	If Midway is sold, the promises made to the local community should be upheld
1020	Carter	County schools need better accessibility for people who do not drive. Connect greenways, protected crosswalks, sidewalks, bike lanes and more. County should work with the city to bring public transit to county areas with high concentration of employment opportunities. The County needs to prioritize smart density rather than sprawl into farmlands. Density preserves our landscapes while also saving on infrastructure.
Online Engagement		
1021	Virtual Meeting	Providing affordable housing near job centers such as Forks of the River Industrial Park and others should be prioritized.
1022	Virtual Meeting	Supportive housing
1023	Virtual Meeting	What coordination is being done for Park, Recreation and Greenway planning between the various government agencies?
1024	Virtual Meeting	Enlisting local artists to design/paint murals for bridges, buildings, etc. We should want locals, visitors, and passers-by to remember Knoxville as a unique and beautiful place!
1025	Virtual Meeting	Yes, to more murals!
1026	Virtual Meeting	More neighborhood gardens, better use of vacant properties.
1027	Virtual Meeting	Streamline and coordinate work with developers that have land almost ready for housing builds as priority areas
1028	Virtual Meeting	Local concert space and parking
1029	Virtual Meeting	Make builders cost of road improvements more transparent
1030	Virtual Meeting	Consider impact fees for builders. Stop negotiating with builders.
1031	Virtual Meeting	Coordinate anticipated new residential development with schools' facility planning
1032	Virtual Meeting	Less use of Riprap on infrastructure so less demand for these hideous quarries
1033	Virtual Meeting	What efforts are being made to identify brownfield properties and mitigate for environmental issues?
1034	Virtual Meeting	Environmental sustainability
1035	Virtual Meeting	Solar farms need to be on top of roofs, or over parking lots. Not fields, which will have to be maintained.
1036	Virtual Meeting	Solar farms could be put in all those powerline right-of ways.
1037	Virtual Meeting	We need to develop as much renewable energy as possible. Have a few zoned areas for wind farms would be great

1038	Virtual Meeting	Renewable energy
1039	Virtual Meeting	Keep to the plan. Stop making exceptions. Unfair to current residents who purchased their property here and had expectations to live in that lifestyle
1040	Virtual Meeting	TIF's and PILOT's should have clear and implementable rules that are consistently applied for all developments.
1041	Virtual Meeting	considering the community before allowing substations to be placed in areas that are within feet of houses and block natural views. Example is at the Midway Business Park.
1042	Virtual Meeting	Enlist volunteering architects or students to design school exteriors and other public buildings for uniqueness and beauty. Sequoyah Park restrooms as a great example.
1043	Virtual Meeting	Expand parking, at House Mountain. I've hiked there 178 times. Parking is hard to find, unless you arrive early, on a weekend.
1044	Virtual Meeting	More parks and connections between.
1045	Virtual Meeting	Follow the sector plans that have already been paid for well designed.
1046	Virtual Meeting	Update sector plans more frequently
1047	Virtual Meeting	Save our local farms
1048	Virtual Meeting	We should always build schools AS neighborhoods are built — not after the fact.
1049	Virtual Meeting	The airport has expanded service greatly, but this could grow even more to help business and tourism. Mainline nonstops to LA, Boston, San Francisco, etc.
1050	Virtual Meeting	It's a pipe dream but we should try to plan for Amtrak to come here.
1051	Virtual Meeting	I second AMTRAK!!!
1052	Virtual Meeting	Ditto on the Amtrak idea!
1053	Virtual Meeting	Provide staging areas for autonomous vehicles.
1054	Virtual Meeting	Prepare for better integration of light vehicles, such as three-wheeled ones and electric bikes.
1055	Virtual Meeting	Update utilities and storm drainage as areas grow.
1056	Virtual Meeting	Everyone should be a 15 min walk or less to at least one park, grocery store, and transit stop
1057	Virtual Meeting	Redo the county zoning code
1058	Virtual Meeting	Get rid of redlining
1059	Virtual Meeting	Allow more places to have form-based codes
1060	Virtual Meeting	Make sure economic development occurs where zoned and not so often through rezoning
1061	Online Input	Stop negotiating with the builders who are requesting. Exceptions to the plans. Consider impact fees for builders before a property tax increase for residents. Active builders should not be appointed as a planning commissioner. It is a conflict of interest and leads to bribery.

1062	Online Input	Electrical should be ran underground. Our high winds, especially in valleys where wind is funneled, cause frequent tree falling that takes out power for hours. This week, we were without power for more than 17 hours, and we had lines down all over. At least once a month, we lose power for a short time. Underground electrical would also be aesthetically more appealing for our beautiful county full of forestry and mountains.
1063	Online Input	I hope there will be a solid review of past planning efforts and future plans for Knox County will include ideas, input and general community agreements resulting from Nine Counties One Vision, PlanET and East Tennessee Quality Growth.
1064	Online Input	Underground utilities should be considered in the future since climate change is increasing storms and the severity of the weather. This might reduce the number of days we are without power in the future and could be cost-effective by eliminating or reducing repairs. Economic development and development in general need to be beneficial to the county and not a burden because of poor planning and costly improvements being required to support the development in the future such as increased traffic, stormwater runoff and flooding to neighboring and downstream properties.
1065	Online Input	Don't increase development without services, including roads, school, sewer, water, etc. NO MORE DEVELOPMENT THAT LEAVES ALL THE ROADS, AND SERVICES TO THE PUBLIC TAXPAYERS.
1066	Online Input	Catch the trash in the feeder rivers upstream of the outlet to the Tennessee River. The trash gathers on the riverfront and is an embarrassment to the city. There are advanced means to mechanically collect debris along so that it does not pile up. This implementation may be a good project for UT students.
1067	Online Input	Instead of building business parks with our economic development money, we should focus on growing new and existing businesses by providing resources to help them grow. Let's use the money as an angel fund and create a team of advisers to mentor new entrepreneurs and existing businesses to help them grow. Potential investments would be made based on formal business plans submitted by applicants and the whole process would need to be vetted by experts and transparent to the public. It is a failed strategy to try to lure a business away from where they have been located in the past - as soon as the money is gone, they will move on. We should focus on growing what we have here. There is plenty of intellectual property coming out of the University of Tennessee and the Oak Ridge National Laboratory that could be the

		genesis of new business opportunities, but there is little meaningful angel or venture capital available for this.
1068	Online Input	These massive new communities take away green space, cause congestion on roads that weren't built for them. Developers should not come first.
1069	Online Input	We need to enforce our current zoning laws. Too many exceptions are being granted to developers that are then causing infrastructure issues. Infrastructure to handle all the additional homes being built is not in place. This needs to stop.
1070	Online Input	We have a large number of students in the district. Our schools are overflowing, and our teachers are stressed out. Our roads are congested at pickup/and drop off, because the buildings are overflowing. I would suggest, instead of building portables, which are only making all these problems worse, that we start investing in smaller schools in commercial buildings, such as strip malls or office buildings, that have a maximum of 200 students. These smaller schools would utilize the virtual school curriculum, but with a guide/teacher available in person to help them along at the students' pace. Students could be provided lunch by a mobile food truck or bring their own. I realize that there are other considerations to be taken account in this idea, but I also think that there are plenty of children who would thrive in a smaller environment with fewer distractions and lines, and a little ingenuity would solve a lot of those considerations.

1071	Online Input	Land use and development should preserve the identity of the community it is meant for. Tearing up multi-generational farms for hundreds of OSB tract homes is a crime against God and smart development. Prosperity is coming to the county, sure, but are the Knox County residents that have called this place home for generations beneficiaries? We're being crowded out in the schools, on the roads, and in the rural areas we loved by monied retirees from intensely developed metro areas in the North and West. There is no elasticity in the housing market and middle/low-income renters are being priced out of the county just by virtue of intense demand; their 40+ year old apartment building didn't get granite countertops, they didn't get a new induction stove, they weren't given hardwood flooring. They were asked to, in many cases, pay 20% or more in additional rent for the same low-middle income they'd been living in because someone from out of state would gladly pay \$1200 or more to stay in that same house or apartment that was renting for less than \$800 two years ago. What compounds this is that literally nobody is developing for low-moderate income renters. Every new development advertises luxury accoutrements and the upscale nature of the community. The heritage Knox County residents that are really hurting for a decent place to live and whose proclivities made this such an attractive county to migrate to aren't the ones paying \$1500 for a one-bedroom on the outskirts of Powell or Farragut.
1072	Online Input	Knox County and the City of Knoxville both have some incredible parks facilities, but in both jurisdictions, the facilities available and quality of maintenance varies wildly. There seems to be no comprehensive and metrics-based plan to drive where funding is allocated and the growth and implementation of change. Everything is currently about whatever user group screams the loudest or whatever park can get private donations (e.g., Lakeshore and Ft. Dickerson). This leads to major inequities between communities and requires increased use of our transportation systems because many people have to go so much further to reach the amenity they are seeking.
1073	Online Input	East Knox County around the Strawberry Plains exit and up Asheville Hwy there is so much new housing being development now that we need more commercial development like retail shopping (Walmart or Target)/grocery stores and possibly another school in the area (Carter Elem, Middle & High) is already overcrowded.
1074	Online Input	I think district 2 needs a new planned community with all the fixings. Stores, apartments, homes, dr. offices, gas, grocery

1075	Online Input	To update Bluegrass Elementary's gym and Every Knox school's restroom
1076	Online Input	Increase funding for extracurricular activities at schools to take the burden away from parents paying or soliciting donations.
1077	Online Input	Farragut school zone needs new infrastructure. ALL of FARRAGUT schools need to have new school zones and new schools built!
1078	Online Input	Our schools are already overcrowded and apparently all you have to do at Knox County MPC is stamp approve on any new developments that come across their desk. So, my idea is that all new developments only have access to private schools. Or they can home school. Do our kids a favor and stop approval on new developments in West Knoxville/Farragut...it's absolutely ridiculous (just like my idea) Just stop!
1079	Online Input	School Meals. Stop by Gibbs Elementary any day of the week unannounced and see if you enjoy what is being served to our kids for lunch. When was a child school meal was the best part of the day, good food and enough to eat? The very small portions and lack of vegetable options are unacceptable even for elementary school students. Not to mention salt and pepper have been removed from cafeterias, there should be the option to give some flavor to otherwise tasteless food. I do understand salt to a degree but pepper, what does pepper do to harm the body? The food is completely unseasoned and even a child should have the option to attempt to enhance the flavor of their food. There is so much waste because the kids do not like the offerings and the offerings are very few. Perhaps if you could mix and match but you have to choose one of two or three options that have only one thing your child would eat. Kids are coming home hungry and that should not happen. And Cheez-It should never be offered before vegetables. My child does not like meat nor sugar and there is very little she will eat from the cafeteria. I do not understand how Knox County considers their lunch program healthy choices when vegetables are not offered every day (Instant potatoes without seasoning is not considered a vegetable). Especially when you have a child that is a vegetarian by choice. Where is the broccoli corn peas beans etc. etc. baby carrots and a Caesar salad occasionally doesn't seem to fit the healthy meal's objective? Healthy filling meals for students please.
1080	Online Input	Better planning for building schools to keep pace with growth to avoid overcrowding. Land needs to be set aside for future school buildings

1081	Online Input	Utilize resources at hand to assure Families in underserved communities are empowered to own their own homes and not just rent with the Help or rental Assistance. Allocate blighted Property to be used by Minority Business owners and Organizations. Be sure not to exploit The Poor and Underserved by running with these Ideas but not given thought to the Inability of The Underserved to afford costly services associated with breathing life into these ideas.
1082	Online Input	The enormous success of L&N Stem Academy, Beaumont Magnet Arts Academy, and West High School's IB Program are a roadmap to a future for Knox County's School's. It's clear that magnet schools done right are highly desirable to parents - as desirable as expensive private schools - (check out the waiting lists for the magnet schools I've mentioned). Robustly supported and effectively administrated magnet schools are the key to a great school system, and one that offers the choice that public school parents say they want. Charter schools aren't the answer. Magnet schools done right are, and Knox County Schools could become a model district for the entire state in how to best utilize magnet schools to improve student performance system wide while offering public school parental choice.
1083	Online Input	Developers typically work with a 30% profit margin. Most developers are also working with grants they get from the state to help them. Many counties have implemented developer fees, and I think that should be implemented in Knox County as well. If developers are going to be allowed to continue developing at the rate they are, they should have to support the cost of also improving our infrastructure. I've watched MPC approve too many developments that were not beneficial to the county or community and didn't bring value. They come in and then they leave us to deal with the problems while they buy boats and gated houses with their 30% profits. It's unacceptable. If they want to develop here, they should have to bring more benefit that they currently are.

1084	Online Input	<p>In the rest stops there is a pamphlet trying to appeal to retirees to move to Tennessee. Living expenses, property taxes, etc. are a lot more expensive in some of states north of here. With a lot of baby boomers retiring now, many are looking to move to a less expensive place. A lot are retiring with good pensions/retirement funds that could boost the economy here. Advertising to this group of people emphasizing the benefits of the Knoxville area (1) University of Tennessee -with learning & cultural opportunities (2) entertainment opportunities (3) low cost of housing & goods (4) low property taxes (5) good medical facilities (6) friendly people. However, people from these regions would probably be looking for things they are used to (1) sidewalks (2) easy access to transportation, etc. Advertising targeting retirees from New York through Washington, DC suburbs could yield interest in our area.</p>
1085	Online Input	<p>Knox County needs to build Senior (single) only housing not only for Assisted Living. I believe establishing senior (single) condominiums in South Knoxville that are affordable would add to the community. The senior age (single) already deserves a nice affordable safe place to live. Every area of Knoxville has quite a few condo communities except South Knoxville. The seniors are the ones that have built the community and deserve their senior years to be nice ones! Just saying! Also, everyone will be a</p>
1086	Online Input	<p>I would love to see the county invest in childcare and childhood development activities. Even if it was a tax break for the facilities already operating. Many people are flexing with working at home but also, many people have needed to work extra jobs in order to make enough money to handle inflation. Childcare is very expensive. Anything to help subsidize the cost of childcare and keep costs low would be very helpful.</p>
1087	Online Input	<p>We really need to recruit more builders. We need to put the word out about just how much Knoxville has grown and how much we need new houses and new commercial developments. We have a lot of new businesses but if their employees don't have a place to live, they won't stay. We need builders who are willing to merge residential living with commercial development. People are willing to pay more money to be closer to the convenience of quality retail and dining. If we continue at the current rate of building houses, it will take us 20 years to catch up to current demand. I do understand we will need more schools and roads in order to meet the demand of housing, but we are so far behind in building that if we don't do something soon, it will take too</p>

		long to catch up. Even now, most new construction projects are taking at least a year to complete.
1088	Online Input	With all this development there should be a dramatic increase in property taxes if the county was governed correctly. This should be used for much better education and for investment in public parks.
1089	Online Input	Our schools need to have a behavior system that is effective. We need to look at Oak Ridge and Maryville to see what they're doing to make their schools so great. The behavior in our school is overlooked and while 1-2 student misbehave, hours of learning time is lost by the students who are ready to learn. Allowing the misbehavior is a disservice to all the children and the teachers.
1090	Online Input	If we want a strong economy, we need to develop a vision that enhances the value of our strong assets, rather than go for a wholesale attitude to get quick cash. We must make sure tax revenue will be sufficient in the long term to cover the increasing cost of public services and to respond to new challenges that come with natural disasters and other exigencies that are bound to multiply the longer we wait with effective measures to curb climate change.
1091	Online Input	School is overcrowded. Before new developments are built land needs to be allocated for schools. Better planning overall for infrastructure needs to take place before new developments get approved
1092	Online Input	I went to the Blount County Co-op yesterday and overheard a conversation that was extremely upsetting. A man asked the employee, behind the counter, about traps. You know the kind...when an animal steps on the trap it will close, and the animal will suffer there until someone comes back to "finish it off." This man said, "I have a bear getting into my bird feeder, I want one to scare him off." I'm pretty sure it is illegal to trap bear and when I mentioned that fact to the woman behind the counter she said "Oh...a bear's paw won't fit in that trap" I didn't respond. What if only part of his/her paw ends up in the trap? The animal could be maimed forever. Obviously, the bear is hungry.... we are developing and destroying more and more of their habitat every year. Just look at John Sevier Hwy!! A huge area has been completely clear cut!! We have bear, bobcat, etc. living in that area. (Including the Martin Mill area.) We must do more to protect our local wildlife! We live in an area like NO other! Please know that your decisions, when it comes to the development of this area, affects more than just humans! Protect our area before it's too late! Thank you!

1093	Online Input	I feel we need more unrestricted land for modular homes to allow a more diverse economic class to be able to live here
1094	Online Input	Knox county must be dreaming of being like it's big sister Nashville. That is unfortunate, because Knox is so much better. Do not allow excessive dense growth, manage housing appropriately without surging Knox to a large city. Tennessee is about to become unrecognizable; we can barely see mountains, fields, and water due to building happening on every square inch. Growth is good, but surging will cause us to lose our identity. Tread lightly
1095	Online Input	City county consolidation. Eliminate duplicate services like police and fire. County form of government. Less spending on two of everything.
1096	Online Input	How are you going to plan to manage growth when YOU CAN'T EVEN MANAGE CURRENT CONDITIONS?!
1097	Online Input	Clean, repair, and replace the infrastructure and sewage
1098	Online Input	There is a lot of self-dealing on the Planning Commission. Developers should not be allowed on the Commission or at the very least, it should be VERY LIMITED. You owe it to your citizens to ensure that our commissions follow the same standards as corporate boards and there are no personal or business interlinks.
1099	Online Input	We need less, until roads, transportation, schools can accommodate we are rural not city and most would prefer to stay rural we love our peace and quiet respectfully Dry Hollow/Kimberlin Heights communities
1100	Online Input	Prior to land being classified, or reclassified, a clear understanding of intent to include what might be built on the property with that classification. If that does not materialize, the initial classification for that land should be reassessed to the prior land classification. This beginning point would assist alleviate potential misunderstandings of intent for land-use.
1101	Online Input	Events that foster continuing the kindness and community feel Knoxville is known for. I've seen an uptick in "nastiness" when interacting with strangers which saddens me!
1102	Online Input	Other worthy goals -- - Expanding/increasing county parks -with natural settings (walking trails, forested areas, dark skies, and natural fields with wildlife, instead of more ballfields, stadium lighting, and mowed lawns) - Preventing the planting of additional non-native, invasive species and working to eradicate their infestations that supplant native species
1103	Meeting in a box	Build Pedestrian bridge from campus to South Knoxville

1104	Meeting in a box	Developing the Riverfront while preserving the natural environment and native species
1105	Meeting in a box	Address issues of gentrification and histories of urban removal
1106	Meeting in a box	Workforce housing
1107	Meeting in a box	Community land trust (protecting common goods)
1108	Meeting in a box	Public plazas that are intended for community gathering
1109	Meeting in a box	Addressing homelessness
1110	Meeting in a box	Encourage farmers to keep their land by tax incentives or other financial incentives
1111	Meeting in a box	More support for starting farmers to secure land and build farming infrastructure (no assistance currently outside of USDA loans which are hard to secure)
1112	Meeting in a box	Maintain public parks and greenways (add more security measures to greenways)
1113	Meeting in a box	Housing trust for affordable housing that builds equity
1114	Meeting in a box	Land trust for growing food
1115	Meeting in a box	More public art in the county
1116	Meeting in a box	Improvement to Utilities in Halls (especially water)
1117	Meeting in a box	Food hub for local food and social services
1118	Meeting in a box	I love the partnership with master Gardener in North Knox
1119	Meeting in a box	Access to basic needs when developing neighborhoods (grocery stores, schools etc.)
1120	Meeting in a box	How do new developments impact traffic patterns/existing residents?
1121	Meeting in a box	We need more affordable family housing in all areas
1122	Meeting in a box	Public facilities (schools, roads, etc.) in East Knoxville need to be better funded and prioritized. By bettering public roads/utilities in this area, more economic development will be attracted, and the wellbeing will improve overall
1123	Meeting in a box	Increased access to services and retail options (including food that doesn't require a car)
1124	Meeting in a box	Walkable, bikeable options
1125	Meeting in a box	Higher density housing and town centers
1126	Meeting in a box	Fund and expand services of KCPL!
1127	Meeting in a box	Development with environmental sustainability in mind. Many new projects, especially residential, do heavy modification to the land (even removing topsoil to sell). These practices need more regulation/guidance to ensure resources to future generations
1128	Meeting in a box	Parks should have bathrooms and drinking fountains. Many do not. Shade in the park as well
1129	Meeting in a box	Fiber for the entire county
1130	Meeting in a box	More collaboration with non-profit communities
1131	Meeting in a box	Focusing on blighted properties

1132	Meeting in a box	Ensure affordable housing options
1133	Meeting in a box	Assure each part of county has access within them to parks, transportation, schools, utilities (affordable) businesses in helping to give each their own recognition (personality for lack of a better word)
1134	Meeting in a box	Sidewalks to encourage walking while promoting safety
1135	Meeting in a box	Complete 640 bypass
1136	Meeting in a box	Farmers markets in each area/community
1137	Meeting in a box	More affordable childcare for parents to work or attend school

Public Input Summary

Round Two: Community Choices
(October 1-October 31, 2022)

November 14, 2022

ADVANCE KNOX

Engage in our land use and transportation future.

This document provides a summary of the input received through the second round of public input for Advance Knox. It represents the input of over 3,900 people who attended events or participated online in the month of October 2022. This input, the second of three rounds in Advance Knox, serves as feedback on the proposed scenarios for Knox County.

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A. OVERVIEW AND PURPOSE

From Sunday, October 1 through Monday, October 31, 2022, Advance Knox held a series of public events and an online survey, called “Community Choices,” for the second round of public input. Over 3,900 people participated. The purpose of this second round of public input was to:

1. Provide an update on the plan process and the results of previous input (goals)
2. Introduce scenario planning and gather feedback on scenario preferences (three scenarios)
3. Gather feedback on potential types of places that could accommodate some County growth (four community types)

Nineteen in-person events were conducted including three public open-house style meetings and 16 facilitated small group sessions. Additionally, one facilitated virtual meeting was conducted. An online activity, available at AdvanceKnox.org, gathered similar input to the in-person events.

The Advance Knox public input process is qualitative research. Participants, while diverse, may not represent all interests in the county. This summary is based on the input of those who participated and is not intended to depict public consensus. This input serves as one datapoint, which will be considered along with quantitative data in the planning process.

COMMUNITY CHOICES EVENTS

Sunday October 2nd

- 2:00 pm – New Hopewell Elementary School

Monday October 3rd

- 5:30 pm – Gresham Middle School

Tuesday October 4th

- Knoxville Chamber
- Boys and Girls Club
- South Doyle Neighborhood
- 5:30 pm – Cedar Bluff Middle School

Wednesday October 5th

- 12 pm – Virtual

Monday October 10th - 20th

- Young Professionals of Knoxville
- Home Builders Association
- Hardin Valley Business Association
- Knox County Planning Advocates

Monday October 24th - 27th

- South Knox Senior Center
- Oakwood/Lincoln Park
- DR Horton
- Karns Senior Center
- Barrington
- Carter Senior Center
- Halls Senior Center
- Corryton Senior Center
- West Knox Senior Center

PARTICIPATION AT A GLANCE

Open houses: **134**

Virtual: **130**

Additional in-person: **231**

Online input: **3,410**

Total participants: **3,905**

Total exit questionnaires: **3,503**

COMMUNICATION AND OUTREACH

To inform the public about the importance of Advance Knox and Community Choices events, the County conducted a communication and outreach campaign. That effort included traditional media and electronic communication, as well as word-of-mouth outreach. Specific communication and outreach activities included:

- Project Website
- News articles in local publications (10)
- Press releases
- Mayor's weekly video
- eNewsletters (11 sent to nearly 5,000 subscribers)
- Social media posts and paid advertising (Planning, TPO, local influencers)
- Targeted outreach to student groups at the University of Tennessee and Pellissippi State Community College
- Flyers distributed to students at all elementary and middle schools, libraries, and senior centers in Knox County
- Advisory Committee outreach (external) to personal networks



Do you care about growth and transportation in Knox County? We want to hear from you!

COMMUNITY CHOICES

October 2-5

Knox County has choices about how and where it grows. Based on input gathered in March and April, three scenarios have been prepared to show some of those choices. Come and learn about these alternatives and have your say about the best path for Knox County.

Attend the event most convenient to you. The in-person events will be self-paced but short presentations will be made at the beginning and halfway point.

AdvanceKnox.org

Sunday OCT 2
• 2-4 pm New Hopevell Elementary School
Monday OCT 3
• 5:30-7:30 pm Central High School
Tuesday OCT 4
• 5:30-7:30 pm West Valley Middle School
Wednesday OCT 5
• 12-1 pm Virtual Meeting (registration required)



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Engage in our land use and transportation future.



B. WHAT WE DID

The in-person events and online input involved the same activities. At the open houses, activities were set up in a series of stations which participants could visit in any order, at their own pace. A brief presentation was made at the beginning and middle of each open house to give the participants context for the activities. The presentation primarily described the three conceptual scenarios. The other in-person meetings were led by a consultant or staff facilitator. The activities were:

1. Priorities

Identify three of the Advance Knox goals that are MOST important to you. Rank them 1, 2, 3, with 1 being the most important.

2. Communities

New types of housing and development will be needed to accommodate the county's growing population. Let us know if you would like to see the following (four) community types to complement our current options. Dislike, Neutral, Like).



3. Choices

Learn about the three conceptual scenarios, titled Outward Bound, Town and Country, and On The Road Again, and rate how well each scenario addresses the goals that are important to you. (1-5 stars) For each, use written comments to tell us: What do you like about this scenario? What concerns you about this scenario?



4. Exit Questionnaire: Tell us about yourself

Before participants left the event, they were asked to fill out an exit questionnaire. Similarly, the online format asked participants to provide a bit of information about themselves. Those responses provide insight into how people heard about the event and characteristics of participants.

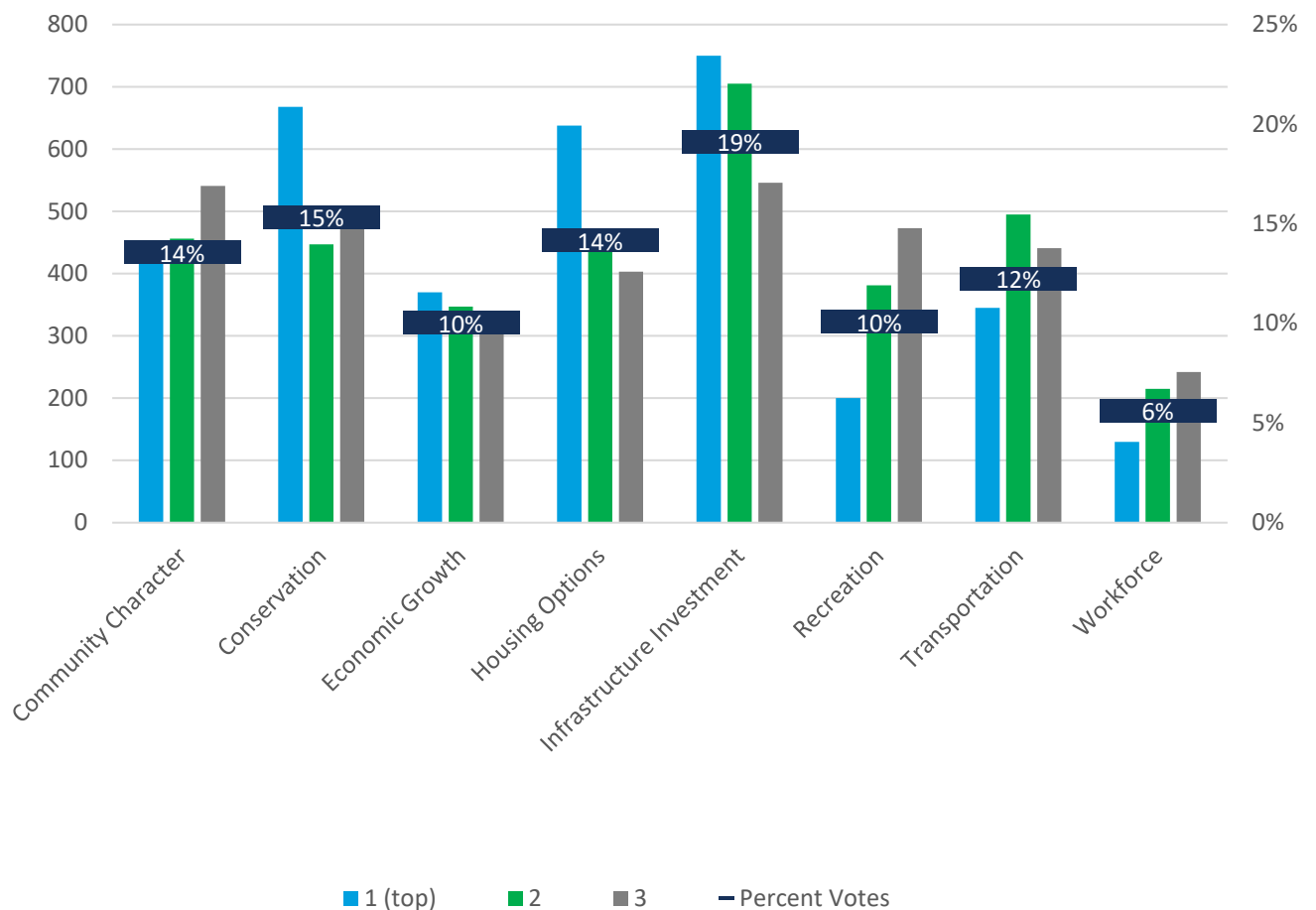


C. WHAT WE LEARNED

The planning team assembled all ratings and comments into a database. All the ratings were quantified, and open-ended comments were organized by theme for each prompt. All input in verbatim form is contained in the appendix of this memo.

Priorities

The chart below shows the eight Advance Knox goal topics and their ranking from 3,510 unique responses. All the goals were important, but “Infrastructure Investment” received the most first and second rankings. The goals for “Conservation” and “Housing Options” received the second-most first priority rankings, and “Community Character” was among the top-three for many other participants. These priorities will be used to inform which attributes of the scenarios should be emphasized in developing a new “preferred” scenario. The full goal statements follow in the order from highest to lowest ranked.



1. Infrastructure Investment

Efficient infrastructure investments that support and anticipate planned growth and are maintained through strategic, fiscally responsible decisions.

2. Conservation

Conservation of natural areas and resources that include ridges and valleys, rivers and streams, wetlands, historic and agricultural assets and scenic views.

3. Housing Options

Housing and neighborhood options that meet a wide range of types, locations, and affordability to meet the need of a growing and changing population.

4. Community Character

Strong places with distinct identities, including natural areas and development that range from employment centers to rural communities and include walkable neighborhoods and mixed-use centers.

5. Transportation

A safe and connected transportation system that provides options and supports a growing community.

6. Economic Growth

A growing and resilient economy with sustained business investments and diverse employment opportunities, strengthening the county's fiscal health and services.

7. Recreation

A connected network of greenways, parks, and water trails that provide recreational opportunities.

8. Workforce

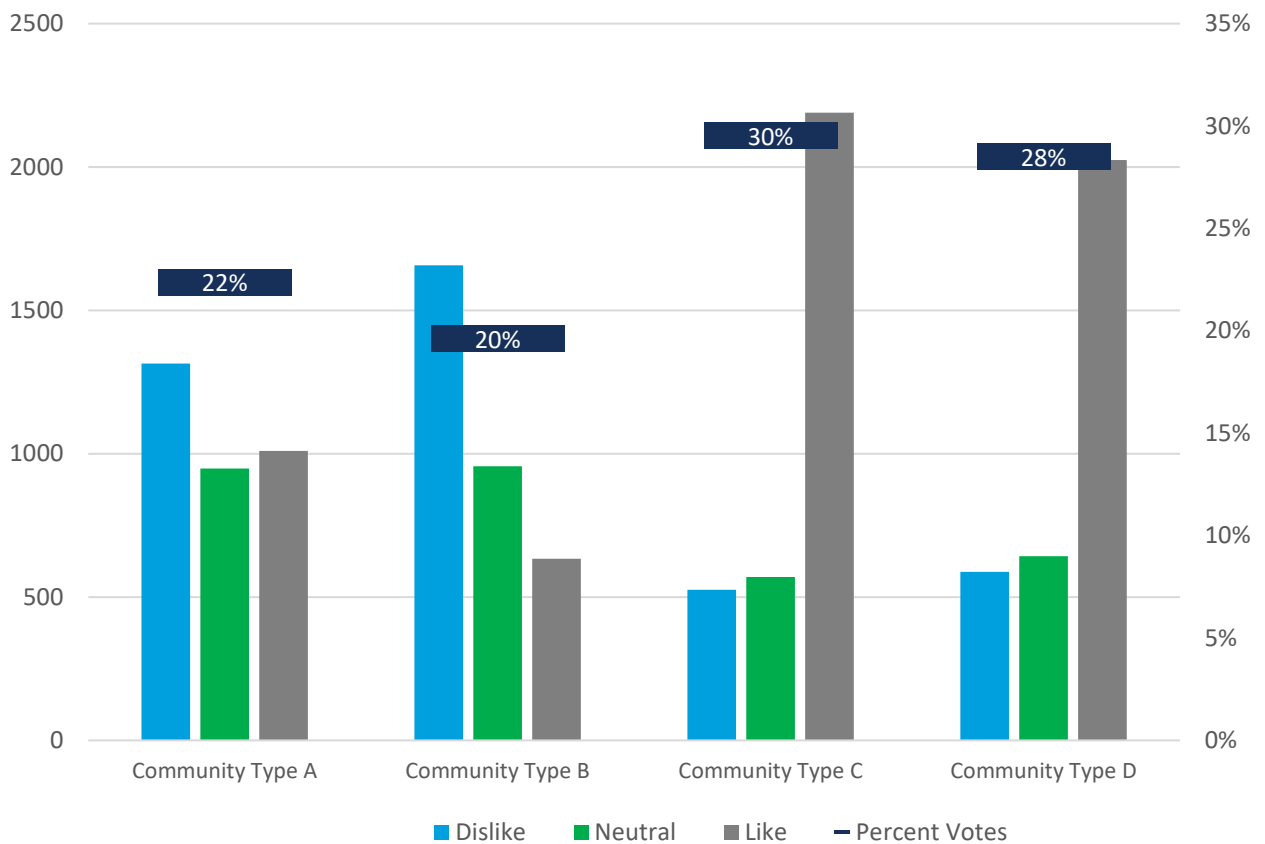
Educational opportunities that attract, foster, and retain an engaged and successful workforce.

Communities

The chart below summarizes the ratings from 3,376 unique responses to the communities prompts.

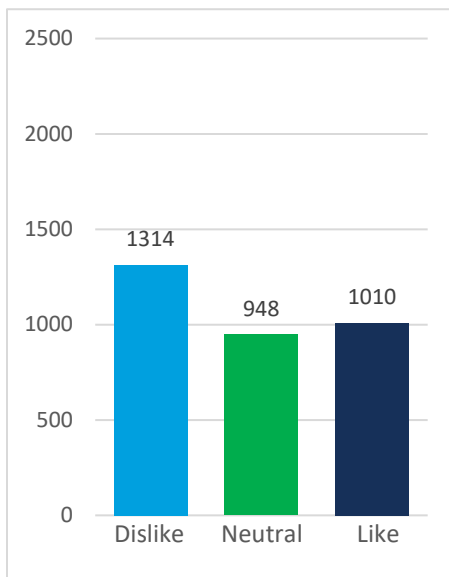
Opinions about the community types vary considerably. In general, types C and D that are more mixed use and walkable, were viewed more favorably than types A and B, that have compact housing types in a suburban car-focused development pattern.

There were also a significant proportion of neutral ratings. Many comments indicate that respondents may not like one or more of these community types, but they recognize that all these types are necessary to create more housing options in the County and they may be better than recent trends.



Community Type A

Residential areas that are more compact than typical single-family developments and feature small lots, attached housing, or small-scale multi-family housing. These areas may also include some small-scale commercial and office uses and civic uses (such as schools). Open space is mostly provided through private yards rather than public parks.



Comments in support of this type

- Like that it is more compact and would consume less land than typical single family
- Like that it would offer more housing options that are potentially affordable
- Like that there is private open space (yards)
- It may be appropriate in some areas and for certain markets

Comments against this type

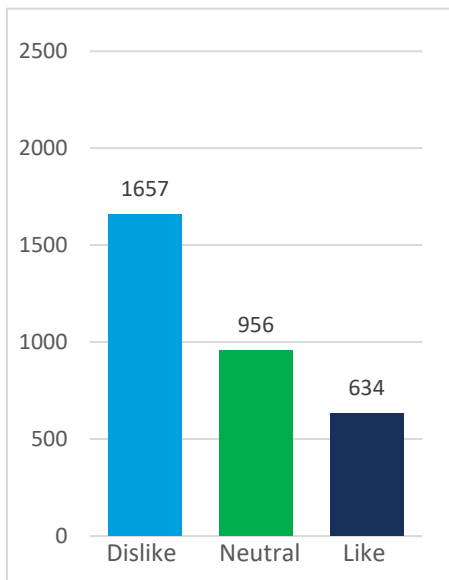
- Do not like “compact” housing. Looks too suburban and does not reflect “rural” Knox County.
- Looks too cookie-cutter
- Infrastructure does not/would not support this
- No mention of sidewalks, biking, connectivity
- Dislike that there is no public park space for and the emphasis on private yards.

Other comments about this type

- Dislike this housing type, but it is a needed option.
- Single family should be offered as a “choice”

Community Type B

Residential areas that are mostly composed of multi-family buildings in a suburban setting with supporting infrastructure. These areas may also include some small-scale commercial and office uses and civic uses (such as schools). Open space is provided by community and public parks.



Comments in support of this type

- Like that apartment buildings are good for many types of people
- Like that apartments can be affordable

Comments against this type

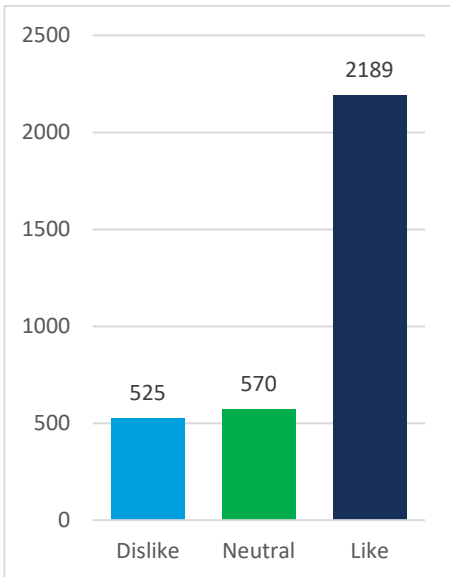
- Would cause too much traffic / overcrowding
- Dislike that it would make Knox County too much like a big city
- Want housing and parking to be more affordable
- Infrastructure cannot support this

Other comments about this type

- Dislike this type of housing, but think it is needed

Community Type C

Residential areas with a mix of housing types ranging from single-family to multi-story apartments in a pattern of walkable blocks with civic uses, and connections to a town center. Private open space is limited, while there is a greater amount of public open space.



Comments in support of this type

- Like the diverse array of housing options and styles in this community type
- Like potential for sustainable development patterns
- Like the walkability and access to both other communities and shops and restaurants
- Fits well with existing land use

Comments against this type

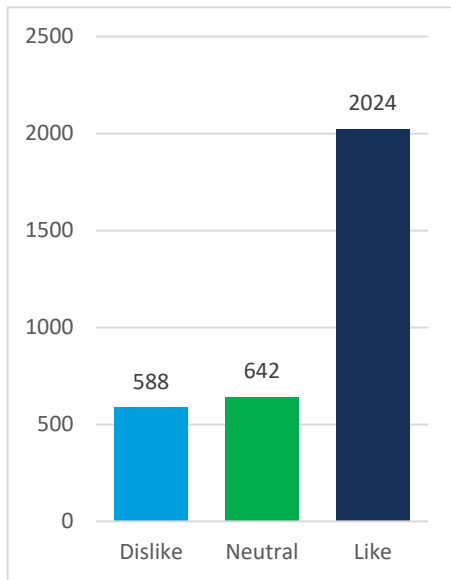
- Don't want to lose the character of Knox County
- Too dense
- Dislike street parking
- Worried about traffic

Other comments about this type

- Like that it offers lots of public outdoor space but want to keep private yards

Community Type D

Mixed-use centers with commercial, office, residential, and other uses integrated in a walkable pattern with connections to surrounding neighborhoods. Some buildings may have multiple uses within them such as office or residential above ground floor retail. These areas have buildings near the street and parking may be on the street or in shared lots and structures behind the building.



Comments in support of this type

- Like walkable centers that are interesting to look at and close to their homes
- Like housing options for young people and families in transition
- Like that it encourages diversity and attracts a new, talented workforce
- Like the flexibility of building uses

Comments against this type

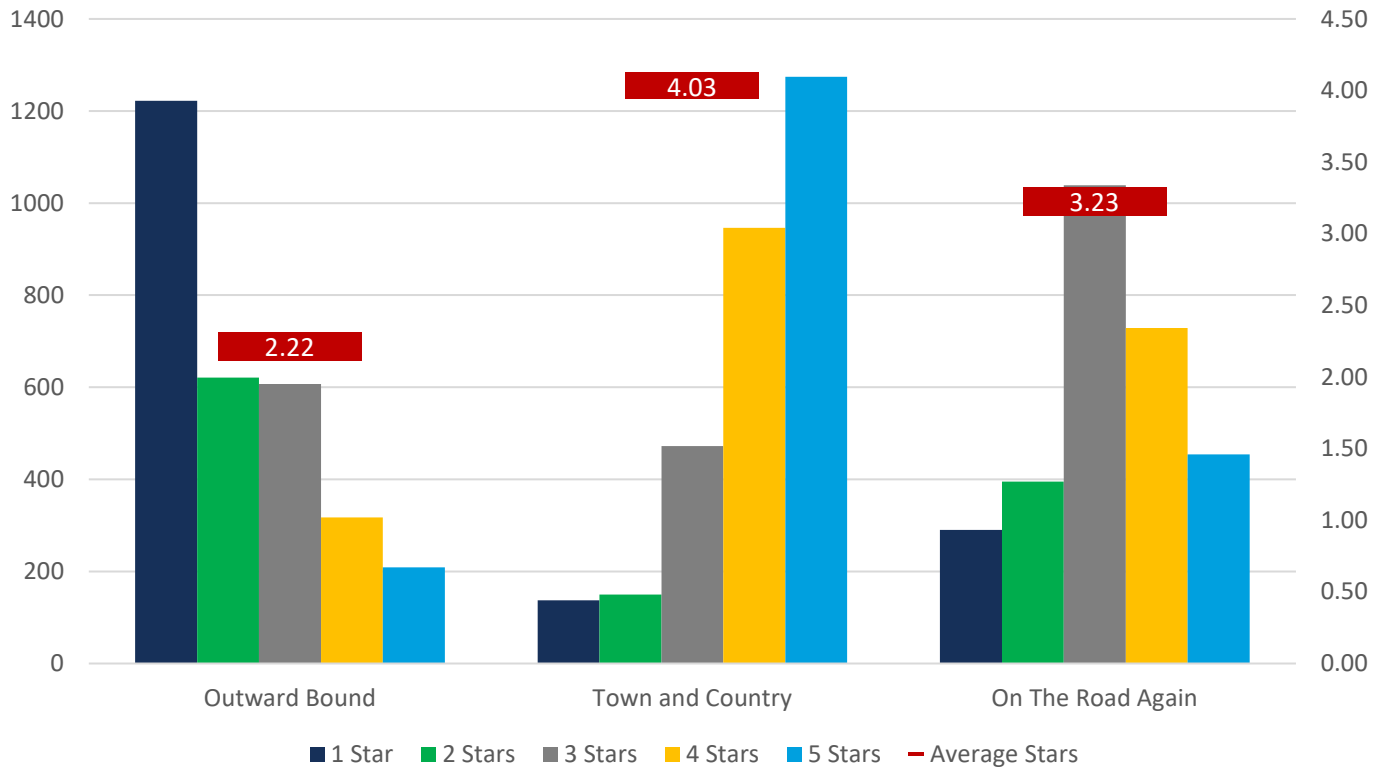
- Do not want to become like a big city (too urban)
- Worried about traffic
- Don't want to pay to park
- Infrastructure cannot support this

Other comments about this type

- Worried about affordability and want to make sure that people can afford to live and work in the County

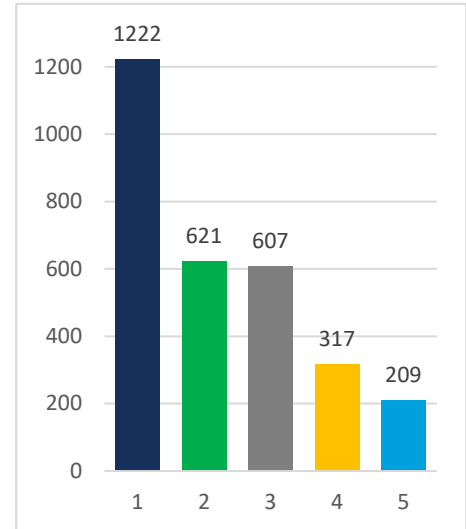
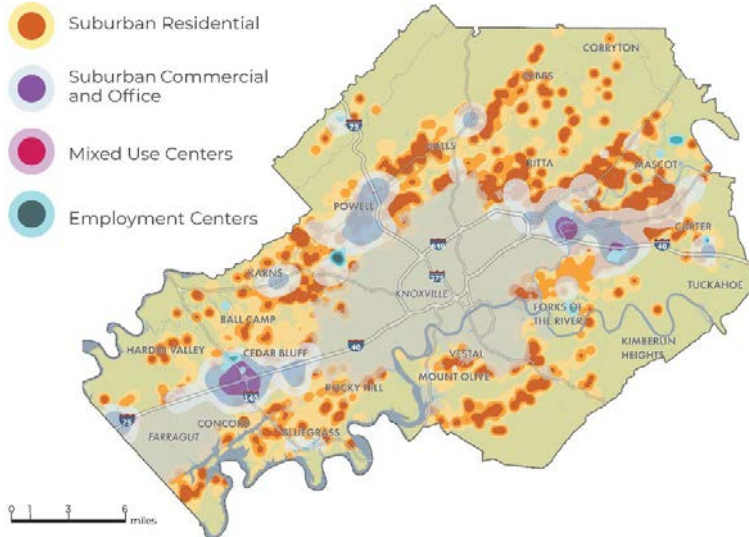
Choices

The chart below summarizes the ratings from 3,081 unique responses. The Town and Country alternative was highest rated and had the most 4 and 5-star ratings. The following pages break down the ratings and comments for each of the scenarios.



