

OPPOSED TO 3-SB-21-C

Regarding the proposed subdivision development 3-SB-21-C, Innsbruck Farms, we respectfully request a delay in consideration of this proposal. While we are in favor of responsible development in our Ruggles Ferry community, this came to our attention less than three weeks ago, and the developer, Blane Chrisman (Radius Homes) was unable to answer all the questions posed at our community meeting on 3/6/2021. During open questioning, he indicated that some changes or adjustments to the project have been made, or are still under consideration, but it was not clear how the total project might be altered. (For example, the acreage was originally reported to be 171.8, but last night we heard it was 204.) These are a few of the reasons *we are opposed* to approval of this plan as submitted and ask that we have a voice, ***through you***, as to how it might be amended to the mutual benefit of Mr. Chrisman, the Ruggles Ferry community and Knox County. While there were many questions from the community, the consensus concern was the impact that the density (482 homes) would have on traffic and safety on N. Ruggles Ferry Pike and all the roads feeding it or leading to Asheville Highway or Andrew Johnson Highway. Questions to consider:

1. Is it the opinion of MPC and County Commission that this proposed subdivision is in keeping with all the plans for future development of this portion of Knox County? Does it maintain the rural character and historical significance or heritage of Knox County, which is important and impactful in marketing to outside entities?
2. Is it accurate that this will increase the population along Ruggles Ferry by as much as 50%? Over the six phases proposed for the development in six to 10 years, is the Knox County Board of Education planning for the impact on the Carter community schools, given other housing planned or under construction now in this area?
3. Particularly curious to us, ***WHY WAS THE ONE AND ONLY TRAFFIC COUNT CONDUCTED ON THE LESSER TRAVELED END OF N. RUGGLES FERRY PIKE*** near Andrew Johnson Highway, toward Jefferson County? Your access to population counts will likely indicate an increasing concentration of people and residences southwesterly toward Knoxville and the Asheville Highway end of Ruggles Ferry Pike.

4. Is the projected daily increase of 4400 car trips of concern to the Knox County Road Department, Knox County Sheriff's Department, Knoxville Police Department, and fire and ambulance service providers? While input from these other service providers is not a requirement for submission of the proposal, it is a public safety issue that needs to be given heavy consideration.
5. Will school bus routes be lengthened in time by the increase in traffic?
6. In addition to the significant increase in traffic volume, there are working family farms along Ruggles Ferry Pike resulting in farm vehicles and equipment traversing Ruggles Ferry at greatly reduced speeds. What adjustments to the road will the Road Department make to maintain traffic flow during the development process and upon its completion? Widening? Turn lanes? Other solutions?

In closing, we sincerely believe a delay in consideration of this proposal is vital so that these and other questions from the community may be addressed and answered. It is unrealistic to believe these issues will be rectified if approval is given to the proposal as submitted. We ask that Mr. Chrisman be required to conduct a Level 3 traffic study, particularly to include Burris, Cash, Pleasant Hill, Woodale Roads and others so that a more accurate evaluation of traffic and public safety issues is available for you in your decision.

IT IS OUR BELIEF THAT THE REMEDY TO THE CONCERNS STATED ABOVE IS A REDUCTION IN THE PROJECT'S DENSITY BY AT LEAST 50%.

Thank you for your attention to our concerns. We acknowledge that government, their entities, and the citizenry have the same goals in mind to preserve and enhance the quality of life for neighborhoods and communities as they grow and contribute to the future of Knox County.

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