

**William D. Hill
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March 8, 2021

Mr. Mike Reynolds
Knoxville-Knox County Planning
400 Main Street, Suite 403
Knoxville, TN 37902

RE: Concept Plan 3-SB-21-C

Dear Mr. Reynolds:

I am 74 years old. I was born and raised on the farm my Grandfather and Father bought in 1945 when the building of Douglas Dam forced them to relocate. I am a 3rd generation farmer. My son and grandson are following in my footsteps. We still own and operate Hill Farms at the corner of Graves Road and Ruggles Ferry which is 1.3 miles from the proposed development. I also currently lease 2 adjoining farms that are located on Ruggles Ferry. For approximately 10 years I leased and farmed Blake Farm (where the Ruggles Ferry Golf Course is and part of the proposed subdivision). When the golf course was developed on part of Blake Farm, the community including myself was supportive. However, we are not supportive of this new development as it is planned today because of the density of the houses being proposed (482 houses on 171 acres). If the developers had designed for half of the proposed number of houses and larger lots, the community would have accepted it with almost no opposition. That type of development would blend in with the surrounding community, would reflect the rural lifestyle of the community and been accepted with open arms instead of the total disagreement this proposal faces.

I will give you some of the reasons I and many others strongly oppose this development as it is proposed today:

- Based on the size of this development, it is estimated that an additional 1000 cars per day will be added to and literally choke the county roads surrounding the development. The traffic study that was done back in January is flawed. The counter was placed on the east end of Ruggles Ferry on a cold January day during a Covid-19 outbreak when a lot of people were working from home. Additionally, most people who travel Ruggles Ferry travel toward the west (Knoxville end) to get onto Asheville Hwy. also using the feeder side roads of Burris Road, Cash Road and Wooddale Road. The increase in traffic volume on these roads will increase accident risk as none of these roads are wide enough, straight enough or developed enough to handle this volume of traffic.

- Despite the developer's impressions and public statements, farming is still alive and well in this community. Farming activities result in large, slow-moving machinery traveling our roads at all hours. Including myself, there are 8 working farms and approximately 275 head of cattle, sheep and horses on farms within 1 ½ mile of the proposed hi-density subdivision. Additional cars will drastically increase the very real danger of a car/tractor/cattle accident.
- School buses travel Ruggles Ferry and feeder roads picking up kids before daylight on many days in the winter. There are no sidewalks or shoulders for them to stand on. Children stand in driveways and at the end of feeder roads waiting for their bus pick-ups and are dropped off at those same locations. The proximity of Ruggles Ferry Pike to the Holston River adds another layer of danger due to frequent dense fog that is not experienced in many other areas of the county.
- I have been on the Knox County Soil Conservation Board for any years and I know that residential pollution into the Holston River will be very real possibility due to the density of housing. If you add all the square footage of the roof area of 482 houses, concrete driveways and the square footage of 5.2 miles of asphalt roads approximately one half of these 171 acres will not be permeable to rainwater. All of these 171 acres of water will drain into the Holston River. This does not take into account pesticide or herbicide usage and run-off that are becoming common with large subdivisions. This property as it is now has approximately 25% in woodland. Because of the small size of the lots on the west side of the property all the trees will have to be removed. That only leaves some woodland on the very steep area along the Holston River starting at Lot 74. Loss of woodland will impact erosion control, wildlife habitat and evaporating cooling. Additionally there are 2 creeks that are not shown on the map nor is the drainage of these creeks addressed anywhere in the concept plan.
- People ride bikes and walk on Ruggles Ferry and the side roads. The additional traffic will make it more dangerous than it already is.
- The houses in this community are primarily built on 1 acre or larger lots. Even the 5 lots on the front of this subdivision that Mr. Phil Ballard sold (called Lavonia Acres) are larger lots than 95% of the lots in Innsbruck Farms. Those 5 lots are the same amount of acres as the 7 lots and the common area directly behind them.

I could go on and on about the downfalls of this density of housing to this community and our peaceful lifestyle. In closing, I want to impress upon you that this community would not object to this development if the lots were bigger, half of the house numbers and more open spaces for the new homeowners to enjoy our quiet and peaceful lifestyle. So please help us resolve this issue by postponing this approval process until a later date giving the community time to work with the

developer to resolve some of the issues in question. We are opposed to the development. We are developer to resolve some of the issues in question. We are not opposed to development. We are not opposed to a landowner liquidating an asset. However, this development was created without any input from the surrounding community was based upon flawed assumptions and is directly opposite to the community lifestyle that is enjoyed today. The ramifications of this development are larger that increased traffic and safety concerns. It will destroy the way-of-life that our rural community desires and thrives upon.

Thank you so much for listening to our concerns.

William D. Hill