Outward Bound

In this scenario, growth continues in our existing pattern of single-family subdivisions in current hotspots and rural areas. Employment occurs primarily in existing locations and strip commercial grows along major corridors.



2.2 STARS

PEOPLE LIKE THAT

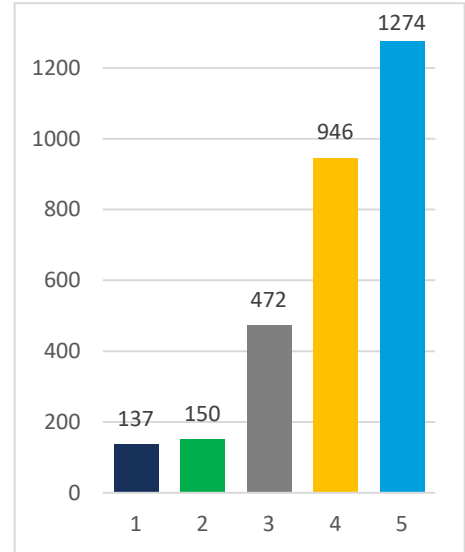
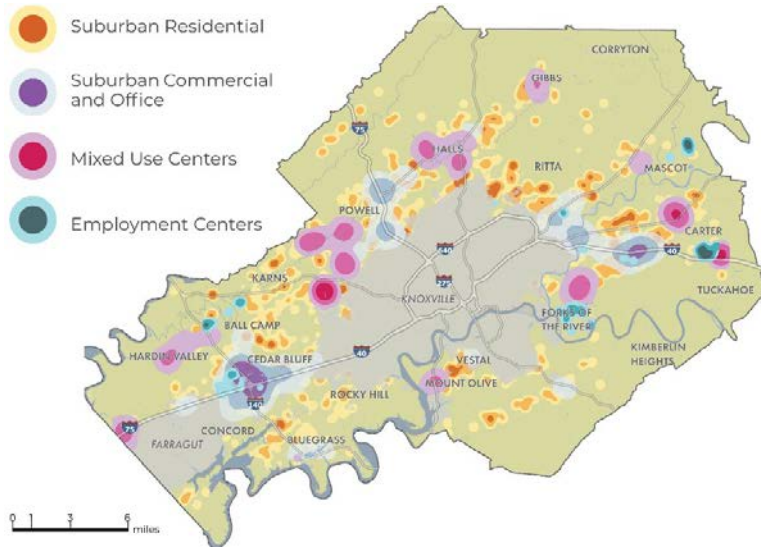
- It has sufficient housing and private outdoor space.
- It maintains rural community character
- There would be less traffic in residential areas
- People of all ages can live comfortably, especially seniors.
- It would be easy to implement

PEOPLE ARE CONCERNED THAT

- New housing will not have enough infrastructure to support it
- Reliance on cars for transportation and worsening traffic
- It is a wasteful consumption of land and would create a more sprawled community
- There are not a lot of affordable housing options
- This type of development not working in the future since it is not working now

Town and Country

This scenario shows growth focused on our existing community and employment centers. New centers are established with a mix of retail, offices, homes, schools, parks, and public spaces.



4.0 STARS

PEOPLE LIKE THAT

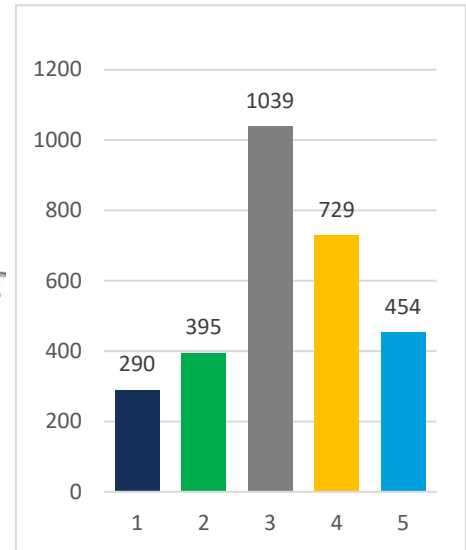
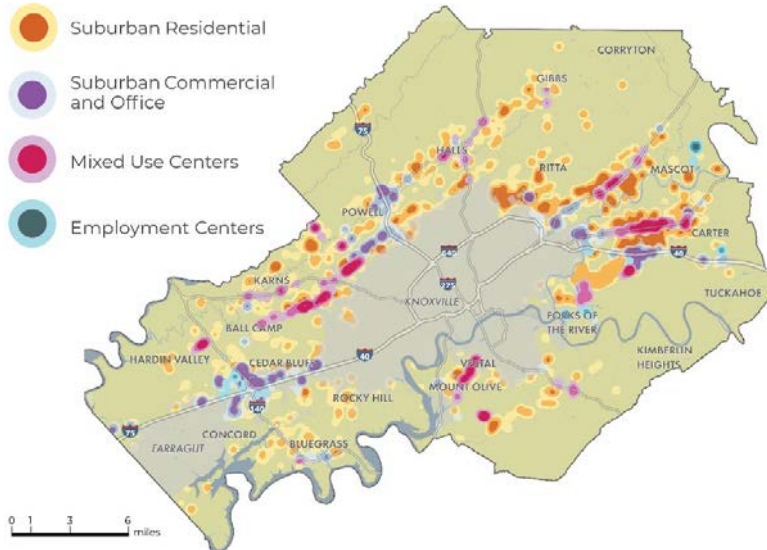
- It consumes less land, less sprawl
- It introduces more walkable mixed-use centers
- It allows more rural areas to stay rural
- It includes more jobs
- It has the potential to improve traffic issues
- It rates highest in conservation, housing options, economic growth, and recreation

PEOPLE ARE CONCERNED THAT

- Centers seem to be islands that are disconnected
- Some areas are already overcrowded (traffic/schools)
- It would not help affordability
- It would be better to focus on maximizing existing centers and existing infrastructure before creating new
- It still includes too much suburban residential
- It is too dense. Larger parcels are important for comfortable living

On The Road Again

This scenario includes suburban single-family growth that is balanced with an emphasis on redevelopment along commercial corridors to provide a mix of retail, employment, and multifamily housing.



3.2 STARS

PEOPLE LIKE THAT

- It emphasizes existing under-utilized corridors. Redevelopment is important
- It offers more employment opportunities than the trend
- It preserves greenspace and consumes land more slowly compared to the trend
- It has mixed-use spaces and less single family residential sprawl
- There is potential for transit
- Good use of existing infrastructure

PEOPLE ARE CONCERNED THAT

- This option is not bold enough - mediocre
- It could lead to worsening traffic on corridors
- It is still rooted in automobile dependency and lack of walkability
- It doesn't rate high on housing or transportation
- Redevelopment of corridors is challenging and may not be achievable
- It could lead to more sprawl

D. WHO WE HEARD FROM

Attendance

The following summarizes the demographic characteristics and experience of those 89.7% of participants who returned an exit questionnaire (3,503 participants of 3,905 total participants). All exit questionnaire data is included in the Appendix.

PARTICIPATION AT A GLANCE

Open houses: **134**
Virtual: **130**
Additional in-person: **231**
Online input: **3,410**

Total participants: 3,905
Total exit questionnaires: 3,503

Participant Background

The exit questionnaires provide insight into demographic characteristic of participants compared to Knox County’s demographics reported by the American Community Survey (ACS), 2020 (5-year estimates), excluding the City of Knoxville and Town of Farragut.

Participants were demographically and geographically diverse. The process gained input from all age groups, all racial groups, all income levels, educational attainment, tenure, and location within Knox County. The tables on the following page summarize the exit questionnaire responses.

Motivation and Communication

The exit questionnaires asked participants to share their opinions about the interactive workshop and activities.

How did you hear about this workshop? Common responses:

- Word of mouth 23%
- Online News 27%
- Website 12%
- Physical news 14%
- Email 19%
- Other 28%
 - Senior Center Information
 - Young Professionals of Knoxville
 - Knox Area Association of Realtors
 - Endeavor Event
 - Chamber meetings
 - Mayor’s Office

- Home Builders Association of Greater Knoxville
- Boys and Girls Club meeting
- County Commission
- Social Media (Facebook, LinkedIn)
- TV News
- Personal recommendations

Have you previously participated in the AdvanceKnox process?

- Yes 11%
- No 89%

E. APPENDIX

The following is the complete set of exit questionnaire summary statistics.

A. EXIT QUESTIONNAIRE SUMMARY STATISTICS

1. How did you hear about this event?

	Respondents	Percent
Word of Mouth	554	23%
Online News	661	27%
Knoxplanning.org	106	4%
Advanceknox.org	186	8%
Newspaper / flyer	342	14%
Email	457	19%
Other	682	28%
Total	2434	100%

2. Have you previously participated in the AdvanceKnox process?

	Respondents	Percent
Yes	321	11%
No	2669	89%
Total	2990	100%

3. Which racial group do you most closely identify with?

	Respondents	Percent	2020 ACS
American Indian / Alaskan Native	7	-	-
Asian	20	1%	2%
Black / African American	52	2%	4%
White/Caucasian	2588	91%	86%
Two or more races	79	3%	6%
Other	107	4%	2%
Total	2853	100%	100%

Are you Hispanic / Latino?

	Respondents	Percent	2020 ACS
Yes	72	3%	5%
No	2587	91%	

4. What is your age?

	Respondents	Percent	2020 ACS
Under 15 years	19	1%	19%
15-24 years	140	5%	12%
25-34 years	637	21%	13%
35-44 years	688	23%	13%
45-54 years	541	18%	13%
55-64 years	454	15%	13%
65 or over	490	17%	17%
Total	2969	100%	100%

5. What is your highest level or education?

	Respondents	Percent	2020 ACS
Less than a High School Diploma	32	1%	7%
High School Diploma	106	4%	24%
Some College	349	12%	20%
Associates Degree	202	7%	9%
Bachelor's Degree	1129	39%	24%
Master's Degree/ Ph.D.	1078	37%	16%
Total	2896	100%	100%

6. Where do you live?

	Respondents	Percent
Within Knox County (outside of Knoxville or Farragut)	1428	50%
City of Knoxville	1083	38%
Outside Knox County	152	5%
Town of Farragut	197	7%
Total	2860	100%

7. If you live the County, how long have you lived here?

	Respondents	Percent
0-4 years	521	19%
5-19 years	871	32%
20+ years	1367	50%
Total	2759	100%

8. Tell us about your annual household income?

	Respondents	Percent	2020 ACS
Less than \$50,000	396	16%	32%
\$50,000-\$100,000	852	34%	35%
Greater than \$100,000	1275	51%	33%
Total	2523	100%	100%

9. Do you own property and/or a business in Knox County?

	Respondents	Percent
Own property	1815	81%
Own a business	67	3%
Own both property and a business	349	16%
Total	2231	100%

For a full list of comments across all activities, visit
<https://www.planning-next.com/knoxcomposite-2>

Public Input Summary

Round Three: Priorities (March 27-April 23, 2023)

May 15, 2023

ADVANCE KNOX

Engage in our land use and transportation future.

This document provides a summary of the input received during the third round of public input for Advance Knox. It represents the input of over 800 people who attended events or participated online between March 27 and April 23, 2023.

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A. Future Land Use Comments	97

A. OVERVIEW AND PURPOSE

From Monday, March 27 through Thursday, March 30, 2023, Advance Knox held a series of five community in-person events, called “Priorities Week” to kick off the third and final round of public input for the planning process. In addition to the in-person events, two virtual meetings were conducted to provide an alternative for participation. Priorities Week, through April 23rd, additional public input was gathered online following Priorities Week at AdvanceKnox.org. The purpose of this third round of community input was to:

1. Share the Advance Knox preferred scenario and the draft Future Land Use map.
2. Obtain input on priorities for the proposed transportation improvement projects

Over 800 people provided feedback through the in-person, virtual, and online activities. Additionally, over 2,600 unique visitors viewed the draft maps and projects on the website.

The Advance Knox public input process is qualitative research. Participants, while diverse, may not represent all interests in the county. This summary is based on the input of those who participated and is not intended to depict public consensus. This input serves as one datapoint, which will be considered in the planning process, along with quantitative analysis.

PRIORITIES WEEK EVENTS

Monday March 27th

- o 12:00 pm – Cansler Family YMCA
- o 5:30 pm – Gibbs High School

Tuesday March 28th

- o 5:30 pm – Brickey McCloud Elementary

Wednesday March 29th

- o 12:00 pm – Virtual
- o 5:30 pm – Northshore Elementary

Thursday March 30th

- o 5:30 pm – Bonny Kate Elementary

Thursday April 6th

- o 12:00 pm – Virtual

PARTICIPATION AT A GLANCE

Total participants: **810**
 In-person and virtual: **225**
 Online: **585**

COMMUNICATION AND OUTREACH

To inform the public about the Priorities Week, the county, with support from the Advisory Committee, conducted a communication and outreach campaign. That effort included traditional media and electronic communication, as well as word-of-mouth outreach. Specific communication and outreach activities included:

- Project Website, Planning, TPO, Knox County Websites
- News articles in local publications (7)
- Press releases (2)
- Mayor's weekly video
- Newsletters (9) to 4,917 subscribers
- Social media posts and paid advertising
- Flyers distributed to libraries and senior centers in Knox County
- Advisory and Technical Committee outreach to personal networks



B. WHAT WE DID

The Priorities Week events and online input involved similar activities, in which participants could complete at their own pace. At the in-person and virtual events, the planning team provided a short presentation to explain how the preferred scenario led to the future land use map and the potential transportation projects.

Priorities

At the in-person events, the county was divided into four general areas, with a station for each area. At each station there was a large map showing the draft future land use and numerous transportation projects for that area. Beside the map was a list and description of the transportation projects. Among the four areas, there were 158 transportation projects. Participants could visit the stations in any order and mark up to three priority transportation projects in each area. They could provide other feedback through comment cards. Members of the planning team and staff assisted participants at each station.



Exit Questionnaire: Tell us about yourself

Before participants left the event, they were asked to fill out an exit questionnaire. Similarly, the online format asked participants to provide a bit of information about themselves. Those responses provide insight into how people heard about the event and characteristics of participants.

Online

The online activity was similar to the in-person format with the map, the project lists, and an exit questionnaire. Participants could select up to three priority transportation projects from each quadrant of the map. The survey also allowed participants to leave general comments.

C. WHAT WE LEARNED

Priorities

The 158 transportation projects were presented to the public, separated into five categories: Safety, Capacity, Modernization, Greenways, and Pedestrian Improvements. Participants could mark up to twelve projects (three per quadrant of the county) as projects that were priorities to them. The results revealed the projects that are the most important to the community and are detailed below.

- Every project received at least one vote.
- Greenways projects received the most votes, followed by Modernization projects.
- Project 116 (Northshore Dr) received the most attention, with 306 votes.



Modernization

61 projects

Greenway

43 projects

Capacity

12 projects

Safety

38 projects

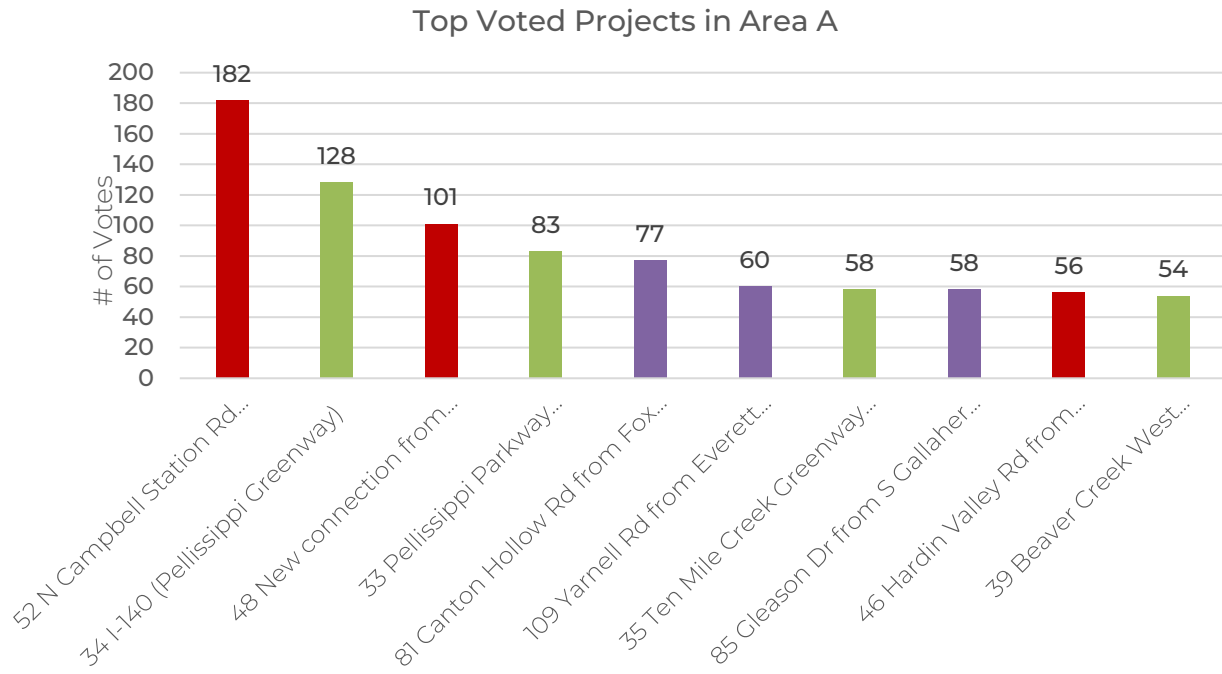
Pedestrian

2 projects

A total list of all comments and projects with their corresponding votes is available in the appendix.

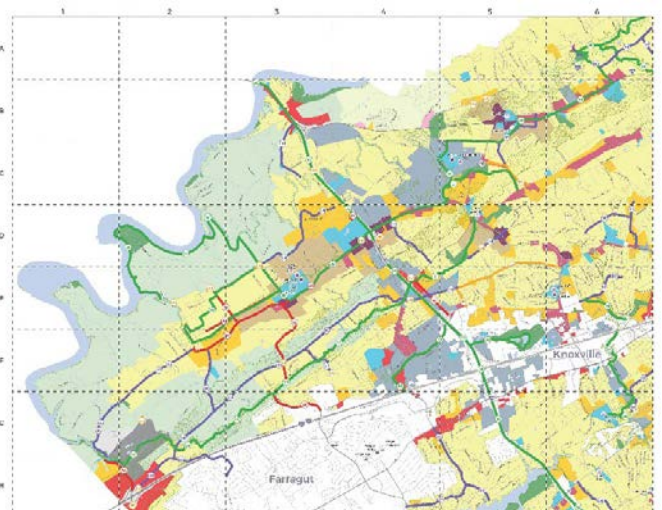
Participant Priorities by Area

Area A

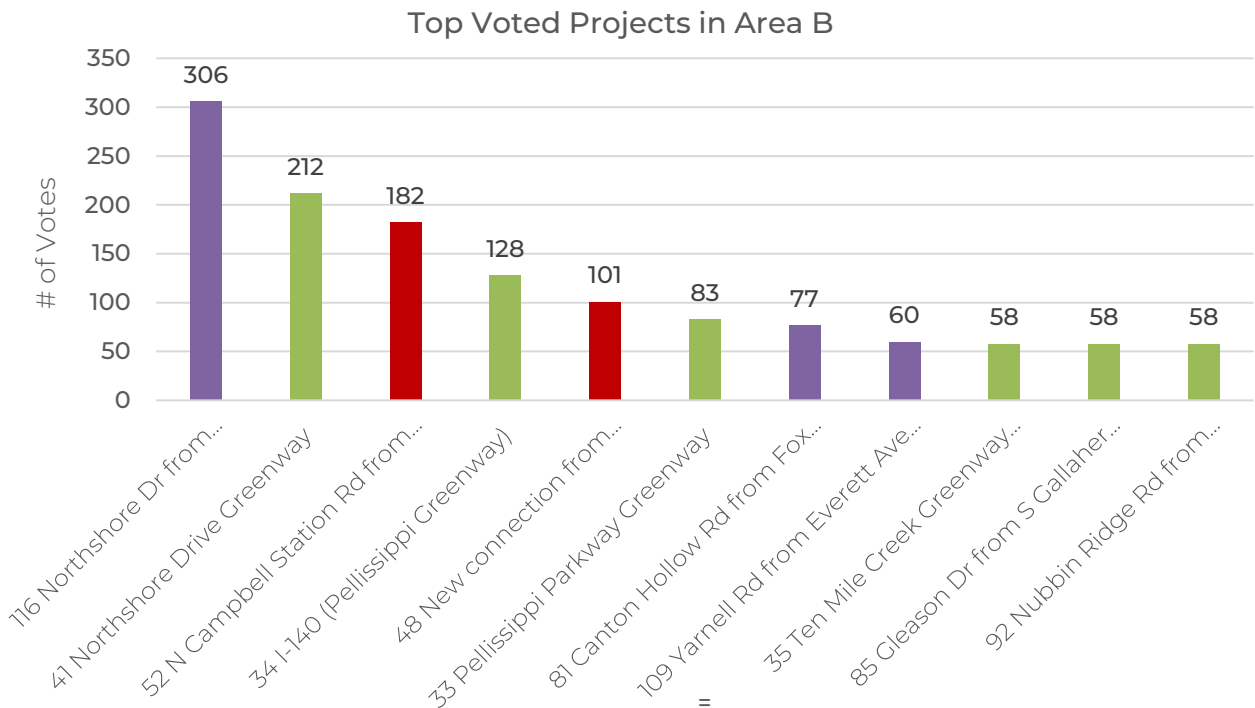


The top projects voted for in Area A are evenly split between Capacity, Modernization, and Greenways. Area A has 25 projects and the top 10 are:

- 52, N Campbell Station Rd from I-40 to Hardin Valley Rd with 182 votes
- 34, I-140 (Pellissippi Greenway) with 128 votes
- 48, New connection from Dutchtown Rd to Lovell Rd with 101 votes
- 33, Pellissippi Parkway Greenway with 83 votes
- 81, Canton Hollow Rd from Fox Rd to Kingston Pk with 77 votes
- 109, Yarnell Rd from Everett Ave to Lovell Rd with 60 votes
- 35, Ten Mile Creek Greenway Extension with 58 votes
- 85, Gleason Dr from S Gallaher View Rd Access to Ebenezer Rd with 58 votes
- 46, Hardin Valley Rd from Steele Rd to Pellissippi Pkwy with 56 votes
- 39, Beaver Creek West Greenway with 54 votes

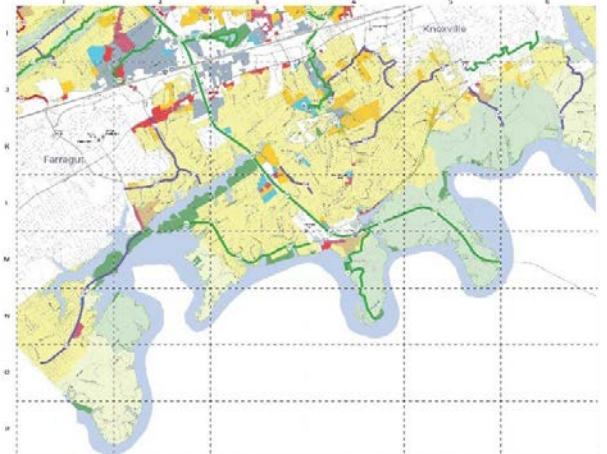


Area B



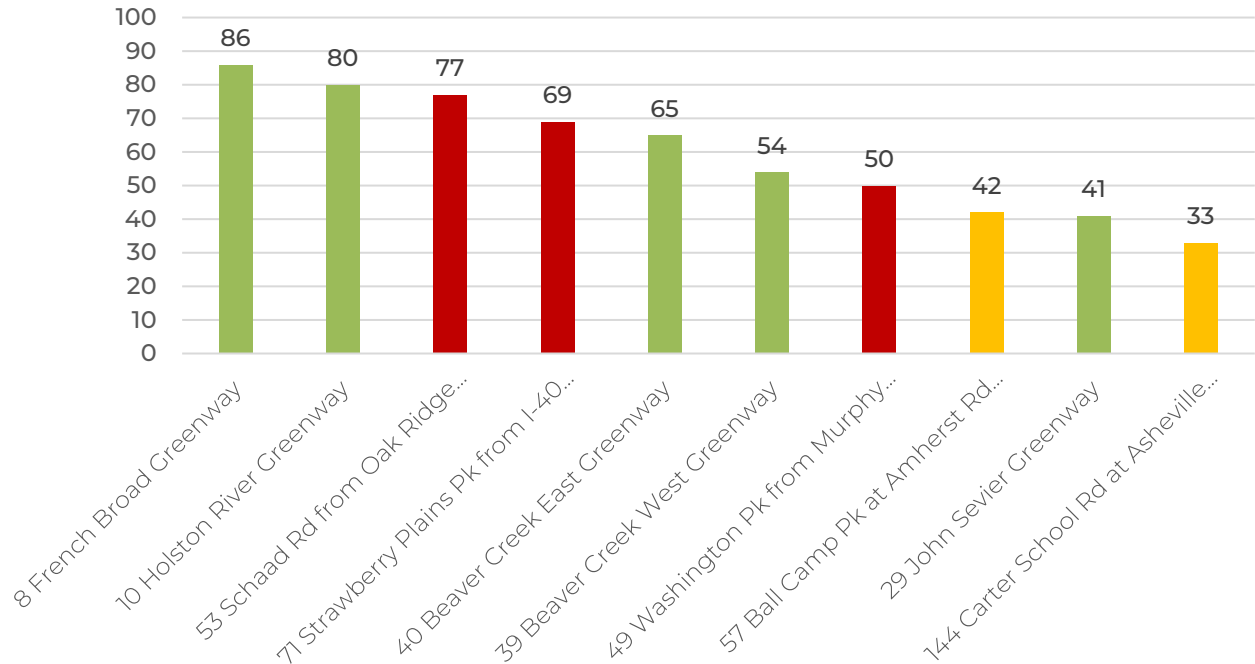
There are 67 projects in Area B, and the Top 11 are:

- 116, Northshore Dr from Concord Rd to Harvey Rd with 306 votes
- 41, Northshore Greenway with 212 votes
- 52, N Campbell Station Rd from I-40 to Hardin Valley with 182 votes
- 34, I-140 (Pellissippi Greenway) with 128 votes
- 48, New connection from Dutchtown Rd to Lovell Rd with 101 votes
- 33, Pellissippi Parkway Greenway with 83 votes
- 81, Canton Hollow Rd from Fox Rd to Kingston Pk with 77 votes
- 109, Yarnell Rd from Everett Ave to Lovell Rd with 60 votes
- 35, Ten Mile Creek Greenway Extension with 58 votes
- 85, Gleason Dr from S Gallaher View Rd Access to Ebenezer Rd with 58 votes
- 92, Nubbin Ridge Rd from Antrim Way to Ebenezer Rd with 58 votes



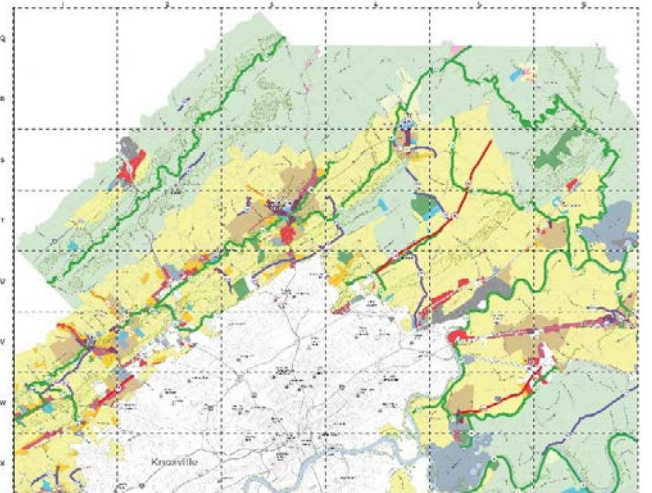
Area C

Top Voted Projects in Area C

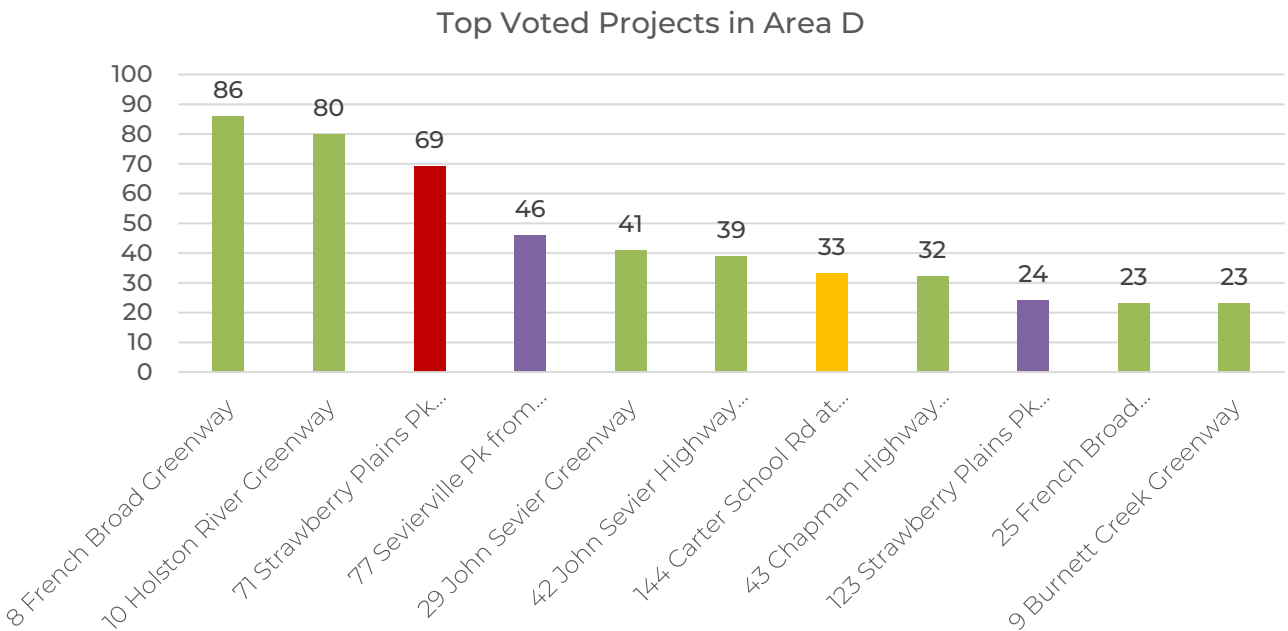


There are 57 projects in Area C, and the Top 10 by vote are:

- 8, French Broad Greenway with 86 votes
- 10, Holston River Greenway with 80 votes
- 53 Schaad Rd from Oak Ridge Hwy (SR-62) to Pleasant Ridge Rd with 77 votes
- 71 Strawberry Plains Pk from I-40 to Gov. John Sevier Hwy with 69 votes
- 40 Beaver Creek East Greenway with 65 votes
- 39 Beaver Creek West Greenway with 54 votes
- 49 Washington Pk from Murphy Rd to Ellistown Rd with 50 votes
- 57 Ball Camp Pk at Amherst Rd with 42 votes
- 29 John Sevier Greenway with 41 votes
- 144 Carter School Rd at Asheville Hwy with 33 votes

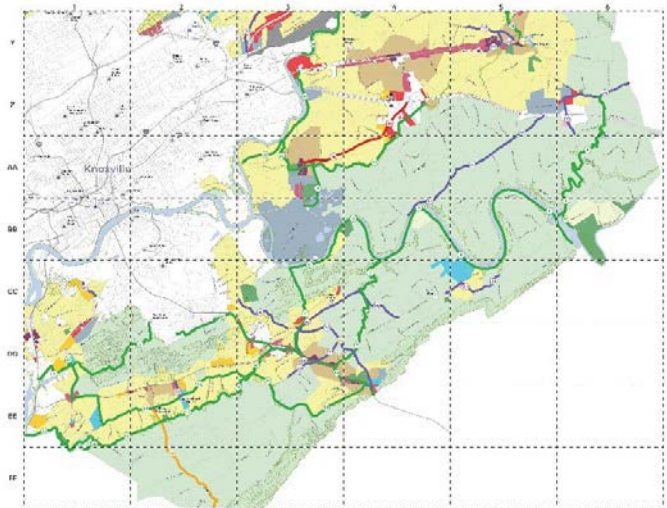


Area D



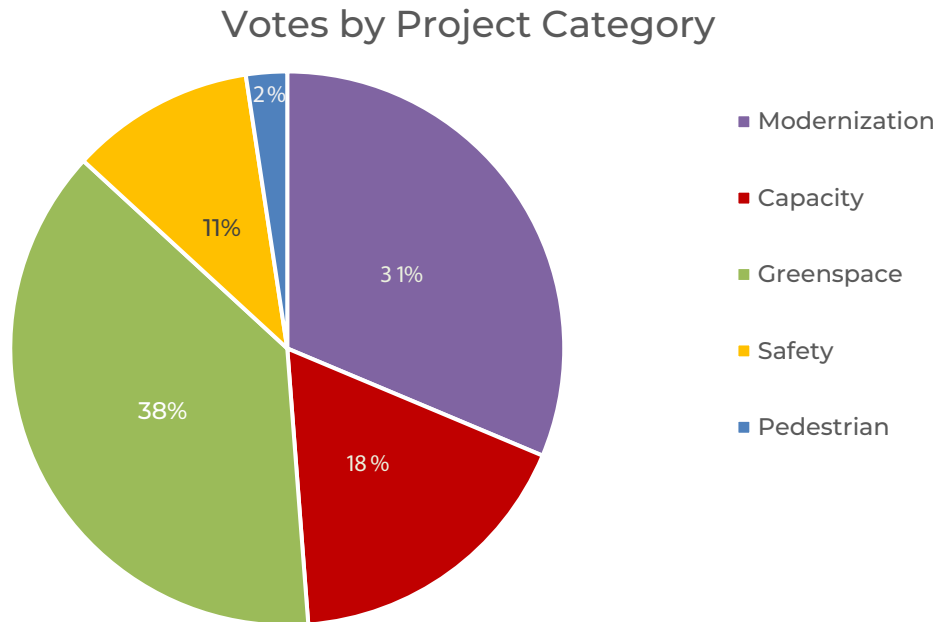
Most of the top voted projects in Area D are greenway projects. There are 41 projects in Area D, and the Top 11 are:

- 8. French Broad Greenway with 86 votes
- 10, Holston River Greenway with 80 votes
- 71, Strawberry Plains Pk from I-40 to Gov. John Sevier Hwy with 69 votes
- 77, Sevierville Pk from Chapman Hwy to Gov. John Sevier Hwy, with 46 votes
- 29, John Sevier Greenway with 41 votes
- 42, John Sevier Highway Greenway with 39 votes
- 144, Carter School Rd at Asheville Hwy with 33 votes
- 43, Chapman Highway Greenway with 32 votes
- 123, Strawberry Plains Pk from Rocky Ridge Way to Asheville Hwy, with 24 votes
- 25, French Broad Greenway Connector with 23 votes
- 9, Burnett Creek Greenway with 23 votes



Participant Priorities by Project Category

Below is a summary of the community's priorities organized by the project category.



- The 43 Greenway projects represent about 27 percent of the projects but received 38 percent of the votes.
- The 62 Modernization projects represent about 38 percent of the projects, but received 31 percent of the votes.
- The 12 Capacity projects, while representing less than eight percent of the projects, got 18 percent of the votes.

Modernization

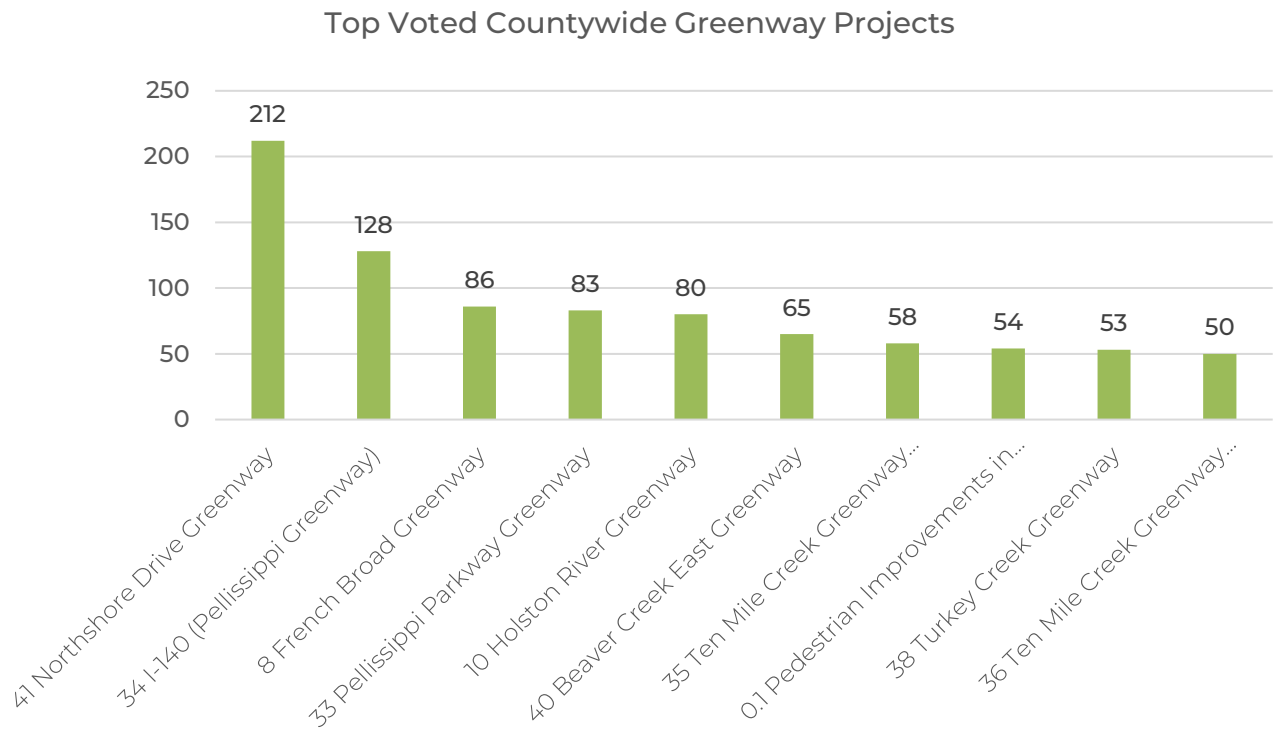
Top Voted Countywide Modernization Projects



There are 61 Modernization projects, and the Top 11 are:

- 116, Northshore Dr from Concord Rd to Harvey Rd with 306 votes
- 81, Canton Hollow Rd from Fox Rd to Kingston Pk with 77 votes
- 109, Yarnell Rd from Everett Ave to Lovell Rd with 60 votes
- 85, Gleason Dr from S Gallaher View Rd Access to Ebenezer Rd with 58 votes
- 92, Nubbin Ridge Rd from Antrim Way to Ebenezer Rd with 58 votes
- 77, Sevierville Pk from Chapman Hwy to Gov. John Sevier Hwy with 46 votes
- 80, Woody Road/Loop Rd from Canton Hollow Rd to Concord Rd with 45 votes
- 84, S Gallaher View Rd from Westland Dr to Gleason Dr with 39 votes
- 123, Strawberry Plains Pk from Rocky Ridge Way to Asheville Hwy with 24 votes
- 94, Wrights Ferry Rd from Northshore Dr to Badgett Rd with 24 votes
- 98, Ebenezer Rd from Wessex Road to S Peters Rd with 24 votes

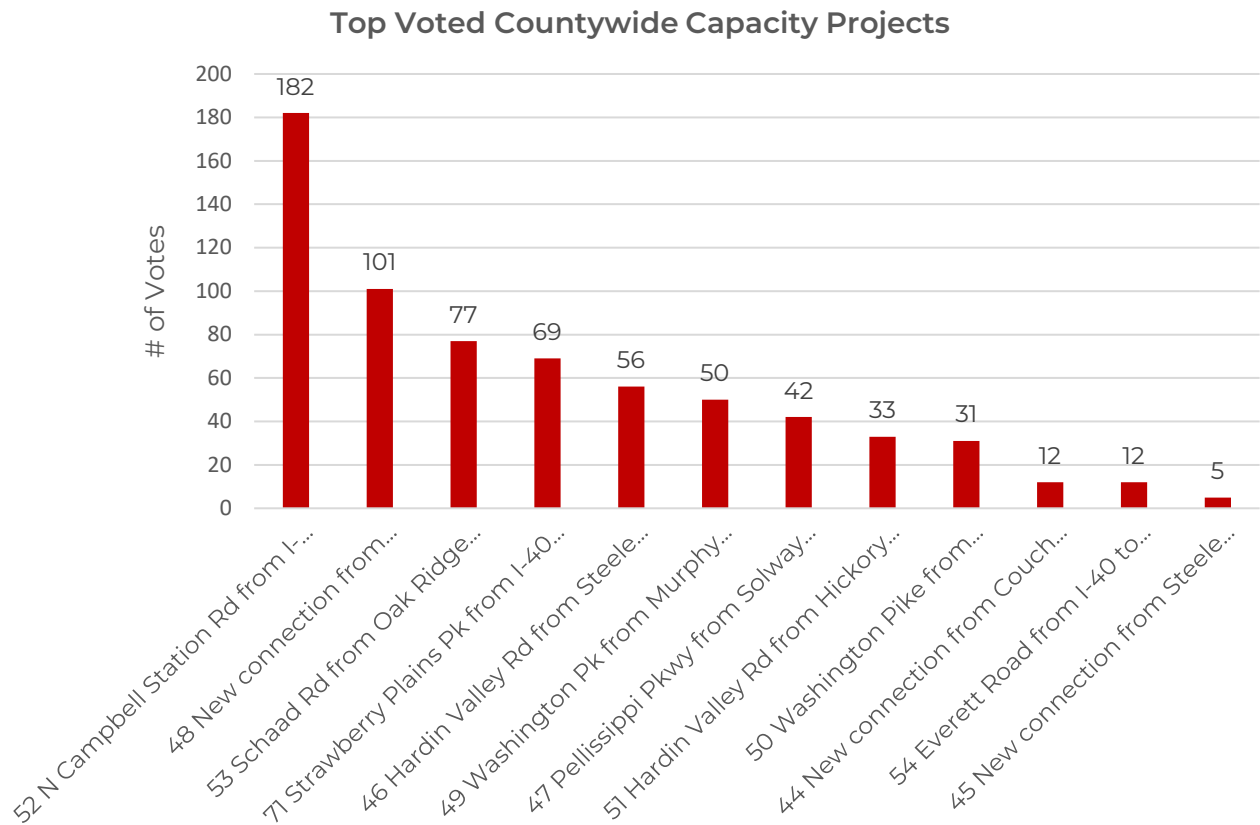
Greenways



There are 43 Greenway projects, and the Top 10 are:

- 41, Northshore Drive Greenway with 212 votes
- 34, I-140 (Pellissippi Greenway) with 128 votes
- 8, French Broad Greenway with 86 votes
- 33, Pellissippi Parkway Greenway with 83 votes
- 10, Holston River Greenway with 80 votes
- 40, Beaver Creek East Greenway with 65 votes
- 35, Ten Mile Creek Greenway Extension with 58 votes
- 39, Beaver Creek West Greenway with 54 votes
- 38, Turkey Creek Greenway with 53 votes
- 36, Ten Mile Creek Greenway Extension with 50 votes

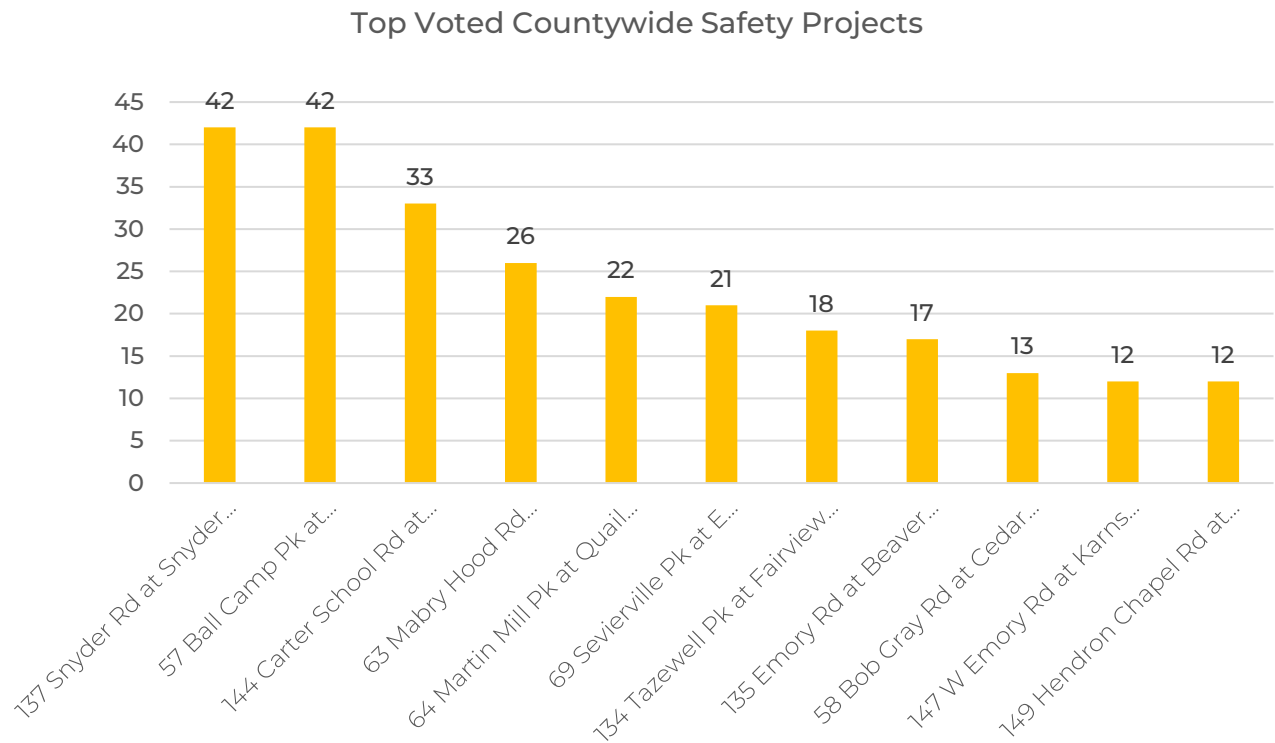
Capacity



There are 12 Capacity projects, and in order of most to least votes, they are:

- 52, N Campbell Station Rd from I-40 to Hardin Valley with 182 votes
- 48, New connection from Dutchtown Rd to Lovell Rd with 101 votes
- 53, Schaad Rd from Oak Ridge Hwy (SR-62) to Pleasant Ridge Rd with 77 votes
- 71, Strawberry Plains Pk from I-40 to Gov. John Sevier Hwy with 69 votes
- 46, Hardin Valley Rd from Steele Rd to Pellissippi Pkwy with 56 votes
- 49, Washington Pk from Murphy Rd to Ellistown Rd with 50 votes
- 47, Pellissippi Pkwy from Solway Rd to Solway Rd with 42 votes
- 51, Hardin Valley Rd from Hickory Creek Rd to Steele Rd with 33 votes
- 50, Washington Pike from Ellistown Rd to Roberts Rd with 31 votes
- 44, New connection from Couch Mill Rd to Hardin Valley Rd with 12 votes
- 54, Everett Road from I-40 to Buttermilk Road with 12 votes
- 45, New connection from Steele Rd to Mission Hill Ln with 5 votes

Safety



There are 37 Safety, and the Top 11 are:

- 137, Snyder Rd at Snyder School Rd with 42 votes
- 57, Ball Camp Pk at Amherst Rd with 42 votes
- 144, Carter School Rd at Asheville Hwy with 33 votes
- 63, Mabry Hood Rd at Bob Gray Rd with 26 votes
- 64, Martin Mill Pk at Quail Ridge Ln with 22 votes
- 69, Sevierville Pk at E Norton Rd with 21 votes
- 134, Tazewell Pk at Fairview Rd with 18 votes
- 135, Emory Rd at Beaver Ridge Rd with 17 votes
- 58, Bob Gray Rd at Cedar Bluff Rd with 13 votes
- 147, W Emory Rd at Karns Valley Dr with 12 votes
- 149, Hendron Chapel Rd at Sevierville Pk with 12 votes

Future Land Use

Participants had the opportunity to provide written comments on the future land use map. Over two dozen people submitted comments, some of which were multiple pages in length. These comments are listed at the end of this report. The majority of the comments express a desire to reduce the amount of suburban residential placetype overall and replace it with traditional neighborhood, mixed use, or rural. Effectively, most comments advocate for more compact growth in order to preserve rural land. The planning team expects to incorporate these comments in a revised draft of the future land use map.

