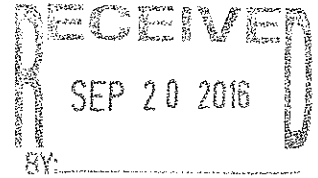


Item 8
FMPC Mtg - 9/22/16



Attention of the Major of Franklin City, Ken Moore and Aldermen at Large

cc: Williamson County Major, Roger Anderson

Ref: FMPC Sept 22nd 2016. Ashcroft Valley PUD. Item 15-1094 etc

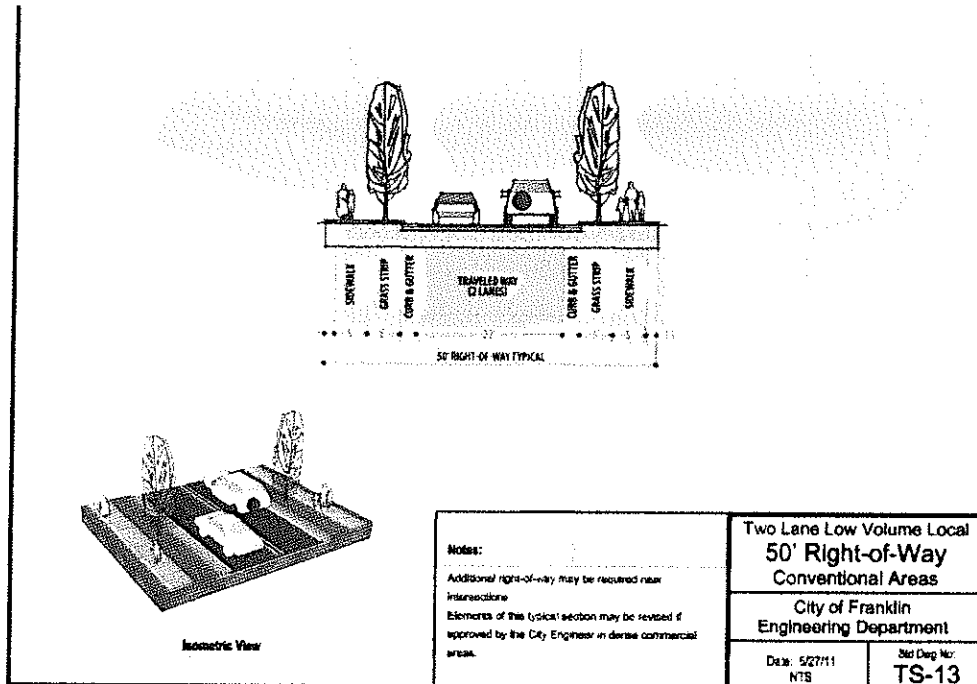
Dear Sirs/Madams

Unfortunately I will not be able to attend the above meeting as I have to attend a funeral in England. Therefore I am sending you my comments on the rezoning request and review of the associated Development Plan. I have grave worries about this Plan and trust that my comments can be entered into the records.

My concerns relating to this proposed development have always been centered around the fundamental flaw in the Plan that proposes to have the traffic from a City developed housing development drive onto and through a County maintained and developed series of roads. Throughout all the revisions on this Plan. None of them have sufficiently addressed and solved the fundamental reality that the County roads of Cross Creek, Ridgeway, Beacon Hill, Stanford and Warren were not developed for this level of traffic.

The new Plan proposes a gated community of 70 houses that has one entrance and exit via Stanford Dr. The traffic, which would not alone come from the houses but would include all the service traffic, school buses, mail trucks, lawn etc would presumably then drive down Lower Ridgeway to join onto Hwy 96. No traffic lights at these intersections are being proposed for this number of cars. However as everyone knows the traffic on Hwy 96 is fast flowing and does not allow traffic to join quickly during the peak rush morning and evening hours. Therefore a backup will occur on Lower Ridgeway and Hwy 96. Traffic is very likely to go back up Ridgeway, down Beacon Hill to Cross Creek to join Hwy 96 closer to the traffic lights at Clover Croft in an attempt to gain quicker access to Hwy 96. .

All these County roads have existed for many years. None have sidewalks nor street lighting. The Franklin Planning department clearly state and require that all new developments follow their criteria of sidewalks and street lighting. As shown clearly in the Ashcroft PUD. However, as I understand, they have no jurisdiction or ability to require that all of these affected County roads mentioned, be upgraded to meet these same requirements. If there is a good rational for these requirements in the City housing areas, should not the same requirements be required for the County roads, as the same traffic will be flowing on both. The reasoning behind these requirements is for the safety of both the motorists and the pedestrians. Therefore these County roads would then not meet this basic code for safety.



The present County road system is sufficient for the present housing density, although with no sidewalks, pedestrian travel can still be risky and unsafe. If this Plan were to proceed to add this new traffic from 70 houses and services, then all this new traffic will become the burden on 9 existing households on Lower Ridgway/Stanford. With the potential burden and safety, also on the households of Upper Ridgway, Beacon Hill and Lower Cross Creek.

I have grave concerns about our safety and the safety for the new households, should they also want to walk out of their gated community to Hwy 96. This Plan brings up the same safety objections as with the earlier plans, even with a housing density that has been reduced to 70.

The traffic safety has simply not been addressed adequately for these County roads to accommodate all of this extra traffic..

Yours sincerely

Brian Caplen

1991 Beacon Hill Drive , Franklin TN 37067

Brian Caplen 9/10/16