

To whom it may concern:

First, thanks for reading my opinions and concerns. I also want to make a point that I'm not adverse to "controlled" development for Knox county with an infrastructure in place that supports growth.

As I'm not able to attend the rezoning hearing on May 10, 2007, I would like for the following to be considered and preferably concerns answered by both the MPC and M&M Partners concerning the proposed subdivision on the east side of George Light Rd, north side of Rather Rd., file # 4-SB-07-C/4-A-07-UR (Agenda item 1#13)

I currently reside at 10358 Rather Rd. which is approximately 9/10 miles from the intersection of George Light and Rather Rd. After reading the article 'Construction conundrum' by Don Jacobs in the Knoxville News Sentinel, it raised several safety as well as infrastructure concerns for me.

As there is not enough time before the May 10 meeting to do a really thorough research for more current statistics, I'm making several conservative assumptions based upon data obtained from Internet Knox County sources (parts of reports listed at the end of this document) and observations based on my place of residence.

- There will be an additional 86 vehicles using Rather Rd.
- 1/3 of the 43 households will have children over the age of 16 that can drive. I've not found any solid data on drivers over 16 so this is a guess.
- There are at least 2 sections of Rather Rd. that are less than 10' wide.
- One narrow stretch of Rather Rd. has a drop off into Beaver Creek with no guard rails.

My major concern relates to safety but the road, traffic situations, and environment are also concerns.

- Currently there is not an access lane for entrance to or exit from the Pellissippi parkway to George Light Road. I drive this road daily and needing to slow down from the posted (although not enforced) speed of 55 mph to make the turn onto George Light is dangerous with the existing number of cars using this road.
- The schools that will be used by the persons in this development are in Karns. This means that Rather Rd. will be the main road for persons taking their children to Karns as well as additional school bus traffic. Given the number of "blind curves", the number of areas which will not support two-way traffic, and a railroad crossing with no signals or barriers, these pose hazardous and potential life threatening conditions. I have been forced to back up on Rather Rd more times than I can count due to school buses coming from Karns and not having anywhere to pull off.
- This plan does not show any environmental impact (e.g water run-off into Beaver Creek).

Concerning the Staff Recommendation section of the report:

1. Point 3: Meeting all applicable requirements of the Knox County Dept. of Engineering and Public Works.
 - a. I would like to refer to Don Jacobs column and ask what guarantees have or are being put into place to avoid the "contractor holding county hostage" situation from occurring again.
2. Point 4: The applicant widening Rather Rd. from George Light Rd. to the proposed subdivision entrance to a minimum width of 20'. The widening is to be done with the approval of and under the supervision of the Knox County Dept. of Engineering and Public Works.

- a. As a development, we attempted to have Knox County assume ownership of a private hardtop road to our homes built by our developer. We were not approved because it is my understanding that the road must be at least 25 feet wide and curbs must be put in. We currently meet the 20 foot minimum as identified in Point 4 so I'm not sure what the rules are and would like this plan to be more specific.
3. Point 8: Note on the plan the required 25 from center line minimum right-of-way dedication on Rather and George Light Roads.
 - a. This appears inconsistent with Point 4.

Excerpts from Knox Count reports retrieved from the internet. Although this document seems to be trying to compare Farragut to Knox county, I'm basing my comments on the numbers for Knox county.

TECHNICAL REPORT SERIES:

KNOXVILLE, FARRAGUT, AND KNOX COUNTY SOCIAL AND ECONOMIC COMPARISONS

July 2002

Based on statistics reported in the
2000 Census of Population and Housing, Summary File 3.

VEHICLE OWNERSHIP

About one-third of Knoxville's households have two vehicles. More than half of Farragut's families make that same claim. Farragut's share of 3-car families outnumbers Knoxville's by more than 2-to-1.

There are an estimated 1.8 vehicles per household countywide, with a 1.5 vehicle average in Knoxville and 2.2 per household in Farragut.

COMMUTING TO WORK

Efforts to increase automobile ridesharing and public transit use in daily work commuting have not had a noticeable impact on reducing the number of vehicles on area roadways each day. According to 2000 Census figures, 81% of Knoxville residents drive alone to work, up from 77% in 1990.

There are about 5,000 more workers in Knoxville since 1990, but the number of solo drivers grew by 6,700. A reduction in the number of carpoolers and a decline in public transit reliance for daily commuting account for the difference.

** Specific to 37931 zip code as of 2000 report.