All future land use comments are available in the appendix.

D. WHO WE HEARD FROM

Attendance

Based on sign-in sheets, a total of 127 individuals attended the Priorities Week in-person events, not including staff, consultants, and volunteers. Of those participants, 69 completed exit questionnaires. Additionally, 585 people participated in the online survey and 273 of them completed the exit questionnaire. The following summarizes the demographic characteristics and experience of those 58.5% of participants who returned an exit questionnaire (342 participants). All exit questionnaire data and comments are included in the Appendix.

Participant Background

The exit questionnaires provide insight into demographic characteristic of participants compared to Knox County’s demographics reported by the American Community Survey (ACS), 2020 (5-year estimates), excluding the City of Knoxville and Town of Farragut. Participants were demographically and geographically diverse. The process gained input from all age groups, all racial groups, all income levels, educational attainment, tenure, and location within Knox County. The tables on the following page summarize the exit questionnaire responses.

Motivation and Communication

The exit questionnaires asked participants to share their opinions about the interactive workshop and activities.

How did you hear about this workshop? Common responses:

- Email 26%
- Word of mouth 17%
- Facebook/Twitter etc. 15%
- Advanceknox.org 12%
- Newspaper Article/Ad 9%

Why did you choose to attend? Common responses:

- This process affects my everyday life.
- I want to be a part of the process.
- We need to improve the safety of our roads.
- I want to make Knoxville a better place.

E. APPENDIX

The following is the complete set of comments from all sources documented in this report. It is organized into the following sub-sections

- A. Exit questionnaire summary statistics and comments
- B. Priority Votes
- C. Future Land Use Comments

A. EXIT QUESTIONNAIRE SUMMARY STATISTICS AND COMMENTS

1. How did you hear about Ideas Week?

	Respondents	Percent
Word of Mouth	69	17%
Online News	28	7%
Knoxplanning.org	22	6%
Facebook/Twitter etc.	60	15%
Newspaper Article/Ad	35	9%
Poster/ Flyer	0	0%
Email	104	26%
AdvanceKnox.org	49	12%
Organization	16	4%
Other	13	3%
Total	396	100%

2. Which racial group do you most closely identify with?

	Respondents	Percent	2020 ACS
Asian	6	2%	2%
White/ Caucasian	289	92%	86%
Black/African-American	4	1%	4%
Two or more races	9	3%	6%
American Indian/ Alaska	1	>1%	>1%
Other	6	2%	2%
Total	315	100%	

Are you Hispanic / Latino?

	Respondents	Percent	2020 ACS
Yes	5	3%	5%
No	192	97%	
Total	197	100%	

3. What is your age?

	Respondents	Percent	2020 ACS
Under 15 years	0%	0%	19%
15-24 years	22	7%	12%
25-34 years	21	6%	13%
35-44 years	64	19%	13%
45-54 years	50	15%	13%
55-64 years	77	23%	13%
65 or over	104	31%	17%
Total	338	100%	

4. What is your highest level or education?

	Respondents	Percent	2020 ACS
Less than a High School Diploma	3	>1%	7%
High School Diploma	6	2%	24%
Some College	43	13%	20%
Associates Degree	4	1%	9%
Bachelor's Degree	140	43%	24%
Master's Degree/ Ph.D.	130	40%	16%
Total	326	100%	

5. Where do you live?

	Respondents	Percent
Within Knox County (outside of Knoxville or Farragut)	220	66%
City of Knoxville	73	22%
Outside Knox County	14	4%
Town of Farragut	26	8%
Total	333	100%

6. If you live within Knox County, which of the numbered areas do you live in? (Refer to map)

	Respondents	Percent
District 1	52	23%
2	15	6%
3	20	9%
4	22	10%
5	14	6%
6	28	12%
7	14	6%
8	39	17%
9	27	12%
Total	231	100%

7. If you live the County, how long have you lived here?

	Respondents	Percent
0-4 years	42	13%
5-19 years	157	48%
20+ years	119	37%
I don't live in Knox County	6	2%
Total	324	100%

8. Tell us about your annual household income?

	Respondents	Percent	2020 ACS
Less than \$50,000	27	9%	32%
\$50,000-\$100,000	91	31%	35%
Greater than \$100,000	180	60%	33%
Total	298	100%	

9. Do you own property and/or a business in Knox County?

	Respondents	Percent
Own property	259	85%
Own a business	2	>1%
Own both property and a business	43	14%
Total	304	100%

10. Is there anything you would like to share about today's meeting?

ID	Comment
9	I just enjoy being informed and appreciate Advance Knox for allowing a platform to be heard and included.
11	Please address the closure of Bull Run and electricity as part of your plan. We also need mass-transit system in the county.
18	I enjoyed the opportunity - thanks - I left my comments on the comment card.
21	Good overview and information sharing. Thomas/Sheron Chester 7516 Arthur Harmon Rd, Knoxville, TN 37920. (865) 573-5675
23	Public transportation to Gibbs would help with congestion. Tazewell Pike needs to be 4-laned from Fountain City to Harbison's Crossroads.
27	In future meetings, print and display more of the area boards you are meeting in. Example: 2-3 Area B boards in A B area meeting.
29	The road I drive on Northshore is dangerous. Give me and my family a safe road and then put a greenway in.

30	The roadways are dangerous. 100% of people use roadways so they are a necessity. Not everyone uses greenways so they are a luxury. ROADS SHOULD BE PRIORITY. SAFE TRAVEL!!!
37	There should be metro-government.
41	Thank you for the opportunity to provide input. Please save the rural character of South Knox.
43	I feel that by not addressing mobility better, there is no point to this project.
44	ROADS AND SCHOOLS IN THE GIBBS AREA WILL NOT HANDLE PLANNED DEVELOPMENT.
48	I appreciate having meetings for public input.
50	Great information. Concerned about infrastructure.
51	Presenters need to use microphone, clearly identify themselves and scope of project. Define "county" and mission.
52	SEE ATTACHED. YOU SHOULD HAVE A REPRESENTATIVE FROM TDOT OR THE STATE TO ADDRESS TRAFFIC AND ROADWAY ISSUES! GROWTH IS GREAT BUT DON'T CREATE A BUNCH OF ROAD AND TRAFFIC ISSUES BY GROWING.
54	Thank you. Great options for connect greenways and making road safer for bikes, pedestrians and drivers.
58	Meetings need to be later in the day or on weekends so that more people are able to attend. Maybe follow the plan this time.
59	Please consider alternatives to the traffic congestion that occurs during drop off and pick up times at Northshore Elementary. The service level at Thunderhead is reduced to Level D and often Level F and poses a significant health and safety Durden to area residents. Alternatives might include creating a dedicated right-turn lane with significant stacking capability along the new road currently under construction connecting the Target store with Northshore Elementary.
60	Appreciate the open forum.
61	I LIKE THE INCLUSIVE PROCESS, INFORMATIVE AND VISUALS/PRESENTATION. A LITTLE CONFUSION ABOUT GRID LOCATIONS VERSUS NUMBERED AREAS ON MAP. REPRESENTATIVE ANSWERED AND CLARIFIED. THANK YOU!
62	South county has steep areas. Commission should not approve housing on steep slopes greater than 20%.
63	I appreciate the opportunity to provide feedback. However, I am a little concerned if the county plan will actually change due to community feedback.
64	I wish more was done to explain the maps at the meeting. They just said "here are these dots, put them at the area they are color coordinated". It would have helped to say there are projects separated by safety, greenways, etc. These projects are numbered and colored according to the map. Yes, I did figure this out, but it would have helped to know what I was looking at on the map.
65	Probably needed to increase map size for clarity.
66	There is a large public safety issue on South Northshore Drive with the roads not being wide enough for the traffic there the specific location is from the Cove Park to Choro Circle.

67	I would like to know if commissioners will follow this plan - last plan they did not follow. Way too many project approvals over 95% approval community against yet both commission vote yes - these are our communities and the people want to be listened to. We want a balanced growth approach - developers seem to be in control of this process. The community feels this is a rigged process. Listen to the community is the <u>bottom line</u> . Thank you, Dawn Clark 8815 Sevierville Place, any questions (805) 331-4605
68	Developers must account for increased traffic BEFORE development concluded. Make the county walkable - incentivize sidewalks. Develop areas for seniors who no longer drive can shop.
69	All sounds good regarding community input - let's see it come to fruition. Very concerned about the planned development of currently underdeveloped lands; very concerned about side-stepping sector plans and over-stepping land preservation. Preserve our lands with the greenway plans - it's what makes our county what it is!!
70	Thank you for working hard to listen to the citizens of Knox County (and beyond).
75	Thank you for opening the discussion to community members.
90	Yes please promote in more places.
92	Another idea that I would to pass on. Could we get arrows painted on road to let folks know that Both Lanes of Andrew Johnson Hwy go to Jefferson City? The overhead green signs are misleading and arrow on pavement would clarify that. This is where Asheville Hwy and Andrew Johnson split (intersection with Arms Rd).
94	Piney Grove Church rd is very dangerous. There is a lot of pedestrian traffic no side walk. Pedestrians often walk with backs to traffic. people generally drive greater than 20-30 miles over the speed limit. Residents must cross road to get to mailboxes and it is dangerous. Many animals have been killed on Piney Grove Church rd
101	Thanks so much for asking for input.
102	We have a real chance to start building actual communities and neighborhoods where you can walk and bike around and know your neighbor and not be totally stranded if your car brakes because the density is too low for transit and because there is nowhere safe to bike. We need better places here. Don't f*ck this up.
103	Thank you for accepting community input and for your work!
104	In the email they mentioned that you all are taking a survey and they mentioned something about rent prices as well. I used to live in Knoxville a little over 6 months ago and am looking to move back in or in the area. Im currently in Oak Ridge. I wanted to say that the rent price ranges in Knoxville are absolutely absurd. I originally moved to Knoxville from Kingsport in January of 2022 but had been searching for apartments since October of 2021. They were cheaper then but still overpriced. A two bedroom apartment should NOT be averaging \$1,400, JUST FOR RENT, that doesn't include utilities and

	such. Its almost impossible for someone to afford living on their own. I am currently searching for me and my boyfriend AND and his friend so three people and two incomes. Our price range is maximum \$1,200 a month without the inclusion of utilities and we're looking at a very unsuitable one bedroom one bath apartment. That's not making an environment for a thriving community if you ask me. Please work on this issue because it's increasing your homeless population as well which will inevitably increase drug usage and distribution.
105	When the alternative concepts of growth were being discussed, knowing that unorganized sprawl is the most expensive form of growth, I felt citizens should have been informed that the experience shows that various patterns carry predictable price tags.
107	Tazewell pike needs 4 lanes
110	This process excludes the city of Knoxville and their resident pay county taxes. This is not fair
112	think about infrastructure for electric vehicles, and electric bikes. Very difficult survey, too many choices with insufficient information. Reflects how much work is needed everywhere.
113	Consideration must be made to install more sidewalks outside of subdivisions for safety sake. Hold developers more accountable for complying with current zoning
114	get them started
124	Hope you look to improve CORRYTON PARK and half mile walking trail as we are trying to increase use of it with the many people moving into our area as well as Blaine TN close by in Grainger County where three subdivisions are building large homes for families from NY and Calif who are loving to our larger community. Taco Bell just opened a store inside the town of Blaine, TN.
126	Traffic is overwhelming this road but it is being ignored.
141	With the amount of personnel moving into the area, we need wider roads and sidewalks as it is not safe to walk on these busy roads. The roads are so very narrow in some parts.
143	We need sidewalks so people can use them versus walking on the road. It is so dangerous with the amount of increased people and traffic in the area.
162	i have had several close calls with people looking down as they drive on Northshore dr near Choto and harvey rd
166	I would like an interactive map to offer feedback on the Draft Land Use Plan
173	The number of projects which merit attention is overwhelming.
179	Keep doing these and really use the data to power solutions!! If there is debate on what to do with the funding then let the residents vote on it!!!
186	Looking forward to all the ideas, feedback, and implementation to make our city more accessible for bikes, walkers, and more!

188	We need to do something to help with traffic and population in Hardin Valley
189	I do very much appreciate this opportunity to share my concerns.
190	needs a lot of work and I don't see my neighbors willing to participate as they already think the Mayor's office will do what it wants and ignore the citizen input. so sad.
196	safty first....greenway last
199	I believe with the increasing number of people moving to the area from elsewhere in the country we should try to retain a reasonable cost of living. I'm happy to see Knoxville grow and change but with a conservation in mind.
200	I appreciate being asked for my input and will share this link with others.
204	Only English-speakers use "Latinx"
213	I think this is a great idea! Hopefully all of these plans makes Knox county less of a car centric place :)
218	the link for what area i live in does not work- i live in area 4. also this survey is not well done or user friendly, its results could be very misleading.
222	Karns is growing so fast that infrastructure is not keeping up and with places like "Bell Town" projected to increase residents by over 4000 we are going from problems to DANGEROUS road conditions.
232	Dislike and did not think process was scientific in standard survey research. Too much of trying to make public feel they were participating. Self selection is not a representative sample of community. Most people do not know what is going on. This whole process is beyond unsatisfactory. We have a research university at UT and YET the political overwhelms solid research to obtain what the public really might want or envision for the future. A HUGE disappointment and again, hard to respect the process. Lots of money spent on consultants and facilitators, less so on true survey research.
244	Thank you for asking for input, hope it's heard.
248	I would like more details about the projects.
249	Traffic lights are needed at Harrel Road and Emory Road. Also traffic lights need to be added plus turn lanes at Emory Road and Beaver Ridge Road.
254	Can we highlight connectivity as a priority taking advantage of natural habitat? Thank you!
255	Focus on infrastructure and NOT collection MPC fees.
258	I appreciate these meetings and the survey. I would prefer the county leaders plan better and not cater to developers over constituents

263	Again, I just want to emphasize walkability and public transportation. We do not need more cars and parking lots.
267	Great to include the community in planning.
268	The options were too constraining . We need a moratorium on residential development until infrastructure improvements are in place
272	I like being asked for input as a community member, but this particular survey missed the mark. Just go back and do the work.
273	Not sure about the above Map - I live off of Keller Bend Rd and have for 45 years
279	Knoxville has too much traffic and needs more public transportation. Greenway improvements and extensions are a great idea.
281	Please use our tax dollars for safety and efficiency FIRST; greenways should not be a high priority, especially over functionality and safety of the roadways and intersections. Also, please respect lifestyle diversity - farmers/rural residents may be DIFFERENT from those who desire to live in urban/suburban settings, but that does not make farmers/rural residents INFERIOR, nor their own needs/desires less important than, or of less value, those who prefer urban/suburban settings. Thank you.
283	I wish there were more specific ideas on "Modernization", as good bike infrastructure, sidewalks, and minimal lane widening is what a good city needs in its residential neighborhoods rather than big open roads cutting into people's lawns and encouraging high-speed driving.
286	You are performing a great deal of work and effort to involve the community--I appreciate that.
288	I don't know if I trust this process as I've given feedback and heard speeches before. Then those people are gone and a new organization is planning, and telling me they are listening. I sure hope so, but with that whole Midway business park sitting empty after bulldozing homes and farms. Doesn't make sense.
295	This is a really complicated presentation. You can't come to conclusions based on the data in the survey because it is a very limited distribution--more by chance than anything else.
300	They need to add Maryville Pike at Center Oak. There needs to be a traffic light put there.
303	I wish that you had similar projects within the City of Knoxville. There are needs here, too! Especially bike safety and the ramps to I40 on N Broadway
304	The traffic and safety of pedestrians in particular is important with the sidewalks and pedestrian lanes.
308	I've lived in Knoxville my entire life. The planning commission is ruining our communities by approving every development that is proposed. Please stop the overdevelopment.
319	It lacks real public opinion!!!
321	I did not get to attend any events, but I think the conversation should be ongoing regarding city and county land use, the effects of

	urbanization, and, especially, how our zoning shapes the way we use or misuse land - along with the repercussions of such use or misuse.
327	Please consider locations or adding zoning for future parks.
329	Thank you for your work on this! Just a note, I don't own property or have a business in Knox county, but I couldn't unselect the option, so there may be some error there.
330	More meetings on this latest section would have been helpful. Only one week for actual meetings wasn't enough.
332	It is not clear to me how decisions are actually going to be made from the input received. Also, it seems unfair to have to use up one of my top three priorities on Schaad Rd, between Oak Ridge Highway and Pleasant Ridge, when it was approved long ago and should have been done years ago. It seems to me that it shouldn't even be up for debate at this point, given its terrible safety and congestion problems. I do appreciate, though, that Advance Knox is soliciting input, hopefully to make sure the most-needed improvements are at least not inadvertently overlooked.
335	to help improve our community

Priority Votes

Project	# of Votes
116 Northshore Dr from Concord Rd to Harvey Rd (Modernization)	306
41 Northshore Drive Greenway	212
52 N Campbell Station Rd from I-40 to Hardin Valley Rd (Capacity)	182
34 I-140 (Pellissippi Greenway)	128
48 New connection from Dutchtown Rd to Lovell Rd (Capacity)	101
8 French Broad Greenway	86
33 Pellissippi Parkway Greenway	83
10 Holston River Greenway	80
53 Schaad Rd from Oak Ridge Hwy (SR-62) to Pleasant Ridge Rd (Capacity)	77
81 Canton Hollow Rd from Fox Rd to Kingston Pk (Modernization)	77
71 Strawberry Plains Pk from I-40 to Gov. John Sevier Hwy (Capacity)	69
40 Beaver Creek East Greenway	65
109 Yarnell Rd from Everett Ave to Lovell Rd (Modernization)	60
35 Ten Mile Creek Greenway Extension	58
85 Gleason Dr from S Gallaher View Rd Access to Ebenezer Rd (Modernization)	58
92 Nubbin Ridge Rd from Antrim Way to Ebenezer Rd (Modernization)	58
46 Hardin Valley Rd from Steele Rd to Pellissippi Pkwy (Capacity)	56
0.1 Pedestrian Improvements in Parental Responsibility Zones	54
39 Beaver Creek West Greenway	54

38 Turkey Creek Greenway	53
36 Ten Mile Creek Greenway Extension	50
49 Washington Pk from Murphy Rd to Ellistown Rd (Capacity)	50
77 Sevierville Pk from Chapman Hwy to Gov. John Sevier Hwy (Modernization)	46
19 Hickory Creek Greenway	45
80 Woody Road/Loop Rd from Canton Hollow Rd to Concord Rd (Modernization)	45
137 Snyder Rd at Snyder School Rd (Safety)	42
47 Pellissippi Pkwy from Solway Rd to Solway Rd (Capacity)	42
57 Ball Camp Pk at Amherst Rd (Safety)	42
29 John Sevier Greenway	41
32 Pellissippi Parkway Greenway	39
42 John Sevier Highway Greenway	39
84 S Gallaher View Rd from Westland Dr to Gleason Dr (Modernization)	39
0.2 Pedestrian Improvements near planned Town Centers	38
144 Carter School Rd at Asheville Hwy (Safety)	33
5 Keller Bend Greenway	33
51 Hardin Valley Rd from Hickory Creek Rd to Steele Rd (Capacity)	33
43 Chapman Highway Greenway	32
50 Washington Pike from Ellistown Rd to Roberts Rd (Capacity)	31
28 Dead Horse Lake Greenway	28
63 Mabry Hood Rd at Bob Gray Rd (Safety)	26
123 Strawberry Plains Pk from Rocky Ridge Way to Asheville Hwy (Modernization)	24
94 Wrights Ferry Rd from Northshore Dr to Badgett Rd (Modernization)	24
98 Ebenezer Rd from Wessex Road to S Peters Rd (Modernization)	24
25 French Broad Greenway Connector	23
9 Burnett Creek Greenway	23
113 Snyder School Rd from Yarnell Rd to Snyder Rd (Modernization)	22
37 Smoky Mountain Railway Greenway	22
64 Martin Mill Pk at Quail Ridge Ln (Safety)	22
69 Sevierville Pk at E Norton Rd (Safety)	21
15 Murphy Creek Greenway	20
17 Bullrun Creek Greenway	19
7 Hines Creek Greenway	19
125 E Hendron Chapel Dr from Chapman Hwy to Sevierville Pk (Modernization)	18
134 Tazewell Pk at Fairview Rd (Safety)	18

78 W Beaver Creek Dr from Harrell Rd to Clinton Hwy (Modernization)	18
83 Joe Hinton Rd from Bakertown Rd to Middlebrook Pk (Modernization)	18
135 Emory Rd at Beaver Ridge Rd (Safety)	17
152 Dry Gap Pk from Cunningham Rd to (Modernization)	17
73 Harris Rd from Washington Pk to Rutledge Pk (Modernization)	17
6 Tuckahoe Limestone Creek Greenway	16
93 Lyons Bend Rd from Glen Cove Dr to Duncan Rd (Modernization)	16
12 Stock Creek Greenway	15
2 Knob Creek Greenway	15
30 Melton Hill Greenway	15
97 Thorn Grove Pk from Midway Rd to Wayland Rd (Modernization)	15
1 Plumb Creek Greenway	14
14 Little Flat Creek Greenway	14
96 Kimberlin Heights Rd from E Hendron Chapel Rd to Chapman Hwy (Modernization)	14
100 Mourfield Rd from Bluegrass Rd to Westland Dr (Modernization)	13
104 Edington Rd from Willoughby Rd to Cherokee Trl (Modernization)	13
121 Strawberry Plains Pk/Kitts Rd from McCubbins Rd to Andrew Johnson Hwy (Modernization)	13
13 Roseberry Creek Greenway	13
18 Grassy Creek Greenway	13
24 Lyon Creek Greenway	13
58 Bob Gray Rd at Cedar Bluff Rd (Safety)	13
87 Brown Gap Rd from Carter Rd to Maynardville Pk (Modernization)	13
105 Harrell Rd from Oak Ridge Hwy to W Emory Rd (Modernization)	12
107 Hickory Creek Rd from Hardin Valley Rd to Buttermilk Rd (Modernization)	12
147 W Emory Rd at Karns Valley Dr (Safety)	12
149 Hendron Chapel Rd at Sevierville Pk (Safety)	12
4 Ramsey Greenway	12
44 New connection from Couch Mill Rd to Hardin Valley Rd (Capacity)	12
54 Everett Road from I-40 to Buttermilk Road (Capacity)	12
11 Swanpond Creek Greenway	11
129 Sam Lee Rd from Solway Rd to Steele Rd (Modernization)	11
132 Emory Rd at Roberts Rd (Safety)	11
154 Brakebill Rd from Asheville Hwy to (Modernization)	11
65 N Watt Rd at I-40 Ramp (Safety)	11
91 Mynatt Rd from Rifle Range Rd to Maynardville Pk (Modernization)	11
114 Solway Rd from George Light Rd to Pellissippi Pkwy (Modernization)	10
117 Fairview Rd from Emory Rd to Maloneyville Rd (Modernization)	10
145 W Emory Rd at Brickyard Rd (Safety)	10
21 Melton Hill Greenway	10

26 Murphy Road Extension Greenway	10
59 Brickyard Rd at W Emory Rd (Safety)	10
101 Everett Rd from Yarnell Rd to Kathy Ln (Modernization)	9
106 Thorn Grove Pk from Midway Rd to County Line (Modernization)	9
127 Coatney Rd from W. Gov John Sevier Hwy to Tipton Station Rd (Modernization)	9
133 E Emory Rd at Corryton Rd (Safety)	9
143 Hardin Valley Rd at Greenway Crossing (Safety)	9
72 Fox Lonas Rd from Walker Springs Rd to Park Village Rd (Modernization)	9
86 Sevierville Pk from E Norton Rd to Helix Ln (Modernization)	9
124 Tipton Station Rd/W. Hendron Chapel Rd from Rogers Ln to Chapman Hwy (Modernization)	8
126 Tipton Station Rd from Chapman Hwy to Hendron Chapel Rd (Modernization)	8
138 Campbell Station Rd at Yarnell Rd (Safety)	8
150 Bob Kirby Rd at Chesney Rd (Safety)	8
27 Mule Hollow Greenway	8
56 Andersonville Pk at Ingram Ln (Safety)	8
60 Brickyard Rd at W Copeland Dr (Safety)	8
75 Jenkins Rd from Chert Pit Rd to Joe Hinton Rd (Modernization)	8
89 Brown Gap Rd from Crippen Rd to Carter Rd (Modernization)	8
90 Byington Solway Rd from Ball Camp Byington Rd to Byington Beaver Ridge Rd (Modernization)	8
16 Willow Fork Greenway	7
55 Andersonville Pk at Hill Rd (Safety)	7
110 Bob Gray Rd from Lovell Rd to Mabry Hood Rd (Modernization)	6
115 Everett Rd from Watt Rd to Split Rail Lane (Modernization)	6
130 Chert Pit Rd at Andes Rd (Safety)	6
23 Flat Creek Greenway	6
3 Meadow Creek Greenway	6
66 Old Rutledge Pk at Rutledge Pk Access (Safety)	6
102 Weaver Rd from Oak Ridge Hwy to W Beaver Creek Dr (Modernization)	5
103 E Raccoon Valley Dr from Andersonville Pk to Twinville Rd (Modernization)	5
131 Brown Gap Rd at O Leary Rd (Safety)	5
136 George Light Rd at Pellissippi Pkwy (Safety)	5
31 Knob Fork Greenway	5
45 New connection from Steele Rd to Mission Hill Ln (Capacity)	5
61 Byington Solway Rd at Byington Beaver Ridge Rd (Safety)	5
74 Henegar Rd from Tazewell Pk to Ridgeview Rd (Modernization)	5
76 Robinson Rd from Bakertown Rd to City Limits (Modernization)	5
95 Miller Rd from Pedigo Rd to Andersonville Pk (Modernization)	5
99 Gordon Smith Rd from Norris Frwy to Pelleaux Rd (Modernization)	5

108 Marietta Church Rd from Yarnell Rd to Hardin Valley Rd (Modernization)	4
122 Pleasant Hill Rd from Strawberry Plains Pk to ~ 1000-ft east of Molly Bright Rd (Modernization)	4
151 Roberts Rd at Rutledge Pk (Safety)	4
68 Schaeffer Rd at Pellissippi Pkwy Access (Safety)	4
70 W Emory Rd at Collier Rd (Safety)	4
82 Fox Lonas Rd from Crest Forest Rd to Walker Springs Rd (Modernization)	4
88 Gray Hendrix Rd from Byington Solway Rd to Beaver Ridge Rd (Modernization)	4
120 Midway Rd from Thorngrove Pk to Will Merritt Drive (Modernization)	3
128 Bob Kirby Rd/Chesney Rd from Candlewick Rd to Campfire Dr (Modernization)	3
139 Swafford Rd at Sam Lee Rd (Safety)	3
146 W Beaver Creek Dr at Brickyard Rd (Safety)	3
148 Copeland Dr at Heiskell Rd (Safety)	3
20 Stock Creek Greenway	3
79 Wise Springs Rd from Ridgeview Rd to Washington Pk (Modernization)	3
140 Couch Mill Rd at Williams Bend Rd (Safety)	2
141 Couch Mill Rd at Willams Rd (Safety)	2
22 Stock Creek Greenway	2
67 Schaeffer Rd at Hardin Valley Rd (Safety)	2
111 Thompson Rd from Hardin Valley Rd to Lovell Rd (Modernization)	1
112 Hickory Creek Rd from Buttermilk Rd to E Gallaher Ferry Rd (Modernization)	1
118 Kimberlin Heights Rd from Bays Mountain Rd to Porterfield Gap Rd (Modernization)	1
119 Kimberlin Heights Rd from Porterfield Gap Rd to Aaron Ln (Modernization)	1
142 Buttermilk Rd at Graybeal Rd (Safety)	1
153 Bakertown Road from Ball Rd to (Modernization)	1
62 Everett Rd at Kathy Ln (Safety)	1

Priority Comments

Project (if applicable)	Comment
41 Northshore Drive Greenway	a connector to several parks and shopping centers
8 French Broad Corridor	A greenway along this highly scenic stretch of the river would be a big asset to the county residents and likely draw some tourists as well.
116 S Northshore Choto	A lot of development is occurring out this way and S Northshore is not designed to handle this currently

51 Hardin Valley Rd (Steele Rd to Hickory Creek Rd)	A lot of traffic from the rapid expansion of new subdivisions and only one way to get out of the area
53 - Schaad Road (Pleasant Ridge Road - Oak Ridge Highway)	A tremendous number of people - myself and my parents included - use this stretch of road every day. Making the entirety of Schaad Road 4 lanes would be beneficial to all drivers in busy morning and evening commutes.
71 Strawberry Plains Pike	A well-trafficked road that could use improvements for safety, etc.
116 - Northshore Dr (Harvey Rd to Concord Rd)	Access and travel is already extremely dangerous due to traffic volume with significant development still to come!
Beaver Creek East Greenway	Access to Beaver Creek where County is adding access points to the creek for water sports. Also gives children area near school to recreate.
1 Plumb Creek Greenway	Access to school, parks, recreation activity. Protecting that wetland corridor from development. Protecting greenspace.
41 Northshore Greenway	Add to the Northshore Greenway to provide much needed ped connections along the water/parks
51 - Hardin Valley Rd (Steele Rd to Hickory Creek Rd)	Again the road needs to be widened with the big neighborhood that they are building. I have friends that drive it every day and they don't like how small the road is.
89; Brown Gap Rd.	Alignment issues and heavy traffic cause residential S/D cut thru.
52 N Campbell Station to I-40	Alternate access to Turkey Creek, I-40 and Farragut. Improve dangerous narrow curvy road
152. Dry Gap Pike (Cunningham to Ftn City Road)	Amount of traffic and safety
99. Gordon Smith Road	Amount of traffic on very narrow road - 2 cars can't pass in some places
#33 Pellissippi Parkway Greenway	An extension of #34 which allows biking and walkers to venture farther in a safe path.
41 Northshore Drive Greenway	Any additional greenways would be welcome in Knoxville. We need more public green spaces away from vehicle traffic.
17	area lacks outdoor greenways
43 Chapman Hwy greenway	Area needs place to walk safely
53 Schaad Road	As Schaad Road is extended and more developments are opened along it, Schaad Road will need to be expanded between Oak Ridge Highway and Pleasant Ridge Road. Many cars a day will be traveling this stretch to access shopping along the Clinton Highway.
46 - Hardin Valley Road (Pellissippi Pkwy - Steele Road)	As someone who commutes to Pellissippi State Community College, easier access into and out of the college is important to many of us. The current traffic pattern can be very confusing to those who do not regularly travel on this road, causing nuances for those who do.

46 - Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	As someone who drives this every morning, school traffic can become really bad. And the light at Pellissippi can back up traffic a lot.
8-French Broad Greenway	Beautiful place for a Greenway.
116	because it is such a dangerous roadway
Project #116	Because the 2 lane road is too small for the advancing construction projects and ensuing traffic jams
19 Hickory Creek Greenway	Because this provides much needed pedestrian connectivity through Hardin Valley and a recreational amenity for residents
52	Better travel needed
122 Pleasant Hill Rd	busy, awkward intersection
121 Strawberry Plains Pike/Kitts Rd	busy, needs SIGNAGE for library, senior center, ballfields, middle and high schools
24 Lyons Creek Greenway	Community needs safe place for walking/running not on busy roadway. Golf course doesnt want us to walk there
46 Hardin Valley Rd (Pellissippi Pkwy to Steel Rd) Capacity	Congestion is bad, especially with schools blocking single lanes
41 Northshore Drive Greenway	Connecting Lakeshore Park to other parks and parts of town is a crucial way to integrate that major park into the fabric of neighborhoods and allow families to reach the park without a car.
9 Burnett Creek	Continuation of existing successful greenways
56 Andersonville Pk (Hill Rd to Ingram Ln)	Could be widened to improve safety. The road is very narrow for how many cars use it.
97 Thorn Grove Pk (Wayland Rd to Midway Rd)	Could use some enhancements to make the road safer.
39 Beaver creek Greenway	Create a recreational asset for Bell Town residents as well as an alternate mode of transportation for surrounding residents to access Bell Town's public ammenities.
Project Number 84 - SGallaher View rd	Curve is very bad and road is very tight, barely fits larger vehicles or fire trucks
142 Buttermilk Rd at Graybeal Rd	Dangerous for drivers and bikers
116 Northshore Dr (Harvey Rd to Concord Rd)	Dangerous narrow roadway for amount of traffic. No or low shoulders. Limited speed sign signage.
116 Northshore	Dangerous road
116	Dangerous road, needs widening and wider shoulders
80	Dangerous roadway
Northshore drive modernization	Dangerous, deadly , overloaded road
116	Dangerous, too narrow and overloaded due to growth
116	Deadly road

75 Jenkins Rd (Joe Hinton Rd to Chert Pit Rd)	Developers have been enabled to build large neighborhoods on Jenkins Road and no further widening of the road has occurred. There is a drainage issue where Jenkins runs into Joe Hinton as well that could be fixed during this project.
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Due to the growing population in the area as well as the number of developments, this road would need to be widened to contain capacity. Hardin Valley Road is congested in the early mornings because of school and Pellissippi traffic. The inconsistent merge right before Pellissippi's entrance causes issues as well as some of the intersections which can not safely turn during busy hours.
107 Hickory Creek Rd (Buttermilk Rd to Hardin Valley Rd)	Dump trucks from Vulcan abuse this road and drive way too fast, wider lanes would make it safer.
47	Easier access to Solway Rd if exit and on ramps are in place.
116 Northshore Dr (Harvey to concord)	Eroded shoulder with large drop offs in multiple areas! Extremely horrible dangerous road
33	establishing a greenway near Pellissippi Pkwy will provide a nice health and environmental benefit and reduce the need to drive across town to get to a greenway
Washington Pike Murphy Rd	evaluate traffic needs
40 Beaver Creek East Greenway	Excellent connection between Halls and Powell
#34 I-140 (Pellissippi Greenway)	Exercise, outdoor activity critical for future health. Biking more safely.
116 Northshore Dr (Harvey Rd to Concord)	Extremely dangerous road where some areas there are no shoulder And several foot drop offs. Someone will die here if not fixed
99; Gordon Smith but should start at Andersonville Pike.	Extremely narrow in dangerous terrain. School bus route.
101 Everett Rd	Farragut and Hardin Valley will continue to grow. Everett should be a high priority.
109 Yarnell Rd Modernization	Farragut and Hardin Valley will continue to grow. Yarnell should be a high priority.
152	Few routes thru the ridge from Halls. Broadway has many lights and heavily traveled. Only other road is Central Ave.
34-I-140 (Pellissippi Greenway)	Good location for a Greenway to connect parts of West Knox County.
40 Beaver Creek Greenway	Great area for a greenway will be heavily used!
5 Keller Bend Greenway	great place for a greenway, connects parks
7 Hines Creek Greenway	Great southern connector from the river
29 John Sevier greenway	great spot for a greenway and I use greenways!
Plumb Creek Greenway	Green transportation
35-Ten Mile Creek Greenway Extension	Greenway extension needed

29 John Sevier Greenway	Greenways balance out the development and uses of land and helps keep the areas nice
9 Burnett Creek Greenway	Greenways built to connect (or get close to) Fork of the River Wildlife Management and Burnett Creek Preserve make sense to me
41 Northshore Drive Greenway	Greenways should be prioritized
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Hardin Valley Academy parents park on the road for a mile. It's so dangerous and clogs traffic
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Hardin Valley is a mess.
44 New connection	Hardin Valley is overly congested
49 Washington Pike	Has been ignored for years. Gridlock most of the time
32 Pellissippi Parkway Greenway	Having a greenway here would be very nice
34 I-140 (Pellissippi Greenway)	Having a long greenway would be amazing for walking, biking, etc.
42	Having greenways improve natural habits for animals and allows the breakup of the industrial parks in that area.
116	Heavily travelled and dangerous roadway
84 Gallagher or Gleason, I forget	heavily used
85	Heavy traffic in the area, the road needs to be widened with turn lanes.
52	Heavy traffic load on roads. Need to be widened
71 Strawberry Plains Pk (Gov. John Sevier Hwy to I-40)	Helps to keep consistent traffic flow. Especially with new developments in the area plus the exit at I40.
52: I-40 to Hardin Valley	High growth area and major congestion deserves improvement.
150 Bob Kirby Rd (at Chesney Rd) Safety	High traffic area traveled at high speeds, blind curve, and sudden drop off at intersection. Road does not gradually change elevation at intersection. When turning right from Hickey Rd onto Bob Kirby Rd, cars often lose traction due to the sudden change in elevation and it is impossible to turn at such a sharp angle, which results in cars ending up on the wrong side of the road into oncoming traffic. Intersection should be squared up or somehow have angle reduced via easement.
116 Northshore Drive	Highly traffic area with ball field and parks that needs to be updated and widened
52	hopefully improve congestion in area
51 Hardin Valley Rd Steele Creek to Hickory Creek Rd	Horrible traffic; Can't pass
Pellissippi Pkwy (Solway Rd to Solway Rd)	Housing Development is outpacing capacity for the road and this is a major access point to ORNL
Knob Creek Greenway	huge recreational area

8 French Broad Greenway	I don't live close to here but I would love to have this as a destination
64 Martin Mill pike	I know that this road needs upgrades. But all of our roads need upgrades.
17 Bullrun Creek Greenway	I live closest to this area and there are no greenways that are easily accessible
100 Mourfield Road (westland dr to bluegrass rd)	I live off Bluegrass road and use this connector street to give us access to Pellissippi Parkway. It is narrow and curvy and could definitely use safety improvements. It is the easiest access point to Pellissippi for us.
19 Hickory Creek Greenway	I love greenways
116 - widen Northshore Dr. (Harvey Rd. to Concord Rd)	I travel this dangerously narrow road every day. Safety should be priority one!
152 - Dry Gap Pike (Cunningham Road - Fountain City Road)	I use this road on a regular basis. This stretch of road is extremely dangerous in its current state, and safety improvements would be great for all users.
138	If you are unfamiliar with the roads, you don't know that you have to stop! Speed is such an issue on Campbell Station that even with stop signs, it's tricky to navigate.
19 Hickory Creek Greenway	important East-West non-vehicular connector
32 Pelli Parkway Greenway	important North-South non-vehicular connector
33 Pellissippi Parkway Greenway	Important to create a full Pellissippi Parkway Greenway
34 Pelli Greenway	Important to get the entire Pelli Greenway done at once so it doesn't randomly end somewhere. This is a major travel spine for the western party of the city and county and it needs to be able to have non-vehicular connections as well
80-Woody Dr/Loop Rd (Concord Rd to Canton Hollow Rd)	Improve road conditions
56 & 55; Andersonville Pike from McCloud to Ingram. Combined.	Inadequate vert. and hertz. alignment. Intersection sight distance
Tuckahoe Limestone	increase greenway in Seven Island area
French Broad Greenway	Increase recreational amenities along the Tennessee River
80 - Canton Hollow Road - Kingston Pike to Fox Road	Insanely dangerous road, overtraveled and curvy with no shoulder. Especially dangerous and very difficult to travel during weather.
47 Pellissippi Pkwy (Solway Rd to Solway Rd)	intersection is a nightmare and backs up traffic
53 Schaad Rd (Pleasant Ridge Rd to Oak Ridge Hwy (SR-62))Capacity	It is very scary to drive down this road. Have witnessed accidents and currently avoid the road when possible because it is so narrow, therefore choosing to shop elsewhere.

32, Pellissippi Greenway	It is very scary to ride a bike across the Clinch River/Melton Hill Bridge. This would permit bike/pedestrian connections between Knox and Anderson County.
48 New connection (Lovell Rd to Dutchtown Rd)	It would help a lot of the traffic that gets on and off Pellissippi Parkway. That way the parkway is prioritized in going to and from Oak Ridge while this new road would help on a more local level.
134 Tazewell Pk (at Fairview Rd)	It's a busy intersection. Should be revised some to improve safety.
47	It's needed to be done for years. The population keeps growing in that area.
111	It's very dangerous and if widen it could ease traffic on Lovell.
75	Jenkins Rd has almost no shoulder; speed is an issue; and there are many, many potholes and hazards to watch for
42: John Sevier Hwy. Greenway	John Sevier Hwy. has fast traffic and shoulders are narrow.
41 Northshore Rd	Large amount of traffic and needs dedicated turn lanes at easily bottlenecked sections.
14 - Little Flat Creek Greenway	Looks like this would be a beautiful part of the county for a Greenway. Connect north Knox county with the east side.
10 Mourfield Rd	Lots of people use this to avoid
54 Everett Road (Buttermilk Road to I-40)	Lots of semi trucks and congestion on this road
100 Mourfield Drive	Lots of traffic
65 N Watt Rd to I-40 Ramp	Lots of traffic and it is hard to get on interstate and merge to lanes leading to Loudon County
32 Pellissippi Parkway Greenway	make it possible to ride to work at ORNL
135 Emory Rd (at Beaver Ridge Rd)	Make this a ROUNDABOUT. Traffic is bad at this intersection, but needs to keep flowing and not stack up at a red light.
116 Northshore Dr (Harvey Rd to Concord dr)	Many areas where the shoulder is completely missing, my son was in an accident last week because the tire fell off of the side of the road where there was no shoulder. Extremely dangerous!!!
81 - Woody Dr / Loop Road - Concord to Canton Hollow	Many neighborhoods along this road, very dangerous with no shoulder. Increased construction (new apartments) mean increased capacity. Many students could walk to Farragut Schools if there were greenways.
115	modernization overlaps heavily with safety and capacity encompassing both the need for wider lands and sidewalks for pedestrians
48: Dutchtown Rd. to Lovell	Modest investment may provide significant relief.
116 - Northshore Dr (Harvey Rd to Concord Rd)	More and more community built in this area. Traffic becomes a major issue.
39-Beaver Creek West Greenway	More Greenways in this part of the county would be great.

