

Planned residential allows for single family detached, single family attached and multifamily. The residents have no idea what they're getting and they're at the mercy of a planning commission which looks at development and compatibility very differently than the average citizen.

General residential RB has similar issues. One can get property rezoned for one use and the surrounding residents can end up with something very different BY RIGHT.

Stop mass grading and removing mature trees. Require trees to be planted after houses are built. Most new neighborhoods look barren with no trees planted.

Inserting a residential use in an office zoning district is duplicitous. Residents see a rezoning request for office use and think that it's rather innocuous then end up with multifamily at densities possibly up to 24 units per acre.

Stormwater infrastructure should be fully installed before any houses can be built. Residents downstream should have a clear understanding of their responsibilities are regarding stormwater management and how to manage stormwater flowing through their properties.

Developers should be required to improve roads along the frontage of their proposed neighborhoods.

If an area will eventually build out, require sidewalks/side paths to be constructed. They may start out disconnected but eventually they will be connected.

Right of Way should be required to be dedicated at rezoning for left turn lanes and decel lanes for neighborhoods. Far too many two lane collectors and arterials in Knox County become stop and go because the developers were never required to install left turn lanes and decel lanes nor were they required to dedicate ROW for the future needs that the development created.

Traffic studies should consider the entire transportation network, not just the traffic counts in front of the proposed neighborhood. Northshore Drive in Choto is overwhelmed. Traffic counts in front of Jefferson Park neighborhood exceed what is considered appropriate for a two-lane road according to the Highway Safety Manual. There is no intention to widen this road to add more capacity, and development continues downstream. Two lane roads DO NOT HAVE LIMITLESS CAPACITY. It's beyond a quality-of-life issue, it's a safety issue. The residents of Choto are paying a significant price for the utter lack of transportation planning.

The planning commission should be held to stringent standards regarding the transportation network. They seem to care more about the land use and care little about the infrastructure needed to support increased density.

Community character matters. At some point East Tennessee will stop being the next best thing. What will be left behind will be quickly built neighborhoods, overwhelmed roads and a murky path forward to resolve the issues.

A 90 year paving schedule is unacceptable.