

## Rezoning 4-L-26-RZ

The changing from the current Agricultural to Planned Residential does not fit with any of the property south of the Tipton Station or east of Sayne Lane near that location. All the homes currently on Sayne Lane are located on a minimum of 1 acre with many being on parcels in excess of 3 acres. The same holds true for the houses east of the property on the south side of Tipton Station. There is a residential neighborhood going in on the north side of Tipton Station near Sayne but there is no access to Tipton Station for traffic safety reasons.

This brings me to the second concern - traffic safety. Sayne Lane is a dead-end county road which is barely wider than a car. If cars meet on the road, one car or the other has to pull off the road to let the other pass. Current residents are aware of this and know to look ahead for oncoming traffic to plan where to pull over. It could be in a driveway or someone's yard. There are two locations on Sayne that are exceptionally dangerous. Heading south on Sayne, beyond the request rezone property, is a blind hill heading for traffic heading north toward the property. There has been at least one accident on this hill where the north bound car was in the at the bottom of the hill when a south bound car crested the hill. Several near misses, too. If the planned residential property has access to Sayne and someone misses the entrance to that property heading south, that hill will come into play if they miss one driveway immediately after the rezoned land. The other location is where a culvert goes under the Sayne to allow for drainage from the property requested to be rezoned. No cars can pass here without the possibility of going down 20 ft or 4 ft embankment.

Another traffic safety issue arises when entering or exiting Sayne at Tipton Station. The speed limit on Tipton Station is 40 mph in that area. Exiting Sayne going west, you have to watch for traffic coming from the east. There is a hill a couple hundred feet that direction and can cause problems when a car comes out of nowhere. You have to turn left into a sharper curve which starts at Sayne going to the west. That same curve causes a blind spot when car is heading west bound on Tipton Station wants to turn left on to Sayne. You have to come to a complete stop to be sure no traffic is coming to cross the eastbound lane. This is even dangerous because traffic heading south on Neubert Spring and turning to the east on Tipton Station cannot be seen until they are within 50 feet of Sayne. There is always a possibility of a rear end collision because to having to stop on Tipton Station of a car is coming from behind heading west. The attachment contains some photos showing these issues.

Sayne Lane North bound – Requested Change Property to the right



Sayne Lane north bound at Tipton Station



Sayne Lane at Tipton Station to view traffic from the east (car is east bound)



Sayne Lane north bound as approaching Tipton Station to verify traffic to the west.



Sayne Lane at Tipton Station to check traffic again to turn left westbound.



West bound Tipton Station waiting to turn left at the blind spot. The car in the distance disappears before reappearing at about Sayne. The intersection of Neubert Springs and Tipton Station is not visible.