42 John Sevier Greenway	More pedestrian facilities in this area of the county is needed
128 Bob Kirby Rd/Chesney Rd (Campfire Dr to Candlewick Rd)	My family often visits Plum Creek Park and the road has no shoulder and is not very wide. Providing width would make the road safer.
2 - Knob Creek Greenway	My sister lives close to this area, so I'm adding one for her!
116. Northshore Dr (Harvey Rd to Concord Rd)	My son was in an accident there. Tire slipped off an area where there was no shoulder and no white line. Hit a parked car and caused a lot of damage
104: Edington Road	Narrow & curving with constricted tunnels at RR crossing.
107 Hickory Creek Rd (Buttermilk Rd to Hardin Valley Rd)	Narrow farm road has no shoulders, windy through wooded area, and truck traffic from the quarry trying to bypass the scales on I-40. With all the new subdivision construction this road is very dangerous in any less than perfect weather
107 Hickory Creek Rd (Buttermilk Rd to Hardin Valley Rd)	Narrow road with increased amount of traffic and large trucks
152 - Dry Gap Pk (Cunningham to Fountain City Rd)	Narrow road with steep inclines and blind curves. Dangerous for everyone who travels it. Also, only option between Central and Broadway (Maynardville Road) to cross this ridgeline - not an option for walkers or cyclists.
116-Northshore Dr (Harvey Rd to Concord Rd)	Narrow roads with increased traffic and activities along the road
57 Ball Camp Pk (Schaad Rd to Amherst Rd)	near me
135 Emory Road Intersection Improvement	Need a roundabout to allow traffic to flow. There is heavy traffic at that intersection and continued development will keep adding more traffic load.
15 Murphy Creek Greenway	Need additional pedestrian facilities in this area, serves a school
123 Strawberry Plains	need to have safe pedestrian bike traffic in this area
Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Need to mitigate increased traffic on main access point to Oak Ridge & Hardin Valley
10 Holston River Greenway	need to provide more opportunities for runners/bikers near pretty landscapes
52 N Campbell Station Road Widening/Realignment	Needed north south connection for Hardin Valley
53-Schaad Rd	Needs additional lanes of traffic. Congested and backs up often.
81 Canton Hollow Rd (Kingston Pk to Fox Rd)	Needs improvement for safety and other reasons. A narrow well-trafficked road
71 Strawberry Plains Pike	Needs improvements
51	needs more capacity

39	needs some place to walk
103 E. Raccoon Valley	Needs to be part of northern loop to get to Pellissippi
46 Hardin Valley Road	needs to be widened
32 Pellissippi Parkway Greenway	New greenways would be wonderful for the area to balance out the over-development especially in this area
47 Pellissippi Pkwy (Solway Rd to Solway Rd)	New housing is making Solway impossible
40-Beaver Creek East Greenway	North Knox County needs more Greenways. Only short ones now that don't connect anything.
Modernization #116	North Shore is dangerous. Too narrow,
#116-Northshore Dr (Harvey Rd to Concord Rd)	Northshore Drive between Harvey Rd to Concord needs to be modernized to deal with the safety issues due to the increase in crowds at the new and improved Concord Park. In addition, there are areas that have hazardous drop offs that are scary and totally unsafe. Please make this project a priority. Thank you!
41 Northshore Drive Greenway	Northshore Drive is scary to ride on a bike and it is largely void of sidewalks. This greenway would fix this problem and allow people to safely access Concord Park and Farragut's extensive greenway system
46	number of cars continues to increase; my commute time to work is double what it was four years ago because traffic from here backs up so far on Hardin Valley Rd and Pellissippi Parkway
46	Over crowded and population will continue to grow.
40 - Beaver Creek East Greenway	Passes adjacent to the street on which I live (Melanie Lane, in Halls Crossroads)
Pedestrian Improvements	Pedestrian improvements should be routinely incorporated in close proximity to schools.
92 Nubbin Ridge Rd (Ebenezer Rd to Antrim Way)	Please include bike paths as an alternative form of transportation to schools and shopping areas
12 Stock Creek Greenway	Please include bike paths as an alternative form of transportation to schools in this zone such as South Doyle HS and shopping areas
10 Holston River Greenway	Prioritizing our main riverfronts as public recreation corridors will help to bring outdoor enthusiasts to the city and county to spend their money on goods and services, as well as help connect the county from east to west on the main natural connectors we have. As much as we can make our riverfronts and creekfronts public land, we should!
Pellissippi Parkway Greenway	Promoting alternate ways of transportation that are green is a VOTE in my book!
52 North Campbell Station Road	Provides an alternative means of safe connectivity to Hardin Valley, avoiding the Pellissippi interchange
Chapman Highway Greenway	proximity to home. connects commercial and residential areas by foot or bike

19-Hickory Creek Greenway	Public recreation space is severely lacking in Hardin Valley. Having a greenway would provide a safe space for families to enjoy the outdoors as well as meet others in the local community
Pellissippi Parkway	reaches many people
46 Hardin Valley (Pellissippi to Steele)	Relieve congestion, increase safety for schools
84	Resident
15	Road is extremely dangerous too narrow and over loaded due to growth in this area. New subdivisions everywhere.
Yarnell Rd (Lovell Rd to Everett Ave)	Road is too narrow and add a biking lane
52 N. Campbell Station Hardin Valley to I-40	Rush hour traffic horrendous; People taking risks trying to pass
84	S Gallaher View Rd is a tricky drive with limited shoulders and sightlines and lots of curves. Those familiar with it go a lot faster than those not thus creating a danger
15 Murphy Creek Greenway	safer for cyclists
147 Emory Road Intersection Improvement	Safety and traffic flow
70 W Emory Road	Safety enhancements are needed here. This road is dangerous, and expansion of housing developments along Emory Road are going to exacerbate the problem.
143 Hardin Valley Rd at Greenway Crossing	Safety of pedestrians due to more traffic on rd
53	Schaad Rd has little shoulder room and is in bad shape and is heavily traveled
Sam Lee Rd (Steele Rd to Solway Rd)	Several kids go to and from school on this road. It is way too narrow.
77 Sevierville Pike	Sevierville Road is a windy, narrow road, with lots of shoulder drop offs, needs improvement to provide a safe alternative to Chapman Highway
86 Sevierville Pike	Sevierville Road is a windy, narrow road, with lots of shoulder drop offs, needs improvement to provide a safe alternative to Chapman Highway
107 Hickory Creek Rd (Buttermilk Rd to Hardin Valley Rd)	SHOULD include wider lanes, bike lanes, shoulders, sidewalks, and curb and gutter; again, make safe alternative and healthy pathways possible to the schools in Hardin Valley besides purely by car.
51 Hardin Valley Rd (Steele Rd to Hickory Creek Rd) Capacity	Significant amounts of residential are being added in this area, and the widened roads through Hardin Valley should reflect that sooner rather than later.
85 Gleason Dr (Ebenezer Rd to S Gallaher View Rd Access)	Significant traffic through this area demands better roads. Addition of bike lanes and sidewalks could improve traffic by making alternate transportation options appealing.
96 Kimberlin Heights	Sotely needed improved connector
117 Fairview Road	Substandard road, more population located in this area, needs improvement

Northshore Dr (Harvey Rd to Concord Rd)	Terrible road with non existent shoulders and large drop offs.. lots of pedestrian traffic with baseball, someone is going to die here
116 Northshore Drive	Terrible traffic, accidents and congestion.
116 Northshore Drive	Terrible traffic, congestion and accidents.
116 Northshore Drive	Terrible traffic, congestion and traffic.
150 Bob Kirby Rd (at Chesney Rd)	That intersection can make for a blind turn and if someone is traveling quickly you can miss seeing their car due to elevation and the angle of the turn.
73	That section of road is dangerous and curvy. The lanes need to be widened with turn lanes.
54 Everett Road (Buttermilk Road to I-40)	The bridge on this road is barely large enough for a dump truck and another vehicle. There any many situations where i have to stop and let them go before
39/40 Beaver Creek Greenways	The community is growing and since it still is embracing sprawl over compact neighborhoods we need to make sure that there is a strong connection throughout that bikes and pedestrians can use. Also, waterways are the perfect space to have greenways.
105 Harrell Road Modernization	The intersection with Emory Road is dangerous and needs to be improved.
116 Northshore Modernization	The road is very narrow with zero "runoff" room on either side. With 20,000 cars per day--it is very dangerous and lots of accidents.
57	The road is very narrow. It needs to be widened with turn lanes.
85 Gleason Drive (Ebenezer Rd to S Gallaher View Rd Access)	The roads here definitely need to be widened. There is too much traffic on this road for them to not be wider and prevent accidents.
90 Byington Solway Rd (Byington Beaver Ridge Rd to Ball Camp Byington Rd)	The tunnel which has been there for ages is starting to become a hazard as more traffic is showing up in that area without a stop all way. Consider demolishing the tunnel and creating a bridge to make it 2 lane as well as a way to make Byington Solway connect more smoothly.
Hardin Valley Rd (Steele Rd to Hickory Creek Rd)	There are tooooo many subdivisions going in on this road and traffic is backed up. This is also where HV schools are located we need safety for the new drivers. Always add a biking lane
40 - Beaver Creek East Greenway	There are very few options for walkers and cyclists in North Knox County. This Greenway could connect multiple parts of the county and give those living in North Knox a closer option for cycling/walking. There is a good beginning to the Greenway system in the downtown and Bearden areas of Knox County, but it still lags far behind what is in Blount County. The north side of the county is growing and the Greenway system needs to better support it.
Area B. Project #116	There is far too much building [residential, commercial and multiple unit [apartments] is going on for the existing roads / infrastructure. This continual building frenzy is only going to create a congested, high traffic, high

	accident, low quality of life situation. Indeed, all of Knox County is building far too many apartments and single family dwellings for the existing roads to support that added traffic, not just in Area B, but all over. WHY???????
83 Joe Hinton Rd (Middlebrook Pk to Bakertown Rd)	There is no shoulder nor sidewalk along this road. I often see pedestrians walking down Joe Hinton and especially around the curve and there is risk of a tragic accident.
Project Number 84 - South Gallaher View rd	there is no where to walk or run or bike on this road with cars on both sides of the road. It's the only way to get to westland from this area.
46, HV Road	This a big artery that needs more capcity
135 Emory Rd (at Beaver Ridge Rd)	This area gets backed up badly during rush hour because westbound traffic does not stop and half of that traffic turns left onto Beaver Ridge. The eastbound traffic on Emory is backed up all the way to Fairwinds Rd during these times. Consider adding a red light or creating a lane that can easily be turned onto.
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	This area needs a lot of help and any improvements would help safety and traffic
39 Beaver Creek West Greenway	this area needs sidewalks, it's very dangerous with the traffic. please put sidewalk under the parkway overpass as well
Pellissippi Pkwy (Solway Rd to Solway Rd) 47	This area of road is a nightmare. It bottlenecks traffic in and out of Oak Ridge and Hardin Valley.
49 Washington Pike	This area will grow as West Knox County runs out of capacity. Improving this road will be vital to avoid the same issue currently experienced in West Knox County.
138 Campbell Station Rd	This intersection has always been deadly. The 4 way stop helps, but could still be dramatically improved by a roundabout or some other safety improvements
39, Beaver Creek West Greenway	This is a big artery in the HV area. And it leads to schools. People should be able to safely travel this corridor on foot or bike
41 Northshore Drive Greenway	This is a great area to connect Rocky Hill to Lakeshore. This would be highly utilized
13 Roseberry Creek Greenway	This is a great northern connector from the river. I would only recommend this be built after the Holston Greenway is approved.
#81 Canton Hollow Rd (Kingston Pk to Fox Rd)	This is a hilly and windy road that is becoming too busy because it's also a through road, need bike lanes.
84. S Gallaher View Rd (Gleason Dr to Westland Dr)	This is a major connection between Kingston Pike and Westland, is very narrow, and is a throughfare for school buses. It could be greatly improved if it was wider to allow for safer vehicle traffic and pedestrian walkways.
51 Hardin Valley Rd: widen for capacity	This is a safety issue with the constant backup of traffic during school pick up and drop off as well as certain turns onto Hardin Valley Rd from gas station, Wendy's etc.
35 Ten Mile Creek Greenway Extension	This is an amazing greenway and one of the only ways (maybe the ONLY way) to get to Cedar Bluff from

	downtown on a bike. It would be great to take it further and eventually connect it out to other western greenways
96 Kimberlin Heights Rd (Chapman Hwy to E Hendron Chapel)	This is an excellent road bike route but is trepidacious due to few shoulders
2 Knob Creek Greenway	This is arguably is tied for my top priority in Area D. We definitely need more connections from Alcaoa/further west to bring people closer to the Urban Wilderness.
36 - Ten Mile Extension	This is close to our residence.
71 Strawberry Plains Pk (Gov. John Sevier Hwy to I-40)	This is likely to sustain high traffic as a connection between I-40 and John Sevier HWY and the industrial park, especially if this area is built out as Suburban Residential
53 Schaad Rd (Pleasant Ridge Rd to Oak Ridge Hwy (SR-62))	This is probably the most important road development project in all of Knoxville right now. This part of Schaad Rd needs to be widened to match with the end that connects to Ball Camp and the end that connects to Callahan. Having a consistent wide road from Callahan to Lovell will provide and alternative route to and from north Knoxville to west Knoxville.
84 S Gallagher View Rd	This is terribly unsafe road, improving it would create a much needed additional connection, also this serves high schoolers who have just started driving. It is constantly closed when snowy or stormy, and has no shoulders and is super skinny and windy
104 Edington Rd (Cherokee Trl to Wiloughby Rd)	This is where I live and the underpass area is not great and could cause a wreck
154	This road has increased in traffic load along with having new housing being built. This road needs to be widened along with flood control and reduce the size of the low shoulders on the road.
106	This road has increased traffic and needs to be widened. As this community continues to grow, the roads need to be able to accommodate the traffic load.
54-Everett Road (Buttermilk rd to I-40)	This road has very high traffic with large trucks. There is barely enough room currently for a car and big truck to pass along the bridge. The quarry is very busy and there is an extremely large project taking place along this stretch of road and this road canâ€™t handle increased traffic safely
83 Joe Hinton Road	This road is a dumpster fire. It's dangerous, narrow, small, and poorly maintained. It desperately needs modernized.
52 N Campbell Station Rd (Hardin Valley Rd to I-40)	This road is becoming unsustainable with new developments and heavier traffic. Create a diverging diamond at I40. Add wider shoulders if possible.
92 nubbins ridge	This road is dangerous and needs widening
113 Snyder School Road	This road is dangerous and too narrow. The intersection of this road and Snyder (137) also needs work. I live nearby and need to use Snyder School frequently.

84 S Gallaher View Road (Gleason to Westland)	This road is narrow, filled with curves, and well-trafficked and could use improvements for safety
34 I-140 Greenway	This road is so busy, I love that this adds walking and biking space for commuters
49 Washington Pike	This road needs general improvements for safety, etc.
116 Northshore Dr (Harvey Rd to Concord Rd)	This road needs to be modernized
77 Sevierville Pk (Gov. John Sevier Hwy to Chapman Hwy)	This road needs work for how many people use it. It's narrow in some places.
54 Everett Rd (Buttermilk to I-40)	This road will see a lot of additional traffic in the coming years, we should get ahead of that.
116 / Northshore	This section of road is narrow, with no shoulders and is HEAVILY traveled by passenger vehicles and commercial trucks. It is used not only by Knox County residents, but also Loudon County. During the Spring and Summer, traffic becomes more congested due to residents utilizing Cove Park and the ball fields. The roundabouts have been a great asset, however further improvements are necessary to ensure the safety of our children and residents.
35. 10-mile creek greenway extension	This section of town has few walkable/park areas.
5 Keller Bend Greenway	This would allow access to the undeveloped parks
35 Ten Mile Creek Greenway Extension	This would be a fantastic connection from the Cedar Bluff commercial area to WV Middle School
39 - Beaver Creek East Greenway	This would be a great extension of project # 40 - Beaver Creek East Greenway. Connecting north Knox County with the west side of the county. There is a good beginning to the Greenway system in the downtown and Bearden areas of Knox County, but it still lags far behind what is in Blount County. The north side of the county is growing and the Greenway system needs to better support it.
19 Hickory Creek Greenway	To have a nice outdoor space to enjoy
49 Washington Pike	To serve the growing community in East Knoxville
143 Hardin Valley	too many safety projects in this are to evaluate, I just picked one.
57 Ball Camp Pike	Too much traffic for such a narrow road
116. Northshore Dr (Harvey Road to Concord Road)	Too much traffic on narrow road causing dangerous situation.
85 Gleason Dr Ebenezer to S Gallaher View	Too narrow and crowded especially at rush hour; dangerous at night
153 Bakertown Rd	Too narrow and curvy with more housing in the area
101 Everett Rd (Kathy Ln to Yarnell Rd)	Tractor trailers hit this wall frequently and back up traffic. This is a great alternative route to get to turkey creek when the interstate is backed up. The roads get very narrow.

48 Lovell Road to Dutchtown	Traffic flow
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Traffic to the community college has grown very high and it gets very backed up at the beginning and end of the school day, traffic to and from the Parkway, toward HVA, etc. This road needs to be modernized and changed for the growing population.
Pellissippi Pkwy (Solway Rd to Solway Rd)	transportation is in great need
85 Gleason Drive	Unsafe road
53 Shadd Road	very dangerous for cars, pedestrian and bike traffic no shoulder at all
Project Number 84 - Gallaher View rd	Very dangerous roadway, too many vehicles drive on it and many accidents ruin the quality of life in this area due to constant and regular closures.
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Very heavy traffic with several schools
81 Canton Hollow Rd	Very narrow and twisting for the many vehicles that use the road.
49	Washington Pk can be very dangerous especially when people try to pass slow-moving cars or farm equipment
84 S Gallagher View	Way too much traffic, desperately needs widening
41 - Northshore Greenway	We can get there easily.
Improvements in Neighborhood Town Centers	We desperately need these improvements.. as more and more people live in the county, they will need better access to things like sidewalks and street lights. We need to make walking along roads safer in Knox County.
37 Smoky Mountain Greenway	We need more opportunities to get out of our cars and exercise or bike
19 Hickory Creek Greenway	We really need more long, continuous greenway facilities in West Knox for safe recreation and bike riding.
35 - Ten Mile Extension	We use Ten Mile trail a lot and would like to see it extended.
52	while this is listed as a capacity project, I think it is also a safety project; N Campbell Station is a tricky road to drive and there have been many accidents with injuries
109 Yarnell	Widen for capacity
52 N Campbell Station Rd	Widen for safety and capacity
108 Marietta Church Rd	Widening the roads in this area with the increased amount of people, traffic, and subdivision is needed
129 - Sam Lee Rd (Steele Rd to Solway Rd)	With all the giant neighborhoods being built, you need a safe road. And when school buses go on that road it can be scary especially if oncoming traffic has to pass by. In some spots, there is barely enough room for two cars.
116 Northshore Dr (Harvey Rd to Concord Rd)	With increasing developments and people going to and from the lake, the road should be improvised to meet these standards. It's not as important as other projects but should be looked into.

46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	With Pellissippi State, King College, and Hardin Valley schools, along with the rapidly growing community, this road desperately needs more capacity. It is a safety issue with many young drivers.
107-Hickory Creek Rd (Buttermilk Rd to Hardin Valley)	With the amount of housing developments along this section other infrastructure needs to keep up. There is not a safe way to travel other than a car currently. Providing sidewalks and bike lanes would provide a safer alternative along with easing traffic congestion along this stretch of road
37: Smoky Mtn. RR Greenway	Would provide major incentive for greenway use in Knox County with access to GSMP.
109 Yarnell Rd (Lovell Rd to Everette Ave) Modernization	Yarnell is becoming a major thoroughfare and needs to be treated as such
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd) Capacity	You have to move beyond cars and offer schoolkids a safe way to get to school with bikes via the suggested process to "Incorporate multi-use path". We cannot afford to continue inducing demand by making more car space.
39 Beaver Creek West Greenway	You have to move beyond cars and offer schoolkids a safe way to get to school with bikes via the suggested process to "Incorporate multi-use path". We cannot afford to continue inducing demand by making more car space.
39	39 - Smoky Mtn Rail Greenway - great historical context and nice for people with strollers because of its consistent gradient
	Keller Bend greenway would cost a fortune with all the rock along work along with no lip/shoulder on road. Also, with this plan you would be encroaching on many people's privately owned land. Eminent Domain in an area like this would be totally inexcusable. There is a park at the end of Keller Bend that the county doesn't even take care of currently. Lots of dog users come to the end of the road, along with people racing their care on a daily basis. In my opinion, this move would only cause trouble for the residents who currently reside there.
	I think roads need to be a top priority. There is a lot of congestion and safety hazards due to the current conditions. I really think we need either a light-rail, monorail, or similar transportation in Knoxville as a <u>fast</u> way to get traffic under control. Initially from the airport through South Knox to downtown, from the airport to Turkey Creek, and from the airport to Oak Ridge. Eventually from Knoxville to Nashville, Knoxville to Chattanooga to Atlanta, Knoxville to Asheville. We need a toll road (so it pays for itself!) from Lenoir City to Gatlinburg. We <u>need</u> more houses and commercial development. I am currently recruiting developers to Knoxville through my real estate office at Wallace Real Estate. Please connect with me: Kathryn Ogral (865) 399-2262 kogral04@gmail.com
48	#48 is needed, just not MY top 3.

	Lake shore park is one of the county's best, yet disconnected, resources. Need greenways/sidewalks to connect the park to residential communities.
41	(41) This greenway would be great, but is it very circuitous. Is there a push to make this and other pedestrian routes that are broken up and roundabout due to the existing cul-de-sac type development more direct. This would be nice for people trying to commute.
	Northshore Drive from Ebenezer to Lyons Bend - roundabouts needed like in Carmel, Indiana for the subdivisions to access. Countrywide access control to strip malls limited to logical intersections. All areas - sidewalks or greenways for public and private school access - all new developers and property owners should do sidewalks like Farragut requires.
	Pedigo Road @ Emory Road - needs a red light. New subdivisions on Pedigo have increased traffic turning onto Emory Road creating a dangerous situation. This is a safety improvement as well as a traffic improvement.
	40 - Beaver Creek East greenway would be a great complement to the Knox county water way and particularly good for family outing with some family members that are not up to paddling
	<u>EMORY ROAD FROM</u> CORYTON ROAD <u>TO</u> WASHINGTON PIKE. NEEDS TO BE WIDENED FOR SEMI-TRAILERS, SCHOOL BUSES, DUMP TRUCKS, AND FARM EQUIPMENT WHEN MEETING EACH OTHER FROM OPPOSITE DIRECTION.
	East Emory near Boruff Road. Several areas where the road is completely missing at the white line on the right side of the road. One area is on a curve. Also, two cars cannot pass each other on some parts of Bud Hawkins Road near Washington Pike. Plus there is a fifteen-foot drop on each side of the road so you can't even pull over. Very dangerous situations. Too many roads do not intersect at ninety degree angles making the intersections very dangerous. Especially at Roberts Road and East Emory where there is a hill and cars and trucks fly over the hill and the intersection is in a blind spot. In definite favor of the footbridge at the Gibbs Schools. The congestion to pick up kids after school is terrible as kids can't get home safely to subdivisions like Scotch Meadows.
	Intersection of Corryton Rd and Wasngington Pike. It angles into it at a very difficult for schol buses, dump trucks, semis, farm equipment to make right turn when approaching corryton rd.
	Need to improve/change intersection of Brakebill Rd and Strawberry Plains Pike
	Greenway - Knox missing link of bloumt greenway. Provide funding for greenway through neighborhood. Then fund construction of greenway. Then celebrate!

	Newbert Springs --> modernization in neighborhood area towards Stock Creek Rd
	Safety Thought - Norton Rd T-section needs a street light and will probably need a traffic light over the next few years. While private propoert owners can do what "Zoning" allows... consideration of wildlife habitat needs to de considered.
	116 is a dangerous roadway. Needs to be widened. I'd also like to see sidewalks/greenway to connect to local parks.
	116 needs more than what is planned. Northshore needs to be widened or at least a center turn lane. Too much traffic for a dangerous 2 lane highway. It is going to get worse as more subdivisions are built.
	153 Bakertown Road from Joe Hinton to Ball Road is not in the choices for Area A, but it is shown as an Area A project. Would be a high priority for me.
	A Greenway on Solway Road would also be amazing and good for the future development of all the apartments that are being built right now.
	Are the maps not showing correctly? I see a lot of "Greenways" along roads and "Conduct safety study" but very little in the way of actual transportation improvements over what currently exists. Am I missing something?
	Areas selected due increasing traffic is compromising safety.
	Concord drive to Harvey road is an extremely dangerous road. We need the road winded ASAP.
	Connecting our greenways to each other and to neighborhoods and increasing capacity in high growth/high traffic volume areas would be both a huge quality of life increase and help cut down on traffic issues. Bring sidewalks to our neighborhoods!
	Connections to Alcoa Highway Improvements (2 and 42) would be amazing. Thanks!
	Dangerous as is with no shoulder and sloped drop off. Two trucks with mirrors barely fit.
	Dangerous roadway for our children.
	Dangerous roadway with narrow lanes, road is crumbling on the sides making it even more narrow. Northshore could really benefit with a bike lane or sidewalk connecting neighborhoods west of the Cove park to the park (ex. Jefferson Park, Montgomery Cove) so nearby residents can ride or walk to the park and help cut down the parking lot traffic.
	Driving down Northshore near the cove park is hands down THE most dangerous section of Northshore. The road is literally deteriorating and there are zero guard rails just past the Davis YMCA driving towards the Cove (on the

	left). So surprised this section has not been already corrected
	Enhancing greenway system will help with traffic issues.
	Establishing greenways in developing parts of north west Knoxville would go a long way to improving quality of life and reducing the need to travel 30-60 minutes to access outside exercise.
	Focus on Greenways important to me. I would LOVE to see project 41-Northshore Dr Greenway completed. I currently live between the Concord and Carl Cowan Parks, & 1mi away, but have no way to walk to them.
	For Area A, please create a bikepath/walking trail that connects the commercial area where Double Dogs is located to Steele Road.
	For Hardin Valley area, these three projects will provide a backbone and initial relief of congestion. Highly encourage retail section of Hardin Valley Rd (Pellissippi Pkwy to end of PSTCC campus) to consider back drives along property to allow for consolidated access to traffic light crossings. For example, a back drive from Zaxby's to traffic light at Apartments and PSTCC west / south entrance would prevent traffic crossings along this heavily congested area. Other connecting roads that bypass Hardin Valley are also desperately needed - widening Sam Lee, Solway, etc. and creating connections as listed on your map. Roads have historically been underbuilt and reactive - Hardin Valley needs more than quick fixes but rather a plan that future proofs and enables logistically-sound development.
	george light road entering pellissippi is my biggest concern. there are 6 or more things going on at any one time. in addition to trying to enter and exit the road people making u-turns. there is way too much to keep track of and traffic is at a super high volume. it would be beneficial to have an ramp entrance to pellissippi coming off of oak ridge highway. leaving george light we could turn right get onto a ramp and safely enter pellissippi going towards hardin valley rather than trying to cross traffic. i think the greenways are a bonus feature that should wait until the roads here are made safe for our community. we are risking our live to get to a greenway. roads and safety first then asses the greenways. there is an increase of traffic on rather road. people are using it to bypass driving to the 62 exit and/or taking rather off of 62 coming from karns area, because there is no entrance to pellissippi. they have to go past pellissippi and then make a dangerous u-turn or try to cross the road and enter back on which is almost impossible. rather road is very narrow with numerous areas where you can't see oncoming traffic. since traffic on it is growing due to the inability to access pellissippi it needs to be widened.

	Greenways are important for the health of our community!
	Greenways provide safe means of transportation without adding congestion to existing roads
	Hardin Valley 4 lane from Pellissippi to Steele and additional exit onto Pellissippi from Solway desperately needed! Also traffic light at Hardin Valley and Valley Vista.
	Hardin valley could benefit from a safe public park.
	<p>Hardin Valley desperately needs additional lanes to and from Turkey Creek from I-40 Hwy. itâ€™s not just the traffic from POCs residents, but also school traffic and traffic from I-40 that is trying to bypass I-40 trafficâ€™;so itâ€™s cut through traffic as well. People drive crazy through the middle of the turn lanes - we need a curbed median in the middle to prevent passing and collisions. For example, look at Overland Park or Leawood, KS as they have this design - it works awesome. Two lanes in each direction and a landscaped median in the middle and additional turn lanes as needed.</p> <p>Also, Hardin Valley needs community parks and greenways for kids. We have the perfect area to replicate Turkey Creek to the north of Hardin valley road on the lake line. It could be very similar to the lakeside tavern area.</p>
	Hardin Valley is becoming over populated and the infrastructure is not there, at all, for the influx of people. It is also frustrating that there is absolutely no green space for families to enjoy the outdoors. I would HIGHLY recommend studying The Woodlands, TX and getting ideas from there. Families were able to (SAFELY) walk or ride bikes to school which lessened the amount of traffic in the mornings. There's absolutely NO way to do that here even from the neighborhoods like Brighton Farms or Laurel Ridge. Only one entrance and one exit for each neighborhood which blows my mind. Absolutely no thought has gone into the infrastructure here.
	Hardin Valley is the biggest concern with so many new subdivisions being built. The roads that are newer are already wore out which means the older ones are in bad shape. The congestion during high traffic times sometimes makes it impossible to get anywhere on time. Capacity is the largest issue in that area.
	Hello - the proposed Burnett Creek and French Broad greenways will go right through my property. While I support more greenways I do not support these two as currently designed and I suspect my neighbors will also oppose this plan. You will need to obtain easements from MANY people upstream from where the greenway would hit the river as well as navigate some very steep terrain. Might I suggest you look at making the greenway take the

	old, closed road bed that connects Bowman Valley Rd to John Sevier Highway. This is an already existing, although unused thoroughfare, that would be a relatively easy route to add a greenway without crossing lots of private property.
	I am voting for Area B #116 because it is such a dangerous stretch of roadway.
	I am voting for this because it is such a dangerous roadway. Thank you!
	I am voting for this particular one as the road (section B, 116 Northshore) is so dangerous and needs attention and a sidewalk.
	i cannot express how badly #135 (Emory Rd @ Beaver Ridge Rd) intersection needs to be overhauled. Traffic is lined up from 5-6pm and you cannot get into brand new neighborhoods. This road desperately needs to be widened to 4 lanes with turn lanes and a LIGHT in light of Smithbilt's BELLTOWN future. New housing is rampant in this area and Emory Rd needs a LOT of attention
	I didn't see any plans for widening Steele Rd around the Hardin Valley schools. This is something that needs to be done to help with traffic in that area. Side walks and cross walks from all schools need to be added to help with the safety of children who are walking in that area.
	I focused on areas I am familiar with. My Number 1 priority is Northshore. I think the greenway can wait unless it's more cost effective to do it simultaneously as the upgrade, but the increased volume of traffic combined with the parks during recreation is a recipe for serious accidents.
	I have lived in Jefferson Park on Northshore for nearly 13 years. It has steadily become more dangerous with traffic from the numerous developments further west on Northshore. It will be getting significantly worse with new developments now under construction. I spoke to the TN Highway Patrol who said they get frequent calls including fatality accidents on Northshore. The shoulders on both sides have frequent drop-offs which damage cars regularly. Any accident or road work causes big backups as does the athletic fields during spring and summer.
	I honestly don't think the area in 114 needs anything right now. We live in greenbrook subdivision and have no trouble getting out onto Solway any time of day. With the apartments going in south of George Light, I would think south would need more than the north. As for #46, I think Hardin Valley road definitely needs to be widened. It is a mess when the school lets out and in the morning. I would also add that a dedicated right turn lane from Solway onto Hardin Valley would be helpful.
	I like the idea of having a sidewalk off of Northshore, but I do not like the idea of more residential development along Northshore. Already so crowded.

	<p>I like the idea of improving this road to make it safer and more attractive for recreation. However, I am strongly opposed if it encourages more speed.</p> <p>People fly around a blind corner in front of my driveway. It's unsafe getting the mail, or trying to mow the edge, or pick up the trash people toss. Would like to see more enforcement of the speed limits.</p>
	<p>I think all of these projects are well indicated because they all are dangerous the way they are constructed currently.</p>
	<p>I use Robinson Road. NO shoulders, drop offs. Dangerous.</p>
	<p>I'm strong on spoke neighborhoods with central business district and condos and apartments near center with single dwelling homes to the periphery. Universal sidewalks mandatory.</p>
	<p>If there were a greenway along Westland Drive, I think it would really change how people in the Southwest County get around.</p>
	<p>Infrastructure in Hardin Valley must catch up to the growth in the community. Safety should be at the top of your list.</p>
	<p>Keller Bend road is a dangerous road with already too much traffic due to the construction of new homes/subdivisions on the road and in the area. Adding more traffic and Pedestrians will only make the road and area more dangerous. It is terrifying to think of my older parents or my teenagers driving on this road with so much traffic, speeding vehicles and pedestrians/ bicyclists. It's an accident waiting to happen.</p>
	<p>Making safe pedestrian & bike routes into Knoxville from east John Sevier (projects 29 & 27) is a high priority. Very few sidewalks and greenways connect these communities to downtown.</p> <p>In regards to project 71... I only support the widening of Straw Plains IF the plan includes sidewalks and bike lanes. Increasing vehicular traffic lanes only would not only be a huge waste, but continue to make pedestrian traffic down this road near impossible. Because of the topography, if you were to walk alongside Straw Plains, you'd be walking in ditches that fill with water and lie far below the actual road.</p>
	<p>More greenways and open spaces but also alleviate the worst traffic.</p>
	<p>Northshore Dr in the Concord/Choto area has to be one of the most dangerous roads in East Tennessee (and I'm used to driving all the mountain roads in Gatlinburg). The narrowness of that road, the amount of traffic that flows through, and the speed of vehicles makes for a perfect storm of scary driving conditions. And with the growth of</p>

	<p>this area, the issue will only worsen. We personally avoid Northshore road at all costs (even if it is the fastest route). Unfortunately, we still have to take Northshore road for baseball and softball games. When my kids start driving, they'll not be allowed down that road. It's a deathtrap waiting to happen.</p> <p>On the positive side, what an INCREDIBLE job you guys have done with the greenways down that way! Now, just a little roadway work will help keep us all safe :)</p>
	<p>Northshore drive has multiple fatalities and wrecks between Choto and Westland.</p> <p>Any money allocated to a greenway rather than roadway expansion will have PR consequences for all politicians involved.</p>
	<p>Northshore Drive in Project Area B is a very important project as it is so dangerous. Many "Close Calls" weekly on this road. Please make this a Top Priority! Thank you from all of us over here.</p>
	<p>Northshore drive is DANGEROUS.</p>
	<p>Northshore drive needs wider roads, more lanes or additional infrastructure to handle the large amount of traffic as this road and area was not built to sustain that amount of traffic it sees daily.</p>
	<p>Northshore drive west of Westland Dr has experienced huge growth in the last ten years. With property values and taxes on the increase, it seems fair to ask for safer roads. A wider road with a middle lane at a minimum (similar to how Westland Dr near Gettysvue was improved 20 years ago). Thankyou</p>
	<p>Northshore is an unsafe roadway and with more families moving to that area this needs to be improved.</p>
	<p>Northshore is extremely dangerous and needs to be widened. It is only going to get worse with more new homes being built.</p>
	<p>Northshore is not safe at all</p>
	<p>Northshore is so very dangerous</p>
	<p>Northshore Rd is extremely busy, and making turns out of neighborhoods and parks is dangerous. Absolutely nothing is walkable except between The Cove and Concord Rd Circle. Making left hand turns into subdivisions and parks causes cars to be stopped in the middle of the road to wait for traffic putting people in the position of easily getting hit head on or from behind. All it would take is for someone to take their eyes off the road for a second. I feel like a sitting duck in the middle of the road. A turn lane in the</p>

	center wouldn't be much help; a median definitely would. I would take 2 lanes with a center median any day over multiple lanes and a center turn lane. There is a lot of activity on Northshore with the parks, baseball fields, boat ramps, restaurant, dog parks, etc. This would easily be a destination if a greenway extended from Choto Circle and connected with the existing greenway.
	Northshore Road from the roundabout at Campbell Station to past the Cove Park is extremely dangerous and needs to be considered as a safety issue not modernization. It is extremely dangerous and the amount of traffic has probably tripled in the past 2-3 years.
	Northshore road is too dangerous to drive currently
	Northshore should be a top Priority as it is a VERY dangerous road way! Too narrow for the amount of traffic on it.
	Northshore/Harvey is hazardous and the traffic is heavy. Please prioritize this before someone is killed.
	On ramp from Mississippi Solway road to Pellissippi would cut down on wrecks at George Light Road. I'd also add an acceleration lane at Georgia Light Road and Mississippi Southbound.
	opposed to the Keller Bend greenway
	Personally I would prioritize safety first, and then capacity as needed over greenways and modernization.
	Please extend ten mile greenway to Gulfwood
	Please help Hardin Valley grow sustainably. There needs to be a light or roundabout on Hardin Valley Rd and Valley Vista Rd.
	Please initiate a study of traffic flow on Hwy. 33 through Halls Crossroads. Please consider the possibility of frontage roads on each side from Stockyard Rd. to the Norris Fwy. / Emory Rd. Interchange similar to what has been done on Alcoa Hwy. This should include blocking numerous side road access and red lights to allow less congestion and safer travel through Halls. This is a primary route for all communities in and to the north of the county. It is a choke hold for projected growth and development as the county grows. Thanks!
	Please look at Wahington Pike way overdue
	Please prioritize improving Northshore near Choto. My family has had so many close calls on this section of Northshore due to the overwhelming amount of traffic. It's especially bad in the mornings, evenings, and during ballgames. The Cove also attracts many visitors along with the extensive over-building in the area without proper planning to address the additional traffic. Thank you for your consideration.
	Please widen Hardin Valley

	Please widen if possible, increase lanes, and put birms. Very dangerous needs to be prioritized
	Please widen S Northshore drive! It is way to narrow for the amount of traffic.
	Please, please, please think about upgrading the roads around a project BEFORE starting the project and deciding later that something needs to be done.
	Project #116 (Northshore) should be considered a high priority project. While a challenging project there is significant growth coming to the area and Northshore is already at or beyond its capacity during peak morning and afternoon weekday travel times.
	Project 116 (Northshore Drive) should be a high priority given the dangerous nature of the road, volume of traffic and the continued growth in far west Knox County.
	Project 116 should have been done a long time ago. The amount of homes and businesses along this stretch of road has made it dangerous.
	Protection of existing wooded areas, stream riparian areas, and ridge tops should be the priority. The concentration of growth in existing developed areas
	Roads in Hardin Valley area are woefully inadequate to support the population growth. Land is becoming over-developed with little regard to erosion of hillsides and transportation issues.
	Seriously people, how long is it going to take to widen Schaad Road and Pleasant Ridge needs a light at Spradlin subdivision right on the city/county line (and that road straightening project for the curve. Too many wrecks happen at those two places. The traffic flow is horrendous and because we're not West Knoxville or Halls, it appears we are not worthy of fixing...
	Spend less on greenways & more on the county roads like Raccoon Valley. It will serve the locals much better than greenways. We the people born & raised here prefer to keep our scruffy little city status over an otherwise over crowded metropolis any day. If the people in charge can not understand this , then they need to be replaced!!!
	SR62 needs a new ramp design where it merges with SR162. Too many near misses with traffic doing u turns to go south on 162 coming from SR62.
	Need additional traffic lights in the vicinity of solely and 162. There is no break in traffic for vehicles to cross 162 and proceed left. Every road merging with 162 needs a deceleration and acceleration lane. Road crossing points need an acceleration lane for traffic to join when crossing for left turns.

