

Appendix E
Applicant's Rebuttal

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Ref: Boat Slips permit application for "The Cliffs at Boone Lake" Development.

We have received a copy of your letter as well as several other letters expressing concerns about our proposed boat slips to be located at Watauga River Mile 7.2 R, Boone Lake, Sullivan Co. TN. I would like to take this opportunity to address these concerns.

After studying each of these letters it appears the concerns can be organized into four broad categories. Although these categories have been expressed in several different forms they can be identified as concerns about Safety, the Environment, Economics, and Historic.

In regard to the reduction of channel width by allowing the 70 feet of intrusion into the channel, let me point to a very important mistake we made in the application for the permit. The Application depicted the structures to intrude into the channel 70 feet when in fact they will only intrude 50 feet. A correction to this error is currently being submitted to TVA. A 50 foot intrusion into a 600 foot channel, as measured by TVA, is only 8.34 percent of the total channel.

It should be noted that with our 1200 feet of shoreline we are well within TVA guidelines with 60 slips. When you consider that the slips take up less than 10 percent of the channel, 60 slips would not adversely affect navigation of this channel any more than 1 would. The speed at which one navigates this waterway can only be determined by the operator of the boat and not this development.

The amount of traffic through this channel should not increase as hundreds of people use this lake during the summer season for water entertainment and do not live on the lake.

Environmental concerns are our concerns also. We intend to comply with all requirements set forth by the Tennessee Department of Environment and Conservation.

We have no intention of blocking any views or denuding these Rock Cliffs. By restoring the railroad bed the view of the cliffs will probably be much better. The slips will not protrude much above the railroad bed. We do intend to provide golf cart access around the east side of the property and along the railroad bed the entire length of the water front. The common area shown on the layout, which was done early in the design process, will become the Club House with an overlook of the lake at the rear for the benefit of those in the development. There is no intention of building stairways of any kind on these Cliffs and we will restrict property owners from doing so in the subdivision regulations, in an effort to preserve the cliff habitat and view.

Noise pollution is probably out of our control but should not be greater than it currently is. Hundreds of boats navigate up and down the lake during boating season and many of these people do not currently live on the lake.

Shore line erosion is also out of our control as boat operators make their own decision as to what speed and how close to the shore they navigate the lake. After these slips are

installed better than 90 percent of the channel remains for navigation. It is possible that the slips we are proposing will encourage people to travel more slowly much as speed bumps do for traffic on roadways.

Water pollution should significantly decrease over the long term as a result of this development. Much of the pollution in the lake comes from wastewater contamination from leaking field beds. The Cliffs at Boone Lake General Partnership has chosen, with the blessing of The City of Johnson City, to invest in bringing Sanitary Sewer to the development with Pumping Stations sized to handle the entire northeast side of the lake. This is monumental because without this project, or one of equal size, the Northeast side of Boone Lake would in all probability never have access to Sanitary Sewer.

The economic impact will be immense for the State, Sullivan County, and the City of Johnson City upon completion of this development. With current property tax rates, this project will generate in excess of \$500,000 annually for Sullivan County and \$400,000 in one time water and sewer tap fees for Johnson City. An additional \$200,000 annually will be generated through monthly water and sewer fees for Johnson City without consideration of any future expansion of sewer on the north side that is being made possible by this development.. Without this kind of development, Rangewood road will in all probability never be improved.

Homebuilders will invest \$50,000,000 to \$75,000,000 in building construction materials costs generating another \$5,000,000 in sales tax revenues for state and county. These numbers do not consider the full economic impact on the area as money usually turns over 4 to 7 times depending on which economist you talk to.

The developers are currently contracting an archeological survey of the property in order to insure it does not disturb any significant historical sites. The importance of the old railroad bed to the development is great. We intend to restore the railroad bed to become not only the water-front but also the "focal" point of the development.

Finally, the Cliffs At Boone Lake General Partners want to be good citizens on Boone Lake as we have demonstrated with the extent of commitment and investment in this development. It would not be in our best economic interest to jeopardize the safety of the boating public, harm the environment, or destroy the historical significance of this property. History proves that developments of this quality tend to increase the property values of the surrounding properties rather than decrease them. We expect the same of this development.

Sincerely,

Gerald D. Thomas, President
THE CLIFFS AT BOONE LAKE GENERAL PARTNERSHIP