	<p>Stop al this new housing construction in the Northshore area. The road can't handle the volume and no where to expand it.</p>
	<p>Thank you for seeking community input. Safety along Emery Road and expanding Strawberry Plains Pike to a 4 lane are top safety priorities, in my opinion.</p>
	<p>The city should be improving Schaad already as part of the north bypass.</p> <p>Many of these west side capacity improvements would be unnecessary if the orange route had been built. Hardin Valley residents at the time specifically rejected access to the route. I wouldn't spend a dime on improving any road west of pellissippi pkwy. Anyone else that was too nearsighted to see the need for the bypass should have to sit on I-40 parking lot daily. Now there are subdivisions on the orange route so I suggest building the blue route while it's still possible. The county need not spend on bandaids for the fed/states capacity issues.</p>
	<p>The French Broad River corridor is under constant threat of development. It is a special place and a greenway would help protect it for future generations. Expanding greenways generally is a good way to bring area residents closer to nature and to help them appreciate the places that make our area special.</p>
	<p>The George Light/Pellissippi intersection is very dangerous. I think the turn lanes from Pellissippi to George Light roads should be removed and a median should be put in between Pellissippi North and South, so people cannot cross the lanes. To restore access to Pellissippi South for people in the George Light neighborhoods east of Pellissippi, Oak Ridge Highway needs a ramp to Pellissippi South. In addition, widening Rather Road (off of George Light -east) and providing drainage so it doesn't flood near the river, would also be advisable. Then people in those neighborhoods can go the back way to access Oak Ridge Highway and then Pellissippi.</p> <p>Another suggestion would be to build a frontage road running from Hardin Valley Road to George Light Road on the east side of Pellissippi. This would improve Couch Mill Rd. issues when the new Mill Creek School opens, Faith Promise Church traffic issues on Pellissippi, and George Light road safety issues.</p>
	<p>The intersection at Chesney and Bob Kirby is a danger. We live nearby and regularly hear near misses (and actual accidents) every few days. Additionally, people walk and ride bikes on Bob Kirby to reach Middlebrook which has no clearance on either side of the roads. In fact, several cars have ended up in the ditch because there is no additional</p>

	space on either side of the road and it's easy to drive off if it's dark or rainy. These projects (150 and 128) are a public safety issue and with increased neighborhoods and Plumb Creek park on the roads, there is increased traffic, and children's safety to consider. These are important projects that need to be addressed ASAP. Thanks.
	The lack of proactive planning has created a very hazardous situation on Northshore Drive. With the very high level of development in the area it is getting more dangerous everyday. Please catchup and stay ahead of this to prevent future accidents/fatalities on this roadway!
	The modernization of Area B #116 Northshore modernization from Harvey to Concord is long overdue. The roadway is extremely narrow and dangerous.
	The North Shore roadway is getting crowded as lots of houses are built and due to heavy traffic driving becomes risky. Need to add extra two lanes to resolve traffic problems. This will be a long term solution
	The only transportation solutions listed are ambiguous "Modernize" or "Greenway" with little-to-no definition of what that entails. Beyond that, we also get "Conduct Safety Survey" and "Add lanes". So far I have not seen any actual transportation solutions. To be completely honest, it is starting to feel like this plan was a waste of time and dollars without addressing the actual needs of the citizenry within the area.
	The roads and all of the infrastructure should be updated BEFORE all the construction/new builds/demolition. There are too many subdivisions being started with the ingress and egress on roads that are already in bad shape and overflowing with traffic (pedestrian and automobiles). There has been no preplanning or proactivity to anything in the Hardin Valley area. They just build new facilities, homes, businesses with no concern for traffic patterns or infrastructure (utilities, roads, services) to handle the new loads. It seems things are done as a REACTION to what has happened instead of being on PROACTIVE on what is GOING to happen.
	The round about on Choto perfectly spaces cars and makes it impossible to turn left from Montgomery cover or Jefferson park. It is extremely dangerous, especially during the morning and afternoon when school is starting/ending, as well as between 4-7pm. The roads are already too narrow only leaving a few inches of room for error, and now they cannot handle the extreme amount of overbuilding in this area.
	The shaded area you at the south corner of Ellistown and Rutledge Pike you have listed as Arminda will remain Agriculture as it is owned by Vannland, RPI, and Strong Stock Farm.
	The timing of the traffic lights on Emory Rd around 75 is horrible. The City says the county owns it, the county says

	<p>the State owns it and the State says the city owns it up to Connor rd. Well, someone needs to show some leadership and coordinate these lights for the betterment of all of us. Stop passing the buck and actually do something! You can't go when your light is green because the next light is red so you end up sitting through multiple light cycles.</p>
	<p>There are many areas on Northshore going to Choto with a large drop off. The amount of cars on this road has increased exponentially and it is very dangerous. Stop building or make our roads safe to drive on</p>
	<p>There are sections of S. Northshore Dr. that definitely need widening. There is also a curve just east of the Harvey Rd. intersection that is particularly concerning and too narrow. Also, some sort of caution light would be very helpful at the intersection with Harvey Rd. I have witnessed people running the stop sign on various occasions.</p> <p>Thank you.</p>
	<p>There needs to be more green ways in Knox county to encourage a more active community! Also there's too many roads not to have more greenways</p>
	<p>This is a dangerous road, needs improvement.</p>
	<p>This is a very dangerous roadway. Additionally, at night and during rain time, it can be extremely difficult to see road lines.</p>
	<p>This is an extremely dangerous roadway. It is heavily traveled, narrow, and in many areas has no shoulders. In addition, there are areas with heavy pedestrian traffic along both sides of the roadway contributing to the possibility of accidents.</p>
	<p>This is dangerous road, need modernization for safety.</p>
	<p>This is so dangerous - since the sidewalks and greenways don't go the whole way. I'd like to send my kids to the parks and such, but without a sidewalk it's like sending them to their death. Please add sidewalks and wider lanes to this section. When you consider the fact that the baseball fields are also here - accidents and traffic slow downs are always happening.</p>
	<p>This is such a dangerous roadway.</p>
	<p>This road is so dangerous! Very narrow with no shoulder. The baseball fields are a menace to traffic and create even more risk during season. Please consider moving those somewhere safer. There is just too much traffic for this road and more and more housing is going up. Turning left out of Jefferson Park during peak times is difficult. Thank you for your attention to this urgent situation.</p>
	<p>This road is too narrow and have no pedestrian sidewalk.</p>
	<p>This road is traveled by so many thousands daily- very heavy traffic especially in a.m. and p.m. hard to pull out of subdivisions. Road too narrow, needs to be widened and</p>

	extra lane added for safety. So many houses/subdivisions being built along northshore/choto area. The idea of a walkway is so dangerous along this already dangerous road- we need an extra lane most of all. Please help us!
	This section of roadway is extremely dangerous. There have been numerous accidents. The road is too narrow for the amount of traffic that has resulted from too many houses being built in the area
	This section on Northshore needs at a minimum, widened and a sidewalk. There is so much traffic that having a wider road as well as a sidewalk will allow people options for safer means.
	This stretch of Northshore is very narrow and dangerous. Please make this project completion your soonest priority. Weekly, we have near misses by drivers crossing over into the opposite lane and almost go off the side the road which would wreck our cars or flip them.
	This stretch of road (Northshore Rd - Concord Rd to Harvey Rd) has seen a tremendous increase of traffic due to the new subdivisions allowed and constructed. An additional new subdivision is being established just on the other side of the county line which will compound the existing hazardous conditions and heavy traffic.
	Traffic ! Traffic in Hardin Valley. Getting out of subdivisions close to Hardin valley schools is impossible. Community is growing. Houses are being built. It has been getting worse and worse.
	Traffic on Kingston Pike in Farragut. Lovell road from Kingston Pike to I40 not mentioned. Rapid apartment developments off Kingston Pike will make KP a most difficult roadway when the projects are completed. Also, Parkside by Walmart with the new apartments being built there.
	Transportation needs appear to outweigh the development explosion within many areas of Knox County. If the infrastructure for transportation and other infrastructure issues are satisfied then projected accordingly, future development might be better supported for future increases.
	Transportation Project 61 does not go far enough (or another project should be designated that would continue where 61 leaves off at Ball Camp Pike). A lot of people use Byington-Solway Rd to go to Ball Camp Pike and then across the railroad track to Andes Rd as a way to go from Karns to Middlebrook Pike. During busy times (school/work), traffic backs up on Byington-Solway trying to get on Ball Camp and from Andes Rd trying to get on Ball Camp, with the railroad track right in the middle. After a train has gone by, there is lots of traffic backed up both ways on Ball Camp, in addition to traffic backed up on Byington-Solway and Andes Rd. Some cars can only get to Ball Camp Pike by the kindness of through traffic on Ball

	<p>Camp Pike letting them in (from both directions). Also, I worry that someday someone will get stuck in traffic on, or too near, the railroad tracks, with nowhere to go when a train comes.</p>
	<p>Voting for it because it is such a dangerous roadway</p>
	<p>W Emory is 2 lanes. Belltown was approved with no requirement that they do anything to prepare the roads for the estimated 4000 people who will live there. Nothing is planned (per your maps) to help the thousands of us whose lives are significantly altered by this disappointing approval. W Emory road should be expanded to 4 lanes before the first inch of the beautiful farmland that will be Belltown is disturbed. Smithbilt blocks W Emory constantly for their construction needs. This will be another problem on this 2 lane road. As heavy as traffic is now on Clinton Hwy and W Emory, it will be an unmitigated disaster when this monstrosity is started. Oak Ridge Hwy is no better. Belltown will undoubtedly cost lives due to accidents but also because no emergency aid will be able to get to people who live in this area because of the traffic congestion which will engulf us. Knox County leaders have made this area unlivable and nothing proposed on this map will do anything for those of us who will be affected immensely by Belltown. Literally one year ago, my commute from the head of Clinton highway (exiting I75) to Blacks Ferry Rd was 15 minutes in the evening rush hour. Today, it is 20 plus minutes of bumper to bumper traffic just to get from the E Beaver Creek area to Blacks Ferry (less than 4 miles). After Belltown's 4K people, I expect to have 40 or more minutes to drive the same 4 miles. We have been promised relief at Harrell and Carpenter for years because of the safety issues. Turning left off of Blacks Ferry on to W Emory is very dangerous and growing increasingly more dangerous by the day. I believe Knox County is at the beginning of an exodus of those of us who grew up here because of how land use & development have been handled.</p> <p>I do appreciate the hard work that went into trying to show us what projects might come to fruition in the future, although I am unsure how the voting will work. If a greenway gets more votes than a safety project, does it take priority?</p> <p>For future growth, the number one thing that can be done to keep Knox County residents from fleeing in droves is to prepare the infrastructure before construction begins and recognize that cramming as many houses into an acre as possible may put money in a lot of people's pockets but it harms the community in a way that it can never recover.</p>
	<p>W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging</p>

	and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.
	We are voting for this because it is such a dangerous roadway. We live in Jefferson Park and can literally hear the accidents on this stretch of the road almost weekly!
	<p>We would like to endorse Project #116, Northshore Drive Modernization. We live in the Jefferson Park subdivision on Northshore and traffic between the Concord Road and Choto roundabouts can be very heavy and dangerous. It is particularly dangerous not only to motorists, but to pedestrians and to users of the Park and ballfields in this area.</p> <p>The roundabouts are great modifications that have been done in the past. And the recent improvements to the walkway area near the Concord Road roundabout that eliminates the need for walkers and bikers to have to cross Northshore Drive is a huge improvement. But much work still needs to be done to upgrade the actual roadway in this area to accommodate the large population growth.</p>
	Westland Drive from Northshore to Pellesippi (I-140) urgently needs to be widened to 3 lanes. Uncontrolled development along this 1.5 stretch has made it the biggest traffic nightmare in town. Extremely dangerous: blind entrances and driveways, blind hills, no shoulders. At rush hour morning or evening it becomes total gridlock.
	Widening Northshore, especially between the traffic circles would be much safer. I think a turn Lane and shoulders would be extremely helpful. Also, a pedestrian bridge from the Cove to the ball fields would also improve safety.
	Widening of Northshore from Concord to Harvey
	With greatly increased traffic over the last several years, this stretch of Northshore Drive has become dangerous for drivers and pedestrians (near the Cove and playing fields).
	With the increased residential and commercial building along (Area B,116) S. Northshore Dr., it has become increasingly dangerous to travel this road. I avoid it whenever I can but now backroads out to Kingston Pk. are becoming increasingly difficult to drive for the same reasons. There does not appear to be ways to add lanes at this point, but wider lanes, turn lanes, shoulder work, curbing and/or guardrails should be of upmost importance. I had a serious head on collision into a tree a few years ago because of my tire slipping off edge of shoulder and quickly loosing control of my vehicle trying to correct. Thank God no one was in the southbound lane! Had there been a wider/flatter shoulder, curbs or a guardrail I do not believe this would have happened or at least not been as bad as it was. True first hand experience.

	<p>Yarnell is in desperate need of a stop sign at armiger lane and yarnell in front of paideia school parking lot. Cars and trucks fly by school at 65 mph. I have notified police several times</p>
	<p>Yarnell Road (between Lovell and Campbell) and Campbell Station Road (between Yarnell and Hardin Valley) are extremely dangerous and narrow roads. There is no shoulder and there are many blind hills. I am the victim of a head on collision auto accident on Yarnell and consider myself lucky to be here. This is also the route many new drivers take to get to HVA and I am concerned for everyone's safety on these roads. Something needs to be done to widen these roads and even minimize blind hills if possible .</p>
	<p>Something has to be done about the lack of access from Oak Ridge Hwy (SR 62) to go South on Pellissippi Parkway in Solway. The U-Turn is unacceptable and completely unsafe. It's really time to rework that project and allow for a flyover of sorts.</p> <p>The Melton Hill Greenway (30) would be a wonderful addition to the HV and West Knoxville area. We lived in Louisville, KY for a few years and were spoiled by the amount of biking greenways we had. It improved our overall quality of life and appreciation of where we lived.</p> <p>As a cyclist, one of the issues I have with bike lanes (and hardly ever ride them) is because of the debris in them. There is broken glass, nails, metal, rocks, etc and it is not very safe to ride in because of this. I usually ride on the road where the road is clean. Unless Bike lanes are cleaned, they aren't very practical.</p>
	<p>Hardin Valley road is becoming a major issue. Next year parents are going to have a very difficult time dropping off at the elementary since we now cannot use Food City. It is dangerous turning onto HV rd off out of the gas station/Wendy's parking lot. With all the new homes being built, it has to be widened for capacity and safety issues. The sidewalks and walking paths do not seem safe for younger children to walk home from school. Parents have very limited options if they do not want their children to use the bus.</p>
	<p>My biggest priority is finishing the greenway to extend from the Cove to the intersection of Northshore and Choto Rd. We are very excited to use the greenway to run and bike from our neighborhood in Montgomery Cove!</p>

	Area C needs more improvements as the farm land is being developed. It was hard to stop and three requests for the future. Our major roads are VERY frequently overtaxed when accidents occur on Interstate 40.
	Unfortunately when lanes are widened and doubled traffic often does not go the speed limit, the extra lane seems somehow to give people the desire to do 60 mph in a 45 mph and if bike lanes are also added, this poses a safety threat. Campbell Station Road from the light at the library to Kingston Pike is a good example of this. Another light at Sonja Drive might help. I was just thinking that when expanding that it's always beneficial to plan for the negative effects of the positive improvements. More lights, more round-abouts?
	The Greenway system in Blount County is very good and continues to improve. I would like to see this become a higher priority for Knox County to include the northern half of the county which is lacking any Greenways that can be biked.
	Generally, please put bike lanes and sidewalks... it makes the area much more livable and community-oriented... also, it encourages people to be more active.
	The natural beauty of Knox County should be protected, mostly its ridges, small mountains and scenic waterways. Please make sure that the plan does so. At the same time, we need to make room for the county's fast growth. I think that the areas designated for growth on the land use plan map are mostly appropriate and well done. I also appreciate the focus on some centers; walkable commercial areas with nearby residences provide a nice quality of life.
	Dear god do not focus on road widening projects. It's a waste of taxpayer money. Induced demand, much? Build more roads to filter traffic onto, build more walkable places, invest more in transit, but don't widen roads. It only increases danger to communities and makes them uglier and less livable. Traffic shouldn't be treated like a menace on these smaller roads. It forces people to slow down, which is safer for everyone, and it hopefully leads to people considering taking a means of travel other than a car. This isn't 1953. Stop designing our roads and neighborhoods based on outdated design standards and treated roads as if their only proper function is to move the maximum volume of vehicles as quickly as possible. Roads are places too. They should be designed for people first. AND STOP BUILDING UNPROTECTED BIKE LANES. IT'S BULLSH*T.
	Traffic flow in Karns and Hardin Valley need to be a focus with the large amount of growth and development that is occurring.
	Northshore Drive does not meet TDOT standards regarding the width of the road and there are treacherous ravines on

	both side of the road. There are numerous accidents, fatalities , near missed and congestion. Also there are numerous plans for new subdivisions and condominiums.
	I absolutely love the number and quality of greenways in Knoxville, but if the roads needed to access the greenways are extremely dangerous due to being too narrow, we have our priorities mixed up. Besides normal commuters dealing with unsafe driving conditions, what about an ambulance or fire truck that cannot possibly get to a destination by passing vehicles quickly and safely? I'm amazed Northshore has not been widened already. It should have been done 10 years ago!!
	The Hardin Valley area in West Knoxville (Area A) is seeing incredible growth that current infrastructure upgrades are not keeping pace with. Additional outlet roads to provide alternate routes in and out of Hardin Valley would go a long way to reduce congestion, and additional commercial zoning would help provide areas for businesses to support the growing population. There appears to be a risk of this becoming somewhat of a food desert in the near future as the only grocery store in Hardin Valley is small and is struggling to meet demands.
	As Knox County continues to grow in population and new developments, the infrastructure must continue to develop and increase as well. Thank you.
	Project #116 on S. North shore needs to be a high priority because the increased construction and concomitant traffic (and traffic jams) makes this dangerous and almost impossible to get anywhere in a timely manner
	Unfettered growth along Northshore Dr should be accompanied with improvements to the road.
	Project 116. Please DO NOT widen this road. Tail gating and speeding are already a major problem. Adding additional lanes will make it a speedway putting large numbers of people at risk. The new and future walkways, bikeways along with the ballparks and other parks will make this a nightmare for people on foot. Turn lanes, yes. widening NO!
	While I am all for project 152 - Dry Gap Pk (Cunningham Rd to Fountain City Rd), this project will act to provide an alternative to Emory Road traffic for those trying to avoid all the red lights and traffic closer to the interchange with I-75. Even with the existing, 2 lane section of Dry Gap this is becoming more and more of an alternative to Emory Road and Cunningham Road and is putting more pressure on Dante Road as the Callahan Road interchange is not nearly as busy as Emory Road. Dante for the most part serves numerous subdivisions. Dante is becoming dangerous as the cars cutting through go over the speed limits and ride the tails of cars turning into the subdivisions. If Knox County is going to improve Dry Gap and provide alternative options for those wanting to access

	north Knox County, the Engineering Department needs to help the homeowners along Dante Road by making spot improvements at some of the larger subdivision's entrances. This mainly could include deceleration lanes, but also a few spot left/center turn lanes.
39 Beaver Creek West Greenway	You have to move beyond cars and offer schoolkids a safe way to get to school with bikes via the suggested process to "Incorporate multi-use path". We cannot afford to continue inducing demand by making more car space.
39	39 - Smoky Mtn Rail Greenway - great historical context and nice for people with strollers because of its consistent gradient
	Keller Bend greenway would cost a fortune with all the rock along work along with no lip/shoulder on road. Also, with this plan you would be encroaching on many people's privately owned land. Eminent Domain in an area like this would be totally inexcusable. There is a park at the end of Keller Bend that the county doesn't even take care of currently. Lots of dog users come to the end of the road, along with people racing their care on a daily basis. In my opinion, this move would only cause trouble for the residents who currently reside there.
	I think roads need to be a top priority. There is a lot of congestion and safety hazards due to the current conditions. I really think we need either a light-rail, monorail, or similar transportation in Knoxville as a <u>fast</u> way to get traffic under control. Initially from the airport through South Knox to downtown, from the airport to Turkey Creek, and from the airport to Oak Ridge. Eventually from Knoxville to Nashville, Knoxville to Chattanooga to Atlanta, Knoxville to Asheville. We need a toll road (so it pays for itself!) from Lenoir City to Gatlinburg. We <u>need</u> more houses and commercial development. I am currently recruiting developers to Knoxville through my real estate office at Wallace Real Estate. Please connect with me: Kathryne Ogral (865) 399-2262 kogral04@gmail.com
48	#48 is needed, just not MY top 3.
	Lake shore park is one of the county's best, yet disconnected, resources. Need greenways/sidewalks to connect the park to residential communities.
41	(41) This greenway would be great, but is it very circuitous. Is there a push to make this and other pedestrian routes that are broken up and roundabout due to the existing cul-de-sac type development more direct. This would be nice for people trying to commute.
	Northshore Drive from Ebenezer to Lyons Bend - roundabouts needed like in Carmel, Indiana for the subdivisions to access. Countrywide access control to strip malls limited to logical intersections. All areas - sidewalks or greenways for public and private

	school access - all new developers and property owners should do sidewalks like Farragut requires.
	Pedigo Road @ Emory Road - needs a red light. New subdivisions on Pedigo have increased traffic turning onto Emory Road creating a dangerous situation. This is a safety improvement as well as a traffic improvement.
	40 - Beaver Creek East greenway would be a great complement to the Knox county water way and particularly good for family outing with some family members that are not up to paddling
	EMORY ROAD FROM CORRYTON ROAD TO WASHINGTON PIKE. NEEDS TO BE WIDENED FOR SEMI-TRAILERS, SCHOOL BUSES, DUMP TRUCKS, AND FARM EQUIPMENT WHEN MEETING EACH OTHER FROM OPPOSITE DIRECTION.
	East Emory near Boruff Road. Several areas where the road is completely missing at the white line on the right side of the road. One area is on a curve. Also, two cars cannot pass each other on some parts of Bud Hawkins Road near Washington Pike. Plus there is a fifteen-foot drop on each side of the road so you can't even pull over. Very dangerous situations. Too many roads do not intersect at ninety degree angles making the intersections very dangerous. Especially at Roberts Road and East Emory where there is a hill and cars and trucks fly over the hill and the intersection is in a blind spot. In definite favor of the footbridge at the Gibbs Schools. The congestion to pick up kids after school is terrible as kids can't get home safely to subdivisions like Scotch Meadows.
	Intersection of Corryton Rd and Wasgington Pike. It angles into it at a very difficult for schol buses, dump trucks, semis, farm equipment to make right turn when approaching corryton rd.
	Need to improve/change intersection of Brakebill Rd and Strawberry Plains Pike
	Greenway - Knox missing link of bloumt greenway. Provide funding for greenway through neighborhood. Then fund construction of greenway. Then celebrate!
	Newbert Springs --> modernization in neighborhood area towards Stock Creek Rd
	Safety Thought - Norton Rd T-section needs a street light and will probably need a traffic light over the next few years. While private propoert owners can do what "Zoning" allows... consideration of wildlife habitat needs to de considered.
	116 is a dangerous roadway. Needs to be widened. I'd also like to see sidewalks/greenway to connect to local parks.
	116 needs more than what is planned. Northshore needs to be widened or at least a center turn lane. Too much traffic for a dangerous 2 lane highway. It is going to get worse as more subdivisions are built.

	153 Bakertown Road from Joe Hinton to Ball Road is not in the choices for Area A, but it is shown as an Area A project. Would be a high priority for me.
	A Greenway on Solway Road would also be amazing and good for the future development of all the apartments that are being built right now.
	Are the maps not showing correctly? I see a lot of "Greenways" along roads and "Conduct safety study" but very little in the way of actual transportation improvements over what currently exists. Am I missing something?
	Areas selected due increasing traffic is compromising safety.
	Concord drive to Harvey road is an extremely dangerous road. We need the road winded ASAP.
	Connecting our greenways to each other and to neighborhoods and increasing capacity in high growth/high traffic volume areas would be both a huge quality of life increase and help cut down on traffic issues. Bring sidewalks to our neighborhoods!
	Connections to Alcoa Highway Improvements (2 and 42) would be amazing. Thanks!
	Dangerous as is with no shoulder and sloped drop off. Two trucks with mirrors barely fit.
	Dangerous roadway for our children.
	Dangerous roadway with narrow lanes, road is crumbling on the sides making it even more narrow. Northshore could really benefit with a bike lane or sidewalk connecting neighborhoods west of the Cove park to the park (ex. Jefferson Park, Montgomery Cove) so nearby residents can ride or walk to the park and help cut down the parking lot traffic.
	Driving down Northshore near the cove park is hands down THE most dangerous section of Northshore. The road is literally deteriorating and there are zero guard rails just past the Davis YMCA driving towards the Cove (on the left). So surprised this section has not been already corrected
	Enhancing greenway system will help with traffic issues.
	Establishing greenways in developing parts of north west Knoxville would go a long way to improving quality of life and reducing the need to travel 30-60 minutes to access outside exercise.
	Focus on Greenways important to me. I would LOVE to see project 41-Northshore Dr Greenway completed. I currently live between the Concord and Carl Cowan Parks, < 1mi away, but have no way to walk to them.
	For Area A, please create a bikepath/walking trail that connects the commercial area where Double Dogs is located to Steele Road.

	<p>For Hardin Valley area, these three projects will provide a backbone and initial relief of congestion. Highly encourage retail section of Hardin Valley Rd (Pellissippi Pkwy to end of PSTCC campus) to consider back drives along property to allow for consolidated access to traffic light crossings. For example, a back drive from Zaxby's to traffic light at Apartments and PSTCC west / south entrance would prevent traffic crossings along this heavily congested area. Other connecting roads that bypass Hardin Valley are also desperately needed - widening Sam Lee, Solway, etc. and creating connections as listed on your map. Roads have historically been underbuilt and reactive - Hardin Valley needs more than quick fixes but rather a plan that future proofs and enables logistically-sound development.</p>
	<p>george light road entering pellissippi is my biggest concern. there are 6 or more things going on at any one time. in addition to trying to enter and exit the road people making u-turns. there is way too much to keep track of and traffic is at a super high volume. it would be beneficial to have an ramp entrance to pellissippi coming off of oak ridge highway. leaving george light we could turn right get onto a ramp and safely enter pellissippi going towards hardin valley rather than trying to cross traffic. i think the greenways are a bonus feature that should wait until the roads here are made safe for our community. we are risking our live to get to a greenway. roads and safety first then asses the greenways. there is an increase of traffic on rather road. people are using it to bypass driving to the 62 exit and/or taking rather off of 62 coming from karns area, because there is no entrance to pellissippi. they have to go past pellissippi and then make a dangerous u-turn or try to cross the road and enter back on which is almost impossible. rather road is very narrow with numerous areas where you can't see oncoming traffic. since traffic on it is growing due to the inability to access pellissippi it needs to be widened.</p>
	<p>Greenways are important for the health of our community!</p>
	<p>Greenways provide safe means of transportation without adding congestion to existing roads</p>
	<p>Hardin Valley 4 lane from Pellissippi to Steele and additional exit onto Pellissippi from Solway desperately needed! Also traffic light at Hardin Valley and Valley Vista.</p>
	<p>Hardin valley could benefit from a safe public park.</p>
	<p>Hardin Valley desperately needs additional lanes to and from Turkey Creek from I-40 Hwy. itâ€™s not just the traffic from POCs residents, but also school traffic and traffic from I-40 that is trying to bypass I-40 trafficâ€™;so itâ€™s cut through traffic as well. People drive crazy through the middle of the turn lanes - we need a curbed median in the middle to prevent passing and collisions. For</p>

	<p>example, look at Overland Park or Leawood, KS as they have this design - it works awesome. Two lanes in each direction and a landscaped median in the middle and additional turn lanes as needed.</p> <p>Also, Hardin Valley needs community parks and greenways for kids. We have the perfect area to replicate Turkey Creek to the north of Hardin valley road on the lake line. It could be very similar to the lakeside tavern area.</p>
	<p>Hardin Valley is becoming over populated and the infrastructure is not there, at all, for the influx of people. It is also frustrating that there is absolutely no green space for families to enjoy the outdoors. I would HIGHLY recommend studying The Woodlands, TX and getting ideas from there. Families were able to (SAFELY) walk or ride bikes to school which lessened the amount of traffic in the mornings. There's absolutely NO way to do that here even from the neighborhoods like Brighton Farms or Laurel Ridge. Only one entrance and one exit for each neighborhood which blows my mind. Absolutely no thought has gone into the infrastructure here.</p>
	<p>Hardin Valley is the biggest concern with so many new subdivisions being built. The roads that are newer are already wore out which means the older ones are in bad shape. The congestion during high traffic times sometimes makes it impossible to get anywhere on time. Capacity is the largest issue in that area.</p>
	<p>Hello - the proposed Burnett Creek and French Broad greenways will go right through my property. While I support more greenways I do not support these two as currently designed and I suspect my neighbors will also oppose this plan. You will need to obtain easements from MANY people upstream from where the greenway would hit the river as well as navigate some very steep terrain. Might I suggest you look at making the greenway take the old, closed road bed that connects Bowman Valley Rd to John Sevier Highway. This is an already existing, although unused thoroughfare, that would be a relatively easy route to add a greenway without crossing lots of private property.</p>
	<p>I am voting for Area B #116 because it is such a dangerous stretch of roadway.</p>
	<p>I am voting for this because it is such a dangerous roadway. Thank you!</p>
	<p>I am voting for this particular one as the road (section B, 116 Northshore) is so dangerous and needs attention and a sidewalk.</p>
	<p>i cannot express how badly #135 (Emory Rd @ Beaver Ridge Rd) intersection needs to be overhauled. Traffic is lined up from 5-6pm and you cannot get into brand new</p>

	neighborhoods. This road desperately needs to be widened to 4 lanes with turn lanes and a LIGHT in light of Smithbilt's BELLTOWN future. New housing is rampant in this area and Emory Rd needs a LOT of attention
	I didn't see any plans for widening Steele Rd around the Hardin Valley schools. This is something that needs to be done to help with traffic in that area. Side walks and cross walks from all schools need to be added to help with the safety of children who are walking in that area.
	I focused on areas I am familiar with. My Number 1 priority is Northshore. I think the greenway can wait unless it's more cost effective to do it simultaneously as the upgrade, but the increased volume of traffic combined with the parks during recreation is a recipe for serious accidents.
	I have lived in Jefferson Park on Northshore for nearly 13 years. It has steadily become more dangerous with traffic from the numerous developments further west on Northshore. It will be getting significantly worse with new developments now under construction. I spoke to the TN Highway Patrol who said they get frequent calls including fatality accidents on Northshore. The shoulders on both sides have frequent drop-offs which damage cars regularly. Any accident or road work causes big backups as does the athletic fields during spring and summer.
	I honestly don't think the area in 114 needs anything right now. We live in greenbrook subdivision and have no trouble getting out onto solway any time of day. With the apartments going in south of George light, I would think south would need more than the north. As for #46, I think hardin valley road definitely needs to be widened. It is a mess when the school let's out and in the morning. I would also add that a dedicated right turn lane from solway onto hardin valley would be helpful.
	I like the idea of having a sidewalk off f Northshore, but I do not like the idea of more residential development along Northshore. Already so crowded.
	I like the idea of improving this road to make it safer and more attractive for recreation. However, I am strongly opposed if it encourages more speed. People fly around a blind corner in front of my driveway. It's unsafe getting the mail, or trying to mow the edge, or pick up the trash people toss. Would like to see more enforcement of the speed limits.
	I think all of these projects are well indicated because the all are dangerous the way they are constructed currently.
	I use Robinson Road. NO shoulders, drop offs. Dangerous.
	I'm strong on spoke neighborhoods with central business district and condos and apartments near center

	with single dwelling homes to the periphery. Universal sidewalks mandatory.
	If there were a greenway along Westland Drive, I think it would really change how people in the Southwest County get around.
	Infrastructure in Hardin Valley must catch up to the growth in the community. Safety should be at the top of your list.
	Keller Bend road is a dangerous road with already too much traffic due to the construction of new homes/subdivisions on the road and in the area. Adding more traffic and Pedestrians will only make the road and area more dangerous. It is terrifying to think of my older parents or my teenagers driving on this road with so much traffic, speeding vehicles and pedestrians/ bicyclists. It's an accident waiting to happen.
	<p>Making safe pedestrian & bike routes into Knoxville from east John Sevier (projects 29 & 27) is a high priority. Very few sidewalks and greenways connect these communities to downtown.</p> <p>In regards to project 71... I only support the widening of Straw Plains IF the plan includes sidewalks and bike lanes. Increasing vehicular traffic lanes only would not only be a huge waste, but continue to make pedestrian traffic down this road near impossible. Because of the topography, if you were to walk alongside Straw Plains, you'd be walking in ditches that fill with water and lie far below the actual road.</p>
	More greenways and open spaces but also alleviate the worst traffic.
	<p>Northshore Dr in the Concord/Choto area has to be one of the most dangerous roads in East Tennessee (and I'm used to driving all the mountain roads in Gatlinburg). The narrowness of that road, the amount of traffic that flows through, and the speed of vehicles makes for a perfect storm of scary driving conditions. And with the growth of this area, the issue will only worsen. We personally avoid Northshore road at all costs (even if it is the fastest route). Unfortunately, we still have to take Northshore road for baseball and softball games. When my kids start driving, they'll not be allowed down that road. It's a deathtrap waiting to happen.</p> <p>On the positive side, what an INCREDIBLE job you guys have done with the greenways down that way! Now, just a little roadway work will help keep us all safe :)</p>
	Northshore drive has multiple fatalities and wrecks between Choto and Westland.

	Any money allocated to a greenway rather than roadway expansion will have PR consequences for all politicians involved.
	Northshore Drive in Project Area B is a very important project as it is so dangerous. Many "Close Calls" weekly on this road. Please make this a Top Priority! Thank you from all of us over here.
	Northshore drive is DANGEROUS.
	Northshore drive needs wider roads, more lanes or additional infrastructure to handle the large amount of traffic as this road and area was not built to sustain that amount of traffic it sees daily.
	Northshore drive west of Westland Dr has experienced huge growth in the last ten years. With property values and taxes on the increase, it seems fair to ask for safer roads. A wider road with a middle lane at a minimum (similiar to how Westland Dr near Gettysvue was improved 20 years ago). Thankyou
	Northshore is an unsafe roadway and with more families moving to that area this needs to be improved.
	Northshore is extremely dangerous and needs to be widened. It is only going to get worse with more new homes being built.
	Northshore is not safe at all
	Northshore is so very dangerous
	Northshore Rd is extremely busy, and making turns out of neighborhoods and parks is dangerous. Absolutely nothing is walkable except between The Cove and Concord Rd Circle. Making left hand turns into subdivisions and parks causes cars to be stopped in the middle of the road to wait for traffic putting people in the position of easily getting hit head on or from behind. All it would take is for someone to take their eyes off the road for a second. I feel like a sitting duck in the middle of the road. A turn lane in the center wouldn't be much help; a median definitely would. I would take 2 lanes with a center median any day over multiple lanes and a center turn lane. There is a lot of activity on Northshore with the parks, baseball fields, boat ramps, restaurant, dog parks, etc. This would easily be a destination if a greenway extended from Choto Circle and connected with the existing greenway.
	Northshore Road from the roundabout at Campbell Station to past the Cove Park is extremely dangerous and needs to be considered as a safety issue not modernization. It is extremely dangerous and the amount of traffic has probably tripled in the past 2-3 years.
	Northshore road is too dangerous to drive currently

	<p>Northshore should be a top</p> <p>Priority as it is a VERY dangerous road way! To narrow for the amount of traffic on it.</p>
	<p>Northshore/Harvey is hazardous and the traffic is heavy. Please prioritize this before someone is killed.</p>
	<p>On ramp from pellissippi Solway road to Pellissippij would cut down on wrecks at george light road. id also add an acceleration lane at georgia light road and pellissippi south bound.</p>
	<p>opposed to the Keller Bend greenway</p>
	<p>Personally I would prioritize safety first, and then capacity as needed over greenways and modernization.</p>
	<p>Please extend ten mile green way to gulfwood</p>
	<p>Please help Hardin Valley grow sustainably. There needs to be a light or roundabout on Hardin Valley Rd and Valley Vista Rd.</p>
	<p>Please initiate a study of traffic flow on Hwy. 33 through Halls Crossroads. Please consider the possibility of frontage roads on each side from Stockyard Rd. to the Norris Fwy. / Emory Rd. Interchange similar to what has been done on Alcoa Hwy. This should include blocking numerous side road access and red lights to allow less congestion and safer travel through Halls. This is a primary route for all communities in and to the north of the county. It is a choke hold for projected growth and development as the county grows. Thanks!</p>
	<p>Please look at Wahington Pike way overdue</p>
	<p>Please prioritize improving Northshore near Choto. My family has had so many close calls on this section of Northshore due to the overwhelming amount of traffic. Itâ€™s especially bad in the mornings, evenings, and during ballgames. The Cove also attracts many visitors along with the extensive over-building in the area without proper planning to address the additional traffic. Thank you for your consideration.</p>
	<p>Please widen Hardin Valley</p>
	<p>Please widen if possible, increase lanes, and put birms. Very dangerousâ€¦needs to be prioritized</p>
	<p>Please widen S Northshore drive! It is way to narrow for the amount of traffic.</p>
	<p>Please, please, please think about upgrading the roads around a project BEFORE starting the project and deciding later that something needs to be done.</p>
	<p>Project #116 (Northshore) should be considered a high priority project. While a challenging project there is significant growth coming to the area and Northshore is already at or beyond its capacity during peak morning and afternoon weekday travel times.</p>

	Project 116 (Northshore Drive) should be a high priority given the dangerous nature of the road, volume of traffic and the continued growth in far west Knox County.
	Project 116 should have been done a long time ago. The amount of homes and businesses along this stretch of road has made it dangerous.
	Protection of existing wooded areas, stream riparian areas, and ridge tops should be the priority. The concentration of growth in existing developed areas
	Roads in Hardin Valley area are woefully inadequate to support the population growth. Land is becoming over-developed with little regard to erosion of hillsides and transportation issues.
	Seriously people, how long is it going to take to widen Schaad Road and Pleasant Ridge needs a light at Spradlin subdivision right on the city/county line (and that road straightening project for the curve. Too many wrecks happen at those two places. The traffic flow is horrendous and because we're not West Knoxville or Halls, it appears we are not worthy of fixing...
	Spend less on greenways & more on the county roads like Raccoon Valley. It will serve the locals much better than greenways. We the people born & raised here prefer to keep our scruffy little city status over an otherwise over crowded metropolis any day. If the people in charge can not understand this , then they need to be replaced!!!
	SR62 needs a new ramp design where it merges with SR162. Too many near misses with traffic doing u turns to go south on 162 coming from SR62. Need additional traffic lights in the vicinity of solely and 162. There is no break in traffic for vehicles to cross 162 and proceed left. Every road merging with 162 needs a deceleration and acceleration lane. Road crossing points need an acceleration lane for traffic to join when crossing for left turns.
	Stop al this new housing construction in the Northshore area. The road can't handle the volume and no where to expand it.
	Thank you for seeking community input. Safety along Emery Road and expanding Strawberry Plains Pike to a 4 lane are top safety priorities, in my opinion.
	The city should be improving Schaad already as part of the north bypass. Many of these west side capacity improvements would be unnecessary if the orange route had been built. Hardin Valley residents at the time specifically rejected access to the route. I wouldnâ€™t spend a dime on improving any road west of pellissippi pkwy. Anyone else that was too

	<p>nearsighted to see the need for the bypass should have to sit on I-40 parking lot daily. Now there are subdivisions on the orange route so I suggest building the blue route while it's still possible. The county need not spend on bandaids for the fed/states capacity issues.</p>
	<p>The French Broad River corridor is under constant threat of development. It is a special place and a greenway would help protect it for future generations. Expanding greenways generally is a good way to bring area residents closer to nature and to help them appreciate the places that make our area special.</p>
	<p>The George Light/Pellissippi intersection is very dangerous. I think the turn lanes from Pellissippi to George Light roads should be removed and a median should be put in between Pellissippi North and South, so people cannot cross the lanes. To restore access to Pellissippi South for people in the George Light neighborhoods east of Pellissippi, Oak Ridge Highway needs a ramp to Pellissippi South. In addition, widening Rather Road (off of George Light -east) and providing drainage so it doesn't flood near the river, would also be advisable. Then people in those neighborhoods can go the back way to access Oak Ridge Highway and then Pellissippi.</p> <p>Another suggestion would be to build a frontage road running from Hardin Valley Road to George Light Road on the east side of Pellissippi. This would improve Couch Mill Rd. issues when the new Mill Creek School opens, Faith Promise Church traffic issues on Pellissippi, and George Light road safety issues.</p>
	<p>The intersection at Chesney and Bob Kirby is a danger. We live nearby and regularly hear near misses (and actual accidents) every few days. Additionally, people walk and ride bikes on Bob Kirby to reach Middlebrook which has no clearance on either side of the roads. In fact, several cars have ended up in the ditch because there is no additional space on either side of the road and it's easy to drive off if it's dark or rainy. These projects (150 and 128) are a public safety issue and with increased neighborhoods and Plumb Creek park on the roads, there is increased traffic, and children's safety to consider. These are important projects that need to be addressed ASAP. Thanks.</p>
	<p>The lack of proactive planning has created a very hazardous situation on Northshore Drive. With the very high level of development in the area it is getting more dangerous everyday. Please catchup and stay ahead of this to prevent future accidents/fatalities on this roadway!</p>
	<p>The modernization of Area B #116 Northshore modernization from Harvey to Concord is long overdue. The roadway is extremely narrow and dangerous.</p>

	The North Shore roadway is getting crowded as lots of houses are built and due to heavy traffic driving becomes risky. Need to add extra two lanes to resolve traffic problems. This will be a long term solution
	The only transportation solutions listed are ambiguous "Modernize" or "Greenway" with little-to-no definition of what that entails. Beyond that, we also get "Conduct Safety Survey" and "Add lanes". So far I have not seen any actual transportation solutions. To be completely honest, it is starting to feel like this plan was a waste of time and dollars without addressing the actual needs of the citizenry within the area.
	The roads and all of the infrastructure should be updated BEFORE all the construction/new builds/demolition. There are too many subdivisions being started with the ingress and egress on roads that are already in bad shape and overflowing with traffic (pedestrian and automobiles). There has been no preplanning or proactivity to anything in the Hardin Valley area. They just build new facilities, homes, businesses with no concern for traffic patterns or infrastructure (utilities, roads, services) to handle the new loads. It seems things are done as a REACTION to what has happened instead of being on PROACTIVE on what is GOING to happen.
	The round about on Choto perfectly spaces cars and makes it impossible to turn left from Montgomery cover or Jefferson park. It is extremely dangerous, especially during the morning and afternoon when school is starting/ending, as well as between 4-7pm. The roads are already too narrow only leaving a few inches of room for error, and now they cannot handle the extreme amount of overbuilding in this area.
	The shaded area you at the south corner of Ellistown and Rutledge Pike you have listed as Arminda will remain Agriculture as it is owned by Vannland, RPI, and Strong Stock Farm.
	The timing of the traffic lights on Emory Rd around 75 is horrible. The City says the county owns it, the county says the State owns it and the State says the city owns it up to Connor rd. Well, someone needs to show some leadership and coordinate these lights for the betterment of all of us. Stop passing the buck and actually do something! You can't go when your light is green because the next light is red so you end up sitting through multiple light cycles.
	There are many areas on Northshore going to Choto with a large drop off. The amount of cars on this road has increased exponentially and it is very dangerous. Stop building or make our roads safe to drive on
	There are sections of S. Northshore Dr. that definitely need widening. There is also a curve just east of the Harvey Rd. intersection that is particularly concerning and too narrow.

	<p>Also, some sort of caution light would be very helpful at the intersection with Harvey Rd. I have witnessed people running the stop sign on various occasions.</p> <p>Thank you.</p>
	<p>There needs to be more green ways in Knox county to encourage a more active community! Also there's too many roads not to have more greenways</p>
	<p>This is a dangerous road, needs improvement.</p>
	<p>This is a very dangerous roadway. Additionally, at night and during rain time, it can be extremely difficult to see road lines.</p>
	<p>This is an extremely dangerous roadway. It is heavily traveled, narrow, and in many areas has no shoulders. In addition, there are areas with heavy pedestrian traffic along both sides of the roadway contributing to the possibility of accidents.</p>
	<p>This is dangerous road, need modernization for safety.</p>
	<p>This is so dangerous - since the sidewalks and greenways don't go the whole way. I'd like to send my kids to the parks and such, but without a sidewalk it's like sending them to their death. Please add sidewalks and wider lanes to this section. When you consider the fact that the baseball fields are also here - accidents and traffic slow downs are always happening.</p>
	<p>This is such a dangerous roadway.</p>
	<p>This road is so dangerous! Very narrow with no shoulder. The baseball fields are a menace to traffic and create even more risk during season. Please consider moving those somewhere safer. There is just too much traffic for this road and more and more housing is going up. Turning left out of Jefferson Park during peak times is difficult. Thank you for your attention to this urgent situation.</p>
	<p>This road is too narrow and have no pedestrian sidewalk.</p>
	<p>This road is traveled by so many thousands daily- very heavy traffic especially in a.m. and p.m. hard to pull out of subdivisions. Road too narrow, needs to be widened and extra lane added for safety. So many houses/subdivisions being built along northshore/choto area. The idea of a walkway is so dangerous along this already dangerous road- we need an extra lane most of all. Please help us!</p>
	<p>This section of roadway is extremely dangerous. There have been numerous accidents. The road is too narrow for the amount of traffic that has resulted from too many houses being built in the area</p>
	<p>This section on Northshore needs at a minimum, widened and a sidewalk. There is so much traffic that having a wider road as well as a sidewalk will allow people options for safer means.</p>
	<p>This stretch of Northshore is very narrow and dangerous. Please make this project completion your soonest priority.</p>

	Weekly, we have near misses by drivers crossing over into the opposite lane and almost go off the side the road which would wreck our cars or flip them.
	This stretch of road (Northshore Rd - Concord Rd to Harvey Rd) has seen a tremendous increase of traffic due to the new subdivisions allowed and constructed. An additional new subdivision is being established just on the other side of the county line which will compound the existing hazardous conditions and heavy traffic.
	Traffic ! Traffic in Hardin Valley. Getting out of subdivisions close to Hardin valley schools is impossible. Community is growing. Houses are being built. It has been getting worse and worse.
	Traffic on Kingston Pike in Farragut. Lovell road from Kingston Pike to I40 not mentioned. Rapid apartment developments off Kingston Pike will make KP a most difficult roadway when the projects are completed. Also, Parkside by Walmart with the new apartments being built there.
	Transportation needs appear to outweigh the development explosion within many areas of Knox County. If the infrastructure for transportation and other infrastructure issues are satisfied then projected accordingly, future development might be better supported for future increases.
	Transportation Project 61 does not go far enough (or another project should be designated that would continue where 61 leaves off at Ball Camp Pike). A lot of people use Byington-Solway Rd to go to Ball Camp Pike and then across the railroad track to Andes Rd as a way to go from Karns to Middlebrook Pike. During busy times (school/work), traffic backs up on Byington-Solway trying to get on Ball Camp and from Andes Rd trying to get on Ball Camp, with the railroad track right in the middle. After a train has gone by, there is lots of traffic backed up both ways on Ball Camp, in addition to traffic backed up on Byington-Solway and Andes Rd. Some cars can only get to Ball Camp Pike by the kindness of through traffic on Ball Camp Pike letting them in (from both directions). Also, I worry that someday someone will get stuck in traffic on, or too near, the railroad tracks, with nowhere to go when a train comes.
	Voting for it because it is such a dangerous roadway
	W Emory is 2 lanes. Belltown was approved with no requirement that they do anything to prepare the roads for the estimated 4000 people who will live there. Nothing is planned (per your maps) to help the thousands of us whose lives are significantly altered by this disappointing approval. W Emory road should be expanded to 4 lanes before the first inch of the beautiful farmland that will be Belltown is disturbed. Smithbilt blocks W Emory constantly for their construction needs. This will be

	<p>another problem on this 2 lane road. As heavy as traffic is now on Clinton Hwy and W Emory, it will be an unmitigated disaster when this monstrosity is started. Oak Ridge Hwy is no better. Belltown will undoubtedly cost lives due to accidents but also because no emergency aid will be able to get to people who live in this area because of the traffic congestion which will engulf us. Knox County leaders have made this area unlivable and nothing proposed on this map will do anything for those of us who will be affected immensely by Belltown. Literally one year ago, my commute from the head of Clinton highway (exiting I75) to Blacks Ferry Rd was 15 minutes in the evening rush hour. Today, it is 20 plus minutes of bumper to bumper traffic just to get from the E Beaver Creek area to Blacks Ferry (less than 4 miles). After Belltown's 4K people, I expect to have 40 or more minutes to drive the same 4 miles. We have been promised relief at Harrell and Carpenter for years because of the safety issues. Turning left off of Blacks Ferry on to W Emory is very dangerous and growing increasingly more dangerous by the day. I believe Knox County is at the beginning of an exodus of those of us who grew up here because of how land use & development have been handled.</p> <p>I do appreciate the hard work that went into trying to show us what projects might come to fruition in the future, although I am unsure how the voting will work. If a greenway gets more votes than a safety project, does it take priority?</p> <p>For future growth, the number one thing that can be done to keep Knox County residents from fleeing in droves is to prepare the infrastructure before construction begins and recognize that cramming as many houses into an acre as possible may put money in a lot of people's pockets but it harms the community in a way that it can never recover.</p>
	<p>W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.</p>
	<p>We are voting for this because it is such a dangerous roadway. We live in Jefferson Park and can literally hear the accidents on this stretch of the road almost weekly!</p>
	<p>We would like to endorse Project #116, Northshore Drive Modernization. We live in the Jefferson Park subdivision on Northshore and traffic between the Concord Road and Choto roundabouts can be very heavy and dangerous. It is particularly dangerous not only to motorists, but to pedestrians and to users of the Park and ballfields in this area.</p>

	<p>The roundabouts are great modifications that have been done in the past. And the recent improvements to the walkway area near the Concord Road roundabout that eliminates the need for walkers and bikers to have to cross Northshore Drive is a huge improvement. But much work still needs to be done to upgrade the actual roadway in this area to accommodate the large population growth.</p>
	<p>Westland Drive from Northshore to Pellesippi (I-140) urgently needs to be widened to 3 lanes. Uncontrolled development along this 1.5 stretch has made it the biggest traffic nightmare in town. Extremely dangerous: blind entrances and driveways, blind hills, no shoulders. At rush hour morning or evening it becomes total gridlock.</p>
	<p>Widening Northshore, especially between the traffic circles would be much safer. I think a turn Lane and shoulders would be extremely helpful. Also, a pedestrian bridge from the Cove to the ball fields would also improve safety.</p>
	<p>Widening of Northshore from Concord to Harvey</p>
	<p>With greatly increased traffic over the last several years, this stretch of Northshore Drive has become dangerous for drivers and pedestrians (near the Cove and playing fields).</p>
	<p>With the increased residential and commercial building along (Area B,116) S. Northshore Dr., it has become increasingly dangerous to travel this road. I avoid it whenever I can but now backroads out to Kingston Pk. are becoming increasingly difficult to drive for the same reasons. There does not appear to be ways to add lanes at this point, but wider lanes, turn lanes, shoulder work, curbing and/or guardrails should be of utmost importance. I had a serious head on collision into a tree a few years ago because of my tire slipping off edge of shoulder and quickly loosing control of my vehicle trying to correct. Thank God no one was in the southbound lane! Had there been a wider/flatter shoulder, curbs or a guardrail I do not believe this would have happened or at least not been as bad as it was. True first hand experience.</p>
	<p>Yarnell is in desperate need of a stop sign at armiger lane and yarnell in front of paideia school parking lot. Cars and trucks fly by school at 65 mph. I have notified police several times</p>
	<p>Yarnell Road (between Lovell and Campbell) and Campbell Station Road (between Yarnell and Hardin Valley) are extremely dangerous and narrow roads. There is no shoulder and there are many blind hills. I am the victim of a head on collision auto accident on Yarnell and consider myself lucky to be here. This is also the route many new drivers take to get to HVA and I am concerned for everyoneâ€™s safety on these roads. Something needs to be done to widen these roads and even minimize blind hills if possible .</p>

	<p>Something has to be done about the lack of access from Oak Ridge Hwy (SR 62) to go South on Pellissippi Parkway in Solway. The U-Turn is unacceptable and completely unsafe. It's really time to rework that project and allow for a flyover of sorts.</p> <p>The Melton Hill Greenway (30) would be a wonderful addition to the HV and West Knoxville area. We lived in Louisville, KY for a few years and were spoiled by the amount of biking greenways we had. It improved our overall quality of life and appreciation of where we lived.</p> <p>As a cyclist, one of the issues I have with bike lanes (and hardly ever ride them) is because of the debris in them. There is broken glass, nails, metal, rocks, etc and it is not very safe to ride in because of this. I usually ride on the road where the road is clean. Unless Bike lanes are cleaned, they aren't very practical.</p>
	<p>Hardin Valley road is becoming a major issue. Next year parents are going to have a very difficult time dropping off at the elementary since we now cannot use Food City. It is dangerous turning onto HV rd off out of the gas station/Wendy's parking lot. With all the new homes being built, it has to be widened for capacity and safety issues. The sidewalks and walking paths do not seem safe for younger children to walk home from school. Parents have very limited options if they do not want their children to use the bus.</p>
	<p>My biggest priority is finishing the greenway to extend from the Cove to the intersection of Northshore and Choto Rd. We are very excited to</p> <p>use the greenway to run and bike from our neighborhood in Montgomery Cove!</p>
	<p>Area C needs more improvements as the farm land is being developed. It was hard to stop and three requests for the future. Our major roads are VERY frequently overtaxed when accidents occur on Interstate 40.</p>
	<p>Unfortunately when lanes are widened and doubled traffic often does not go the speed limit, the extra lane seems somehow to give people the desire to do 60 mph in a 45 mph and if bike lanes are also added, this poses a safety threat. Campbell Station Road from the light at the library to Kingston Pike is a good example of this. Another light at Sonja Drive might help. I was just thinking that when expanding that it's always beneficial to plan for the negative effects of the positive improvements. More lights, more round-abouts?</p>

	The Greenway system in Blount County is very good and continues to improve. I would like to see this become a higher priority for Knox County to include the northern half of the county which is lacking any Greenways that can be biked.
	Generally, please put bike lanes and sidewalks... it makes the area much more livable and community-oriented... also, it encourages people to be more active.
	The natural beauty of Knox County should be protected, mostly its ridges, small mountains and scenic waterways. Please make sure that the plan does so. At the same time, we need to make room for the county's fast growth. I think that the areas designated for growth on the land use plan map are mostly appropriate and well done. I also appreciate the focus on some centers; walkable commercial areas with nearby residences provide a nice quality of life.
	Dear god do not focus on road widening projects. It's a waste of taxpayer money. Induced demand, much? Build more roads to filter traffic onto, build more walkable places, invest more in transit, but don't widen roads. It only increases danger to communities and makes them uglier and less livable. Traffic shouldn't be treated like a menace on these smaller roads. It forces people to slow down, which is safer for everyone, and it hopefully leads to people considering taking a means of travel other than a car. This isn't 1953. Stop designing our roads and neighborhoods based on outdated design standards and treated roads as if their only proper function is to move the maximum volume of vehicles as quickly as possible. Roads are places too. They should be designed for people first. AND STOP BUILDING UNPROTECTED BIKE LANES. IT'S BULLSH*T.
	Traffic flow in Karns and Hardin Valley need to be a focus with the large amount of growth and development that is occurring.
	Northshore Drive does not meet TDOT standards regarding the width of the road and there are treacherous ravines on both side of the road. There are numerous accidents, fatalities , near missed and congestion. Also there are numerous plans for new subdivisions and condominiums.
	I absolutely love the number and quality of greenways in Knoxville, but if the roads needed to access the greenways are extremely dangerous due to being too narrow, we have our priorities mixed up. Besides normal commuters dealing with unsafe driving conditions, what about an ambulance or fire truck that cannot possibly get to a destination by passing vehicles quickly and safely? I'm amazed Northshore has not been widened already. It should have been done 10 years ago!!
	The Hardin Valley area in West Knoxville (Area A) is seeing incredible growth that current infrastructure upgrades are

	not keeping pace with. Additional outlet roads to provide alternate routes in and out of Hardin Valley would go a long way to reduce congestion, and additional commercial zoning would help provide areas for businesses to support the growing population. There appears to be a risk of this becoming somewhat of a food desert in the near future as the only grocery store in Hardin Valley is small and is struggling to meet demands.
	As Knox County continues to grow in population and new developments, the infrastructure must continue to develop and increase as well. Thank you.
	Project #116 on S. North shore needs to be a high priority because the increased construction and concomitant traffic (and traffic jams) makes this dangerous and almost impossible to get anywhere in a timely manner
	Unfettered growth along Northshore Dr should be accompanied with improvements to the road.
	Project 116. Please DO NOT widen this road. Tail gating and speeding are already a major problem. Adding additional lanes will make it a speedway putting large numbers of people at risk. The new and future walkways, bikeways along with the ballparks and other parks will make this a nightmare for people on foot. Turn lanes, yes. widening NO!
	While I am all for project 152 - Dry Gap Pk (Cunningham Rd to Fountain City Rd), this project will act to provide an alternative to Emory Road traffic for those trying to avoid all the red lights and traffic closer to the interchange with I-75. Even with the existing, 2 lane section of Dry Gap this is becoming more and more of an alternative to Emory Road and Cunningham Road and is putting more pressure on Dante Road as the Callahan Road interchange is not nearly as busy as Emory Road. Dante for the most part serves numerous subdivisions. Dante is becoming dangerous as the cars cutting through go over the speed limits and ride the tails of cars turning into the subdivisions. If Knox County is going to improve Dry Gap and provide alternative options for those wanting to access north Knox County, the Engineering Department needs to help the homeowners along Dante Road by making spot improvements at some of the larger subdivision's entrances. This mainly could include deceleration lanes, but also a few spot left/center turn lanes.
	This is so dangerous - since the sidewalks and greenways don't go the whole way. I'd like to send my kids to the parks and such, but without a sidewalk it's like sending them to their death. Please add sidewalks and wider lanes to this section. When you consider the fact that the baseball fields are also here - accidents and traffic slow downs are always happening.
	This is such a dangerous roadway.

	This road is so dangerous! Very narrow with no shoulder. The baseball fields are a menace to traffic and create even more risk during season. Please consider moving those somewhere safer. There is just too much traffic for this road and more and more housing is going up. Turning left out of Jefferson Park during peak times is difficult. Thank you for your attention to this urgent situation.
	This road is too narrow and have no pedestrian sidewalk.
	This road is traveled by so many thousands daily- very heavy traffic especially in a.m. and p.m. hard to pull out of subdivisions. Road too narrow, needs to be widened and extra lane added for safety. So many houses/subdivisions being built along northshore/choto area. The idea of a walkway is so dangerous along this already dangerous road- we need an extra lane most of all. Please help us!
	This section of roadway is extremely dangerous. There have been numerous accidents. The road is too narrow for the amount of traffic that has resulted from too many houses being built in the area
	This section on Northshore needs at a minimum, widened and a sidewalk. There is so much traffic that having a wider road as well as a sidewalk will allow people options for safer means.
	This stretch of Northshore is very narrow and dangerous. Please make this project completion your soonest priority. Weekly, we have near misses by drivers crossing over into the opposite lane and almost go off the side the road which would wreck our cars or flip them.
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	Traffic ! Traffic in Hardin Valley. Getting out of subdivisions close to Hardin valley schools is impossible. Community is growing. Houses are being built. It has been getting worse and worse.
	Traffic on Kingston Pike in Farragut. Lovell road from Kingston Pike to I40 not mentioned. Rapid apartment developments off Kingston Pike will make KP a most difficult roadway when the projects are completed. Also, Parkside by Walmart with the new apartments being built there.
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	Transportation Project 61 does not go far enough (or another project should be designated that would continue

	<p>where 61 leaves off at Ball Camp Pike). A lot of people use Byington-Solway Rd to go to Ball Camp Pike and then across the railroad track to Andes Rd as a way to go from Karns to Middlebrook Pike. During busy times (school/work), traffic backs up on Byington-Solway trying to get on Ball Camp and from Andes Rd trying to get on Ball Camp, with the railroad track right in the middle. After a train has gone by, there is lots of traffic backed up both ways on Ball Camp, in addition to traffic backed up on Byington-Solway and Andes Rd. Some cars can only get to Ball Camp Pike by the kindness of through traffic on Ball Camp Pike letting them in (from both directions). Also, I worry that someday someone will get stuck in traffic on, or too near, the railroad tracks, with nowhere to go when a train comes.</p>
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	<p>take priority?</p> <p>For future growth, the number one thing that can be done to keep Knox County residents from fleeing in droves is to prepare the infrastructure before construction begins and recognize that cramming as many houses into an acre as possible may put money in a lot of people's pockets but it harms the community in a way that it can never recover.</p>
	<p>W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.</p>
	<p>We are voting for this because it is such a dangerous roadway. We live in Jefferson Park and can literally hear the accidents on this stretch of the road almost weekly!</p>
	<p>We would like to endorse Project #116, Northshore Drive Modernization. We live in the Jefferson Park subdivision on Northshore and traffic between the Concord Road and Choto roundabouts can be very heavy and dangerous. It is particularly dangerous not only to motorists, but to pedestrians and to users of the Park and ballfields in this area.</p> <p>The roundabouts are great modifications that have been done in the past. And the recent improvements to the walkway area near the Concord Road roundabout that eliminates the need for walkers and bikers to have to cross Northshore Drive is a huge improvement. But much work still needs to be done to upgrade the actual roadway in this area to accommodate the large population growth.</p>
	<p>Westland Drive from Northshore to Pellesippi (I-140) urgently needs to be widened to 3 lanes. Uncontrolled development along this 1.5 stretch has made it the biggest traffic nightmare in town. Extremely dangerous: blind entrances and driveways, blind hills, no shoulders. At rush hour morning or evening it becomes total gridlock.</p>
	<p>Widening Northshore, especially between the traffic circles would be much safer. I think a turn Lane and shoulders would be extremely helpful. Also, a pedestrian bridge from the Cove to the ball fields would also improve safety.</p>
	<p>Widening of Northshore from Concord to Harvey</p>
	<p>With greatly increased traffic over the last several years, this stretch of Northshore Drive has become dangerous for drivers and pedestrians (near the Cove and playing fields).</p>
	<p>With the increased residential and commercial building along (Area B,116) S. Northshore Dr., it has become increasingly dangerous to travel this road. I avoid it whenever I can but now backroads out to Kingston Pk. are becoming increasingly difficult to drive for the same</p>

	<p>reasons. There does not appear to be ways to add lanes at this point, but wider lanes, turn lanes, shoulder work, curbing and/or guardrails should be of utmost importance. I had a serious head on collision into a tree a few years ago because of my tire slipping off edge of shoulder and quickly loosing control of my vehicle trying to correct. Thank God no one was in the southbound lane! Had there been a wider/flatter shoulder, curbs or a guardrail I do not believe this would have happened or at least not been as bad as it was. True first hand experience.</p>
	<p>Yarnell is in desperate need of a stop sign at armiger lane and yarnell in front of paideia school parking lot. Cars and trucks fly by school at 65 mph. I have notified police several times</p>
	<p>Yarnell Road (between Lovell and Campbell) and Campbell Station Road (between Yarnell and Hardin Valley) are extremely dangerous and narrow roads. There is no shoulder and there are many blind hills. I am the victim of a head on collision auto accident on Yarnell and consider myself lucky to be here. This is also the route many new drivers take to get to HVA and I am concerned for everyone's safety on these roads. Something needs to be done to widen these roads and even minimize blind hills if possible .</p>
	<p>Something has to be done about the lack of access from Oak Ridge Hwy (SR 62) to go South on Pellissippi Parkway in Solway. The U-Turn is unacceptable and completely unsafe. It's really time to rework that project and allow for a flyover of sorts.</p> <p>The Melton Hill Greenway (30) would be a wonderful addition to the HV and West Knoxville area. We lived in Louisville, KY for a few years and were spoiled by the amount of biking greenways we had. It improved our overall quality of life and appreciation of where we lived.</p> <p>As a cyclist, one of the issues I have with bike lanes (and hardly ever ride them) is because of the debris in them. There is broken glass, nails, metal, rocks, etc and it is not very safe to ride in because of this. I usually ride on the road where the road is clean. Unless Bike lanes are cleaned, they aren't very practical.</p>
	<p>Hardin Valley road is becoming a major issue. Next year parents are going to have a very difficult time dropping off at the elementary since we now cannot use Food City. It is dangerous turning onto HV rd off out of the gas station/Wendy's parking lot. With all the new homes being built, it has to be widened for capacity and safety issues.</p>

	The sidewalks and walking paths do not seem safe for younger children to walk home from school. Parents have very limited options if they do not want their children to use the bus.
	My biggest priority is finishing the greenway to extend from the Cove to the intersection of Northshore and Choto Rd. We are very excited to use the greenway to run and bike from our neighborhood in Montgomery Cove!
	Area C needs more improvements as the farm land is being developed. It was hard to stop and three requests for the future. Our major roads are VERY frequently overtaxed when accidents occur on Interstate 40.
	Unfortunately when lanes are widened and doubled traffic often does not go the speed limit, the extra lane seems somehow to give people the desire to do 60 mph in a 45 mph and if bike lanes are also added, this poses a safety threat. Campbell Station Road from the light at the library to Kingston Pike is a good example of this. Another light at Sonja Drive might help. I was just thinking that when expanding that it's always beneficial to plan for the negative effects of the positive improvements. More lights, more roundabouts?
	The Greenway system in Blount County is very good and continues to improve. I would like to see this become a higher priority for Knox County to include the northern half of the county which is lacking any Greenways that can be biked.
	Generally, please put bike lanes and sidewalks... it makes the area much more livable and community-oriented... also, it encourages people to be more active.
	The natural beauty of Knox County should be protected, mostly its ridges, small mountains and scenic waterways. Please make sure that the plan does so. At the same time, we need to make room for the county's fast growth. I think that the areas designated for growth on the land use plan map are mostly appropriate and well done. I also appreciate the focus on some centers; walkable commercial areas with nearby residences provide a nice quality of life.
	Dear god do not focus on road widening projects. It's a waste of taxpayer money. Induced demand, much? Build more roads to filter traffic onto, build more walkable places, invest more in transit, but don't widen roads. It only increases danger to communities and makes them uglier and less livable. Traffic shouldn't be treated like a menace on these smaller roads. It forces people to slow down, which is safer for everyone, and it hopefully leads to people considering taking a means of travel other than a car. This isn't 1953. Stop designing our roads and neighborhoods based on outdated design standards and

	<p>treated roads as if their only proper function is to move the maximum volume of vehicles as quickly as possible. Roads are places too. They should be designed for people first. AND STOP BUILDING UNPROTECTED BIKE LANES. IT'S BULLSH*T.</p>
	<p>Traffic flow in Karns and Hardin Valley need to be a focus with the large amount of growth and development that is occurring.</p>
	<p>Northshore Drive does not meet TDOT standards regarding the width of the road and there are treacherous ravines on both side of the road. There are numerous accidents, fatalities , near missed and congestion. Also there are numerous plans for new subdivisions and condominiums.</p>
	<p>I absolutely love the number and quality of greenways in Knoxville, but if the roads needed to access the greenways are extremely dangerous due to being too narrow, we have our priorities mixed up. Besides normal commuters dealing with unsafe driving conditions, what about an ambulance or fire truck that cannot possibly get to a destination by passing vehicles quickly and safely? I'm amazed Northshore has not been widened already. It should have been done 10 years ago!!</p>
	<p>The Hardin Valley area in West Knoxville (Area A) is seeing incredible growth that current infrastructure upgrades are not keeping pace with. Additional outlet roads to provide alternate routes in and out of Hardin Valley would go a long way to reduce congestion, and additional commercial zoning would help provide areas for businesses to support the growing population. There appears to be a risk of this becoming somewhat of a food desert in the near future as the only grocery store in Hardin Valley is small and is struggling to meet demands.</p>
	<p>As Knox County continues to grow in population and new developments, the infrastructure must continue to develop and increase as well. Thank you.</p>
	<p>Project #116 on S. North shore needs to be a high priority because the increased construction and concomitant traffic (and traffic jams) makes this dangerous and almost impossible to get anywhere in a timely manner</p>
	<p>Unfettered growth along Northshore Dr should be accompanied with improvements to the road.</p>
	<p>Project 116. Please DO NOT widen this road. Tail gating and speeding are already a major problem. Adding additional lanes will make it a speedway putting large numbers of people at risk. The new and future walkways, bikeways along with the ballparks and other parks will make this a nightmare for people on foot. Turn lanes, yes. widening NO!</p>
	<p>While I am all for project 152 - Dry Gap Pk (Cunningham Rd to Fountain City Rd), this project will act to provide an alternative to Emory Road traffic for those trying to avoid all the red lights and traffic closer to the interchange with</p>

	<p>I-75. Even with the existing, 2 lane section of Dry Gap this is becoming more and more of an alternative to Emory Road and Cunningham Road and is putting more pressure on Dante Road as the Callahan Road interchange is not nearly as busy as Emory Road. Dante for the most part serves numerous subdivisions. Dante is becoming dangerous as the cars cutting through go over the speed limits and ride the tails of cars turning into the subdivisions. If Knox County is going to improve Dry Gap and provide alternative options for those wanting to access north Knox County, the Engineering Department needs to help the homeowners along Dante Road by making spot improvements at some of the larger subdivision's entrances. This mainly could include deceleration lanes, but also a few spot left/center turn lanes.</p>
	<p>This is so dangerous - since the sidewalks and greenways don't go the whole way. I'd like to send my kids to the parks and such, but without a sidewalk it's like sending them to their death. Please add sidewalks and wider lanes to this section. When you consider the fact that the baseball fields are also here - accidents and traffic slow downs are always happening.</p>
	<p>This is such a dangerous roadway.</p>
	<p>This road is so dangerous! Very narrow with no shoulder. The baseball fields are a menace to traffic and create even more risk during season. Please consider moving those somewhere safer. There is just too much traffic for this road and more and more housing is going up. Turning left out of Jefferson Park during peak times is difficult. Thank you for your attention to this urgent situation.</p>
	<p>This road is too narrow and have no pedestrian sidewalk.</p>
	<p>This road is traveled by so many thousands daily- very heavy traffic especially in a.m. and p.m. hard to pull out of subdivisions. Road too narrow, needs to be widened and extra lane added for safety. So many houses/subdivisions being built along northshore/choto area. The idea of a walkway is so dangerous along this already dangerous road- we need an extra lane most of all. Please help us!</p>
	<p>This section of roadway is extremely dangerous. There have been numerous accidents. The road is too narrow for the amount of traffic that has resulted from too many houses being built in the area</p>
	<p>This section on Northshore needs at a minimum, widened and a sidewalk. There is so much traffic that having a wider road as well as a sidewalk will allow people options for safer means.</p>
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	<p>W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.</p>
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	<p>a flyover of sorts.</p> <p>The Melton Hill Greenway (30) would be a wonderful addition to the HV and West Knoxville area. We lived in Louisville, KY for a few years and were spoiled by the amount of biking greenways we had. It improved our overall quality of life and appreciation of where we lived.</p> <p>As a cyclist, one of the issues I have with bike lanes (and hardly ever ride them) is because of the debris in them. There is broken glass, nails, metal, rocks, etc and it is not very safe to ride in because of this. I usually ride on the road where the road is clean. Unless Bike lanes are cleaned, they aren't very practical.</p>
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	Transportation needs appear to outweigh the development explosion within many areas of Knox County. If the infrastructure for transportation and other infrastructure issues are satisfied then projected accordingly, future development might be better supported for future increases.
	Transportation Project 61 does not go far enough (or another project should be designated that would continue where 61 leaves off at Ball Camp Pike). A lot of people use Byington-Solway Rd to go to Ball Camp Pike and then across the railroad track to Andes Rd as a way to go from Karns to Middlebrook Pike. During busy times

	<p>(school/work), traffic backs up on Byington-Solway trying to get on Ball Camp and from Andes Rd trying to get on Ball Camp, with the railroad track right in the middle. After a train has gone by, there is lots of traffic backed up both ways on Ball Camp, in addition to traffic backed up on Byington-Solway and Andes Rd. Some cars can only get to Ball Camp Pike by the kindness of through traffic on Ball Camp Pike letting them in (from both directions). Also, I worry that someday someone will get stuck in traffic on, or too near, the railroad tracks, with nowhere to go when a train comes.</p>
	<p>Voting for it because it is such a dangerous roadway</p>
	<p>W Emory is 2 lanes. Belltown was approved with no requirement that they do anything to prepare the roads for the estimated 4000 people who will live there. Nothing is planned (per your maps) to help the thousands of us whose lives are significantly altered by this disappointing approval. W Emory road should be expanded to 4 lanes before the first inch of the beautiful farmland that will be Belltown is disturbed. Smithbilt blocks W Emory constantly for their construction needs. This will be another problem on this 2 lane road. As heavy as traffic is now on Clinton Hwy and W Emory, it will be an unmitigated disaster when this monstrosity is started. Oak Ridge Hwy is no better. Belltown will undoubtedly cost lives due to accidents but also because no emergency aid will be able to get to people who live in this area because of the traffic congestion which will engulf us. Knox County leaders have made this area unlivable and nothing proposed on this map will do anything for those of us who will be affected immensely by Belltown. Literally one year ago, my commute from the head of Clinton highway (exiting I75) to Blacks Ferry Rd was 15 minutes in the evening rush hour. Today, it is 20 plus minutes of bumper to bumper traffic just to get from the E Beaver Creek area to Blacks Ferry (less than 4 miles). After Belltown's 4K people, I expect to have 40 or more minutes to drive the same 4 miles. We have been promised relief at Harrell and Carpenter for years because of the safety issues. Turning left off of Blacks Ferry on to W Emory is very dangerous and growing increasingly more dangerous by the day. I believe Knox County is at the beginning of an exodus of those of us who grew up here because of how land use & development have been handled.</p> <p>I do appreciate the hard work that went into trying to show us what projects might come to fruition in the future, although I am unsure how the voting will work. If a greenway gets more votes than a safety project, does it take priority?</p> <p>For future growth, the number one thing that can be done to keep Knox County residents from fleeing in droves is to prepare the infrastructure before construction begins and</p>

	recognize that cramming as many houses into an acre as possible may put money in a lot of people's pockets but it harms the community in a way that it can never recover.
	W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.
	We are voting for this because it is such a dangerous roadway. We live in Jefferson Park and can literally hear the accidents on this stretch of the road almost weekly!

Future Land Use Comments

In this aream traditional neighborhoods should be priority placetype. Major infrastructure upgrades are necessary to sustain any type of growth. The growth so far has not been amenable to community welfare or responsive to community sense of place.

Representation of community desires has been skewed in favor of development at all costs. Ordinances are being bent to meet development proposals instead of vice versa.

Preserve our rural zoned area from encroaching residential and commercial development.

Agricultural concerns exists so much development in currently undeveloped areas. Let's see overlap maps current vacant, preserved areas, proposed plans. Soil and floodplain maps would be helpful to understand where development is proposed.

1. I OPPOSE THE PROPOSED SUBURBAN MIXED RESIDENTIAL ZONE PROPOSED FOR OUR PROPERTY, A STEEP HILLSIDE AND A CREEK, SOUTH OF TREYMOUR CONDOMINIUMS.
2. SIDEWALKS ALONG MAJOR ROADS ARE NEEDED, BUT THESE SIDEWALKS ARE NOT GREENWAYS.
3. WHERE ARE THE NEW PASSIVE PARKS?

Housing and new developments have increased traffic and displace wildlife dwellings. Really support planned growth/enviornmental impact. Roads are more dangerous to animals and humans. Add speeding to the hazards that are arising.

The land use map shows land on Mountfield Road and Westland Drive to be designed for suburban mixed residential. Part of the land is developed as Treymour Village. The remainder of the property consists of a creek, wetland, and steep hillside is not appropriate for the density accosiated with mixed residential. I reside on this property. Jack Orodall (865) 250-3189

Is rural crossroads commercial inclusive of industrial use? Industrial facilities create better jobs than commercial.

Prioritize traditional neighborhoods and rural living/conservation.

As Knoxville and Knox County plans for future land use, I am concerned that so much attention and capital are poured into car-centric transportation. The city planning/ transportation systems here are so frustrating to use, that it regularly pops up in conversation with my friends, colleagues, and when I interact with other community members. I can guarantee that people aren't asking for road expansions.

I grew up in Denver and travel frequently; Knoxville's systems are behind the curb. As Knoxville grows, it doesn't seem to be moving in the same direction as other cities around the country and around the world. I implore this planning group to consider the following:

- Investing in effective public transportation systems. For example: Denver's RTD Light Rail system which is an effective system for intercity and rural connectivity. It has also

helped to reduce traffic as the population increases.

- Creating more "car-free" areas. Areas where pedestrians/communities are the focus of investment, instead of cars, are happier, safer, and less polluted. For example: Barcelona, Spain's "Superblocks" program or Pontevedra, Spain's movement away from cars.

- Prioritizing wildlife as Knoxville expands. This could be creating wildlife corridors, NOT expanding/widening roads and freeways, or the much more environmentally friendly transportation systems mentioned above. Knoxville/ The Smokies' greatest asset is our unique biodiversity. This draws tourists and their money. By increasing car-centric transportation this city is investing in pollution and wasting taxpayer money.

Finally, much of my community is young professionals who are looking for where they want to settle, buy a house, etc. When we discuss whether we want to settle here or not, the conclusion is often that we will leave to settle somewhere that is easier to move around in day-to-day, doesn't have such extensive sprawl, and is more pedestrian/community/ kid-friendly. This planning group has a part to play in making sure that those conversations go in a different direction in the future.

As Knoxville grows, too fast in my opinion, I hope that options to walk and bike are made a priority.

General Placetype Notes:

All land uses intended for mixed-use still allow far too much single family housing and not enough multi-family housing, especially traditional neighborhoods.

Remove existing zoning requirements that prohibit multi-story and multi-family housing across all non-conservation placetypes, but especially intended mixed use placetypes.

Remove as much of the "suburban residential" placetype as possible. Replace with mixed use, higher density residential, or conservation based placetypes. This is just "continue with suburban sprawl" the placetype haha. And the proposed map has a huge amount of this placetype.

Remove as much of the "Corridor Commercial" placetype as possible. These areas create many safety hazards along rural arterials and turn them into stroads. I am not sure what to replace it with using the given placetypes, but something that encourages block patterns and frontage roads whenever possible.

Allow/plan for more true multi-family/ multi story developments in "Suburban mixed residential". (Please make multi-family a use by right not a use on review.)

Make the Business Park have requirements or significant incentives to be "walkable campus settings" as the description puts it, not just an option.

Consider adding more higher density residential (or mixed use) areas around all schools in the county. This will increase bike/walk programs and associated funding. This is especially true for locations that do not have any current mixed-use or higher density residential placetypes near them.

Specific Placetype Notes

Area A:

Consider adding more mixed use area around the Hardin Valley Schools area.

Area B:

The southern half of Zone B appears to be quite lacking in mixed-use areas despite a substantial amount of residential placetype area. Consider adding some strategically placed mixed-use areas, potentially near the proposed greenways.

Area C:

Consider connecting all three Powell schools with walkable mixed-use areas.

I am not sure I see the purpose of the suburban housing in sector T1 and S2 (see pdf) on Raccoon Valley Dr. Consider removal.

Consider expanding the mixed use area around the Carter area.

Area D:

Consider making the county area near Ijams Nature Center a conservation based area to continue the surrounding conservation themed areas. (sectors BB2, CC2, and CC3).

Consider adding some more higher density residential/mixed use zones near the business park sectors at sector BB3.

General Transportation Project Notes:

I am a big fan of the large number of greenway projects proposed. This is not a panacea, but this goes a long way to increasing bike/ped modes in the county.

All safety projects are usually a good thing, just make sure to include consideration of all modes in the audits.

New connections are generally okay, but should have multimodal connections built in. Additionally careful consideration should be made to build to a selected target speed and not create a speeding or safety problem later.

I am generally against roadway widening projects. They are quite expensive usually, and they almost always increase vehicular speeds, and as a consequence decrease safety, especially for vulnerable users. Additionally, they likely increase driving mode share, and decrease any other modes' mode share.

The road modernization projects seem okay generally to me. Just be careful that by "improving" the roads, the traffic speeds do not increase. Incorporate traffic calming/ speed management into the project as necessary. I also encourage ped/bike facilities to be a part of these projects whenever possible. I would not recommend adding paved shoulders in most cases due to the potential to increase traffic speeds.

Even though they are not mentioned as specific projects, I am also greatly in support of the pedestrian improvements mentioned in the pdfs.

Specific Transportation Project Notes:

Project 46 seemingly goes against the intended mixed use placetypes at near the Pellissippi parkway / Hardin Valley Rd interchange. I could see this improvement maybe being okay if the road is made into a true "parkway" type road that encourages lower speeds and accommodates for pedestrian crossings. Otherwise I would disapprove of this project.

Project 51 has the same issues as project 46 regarding nearby mixed-use areas. I disapprove of this project unless considerable effort is made for speed management/traffic calming.

Project 53- I disapprove of this project. This area is surrounded by mixed-use placetypes, which would be undermined by a roadway widening, especially an undivided/ TWLTL one.

Project 71- Speeding is already very common in this section. I would only approve of this project if careful consideration is given to not increase (and preferably decrease) traffic speeds

Project 86- I recommend adding bike/ped facilities to this due to proximity to trails/parks.

Project 87- I particularly recommend adding sidewalks as a part of this project given the proximity to Adrian Burnett Elementary.

Project 116 covers an area that already has pretty high travel speeds I believe. Please make sure that any improvements do not increase travel speeds further for safety reasons (especially considering Concord park-users potentially crossing the street).

Project 152- Please be careful with this project. Speeding is already very common on this stretch of Dry Gap. In addition, please add bike ped facilities if at all possible. This isn't necessarily the best road for them, but there are no alternatives that are not several mile detours if you are trying to cross Sharp's Ridge.

Project 154- Speeding is quite common on this section. Please ensure that any improvements do not increase speeds. Incorporate traffic calming / speed management as necessary.

Thank you for the work you are doing on this!

GET RID OF THE ABSOLUTELY HORRIBLE RIVERSIDE C&D LANDFILL OWNED BY MERIDIAN WASTE ON DELROSE! HUGE CONSTANT NOISE, STENCH, DIRT, DENUDING HISTORIC COUNTRYSIDE & CREATING A HUGE RIDGE OF TRASH! THIS IS IN THE MIDDLE OF A NEIGHBORHOOD! THE DOZERS, DUMPTRUCKS, & ROCKCRUSHERS ARE SO LOUD THEY RATTLE HOUSE WINDOWS. CAN'T EVEN TAKE A NAP!! DUMPTRUCKS GO IN & OUT ALL DAY, STARTING BY 6 A.M. OR EARLIER. THE ENTRANCE IS RIGHT ON DELROSE NEAR ME. NOW THEY'VE PUT IN HUGE FLOODLIGHTS THAT SHINE ALL THE WAY THROUGH MY HOUSE & OTHERS!! THIS ISN'T RIGHT, & ALL THE NEIGHBORS HATE IT. A GREENWAY OVER TO NEARBY HOLSTON RIVER PARK FROM HERE WOULD BE A FAR MORE POSITIVE USE OF THIS HUGE AREA OF PROPERTY. THE LANDFILL USED TO BE ALL ON COUNTY LAND, BUT KGIS MAY BE SHOWING IT CITY NOW. PERHAPS THE CITY LET'S THEM DO WHAT THEY WANT. THE TDEC REPORT ON THIS PLACE SOUNDS LIKE THEY DON'T EVEN REALIZE IT'S IN AN ACTUAL NEIGHBORHOOD OF HUMAN BEINGS. A HOME IS SUPPOSED TO BE A REFUGE.

Hello,

I hope that you are doing well!

I'm writing to ask the county to extend the public comment period beyond April 9 (Easter Sunday). I'm asking this because I and others feel strongly that important considerations have not been included on the new development map. Advance Knox has been advertised primarily as having to do with roads and utilities, and I did not realize before this week that this project would be finalizing a development map for the county. Highlighting important areas worth preserving for ecosystem services (stormwater mitigation, water cleaning, trapping of VOCs and harmful pollutants, etc.) and protecting vulnerable agricultural land are both key considerations that I and many others (who were also contacted this week) would like to meet with you about.

Some helpful current and imminently forthcoming resources to guide future development and identify areas to set aside as various "place types" include:

1. UT's Biosystems Engineering Program, in collaboration with UT's Geography Department, has been studying land use changes in Knox County. They have mapped how land use across Knox County has changed and are able to use that data to predict areas that provide crucial, irreplaceable ecosystem services that are vulnerable to future development. This information will be available on April 12 and should be incorporated into the new land use map. Dr. Joe Zhuang (jzhuang@utk.edu) and Duncan McMurry (dmccurr1@vols.utk.edu) would be happy to share this information with your group.
 2. The City of Knoxville recently completed a tree canopy assessment that includes important data for Knox County (beyond the City of Knoxville) that includes information about tree canopy changes between 2008 and 2018. Woodlots and forests provide important and irreplaceable ecosystem services and, in some areas of the county, deforestation will lead to devastating flooding of residential and commercial areas (to learn more about ecosystem services, the University of Kentucky has some great information at <https://www2.ca.uky.edu/agcomm/pubs/HO/HO115/HO115.pdf>). Furthermore, this tree assessment highlights which areas of the county have a good amount of tree cover (which many studies in peer reviewed, academic journals have shown are associated with health, wellbeing, and economic prosperity of residents), and other areas where preserving and enhancing tree cover should be a priority reflected on the county's land use map. Kasey Krouse (kkrouse@knoxvilletn.gov), the Urban Forester for the City of Knoxville, would be happy to share this information with your group. There is some information available on the City of Knoxville's website, including
 - A. Knoxville Urban Forest Master Plan, <https://www.knoxvilletreeplan.org/>
 - B. Urban Forest Tree Canopy Assessment, https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_109478/File/PublicService/Trees/2021%20UTC%20Assessment%20Report.pdf
 - C. Lots of supplemental material and maps on the City of Knoxville website, including some very useful hydrology maps that can help pinpoint areas that are susceptible to stormwater damage, https://www.knoxvilletn.gov/government/city_departments_offices/public_service/urban_forestry/canopy_assessment
 3. UT Extension's Center for Farm Management is also currently working on a land use study. They have been collecting state-wide data regarding how much agricultural land has been lost to development, and they are in the process of collecting data specific to Knox County. They probably won't have any information available before April 9, but any information they collect should be considered before any concrete plans are made. Dr. Charley Martinez (cmart113@utk.edu) is the Director of UT Extension's Center for Farm Management and on faculty with UT's Department of Ag Economics, and I'm sure he would be happy to share any relevant information with you as well.
-

These are just a few really crucial resources that should absolutely be incorporated into the new development map for the county. However, there are other experts in the fields of public planning, landscape architecture, urban forestry, and biosystems engineering who would be happy to meet with you as well. Please extend the deadline. I would love the opportunity to set up meetings between these organizations and individuals and your group.

Thank you for your consideration, Amanda Spangler

I like the draft future use map! how do we keep the Knox County Planning Commission from changing it monthly?

I hope there will be more updates regarding 'Walkable Compact Growth' in future updates. Thanks for keeping us in the loop.

I only bring this up because it was talked about for a business site in West Tennessee-- which I thought was innovative, but then was not part of the planned business development.

The concept was to have subdivisions and businesses within a sort of grid / patchwork, where there were paths of trees, a natural pathway of trees that would be a breaksight--- from all the business growth, shielding buildings, keeping homes separate fm business. The great thing was --in theory -- this pattern would allow nature --animals--to work around all the new development.

I think the most beneficial thing Knox County planners can do is to limit any new housing/commercial development to properties that need redeveloping primarily Urban areas taking what little farm land/ nature for new development is at a crisis stage in 10 years there will be no locally grown food supply and in my view that is a crime for future generations. If one wants to slow climate change, stop cutting trees and stop enabling the housing development of existing farmlands in the county. Terrible reflection our our elected officials and our land use planners. Wilma jordan.

I'm strong on spoke neighborhoods with central business district and condos and apartments near center with single dwelling homes to the periphery. Universal sidewalks mandatory.

In cities such as Kansas City and Denver there are very stable neighborhood commercial zones that are fed by greenways (converted rail beds and purpose built bike and pedestrian paths). We already have strip mall ghettos that are car access only. Planning that proves to be more enduring include access paths made of extremely easy to maintain and cost effective pea gravel or other crushed stone. The equivalent car parking would chew up valuable land, and add to known water runoff and heat island issues.

mixed use in the suburbs doesn't have to be apartments. please consider planning for locations for future schools.

More greenways and open spaces but also alleviate the worst traffic.

more mixed use and less sprawl.

New development should occur in locations where commercial structures are vacant vs. allowing sprawl.

Protection of existing wooded areas, stream riparian areas, and ridge tops should be the priority. The concentration of growth in existing developed areas

Stop al this new housing construction in the Northshore area. The road can't handle the volume and no where to expand it.

The county should try to develop more compactly and sustainably. This would lessen tax burdens, development costs, traffic congestion, and environmental impacts.

The roads and all of the infrastructure should be updated BEFORE all the construction/new builds/demolition. There are too many subdivisions being started with the ingress and egress on roads that are already in bad shape and overflowing with traffic (pedestrian and automobiles). There has been no preplanning or proactivity to anything in the Hardin

Valley area. They just build new facilities, homes, businesses with no concern for traffic patterns or infrastructure (utilities, roads, services) to handle the new loads. It seems things are done as a REACTION to what has happened instead of being on PROACTIVE on what is GOING to happen.

Utilize commercial zoning more efficiently. For example... a fast food company wants to build a new 1 story building on a half acre lot.. why not require the businesses to build up... like have offices on the 2nd or 3rd stories or even apartments. Stop spreading out and wasting the green space around them... go up and utilize the space more efficiently. These companies need to agree to or even been held to a contract to maintain a space of green. Plant x amt of trees ..shrubbs... grass whatever to maintain the beautification of our county. All businesses are out to make a buck... thats life. Our boards are here to keep everything in check. The boards are supposed to care about more than the money. The future... of our landscape and our children.

Stop approving new apartment buildings in areas that don't have schools to educate the children. Take a step back, take a breath and consider upgrading the schools we have and or building new ones before we approve mass housing. Just because a builder is pushing for his building permits doesn't mean knox county has to give in. Slow the roll and only approve what we can handle.

I know we are always in need of more money...more people equals more taxes we can collect... but quality of living is essential too. We don't have to be the next Nashville or even Atlanta. We are know for the surrounding beauty.

Very disappointed on the future land use map. The consultants had indicated that in the future Knox County would be preserving more farm land and instead clustering development around nodes. But this map instead shows that the suburban sprawl that they said they wanted to limit is growing. There is more land available for suburban sprawl subdivisions now in land without infrastructure for them than the current plan. I feel like we've been lied to. I hear all these great things from the consultants and the county about this plan but then they doubled-down on the way they always did things. I just hope the consultants can come up with good policies to limit the affects of bad development.

We are in dire need of housing. There needs to be more communities built county-wide, some with high density where appropriate.

We need policies to preserve and protect existing rural areas and farm land, especially north and east county sectors.

We need to build more densely and in a way that provides infrastructure that allows people to be in transit without using automobiles.

We need to put a hold on any more housing (homes and apartments) projects until roads and infrastructure can catch up.

Knox County would be wise to stop letting developers buy up a small farm and turn it into a single lane neighborhood with houses 3 feet apart on it. We need more large, sprawling neighborhoods (example: West Hills) where families are safe to walk, ride bikes, play in the street, etc. Knoxville's neighborhoods lack character because of how we enable development.

Additionally, multi-use development with taller buildings -- businesses on the ground floor, condos/apartments above -- would both save us from continuing to sprawl outwards and enable more walkable and livable communities. The focus on single family homes is great until you realize you could build stronger communities in a smaller physical footprint by building up.

I don't believe that my area is shown on the map as being included in future plans. I live on Loop Rd. in the Loop Rd./Woody Rd. area. Loop Road is narrow and winding and can barely accommodate two cars as they pass each other. It is very dangerous and even more so if you are passing with a large truck or bus. The current addition of apartments on Loop Road behind Concord Hills subdivision is going to greatly increase the amount of traffic on this narrow road. I feel like road improvements are greatly needed in this area especially considering this future influx of traffic.

Area C needs more improvements as the farm land is being developed. It was hard to stop and three requests for the future. Our major roads are VERY frequently overtaxed when accidents occur on Interstate 40.

No more home developments with less than .5 acres per home off John Sevier Hwy - it is suppose to be a scenic historic highway. More homes does NOT make it scenic!!!

Hi,

I couldn't find any projects that excited me or that I really wanted to prioritize, so I apologise that the above section is blank. I do, however, want to share some development thoughts for Knox county going forward.

First, I want to make a note about cars. The reality about vehicle traffic is that road expansion will likely not improve capacity of the road as effectively as public transport could. I have never heard of a road expanded that truly improved capacity without traffic levels immediately catching back up (<https://www.sciencedirect.com/science/article/pii/S0967070X18301720>). Knox county is growing, which means that there will never be enough road. In my opinion, investing in public transport like buses and perhaps even a rail system connecting from, say, Farragut to Knoxville could be a boon for traffic. Not only that, but it could provide the other sheer benefits of taking cars off the road like improved safety, less emissions, etc. I would not feel comfortable with my or my parents taxes being utilized to expand a road, which is inevitably in vain. Please look for other avenues.

Regarding pedestrian safety, cars again are the issue. Examining the safety of an intersection cannot be done without an evaluation of the cars that proceed through it. This is where I may suggest something outside of the purview of the development committee: a tax on SUVs and light trucks. In exchange for increasing resource use, outstanding carbon emissions, and abysmal safety, consumers should have to pay extra. These "luxuries" are not common among smaller, lighter, and more fuel efficient cars. Please take into account that these vehicles cause more accidents and the accidents they cause are more deadly for pedestrians, and especially children (<https://www.federalregister.gov/documents/2015/12/16/2015-31323/new-car-assessment-program>, <https://www.usatoday.com/story/money/2022/03/17/suvs-pickups-pedestrian-fatalities-rise/7075333001/>). More feasible suggestions are: raising sidewalks, Leading Pedestrian Intervals, increasing the gap between road and sidewalk, and other more pedestrian-friendly designs.

Land use seems to be another issue that Knox county faces. I would like to see more mixed-use as opposed to traditional residential areas. Mixed use is more cost effective and reduces sprawl significantly (<https://www.tn.gov/content/dam/tn/tacir/documents/LandUseAndPlanning.pdf>). Page 33 of the PDF has some great tips for smarter growth.

These are not my only thoughts, just the most pressing. Disclaimers: I have only lived in Knox county for about 4 years now; I also live in Farragut, so I may not know of all development plans in the full Knox county area; I am also just a college student who is passionate about sustainable and safe development. Above are all just my opinions. I appreciate the chance to have my voice heard, so thank you. If you would like to contact me further, find my information below.

Best regards,
Matthew Kowalski
903-258-7476
m_kowalski3@yahoo.com

The natural beauty of Knox County should be protected, mostly its ridges, small mountains and scenic waterways. Please make sure that the plan does so. At the same time, we need to make room for the county's fast growth. I think that the areas designated for growth on the land use plan map are mostly appropriate and well done. I also appreciate the focus on some centers; walkable commercial areas with nearby residences provide a nice quality of life.

the zoning for the area at concord road and northshore near the roundabout is zoned commercia not mixed use. i have already contacted my reps to fight rezoning of this. take your apts elsewhere and stop trying to introduce crime and low rent stuff near farragut

The apparent consensus of civic interest in development of growth clusters around diverse services is commended! Priority should also be placed on improvement of scenic corridors where diverse services are absent or deficient, such as along the Alcoa Highway Corridor that connects Knoxville to the airport and Alcoa/Maryville, where quality of life has been long compromised by poor access and is now impacted by the negative consequence of major corrective highway reconstruction, through provision of development incentives to encourage high quality, diverse business activities in an enhanced environment. In that case, the highway improvements underway provide the foundation for such a corridor to be developed if the vision is backed with realistic support.

Stop building huge apartment complexes and subdivisions with small houses built too close together. These residential units are being built in Knox County without improving the existing infrastructure. This feels like UNCONTROLLED growth. Why are Knox County officials allowing this flood of building knowing most roads in the County are two lanes and very difficult to widen [especially NORTHSHORE, where they are building housing all along the road North to South]? A prime example of an unbelievable location of a huge apartment complex being built right now is that of the complex on Parkside Drive across from Tennova Hospital. The complex will result in hundreds of additional cars on Parkside Drive, the main street to Turkey Creek Shopping Center. Also, the complex is being built so close to the street that I cannot believe the Knox County officials allowed it! A once lovely county is being turned into congested, busy, unattractive area, without regard to future consequences; be it quality of living, increased traffic accidents and/or increased crime rates.

The County should sell the land it owns on Central Avenue for mixed use, including residential. Increasing density in the city makes sense as the infrastructure is already in place versus rural areas in the county. This would benefit County taxpayers as well as cheaper land could be found outside the city.

I am absolutely disgusted with the amount of unrestricted building taking place in the (once) rural areas of Knox County, particularly the Halls, Gibbs and Corryton areas. If this is allowed to continue, there will be no more wide open, rural spaces left. I've watched acres upon acres of forested land in the county be completely clear cut so wall to wall houses can be put up. Same is happening with wide-open pasture that has been turned

into mega subdivisions. All the powers-that-be seem to care about are the cha-ching of tax dollars because they are doing nothing to regulate the growth, issuing building permits left and right to big-time developers trying to make a quick buck with no regard for the wildlife, current residents, and environment not to mention the strain put on our roads, schools, and other infrastructure. I live in the county because I don't want to live in West Knoxville but the unchecked growth will have northeast Knox County looking just like west Knoxville before much longer. The county and its once laid-back lifestyle is being ruined. Stop allowing such heavy concentrations of houses per acre and force developers to plant back the same number and type of trees they cut down.

Picture saying "No Farms No Food - American Farmland Trust" ENOUGH SAID!

Good morning,

As Advance Knox continues into "priorities week", I wanted to bring one of Smithbilt Homes priorities to your attention.

Knowing that growth is headed to East Knox County, Smithbilt has spent the last 10 years acquiring land in East Knoxville. We have acquired nearly 600 acres of contiguous raw land off Washington Pike, with intentions to design, develop and build a master planned community with a town center, shopping, restaurants, multi-family, parks, greenways, etc.

If the goal of Advance Knox is to improve the planning process of Knox County's future growth, I feel now is the time to align our visions in respect to this specific area of Knox County. Afterall, its not IF this land will be developed, it is WHEN this land will be developed.

Thanks for you time and dedication to the project,

Josh Sanderson
Smithbilt Homes
865-680-2321

If anyone has or needs additional information, please contact me.

Hello,

I hope that you are doing well! I am thrilled to see that you've extended the period for public comment to April 23. That's fantastic news!

I and others feel strongly that important considerations have not been included on the new development map. Advance Knox has been advertised primarily as having to do with roads and utilities, and I did not realize before this week that this project would be finalizing a development map for the county. Highlighting important areas worth preserving for ecosystem services (stormwater mitigation, water cleaning, trapping of VOCs and harmful pollutants, etc.) and protecting vulnerable agricultural land are both key considerations that I and many others (who were also contacted this week) would like to meet with you about.

Some helpful current and imminently forthcoming resources to guide future development and identify areas to set aside as various "place types" include:

1. UT's Biosystems Engineering Program, in collaboration with UT's Geography Department, has been studying land use changes in Knox County. They have mapped how land use across Knox County has changed and are able to use that data to predict areas that provide crucial, irreplaceable ecosystem services that are vulnerable to future development. This information will be available on April 12 and should be incorporated into the new land use map. Dr. Joe Zhuang (jzhuang@utk.edu) and Duncan McMurry (dmccurr1@vols.utk.edu) would be happy to share this information with your group.
 2. The City of Knoxville recently completed a tree canopy assessment that includes important data for Knox County (beyond the City of Knoxville) that includes information about tree canopy changes between 2008 and 2018. Woodlots and forests provide important and irreplaceable ecosystem services and, in some areas of the county,
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deforestation will lead to devastating flooding of residential and commercial areas (to learn more about ecosystem services, the University of Kentucky has some great information at <https://www2.ca.uky.edu/agcomm/pubs/HO/HO115/HO115.pdf>). Furthermore, this tree assessment highlights which areas of the county have a good amount of tree cover (which many studies in peer reviewed, academic journals have shown are associated with health, wellbeing, and economic prosperity of residents), and other areas where preserving and enhancing tree cover should be a priority reflected on the county's land use map. Kasey Krouse (kkrouse@knoxvilletn.gov), the Urban Forester for the City of Knoxville, would be happy to share this information with your group. There is some information available on the City of Knoxville's website, including

- A. Knoxville Urban Forest Master Plan, <https://www.knoxvilletreeplan.org/>
- B. Urban Forest Tree Canopy Assessment, https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_109478/File/PublicService/Trees/2021%20UTC%20Assessment%20Report.pdf
- C. Lots of supplemental material and maps on the City of Knoxville website, including some very useful hydrology maps that can help pinpoint areas that are susceptible to stormwater damage, https://www.knoxvilletn.gov/government/city_departments_offices/public_service/urban_forestry/canopy_assessment

3. UT Extension's Center for Farm Management is also currently working on a land use study. They have been collecting state-wide data regarding how much agricultural land has been lost to development, and they are in the process of collecting data specific to Knox County. They probably won't have any information available before April 9, but any information they collect should be considered before any concrete plans are made. Dr. Charley Martinez (cmart113@utk.edu) is the Director of UT Extension's Center for Farm Management and on faculty with UT's Department of Ag Economics, and I'm sure he would be happy to share any relevant information with you as well. These are just a few really crucial resources that should absolutely be incorporated into the new development map for the county. However, there are other experts in the fields of public planning, landscape architecture, urban forestry, and biosystems engineering who would be happy to meet with you as well. I would love the opportunity to set up meetings between these organizations and individuals and your group. Thank you for your consideration,
Amanda Spangler

Hi Cathy,

Thanks so much for your quick and very thorough response! I am grateful that you followed up with so much information. I do still feel strongly that the information and people referenced in my previous email (see below) must be included in the development plan. I also have a few questions.

First, you mentioned that your analysis relied (in part) on "accurate data (compiled and maintained by local, dedicated professionals) and expert land use professionals". Could you please provide a list of references? Which datasets did you refer to, and which experts were included in this discussion?

Second, you described the areas where land use is trending ("towards flatter land, where sewer is available, and where access to adequate transportation infrastructure is available") and then said that because of this trend, areas with "steep slopes and karst topography" would be set aside as rural. My area of expertise is in the field of agriculture, and I hold a bachelor's and a master's in agricultural sciences and natural resources. Flat land with ready access to transportation is the most suitable for modern agriculture. Steeply sloped and isolated areas are not compatible with the equipment needed to produce and transport food. That is why many of our few remaining farms in the county are located in relatively flat, open areas that are relatively close to the interstate, and that

is precisely why agricultural areas are so at risk to conversion suburban development. This is also precisely why you need to include experts from the Land Trust of Tennessee (<https://www.landtrusttn.org/>) and UT's Center for Farm Management (cmart113@utk.edu, see #3 in first email) when developing this plan. I am happy to help coordinate meetings between your organization and theirs.

Last, water quality and stream buffers aren't only considerations for areas immediately adjacent to a waterway. Any sort of development -- especially the kind that requires removing wooded lots and forests -- in any part of the county will have a direct and measurable impact on stormwater that is rarely taken into account. The reason for this is that water moves. If a neighbor miles from the Tennessee River sells their wooded lot to a developer for suburban development, the consequence is that the dry creek next to my property can wash out and even change course (requiring a significant financial investment from the County both from stormwater and highway management divisions) as well as leading to increased flash flooding in my neighborhood. If I understand correctly, Dr. Joe Zhuang (jzhuang@utk.edu) and Duncan McMurry (dmccurr1@vols.utk.edu) with UT's Biosystems Engineering Program are developing a land-use map that addresses exactly this sort of information (see #1 on last email). The City-County Urban Tree Canopy Assessment pinpointed areas that are susceptible to stormwater damage in their hydrology maps (https://www.knoxvilletn.gov/government/city_departments_offices/public_service/urban_forestry/canopy_assessment, see #3 on last email). Kasey Krouse (kkrouse@knoxvilletn.gov), the Urban Forester for the City of Knoxville, would also be happy to meet with you and discuss. Stormwater experts like UT Extension's Dr. Andrea Ludwig (aludwig@utk.edu) would probably be available to help you interpret this data in a meaningful way. Again, I would love to help coordinate meetings between you and these folks.

Thank you again for your thoughtful response and for your work on this important project. I look forward to your response.

All the best,
Amanda Spangler

I'm at the TEAM conference today. Andy Holt, the Assistant Commissioner of Agriculture for Tennessee, just stated two facts:

1. Agriculture and forestry is the #1 industry in Tennessee, when you account for the direct and indirect economic impact. They are annually \$81 billion for Tennessee, supporting 342,658 jobs.
 2. We moved from being the fourth-worst to the third-worst state in the nation for converting high-value agricultural and forested land to non-ag/forestry uses.
- In light of that, it seems the soil map should be an input. What does an overlay of the soil map show for the areas that are proposed to be the standard low density ('suburban residential') land use type? Is this overlay available? Could the Future Land Use Map be added to the KGIS Planning Cases tool, or could an ArcGIS map be published for use to look at this?

How much agricultural and forested land would convert to non-agricultural and forested use under the proposed Future Land Use Plan? How much will remain Ag/Forested? Information on the soil map, and the agricultural and forested uses, is available from the Knox County Soil Conservation District, and the local USDA office.

--Kevin

Hello Advance Knox Team!

First, I want to thank you for your hard work on the Advance Knox Plan. I am really glad that Knox County is going through this exercise. I have participated in every round of the

public input for Advance Knox, both in person and at the virtual meetings.

In Round 1, I know that many people expressed concern about preserving rural areas in the county and believe the natural features in Knox County are a huge asset and want to keep it that way.

I am concerned that the preferred scenario map presented in Round 3 does not seem to match up with this goal of protecting the rural character of certain parts of the county, specifically the North and East corridors.

Agriculture is an important part of our economy and there are many areas that the USDA considers to be prime soil for farming. It would be a shame to waste this resource on subdivisions in my opinion. I hope you will take this into consideration when making your recommendations.

I know that it is fashionable in some quarters to say that we have to grow. Actually, we don't have to grow by that much and there are policies that we can put into place to make it less desirable to grow, as has been done in other parts of the country where rapid, uncontrolled growth has created huge problems. I would wager \$1,000 that if you asked people who live here if they want to see Knoxville grow into Nashville or Atlanta, for example, they would be horrified. The growth idea in some ways is like a Ponzi scheme, driven by people who want to make money from growing subdivisions. I believe most people in Knoxville are happy with the size we are and don't want to become a major metropolis.

Thanks for your consideration.

Lisa Starbuck

Advance Knox staff and consultants:

Comparing this latest Land Use Map proposal with the public comments made earlier finds the map does not address: environmental protection, enjoyment of open space, and maintaining a rural character.

I believe the criteria used to locate future development was heavily weighted by availability of utilities, primarily sanitary.

Here are data links pertinent to identifying environmental, open space, and rural areas: USFWS Information for Planning and Consultation (Threatened and Endangered species)

This shows we have 51 endangered species, 2 critical habitats, and the lack of data on migratory birds as well as wetlands.

<https://ipac.ecosphere.fws.gov/location/4M47P2KLPRCOPHOBMK6O7PQL6E/resources> - Nature Serve - These show that our rivers and riparian buffers are areas of unprotected biodiversity.

<https://www.natureserve.org/access-data>,

https://www.natureserve.org/sites/default/files/products/files/ns_fact_sheet_-_national_species_dataset.pdf and Nature Serve Imperiled Species Data Layers (arcgis.com)

related journal article with national maps -

<https://esajournals.onlinelibrary.wiley.com/doi/10.1002/eap.2534>

Southeast Conservation Blueprint Prioritization – Shows priorities for a connected network of lands and waters. Highest priority, high priority, and medium priority sites are in Knox County

<https://secassoutheast.org/blueprint.html>

National Wetland Inventory (USFWS) – Stream, wetland, and watershed data

<https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>

NRCS Web Soil Survey –

<https://websoilsurvey.nrcs.usda.gov/app/>

Hydric Soil Series (NRCS) –

<https://www.nrcs.usda.gov/publications/query-by-ssa.html>

TDEC Division of Water Resources

Map Viewer, including Water Quality Assessments -
<https://tdeconline.tn.gov/dwr/> and

dataviewer including ambient water quality monitoring -
<https://dataviewers.tdec.tn.gov/dataviewers/f?p=2005:1:11861863322155:::>
United States Department of Agriculture, 2017 Farm Census
cp47093.pdf (usda.gov)

Duncan McCurry Mapping Land Use Changes and Modeling Urbanization Patterns in Mid-Sized City - Identify suitable areas for urbanization and use machine learning methods to predict future sites of development.

Power Point summary is attached. Relevant to Knox County overall. Frankly, I'll have to sit down with Duncan to really understand this. Perhaps obtain the actual thesis document and his source material.

- How has urbanization impacted proportion of agricultural and non-agricultural land?
- How has infrastructure, like interstates, driven the geospatial pattern of built-up area?
- What is the environmental cost of Knoxville's urban growth?
- How have urbanization trends affected the urban heat island effect?

I understand that data is important in developing the Land Use/Transportation map. I will continue to seek and review data sets in relation to Knox County geography. Please contact me to further discuss the relevancy of these data links. I'm still reading and understanding them myself.

Finally, the Suburban designation should not be limited to single family housing. As the demand and cost for housing grows the need for midrange housing becomes more acute. Suburban could meet this ongoing need by allowing duplex, triplex, and quadraplex units.

Thank you

Sandra Korbelik, AICP (retired)
5212 Daphne Drive, Knoxville, TN 37914
803 522 3950

In reviewing the list of proposed Round 3 placetypes for Advance Knox, it seems we missed an placetype or overlay to denote important soils, agricultural or forestry lands. Should we have a placetype for agricultural conservation to denote areas of agricultural and forested land that should be primarily for agricultural instead of residential uses? Another option - an overlay for soil conservation, where prime farmland soil and locally important soils are denoted. That land could have restricted disturbance areas, reduced densities, etc. on it - thus promoting the preservation of prime agricultural lands and the use of it for agricultural and forestry production.

The KGIS Planning Cases app has a Soil Map layer showing prime farmland soils and locally important soils. USDA NRCS also maintains a soil map at
<https://websoilsurvey.nrcs.usda.gov/app/>

The 2018 UT Extension report on the Contribution of Agriculture to the Knox County economy estimated a direct agricultural output at \$1.9 billion, from sources such as crops and livestock production, food and fiber processing, farm inputs, and forestry-based products. That report is attached. In the most recent 2019 Tennessee Economic Report from the Boyd Center at UT noted that the agri-forestry industry accounts, accounting for multiplier effects, accounted for an estimated \$81.8 billion contribution to Tennessee's economy, or 12.8% of the state's economic activity. Agricultural and forestry is the largest industry in the state. Knox County needs to have some productive agricultural and forestry lands to participate in this industry. Our land use policies and planning are the keys to keeping this land available for agricultural and forestry uses.

The proposed Future Land Use Map places a number of our remaining areas with Prime Farmland Soil and Locally Important Soil under the Placetype "Suburban Residential". As an example, attached is the future land use map for east Knox County north of Asheville Highway to Rutledge Pike. Most of the land with prime farmland soil or locally important

soils lie in the Suburban Residential or Traditional Neighborhood place types. One presumes that allowed and recommended zonings would be for development that does not conserve this prime soil.

I believe the soil maps and the economic impact of agriculture provide data that should be used in forming our Future Land Use map and placetypes.

Sincerely,

--Kevin

Dear Advance Knox team,

Knox County has thirteen (13) farms that have been recognized as Tennessee Century Farms by a program run by MTSU's Center for Historic Preservation. A farm is recognized as a Century Farm if it has been owned and farmed by the same family for at least 100 years. The listing of farms may be found here: <https://www.tncenturyfarms.org/knox-county/>. Each farm family has provided documentation to MTSU CHP for their certification. MTSU has the full set of this documentation, which will include the precise parcels and boundaries of the century farm designation for each farm. They may be contacted at histpres@mtsu.edu

These farms are not depicted in any KGIS layer available. I have taken that list and done my best to augment it with place information so that you can identify them on a map. The addresses are partial, because most of the farms consist of multiple parcels. That list is attached to this email. This is a data input that should be helpful in putting the Future Land Use Map proposal together.

These farms are historically significant at a local level. Many of these also have prime farmland soil, or locally important soils.

Agriculture is a significant contributor to the local economy. You need do nothing more than go down to the Market Square Farmers Market on a June Saturday morning to see how good, local farm products helped create an economic engine for downtown Knoxville, helping to revive the Market Square and downtown areas. There was significant feedback from Round 1 that many of our Treasures and Places are the old farms and agricultural, rural character (Round 1 Summary Memo, Round 2 Briefing Slides). These old family farms are the quintessential examples of what is treasured in Knox County, and should be designated for maximum conservation.

But several of these farms are proposed for placetypes other than Rural Conservation or Rural Living in the current Future Land Use Map. I have described them below. The maps depict approximate boundaries - MTSU will have full information on the precise boundaries, or also the property owners.

I ask you to review the data and then provide placetypes and overlays that propose maximum conservation values on these farms due to the contribution they make to our treasured places for Knox County.

Yarnell Family Farm at 10805 Hardin Valley Rd is proposed for a placetype of Town Center Mixed-Use. The Yarnell Farm was recognized at the May 2022 Knox County Commission meeting for being designated a Tennessee Century Farm (R-22-5-104)

Murphy Springs Farm, at Murphy Rd / Washington Pike, is proposed for placetypes of Suburban Residential and Corridor Mixed-Use. The Murphy Farm was honored by the Knox County Commission at the May 2022 meeting for reaching 225 years as a Century farm (R-22-5-105). About 185 acres of the 205 acres is listed on the National Register of Historic Places as the Murphy Springs Farm Historic District (listing 14001034). This historic district is accurately depicted in the KGIS Historic Resource data layer.

Green Acres Farms, at 8821 Mascot Rd and established in 1803, is owned by Mike and Susan Clark. This century farm has been operated by the same family for more than 200 years. The Clarks have spent years working on recommended grazing and soil conservation practices with the local NRCS and Soil Conservation District. You can read about their practices here: <https://www.nacdnet.org/soil-champs/southeast/mike-susan->

clark/. This 200+ year old Century Farm is identified as a Traditional Neighborhood Placetype in the Advance Knox Plan.

Gregory Farms, in Karns on the Knox County / Anderson County line at 4002 Copper Ridge Rd, is slated for the Suburban Residential placetype. The Gregory Century Farm was established in 1902, and maintains an active horse training and boarding operation (<https://www.gregoryfarmstn.com/>)

Ragle Family Farm, a Century Farm established in 1885, is located in the fast growing Hardin Valley area where Couch Mill and Williams Bend Road meet. A portion of the farm is slated for Rural Living, but south of Couch Mill Rd it is slated for Suburban Residential.

The following are not Century Farms, but are still long-owned family farms that are eligible for the Century Farm designation yet have placetypes depicting non-rural. This is not a comprehensive list.

The Blake Farm is on south side of the Holston River and north of Ruggles Ferry Pike at 8831 N Ruggles Ferry Pike. It is the eastern portion of the family's holdings that go back to at least 1906 if not much earlier. This large parcel of over 170 acres is slated to be Suburban Residential, but it has a large amount of Prime Farm Land and Locally Important Soil.

The Wright Farm, east of Gibbs at on Boruff Rd south of Emory Rd, consists of several large tracts that have been in the family for a number of years. This entire family farm is slated for Suburban Residential.

Last but certainly not least is the largest continuously owned farm in Knox County, the Strong Stock Farm. Established circa 1791, it is eligible to be a Pioneer Century Farm. With significant frontage on the Holston River, and a house that has been identified as eligible to be listed on the National Historic Register (the Strong-Kern House, depicted on the KGIS HHistoric Resources layer), this farm also contains a large amount of prime farmland soil and locally important soil. At over 900 acres, the entire farm is slated for Suburban Residential.

I hope this information is helpful.

--Kevin

Dear Advance Knox committees and consultants,
Knoxville-Knox County Planning has an inventory of historic resources for Knox County. The inventory includes sites and districts that have already been listed on the National Register of Historic Places, as well as buildings, site and districts that staff have identified as potentially eligible for listing. Some sites also have a Historic Zoning (HZ) overlay. The historic resources layer is available on KGIS Planning tool under the "Historic Districts and Pre-1865 Structures"

In reviewing the draft Future Land Use map produced for the April 2023 Round 3 feedback, I identified several historic sites and districts that have placetypes that are not compatible with their historic context.

I urge the team to consult with the historic resources staff, and with officials at the Tennessee State Historic Preservation Office, to see if there are placetypes that would be more suitable. Also, a historic overlay designation or denotation could be helpful to add to the Future Land Use Plan.

Sincerely,
Kevin Murphy

Appendix G Knox County Comprehensive Land Use and Transportation Plan

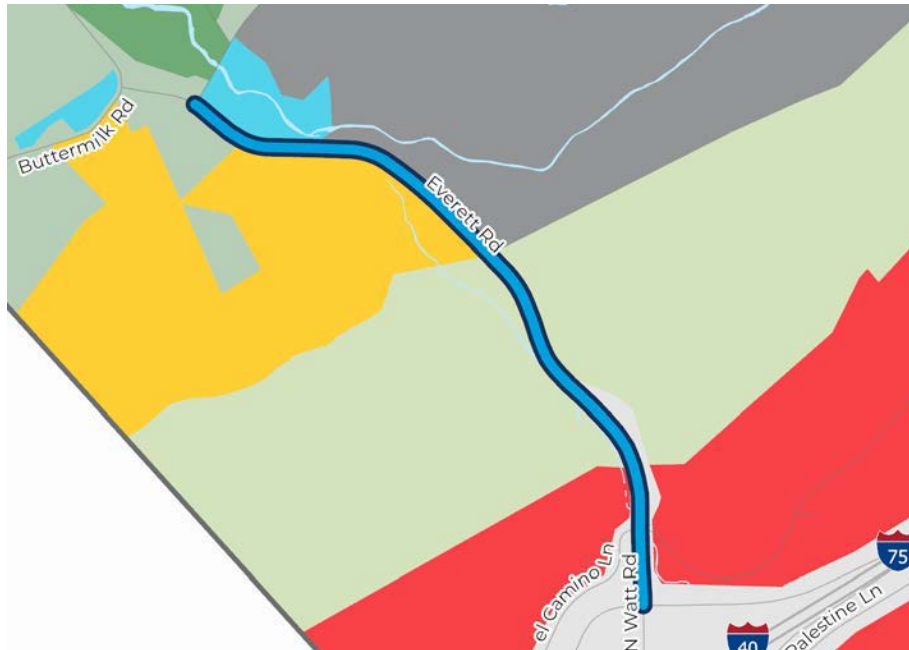
Transportation Project Sheets

Everett Road/Watt Road

Watt Road to Buttermilk Road



Capacity



Project Location

POINTS OF INTEREST

- Public Schools
- Private Schools
- Public Colleges
- Private Colleges
- Parks

FUTURE LAND USE

- Traditional Neighborhood
- Rural Living
- Corridor Mixed-use
- Rural Crossroads Commercial
- Town Center Mixed-use
- Civic and Institutional
- Suburban Residential
- Parks and Open Space
- Suburban Mixed Residential
- Mining and Heavy Industry
- Corridor Commercial
- Municipality Limits
- Business Park

NEED AND PURPOSE

This segment of Everett/Watt Road connects to the interchange with I-40/75 and serves heavy volumes of freight traffic. This project will add additional lanes to serve increased vehicular and truck traffic volumes. The project will also realign the intersection of Everett, Watt and Hickory Creek Roads.

AT A GLANCE

Functional Classification	Major Collector
Length	0.84 miles
Project Cost (2023)	\$4,740,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	53
AADT	2,428
Number of Lanes	2 (current), widening planned

POINTS OF INTEREST

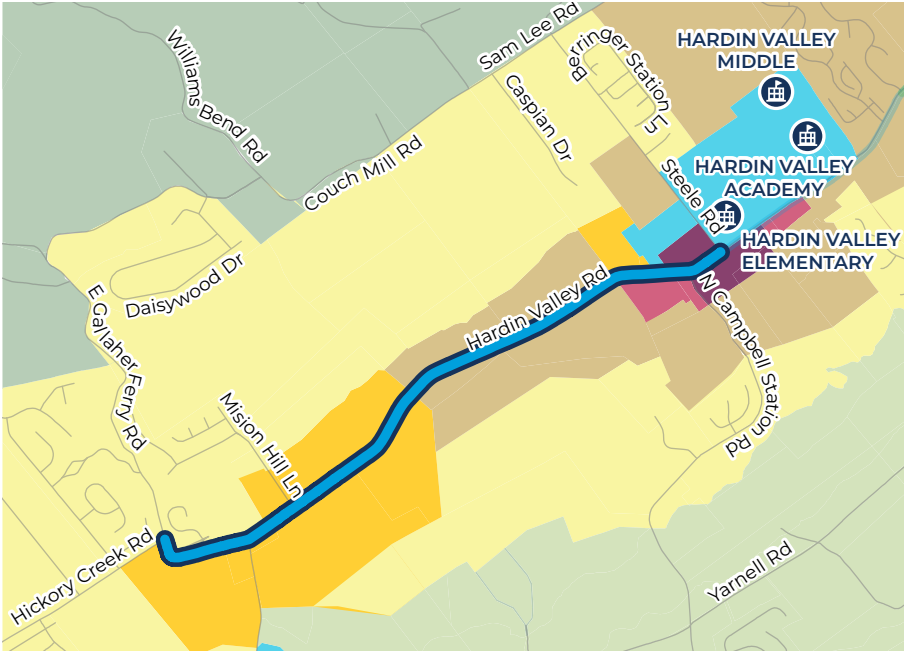
Hickory Creek Park is proximate to the corridor.

Hardin Valley Road

Hickory Creek Road to Steele Road



Capacity



Project Location

POINTS OF INTEREST

- Public Schools
- Private Schools
- Public Colleges
- Private Colleges
- Parks

FUTURE LAND USE

- Traditional Neighborhood
- Corridor Mixed-use
- Town Center Mixed-use
- Suburban Residential
- Suburban Mixed Residential
- Corridor Commercial
- Business Park
- Rural Living
- Rural Crossroads Commercial
- Civic and Institutional
- Parks and Open Space
- Mining and Heavy Industry
- Municipality Limits

NEED AND PURPOSE

This segment of Hardin Valley Road primarily connects residential areas with schools and parks. With new residential development and planned mixed-use areas, this stretch of the corridor will likely carry more vehicles per day. This project will widen the segment, with exact laneage to be determined.

AT A GLANCE

Functional Classification	Major Collector
Length	2.10 miles
Project Cost (2023)	\$23,600,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	98
AADT	2,428
Number of Lanes	2 (current), widening planned

POINTS OF INTEREST

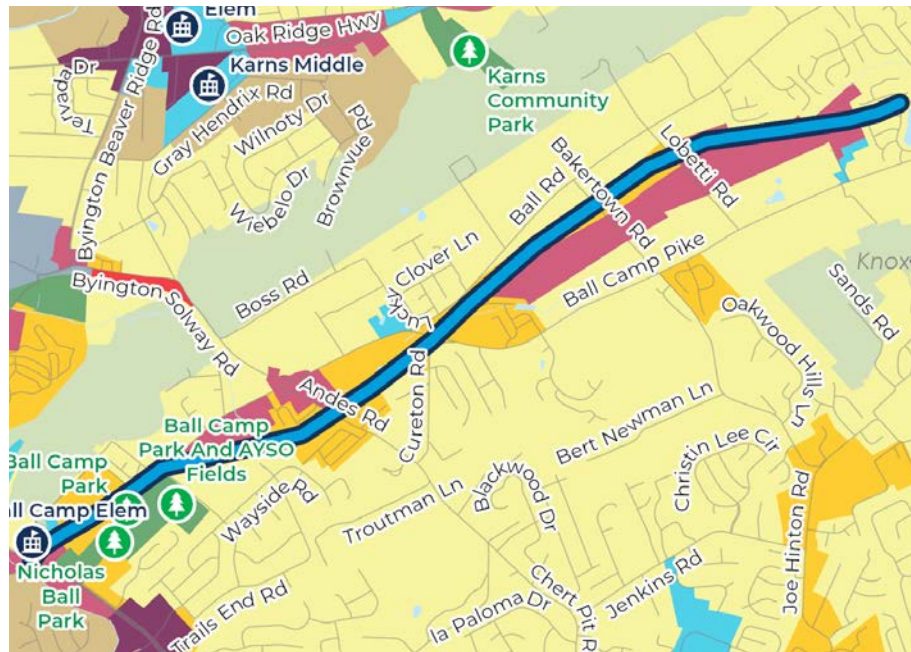
Hardin Valley Elementary, Hardin Valley Middle, and Hardin Valley Academy are located along this stretch of Hardin Valley Road. There is also significant development occurring near the western end.

Schaad Road

Middlebrook Pike to Glenlake Boulevard



Capacity



Project Location

POINTS OF INTEREST

- Public Schools
- Private Schools
- Public Colleges
- Private Colleges
- Parks

FUTURE LAND USE

- Traditional Neighborhood
- Rural Living
- Corridor Mixed-use
- Rural Crossroads Commercial
- Town Center Mixed-use
- Civic and Institutional
- Suburban Residential
- Parks and Open Space
- Suburban Mixed Residential
- Mining and Heavy Industry
- Corridor Commercial
- Municipality Limits
- Business Park

NEED AND PURPOSE

This new alignment roadway will finish the Schaad Road Extension project. The project consists of a four-lane median divided section with sidewalks. Other project features include the elimination of an at-grade railroad crossing. When considered in context with the rest of the network, this section completes a route between I-40/75 in west Knox County to I-75 in north Knox county.

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

POINTS OF INTEREST

The Schaad Road project connects to Ball Camp Elementary, Ball Camp Community Park, and Nicholas Ball Park. The corridor also opens the opportunity for new commercial development.

AT A GLANCE

Functional Classification	Text
Length	1.69 miles
Project Cost	\$18,980,000
Priority Tier	Near-Term

TRANSPORTATION CHARACTERISTICS

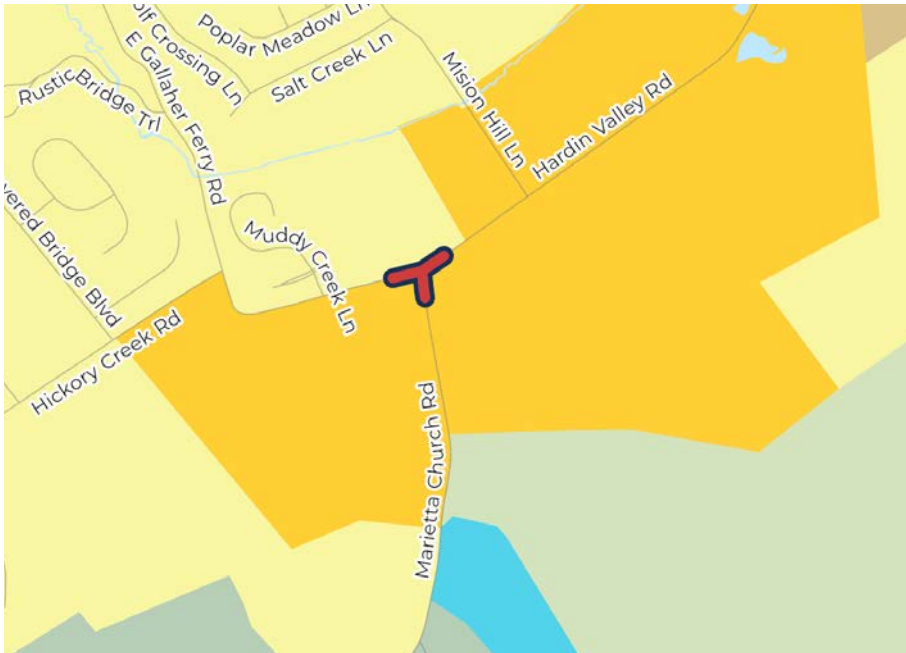
Total Crashes	N/A
AADT	N/A
Number of Lanes	0 (current), 4 planned

Marietta Church Road at Hardin Valley Road

Intersection Improvement








Safety



 Project Location

POINTS OF INTEREST

-  Public Schools
-  Private Schools
-  Public Colleges
-  Private Colleges
-  Parks

FUTURE LAND USE

-  Traditional Neighborhood
-  Rural Living
-  Corridor Mixed-use
-  Rural Crossroads Commercial
-  Town Center Mixed-use
-  Civic and Institutional
-  Suburban Residential
-  Parks and Open Space
-  Suburban Mixed Residential
-  Mining and Heavy Industry
-  Corridor Commercial
-  Municipality Limits
-  Business Park

NEED AND PURPOSE

This project will install a roundabout at the intersection of Hardin Valley Road with Marietta Church Road. The project will enhance safety by minimizing vehicle conflict points.

AT A GLANCE

Functional Classification	Minor Arterial (Hardin Valley Road) Local (Marietta Church Road)
Project Cost (2023)	\$1,600,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	10
AADT	2,428 (Hardin Valley Road) N/A (Marietta Church Road)

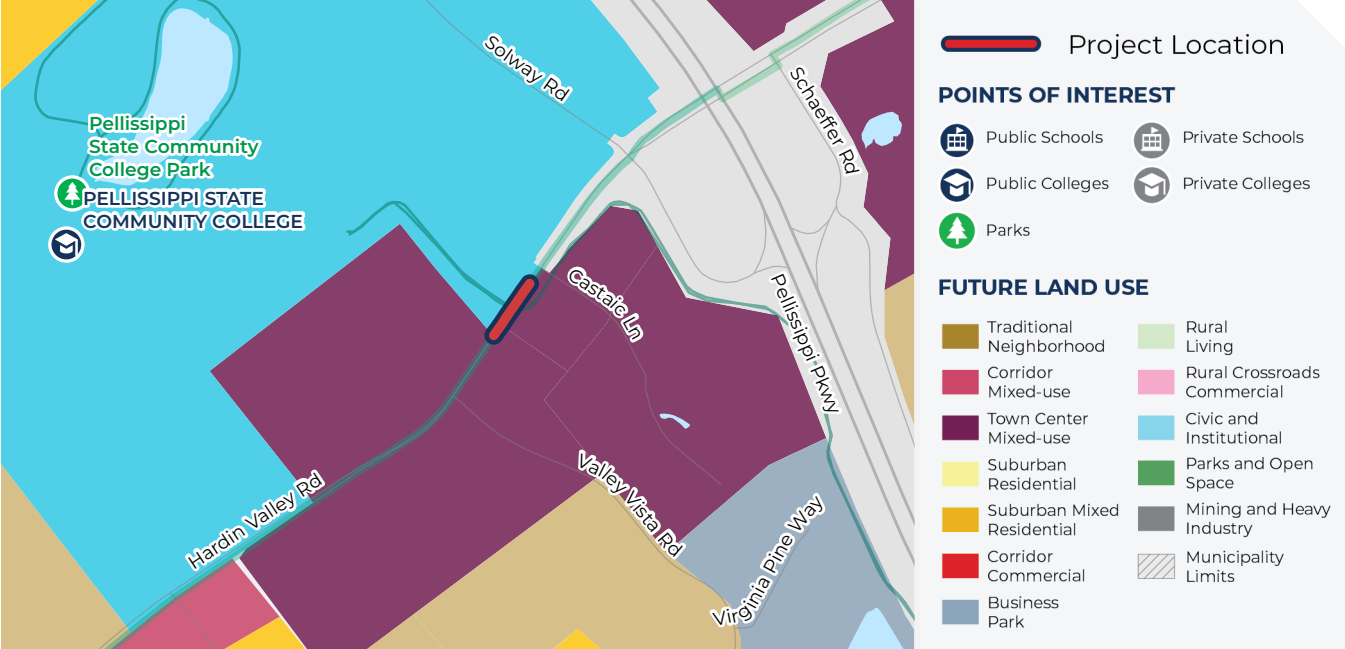
POINTS OF INTEREST

Hardin Valley Elementary, Hardin Valley Middle, and Hardin Valley Academy are located near this intersection. There is also significant development occurring nearby.

Hardin Valley Road at Greenway Crossing

Intersection Improvement

 **Safety**



NEED AND PURPOSE

This intersection improvement is located near where the Pellissippi Greenway crosses Hardin Valley Road. The crossing serves the greenway, Pellissippi State Community College, and the surrounding area planned to become a mixed-use town center. The intersection improvement will include a new traffic signal that will help people cross Hardin Valley Road safely.

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

POINTS OF INTEREST

This crossing serves Pellissippi State Community College and the Pellissippi Greenway. It also provides access to commercial and office spaces on the south side of Hardin Valley Road.

AT A GLANCE

Functional Classification	Minor Arterial
Project Cost (2023)	\$500,000
Priority Tier	Near-Term

TRANSPORTATION CHARACTERISTICS

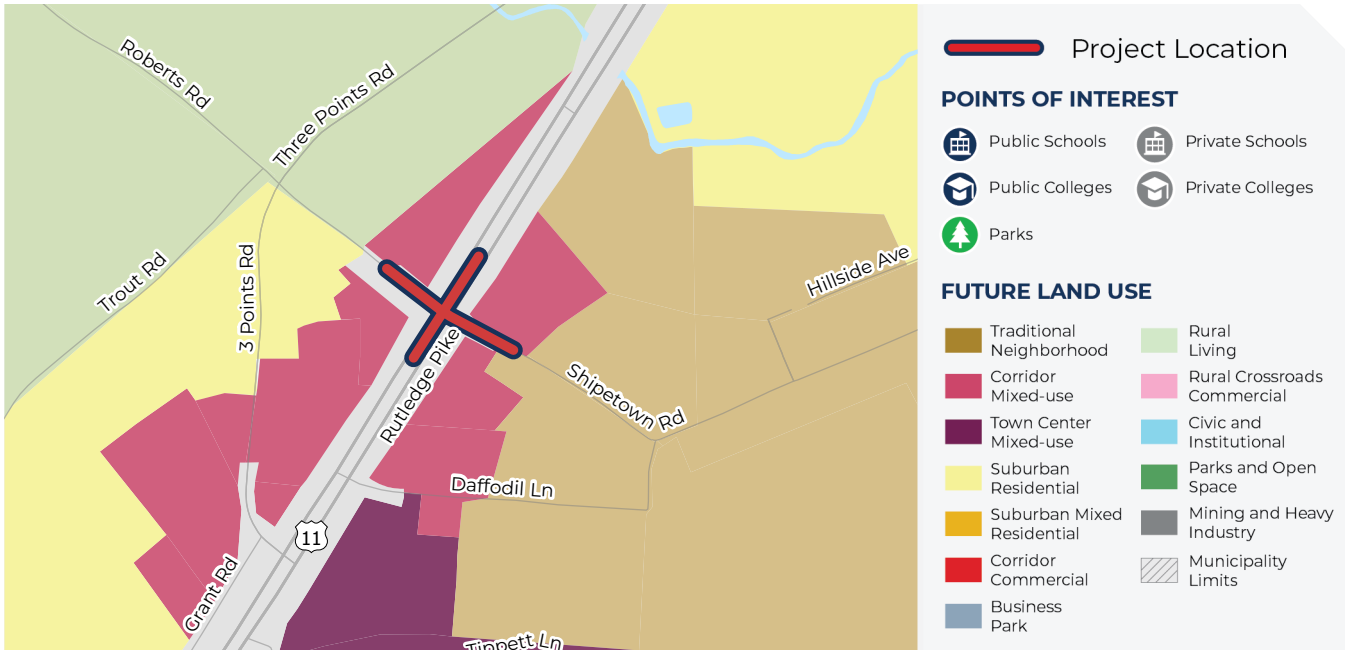
Total Crashes (2018-2022)	9
AADT	16,495

Roberts Road at Rutledge Pike

Intersection Improvement



Safety



NEED AND PURPOSE

This major intersection where Roberts Road and Shipetown Road meet at Rutledge Pike is currently unsignalized. Since the surrounding area is planned to become a mixed-use corridor and traditional neighborhoods on the east side of the pike, signalizing the intersection will help promote safety and predictability for drivers, pedestrians, and cyclists alike.

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

POINTS OF INTEREST

While there are no parks or schools nearby, there is a Dollar General off of Shipetown Road. The area will likely see more activity as mixed use development around the intersection occurs.

AT A GLANCE

Functional Classification	Minor Collector (Roberts Road) Principal Arterial (Rutledge Pike)
Project Cost (2023)	\$500,000
Priority Tier	Near-Term

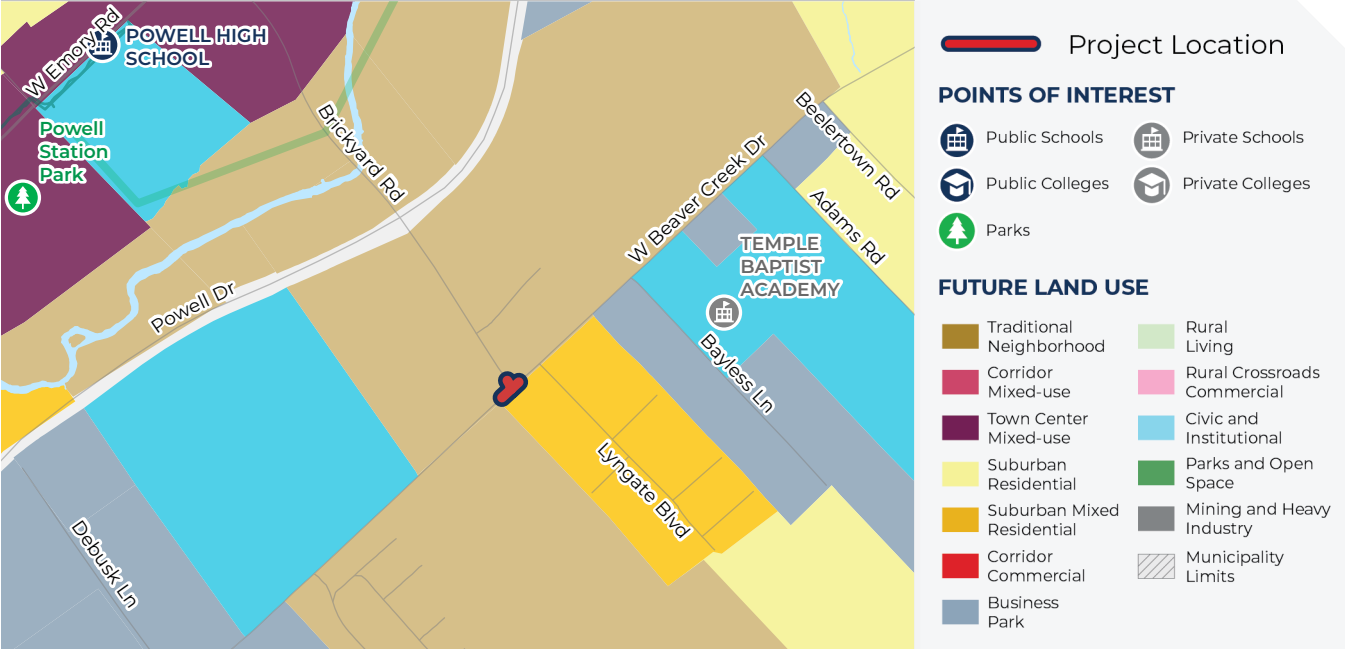
TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	28
AADT	2,181 (Roberts Road) 11,074 (Rutledge Pike)

West Beaver Creek Drive at Brickyard Road

Intersection Improvement

 **Safety**



NEED AND PURPOSE

Brickyard Road acts as the main access gateway from Powell Drive to this area of West Beaver Creek Drive. This area is home to several dense traditional and suburban neighborhoods, planned business parks, and a large church and private school complex. West Beaver Creek Drive also provides access across Beaver Creek to Powell High School and Downtown Powell. The improvement will introduce a roundabout.

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

POINTS OF INTEREST

Temple Baptist Academy, Downtown Powell, and Powell High School are accessible through this intersection.

AT A GLANCE

Functional Classification	Major Collector (Beaver Creek Drive) Minor Collector (Brickyard Drive)
Project Cost (2023)	\$3,200,000
Priority Tier	Near-Term

TRANSPORTATION CHARACTERISTICS

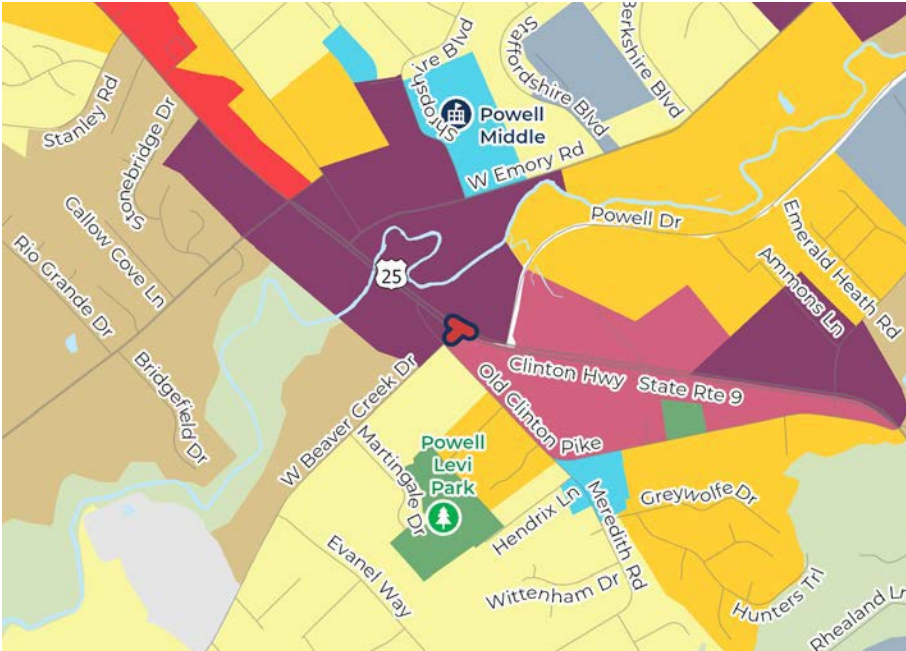
Total Crashes (2018-2022)	21
AADT	5,446 (Beaver Creek Drive) 740 (Brickyard Drive)

W Beaver Creek Drive at Clinton Highway

Intersection Improvement



Safety



Project Location

POINTS OF INTEREST

- Public Schools
- Private Schools
- Public Colleges
- Private Colleges
- Parks

FUTURE LAND USE

- Traditional Neighborhood
- Rural Living
- Corridor Mixed-use
- Rural Crossroads Commercial
- Town Center Mixed-use
- Civic and Institutional
- Suburban Residential
- Parks and Open Space
- Suburban Mixed Residential
- Mining and Heavy Industry
- Corridor Commercial
- Municipality Limits
- Business Park

NEED AND PURPOSE

The Clinton Highway and W Beaver Creek Drive intersection will be realigned to improve the safety of travelers.

AT A GLANCE

Functional Classification	Principal Arterial (Clinton Highway) Minor Collector (W Beaver Creek Drive)
Project Cost (2023)	\$890,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	61
AADT	25,986 (Clinton Highway) 5,803 (W Beaver Creek Drive)

POINTS OF INTEREST

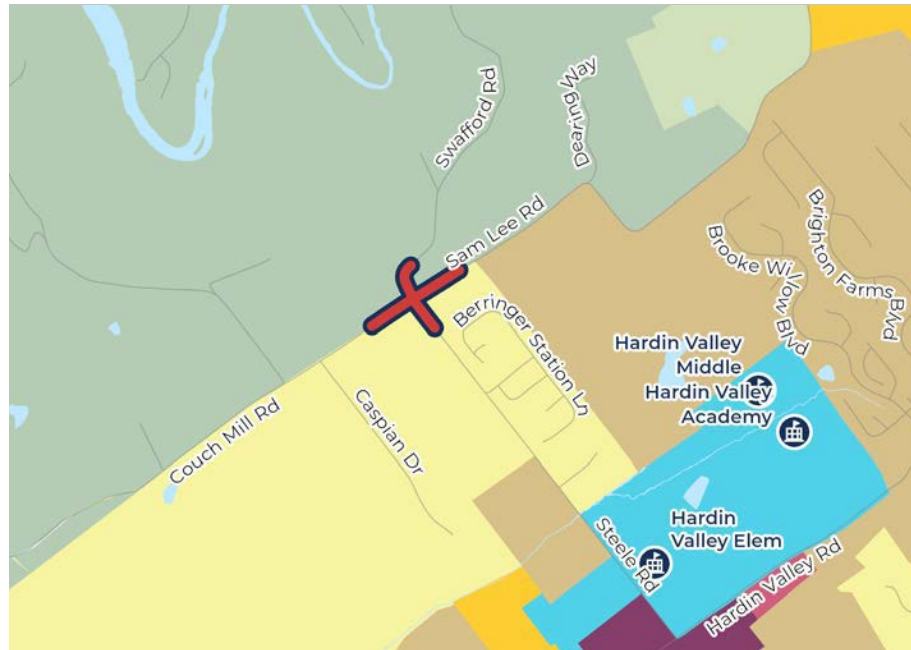
Powell Middle School and several commercial businesses are nearby the intersection and along Clinton Highway.

Sam Lee Road at Steele/Swofford Road

Intersection Improvement








Safety



 Project Location

POINTS OF INTEREST

-  Public Schools
-  Private Schools
-  Public Colleges
-  Private Colleges
-  Parks

FUTURE LAND USE

-  Traditional Neighborhood
-  Rural Living
-  Corridor Mixed-use
-  Rural Crossroads Commercial
-  Town Center Mixed-use
-  Civic and Institutional
-  Suburban Residential
-  Parks and Open Space
-  Suburban Mixed Residential
-  Mining and Heavy Industry
-  Corridor Commercial
-  Municipality Limits
-  Business Park

NEED AND PURPOSE

Steele Road provides access to the Hardin Valley schools and surrounding neighborhoods. This project will improve safety through the addition of a roundabout at the intersection with Sam Lee Road.

AT A GLANCE

Functional Classification	Minor Collector (Sam Lee/ Steele Road) Local (Swafford Road)
Project Cost (2023)	\$1,400,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	11
AADT	1,906 (Steele Road)

POINTS OF INTEREST

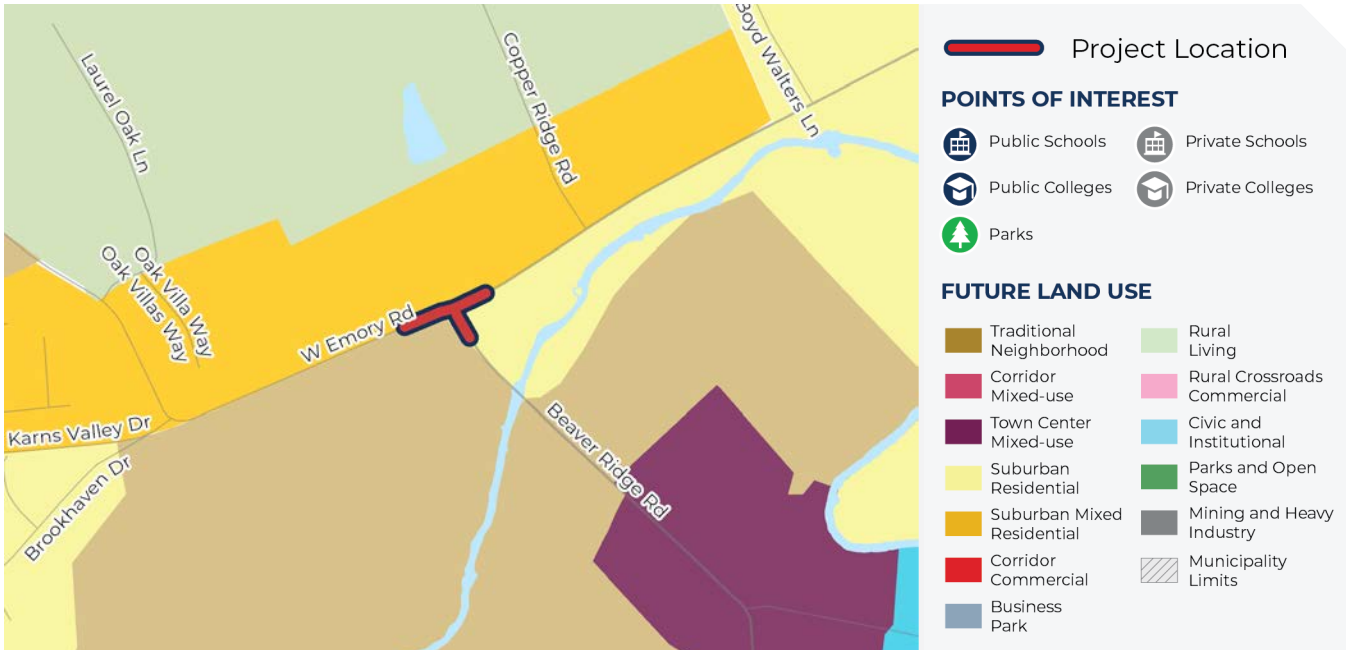
Hardin Valley Elementary, Hardin Valley Middle, and Hardin Valley Academy are located near this intersection. There is also significant development occurring nearby.

W Emory Road at Beaver Ridge Road

Intersection Improvement



Safety



NEED AND PURPOSE

Beaver Ridge Road serves as one of the primary connections between Oak Ridge Highway and W Emory Road. This project will improve safety and traffic flow at the intersection through the addition of turn lanes and signalization.

AT A GLANCE

Functional Classification	Minor Arterial (W Emory Road) Minor Arterial (Beaver Ridge Road)
Project Cost (2023)	\$2,973,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	15
AADT	10,841 (W Emory Road)

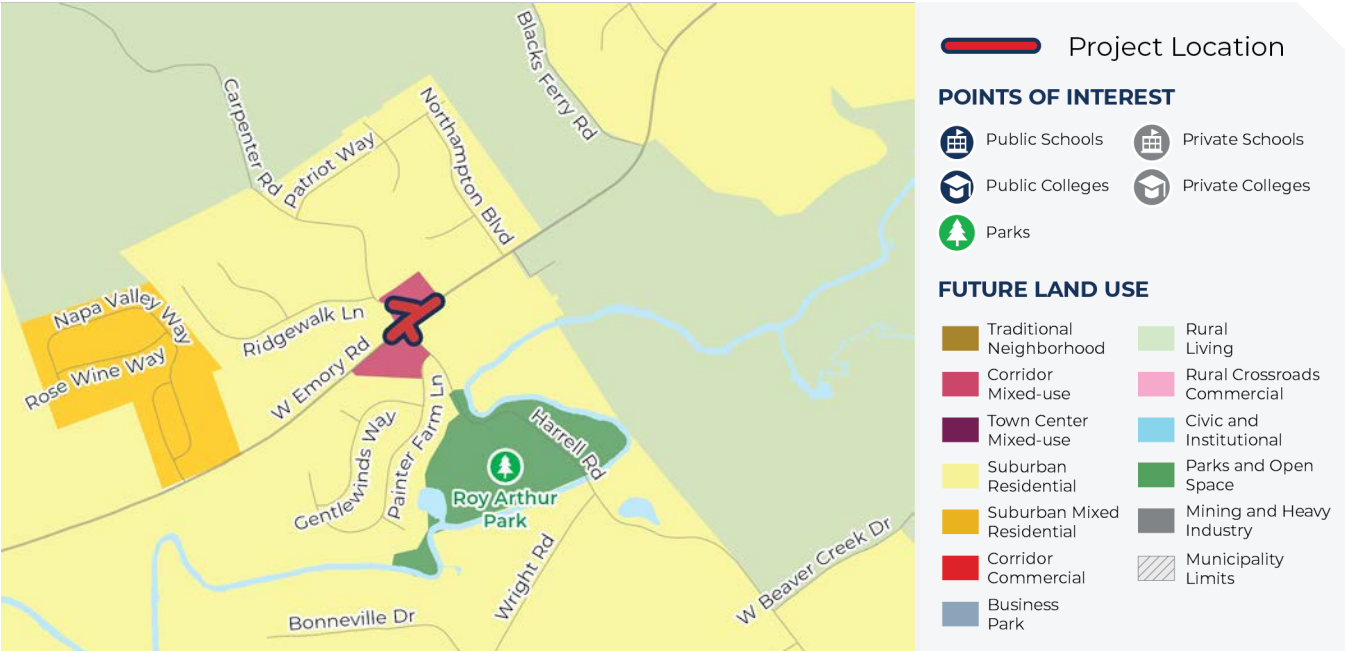
POINTS OF INTEREST

Northwest Sports Complex and Karns Elementary School are nearby this intersection.

Harrell/Carpenter Road at W Emory Road

Intersection Improvement

 **Safety**



NEED AND PURPOSE

Harrell Road serves as one of the primary connections between Oak Ridge Highway and W Emory Road. This project will enhance safety and traffic flow by the addition of turn lanes and a traffic signal.

AT A GLANCE

Functional Classification	Major Collector (W Emory Road) Minor Collector (Harrell Road)
Project Cost (2023)	\$1,449,400
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	36
AADT	10,841 (W Emory Road) 6,512 (Harrell Road)

POINTS OF INTEREST

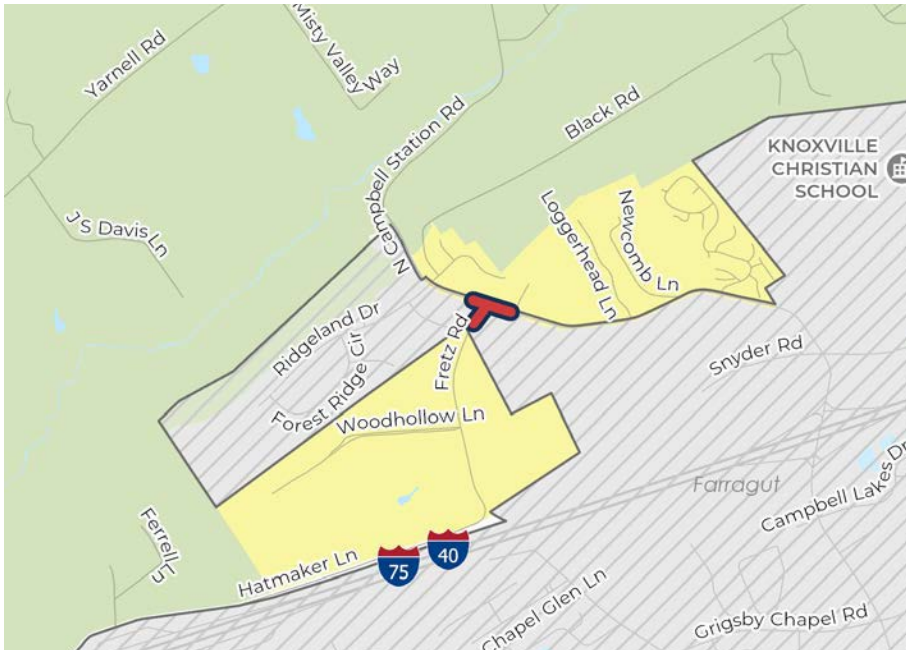
Roy Arthur Stormwater Park and Grace Christian Academy are nearby this intersection.

N Campbell Station Road at Fretz Road

Intersection Improvement



Safety



Project Location

POINTS OF INTEREST

- Public Schools
- Private Schools
- Public Colleges
- Private Colleges
- Parks

FUTURE LAND USE

- Traditional Neighborhood
- Rural Living
- Corridor Mixed-use
- Rural Crossroads Commercial
- Town Center Mixed-use
- Civic and Institutional
- Suburban Residential
- Parks and Open Space
- Suburban Mixed Residential
- Mining and Heavy Industry
- Corridor Commercial
- Municipality Limits
- Business Park

NEED AND PURPOSE

This project will improve safety and traffic flow through the addition of a north bound left turn lane from N Campbell Station Road onto Fretz Road.

AT A GLANCE

Functional Classification

Minor Arterial (N Campbell Station Road)
Local (Fretz Road)

Project Cost (2023)

\$540,250

Priority Tier

Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)

0

AADT

5,714 (N Campbell Station Road)
N/A (Fretz Road)

POINTS OF INTEREST

While there are no parks or schools nearby, the I-40/75 interchange is nearby and includes many hotels and commercial businesses. Additionally development is occurring along Fretz Road.

Mine Road at Rutledge Pike






Intersection Improvement

 **Safety**



 Project Location

POINTS OF INTEREST

-  Public Schools
-  Private Schools
-  Public Colleges
-  Private Colleges
-  Parks

FUTURE LAND USE

-  Traditional Neighborhood
-  Rural Living
-  Corridor Mixed-use
-  Rural Crossroads Commercial
-  Town Center Mixed-use
-  Civic and Institutional
-  Suburban Residential
-  Parks and Open Space
-  Suburban Mixed Residential
-  Mining and Heavy Industry
-  Corridor Commercial
-  Municipality Limits
-  Business Park

NEED AND PURPOSE

This project will improve the safety of the intersection of Rutledge Pike and Mine Road, which provides connectivity to the Eastbridge Business Park. The project will add a traffic signal.

AT A GLANCE

Functional Classification	Minor Arterial (Rutledge Pike) Minor Collector (Mine Road)
Project Cost (2023)	\$500,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	26
AADT	11,074 (Rutledge Pike) 4,749 (Mine Road)

POINTS OF INTEREST

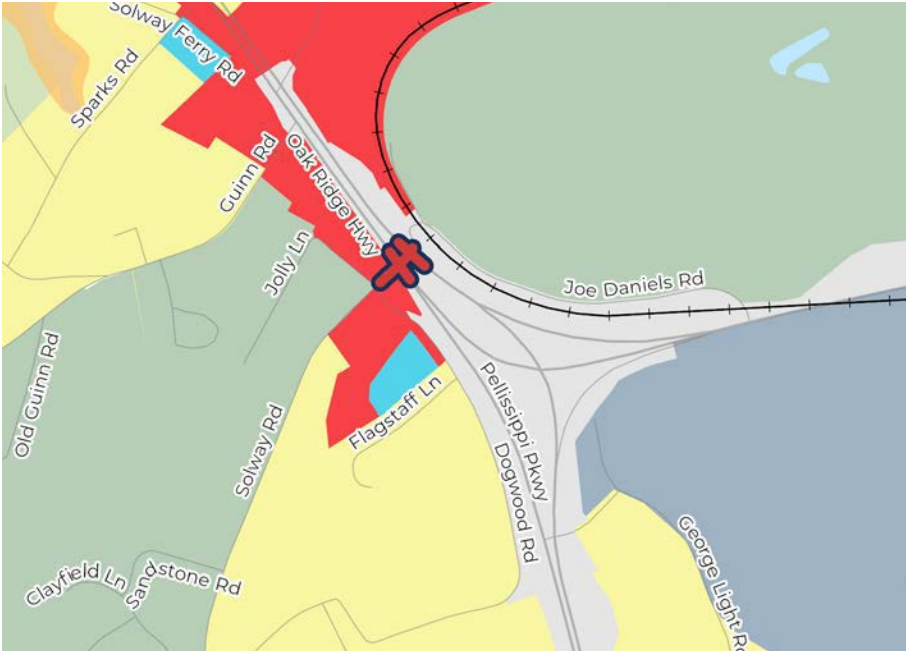
East Knox Elementary and East Knox park are nearby this intersection and Mine Road provides access to the Eastbridge Business Park.

Pellissippi Parkway at Solway Road

Intersection Improvement



Safety



Project Location

POINTS OF INTEREST

- Public Schools
- Private Schools
- Public Colleges
- Private Colleges
- Parks

FUTURE LAND USE

- Traditional Neighborhood
- Rural Living
- Corridor Mixed-use
- Rural Crossroads Commercial
- Town Center Mixed-use
- Civic and Institutional
- Suburban Residential
- Parks and Open Space
- Suburban Mixed Residential
- Mining and Heavy Industry
- Corridor Commercial
- Municipality Limits
- Business Park

NEED AND PURPOSE

This project will regulate access and improve safety for motorists. Paired with a TDOT-managed intersection improvement, the County will realign Solway and George Light Rds to better manage traffic flow between the interstate and local roads.

AT A GLANCE

Functional Classification	Principal Arterial (Pellissippi Pkwy) Minor Collector (Solway Road)
Project Cost (2023)	\$5,180,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	N/A
AADT	42,083 (Pellissippi Pkwy) 1,861 (Solway Road)

POINTS OF INTEREST

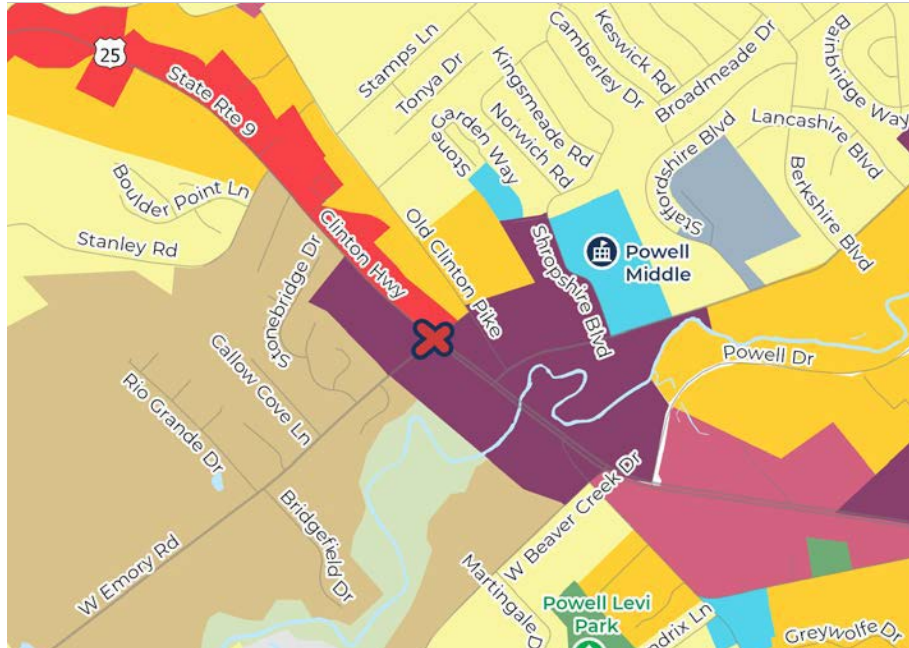
Pellissippi State Community College and multifamily housing are nearby the project.

Clinton Highway at West Emory Road

Intersection Improvement



Safety



Project Location

POINTS OF INTEREST

- Public Schools
- Private Schools
- Public Colleges
- Private Colleges
- Parks

FUTURE LAND USE

- Traditional Neighborhood
- Rural Living
- Corridor Mixed-use
- Rural Crossroads Commercial
- Town Center Mixed-use
- Civic and Institutional
- Suburban Residential
- Parks and Open Space
- Suburban Mixed Residential
- Mining and Heavy Industry
- Corridor Commercial
- Municipality Limits
- Business Park

NEED AND PURPOSE

This project will improve safety and traffic flow through the addition of an additional northwest-bound left turn lane from Clinton Highway to W Emory Road.

AT A GLANCE

Functional Classification

Principal Arterial (Clinton Highway)

Minor Arterial (W Emory Road)

Project Cost (2023) \$500,000

Priority Tier Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022) 47

AADT 25,986 (Clinton Highway)
10,841 (W Emory Road)

POINTS OF INTEREST

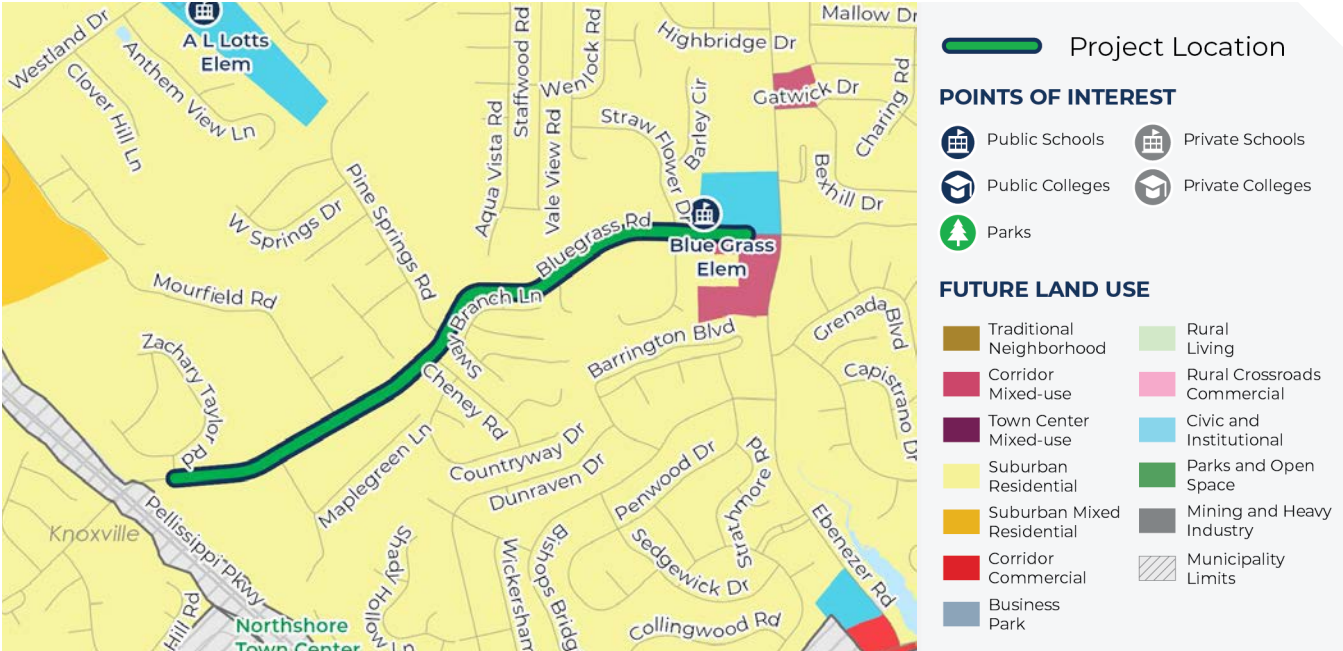
Powell Middle School and several commercial businesses are nearby the intersection and along Clinton Highway.

Bluegrass Road

Zachary Taylor Road to Bluegrass Elementary School



Multimodal



NEED AND PURPOSE

This project improves multimodal access along Bluegrass Road. The project is within the parental responsibility zone and a sidewalk is being added.

AT A GLANCE

Length	Minor Collector
Project Cost (2023)	\$1,250,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Path Type	Sidewalk
Width	5-6 feet
Adjacent Roadway Laneage	2 lanes

POINTS OF INTEREST

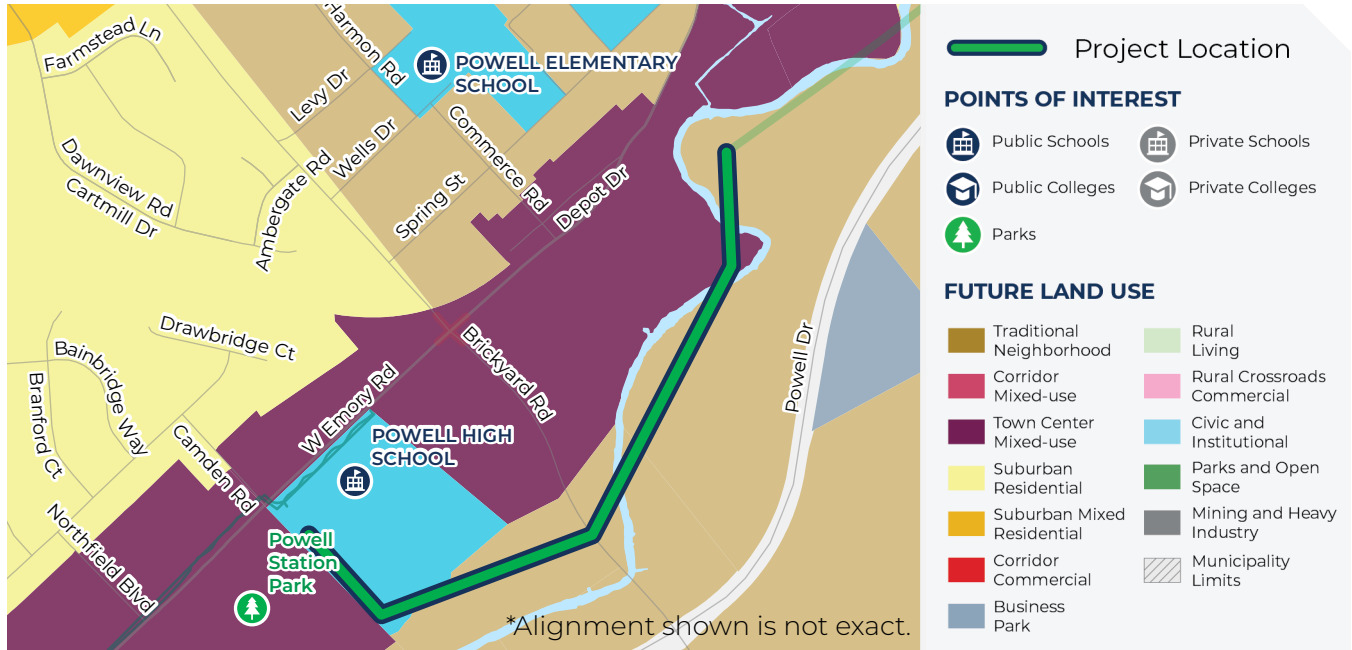
Blue Grass Elementary School is along this corridor. There are also two daycares nearby.

Beaver Creek West Greenway

Powell Community Center to Powell Station Park



Multimodal



NEED AND PURPOSE

This portion of the Beaver Creek West Greenway would connect to the existing greenway at Powell Station Park and Powell High School alongside Beaver Creek to Powell Community Center. This segment of the greater Beaver Creek West Greenway would provide an important connection for people to walk or bike.

AT A GLANCE

Length	0.64 miles
Project Cost (2023)	\$2,035,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Path Type	Greenway
Width	10-12 feet

POINTS OF INTEREST

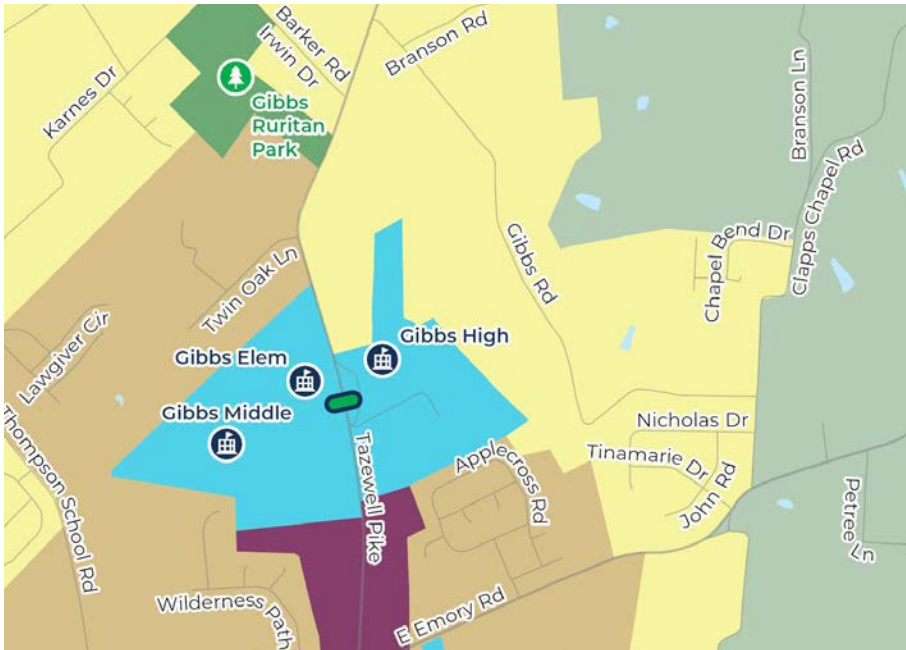
This shared use path connects Powell Station Park, Powell High School, Powell Community Center, and Downtown Powell and would make future connection to Powell Elementary easier.

Gibbs Schools Pedestrian Bridge

Pedestrian Crossing



Multimodal



Project Location

POINTS OF INTEREST

- Public Schools
- Private Schools
- Public Colleges
- Private Colleges
- Parks

FUTURE LAND USE

- Traditional Neighborhood
- Rural Living
- Corridor Mixed-use
- Rural Crossroads Commercial
- Town Center Mixed-use
- Civic and Institutional
- Suburban Residential
- Parks and Open Space
- Suburban Mixed Residential
- Mining and Heavy Industry
- Corridor Commercial
- Municipality Limits
- Business Park

NEED AND PURPOSE

This project will provide a pedestrian bridge over Tazewell Pike between Gibbs High, Gibbs Elementary, and Gibbs Middle Schools. It is partially funded by a Transportation Alternatives Program grant (\$1.9M). The county will cover the remainder of the project costs.

AT A GLANCE

Length	N/A
Project Cost (2023)	\$2,850,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Path Type	Separated Bridge
Width	N/A
Adjacent Roadway Laneage	3 lanes

POINTS OF INTEREST

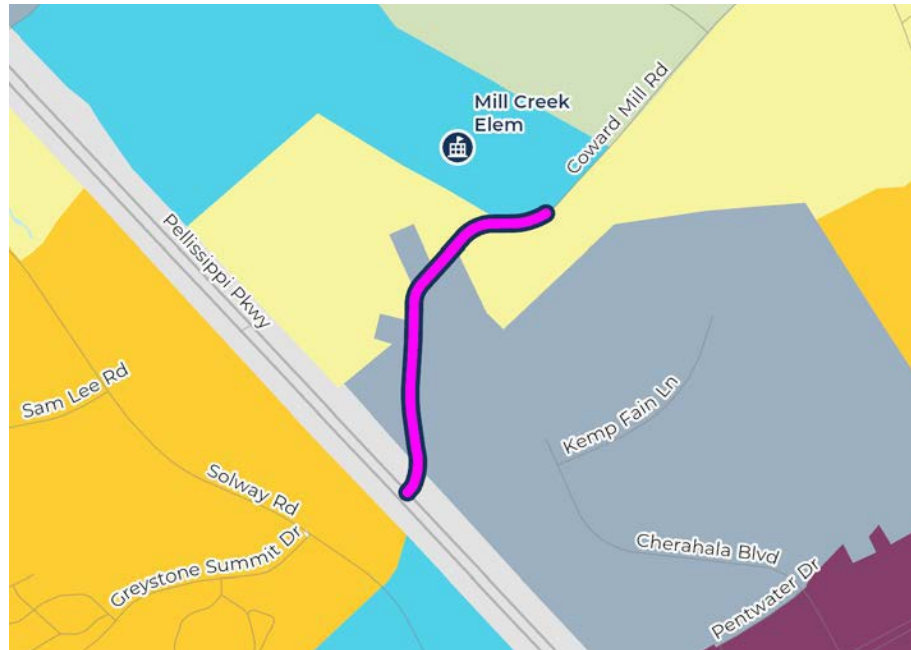
Gibbs High, Elementary, and Middle Schools are on either side of the bridge. Gibbs Ruritan Park is also nearby.

Coward Mill Road (Phase 1)

Pellissippi Parkway to Mill Creek Elementary School








Modernization



 Project Location

POINTS OF INTEREST

-  Public Schools
-  Private Schools
-  Public Colleges
-  Private Colleges
-  Parks

FUTURE LAND USE

-  Traditional Neighborhood
-  Rural Living
-  Corridor Mixed-use
-  Rural Crossroads Commercial
-  Town Center Mixed-use
-  Civic and Institutional
-  Suburban Residential
-  Parks and Open Space
-  Suburban Mixed Residential
-  Mining and Heavy Industry
-  Corridor Commercial
-  Municipality Limits
-  Business Park

NEED AND PURPOSE

Coward Mill Road parallels Hardin Valley Road and connects with Pellissippi Parkway. The route provides access to the new Mill Creek Elementary School and employment located within the Pellissippi Corporate Center. The project will modernize the corridor and provide safer traveling conditions.

AT A GLANCE

Functional Classification	Local
Length	0.45 miles
Project Cost (2023)	\$2,066,500
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	19
AADT	N/A
Number of Lanes	2 lanes

POINTS OF INTEREST

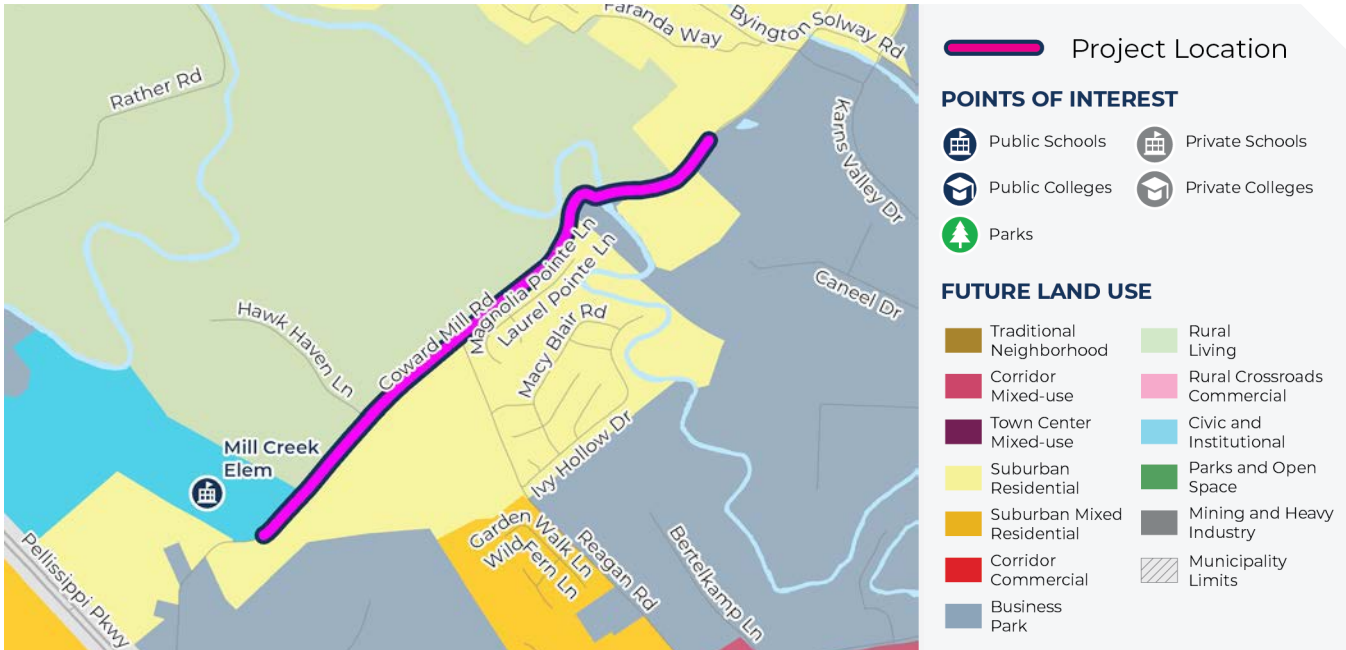
Mill Creek Elementary School and the Pellissippi Corporate Center are accessible from the corridor.

Coward Mill Road (Phase 2)

Mill Creek Elementary School to East Tennessee Veteran's Home



Modernization



NEED AND PURPOSE

Coward Mill Road provides access to the new Mill Creek Elementary School from the east, as well as the Ben Atchley Tennessee State Veterans' Home. The project will modernize the corridor and provide safer traveling conditions.

AT A GLANCE

Functional Classification	Local
Length	1.83 miles
Project Cost (2023)	\$4,600,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	6
AADT	N/A
Number of Lanes	2 lanes

POINTS OF INTEREST

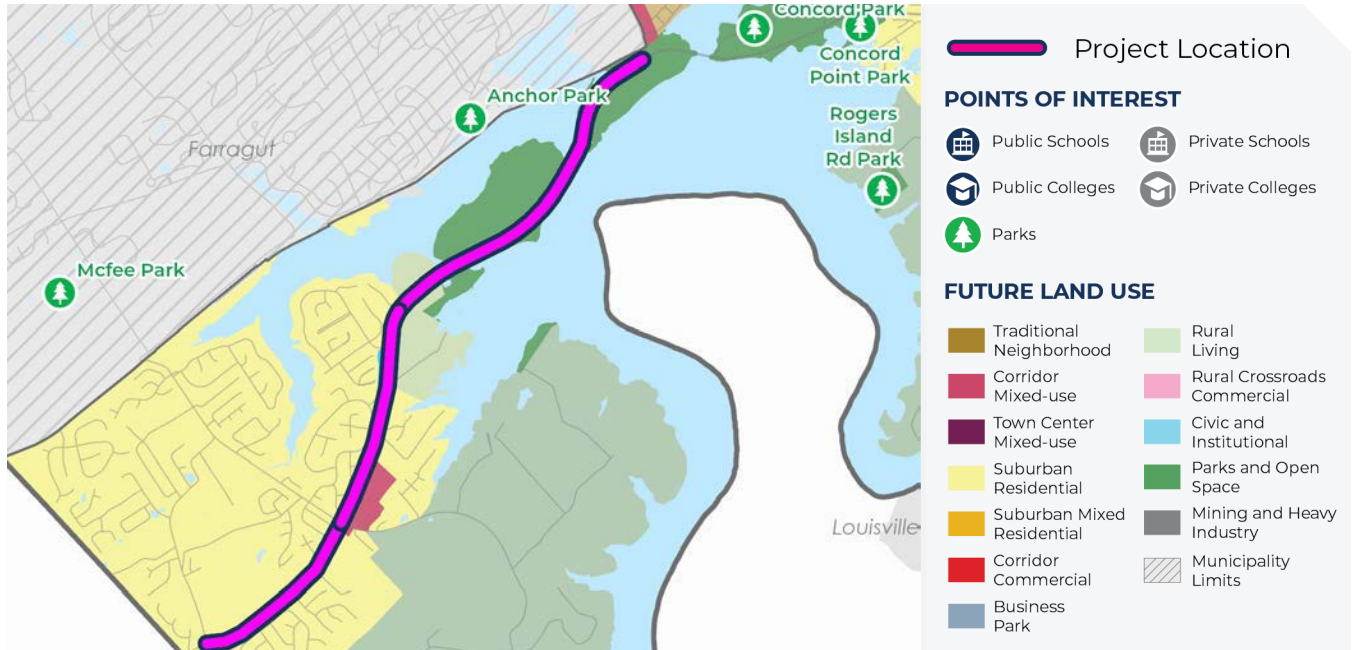
Mill Creek Elementary School and the Ben Atchley Tennessee State Veterans' Home are along the corridor.

S Northshore Drive

Concord Road to County Line



Modernization/Multimodal



NEED AND PURPOSE

This portion of Northshore Drive connects many parks and residential communities. This project will improve multimodal conditions and modernize the existing roadway to improve safety.

AT A GLANCE

Functional Classification	Major Collector
Length	3.7 miles
Project Cost (2023)	\$2,000,000
Priority Tier	Near-Term

ENVIRONMENTAL CONSIDERATIONS

- Wetlands/Floodplains
- Hillside/Ridgetop Protection Area
- Railroad Crossing

TRANSPORTATION CHARACTERISTICS

Total Crashes (2018-2022)	222
AADT	5,624 to 17,552
Number of Lanes	2 lanes

POINTS OF INTEREST

Concord Park, The Cove at Concord Park, Rocky Point Park, and the Davis Family YMCA provide recreational opportunities along this route.

Place Type and Zoning Correspondence Matrix

Place Type Categories and Zoning

The matrix below describes the relationship between the existing zoning districts and the future land use place types in the Comprehensive Plan. Many place types could be implemented by multiple zoning districts based on their overall intent, primary and secondary uses, and building form, massing, or scale.

Four possible relationships between place types and zoning districts exist:

Directly related. The zoning district is appropriate to implement the place type.

Partially related. The zoning district may be appropriate, but with qualifications (such as a development plan with conditions).

Appropriate zoning district for any place type.

Not related / appropriate. The zoning district is not consistent with the Future Land Use Map.

This matrix is a recommendation tool that identifies the relationship between the long-term scope of the Comprehensive Plan and the regulatory function of the Zoning Code. Other factors should be considered with any rezoning application such as the size of the site, environmental conditions on and near the site, and the character of adjacent place types, the potential for reuse or redevelopment under current zoning, and other policies. However, the existing zoning districts may not fully implement some of the place types recommended by the Comprehensive Plan. As part of the zoning code update, amended or new zoning districts may be proposed to align with the place types.

Review criteria for all rezoning amendment requests.

1. The applicant shall demonstrate that the proposed zoning amendment is consistent with the intent of the place type for the subject site, and reference the following attributes:

- a. Land Use Mix
- b. Housing Mix (if applicable)
- c. Building Form
- d. Transportation
- e. Open Space

2. The appropriateness of the proposed zoning amendment for a subject site shall be determined by based upon compliance with the place type description in addition to:

- a. Availability of public facilities and services to the subject site.
- b. Impacts on the public welfare of the proposed zoning district.
- c. Compatibility of the proposed zoning district with surrounding zoning districts and uses adjacent to the subject site.
- d. Other requirements as determined by the Zoning Code.

3. A request may be denied or approved with conditions if the proposed rezoning amendment is deemed inappropriate based upon place type description, other policies in the Comprehensive Plan, or other analysis of the request.

a. For example, conditions could restrict development until the surrounding transportation or utility infrastructure is sufficient to support development of the site under the new zoning.

Review criteria for zoning amendment requests where the proposed zoning district is partially related to the place type. These criteria are in addition to the list above. Applicants are required to have a pre-application meeting with staff to ensure one of the following criteria is met.

1. The proposed zoning district is consistent with the secondary uses of the subject site's place type. If the intent of the request is to create a supportive use described in the place type, then the applicant must explain how the request supports that outcome.
2. The proposed zoning district is compatible with the current zoning of adjacent sites.
3. The proposed zoning district is directly related to a place type that is adjacent to the subject site on the Future Land Use Map.

- **Directly related.** The zoning district is appropriate to implement the place type.
 - **Partially related.** The zoning district may be appropriate, but with qualifications (such as development plan with conditions)
 - **Appropriate zoning district for any place type**
- Not related / appropriate.**
The zoning district is not consistent with the Future Land Use Map.

PLACE TYPES	Traditional Neighborhood	Corridor Mixed-use	Town Center Mixed-use	Suburban Residential	Suburban Mixed Residential	Corridor Commercial	Business Park	Rural Living	Rural Conservation	Rural Crossroads	Rural Agriculture	Civic and Institutional	Parks and Open Space	Mining and Heavy Industrial
Traditional Neighborhood														
Corridor Mixed-use														
Town Center Mixed-use														
Suburban Residential														
Suburban Mixed Residential														
Corridor Commercial														
Business Park														
Rural Living														
Rural Conservation														
Rural Crossroads														
Rural Agriculture														
Civic and Institutional														
Parks and Open Space														
Mining and Heavy Industrial														

EXISTING ZONES	
EXISTING ZONES	PLACE TYPES
RAE Exclusive Residential Zone	
RA Low Density Residential Zone	
RB General Residential Zone	
PR Planned Residential Zone (up to 2)	
PR Planned Residential Zone (2-5)	
PR Planned Residential Zone (5-9)	
PR Planned Residential Zone (9-12)	
PR Planned Residential Zone (12-24)	
OS Open Space Zone	
E Estates Zone	
A Agricultural Zone	
RP Rural Preservation Zone	
CA General Business Zone	
CB Business and Manufacturing Zone	
SC Shopping Center Zone	
CH Highway Commercial Zone	
T Transition Zone	
CR Rural Commercial Zone	
CN Neighborhood Commercial Zone	
OA Office Park Zone	
OB Office, Medical, and Related Services Zone	
OC Civic and Institutional Zone	
BP Business and Technology Park Zone	
EC Employment Center Zone	
LI Light Industrial Zone.	
I Industrial Zone	
F Floodway Zone	
HZ Historical Overlay Zone	
TO Technology Overlay Zone	
TC Town Center Zone	
PC Planned Commercial Zone	