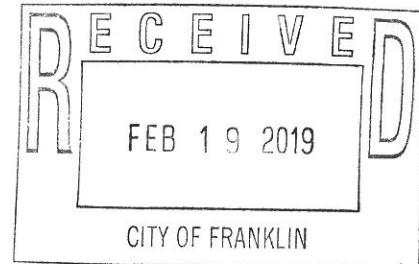


Jeff White
910 Windstar Blvd.
Franklin, IN 46131

February 15, 2019

City of Franklin Plan Commission
70 East Monroe Street
Franklin, IN 46131



City of Franklin Plan Commission:

As a resident of the Windstar Subdivision, I have several concerns regarding the proposed plat.

1. Safety - Traffic. Assuming 485 lots will contain an average of two cars per household, and travel to and from home to work will result in an additional 1,940 vehicles per day on Windstar and Franklin Lakes Blvd. Based on the proposed Bluffs plat location, I estimate 80% of the traffic will use Airport Road for access. This could be 1,500 cars per day using the intersection of Windstar Blvd and Airport Road. Has this been considered by traffic management or the Planning Commission? Below are additional statements regarding traffic and road design. Has emergency management considered that about 1,000 homes would have only two points of ingress/egress? Can you give an example of any other subdivision with only two entry points for this many homes?

A. Windstar Blvd is a collector street as it carries traffic between local streets and arterial streets. This type of street should be 36 feet in width and furnish two parking lanes and two traffic lanes. Currently, drivers cannot pass each other if cars are parked on both sides. They must wait for traffic. The hill on Windstar Blvd. near airport road restricts visibility over the horizon and is a hazard with the speed limit (30mph) and lack of line-of-sight of opposing traffic, especially when cars are parked on Windstar.

B. Airport Road is 45 mph. With the developers not adding an additional entrance to their subdivision, the increased traffic will increase risk merging onto Airport Road as Windstar Blvd does not have right of way. Many cars use Nineveh Street from South Street to cross US 31. This will also increase crossing traffic, and the yellow light is too short for crossing a

multi-lane divided road as it is. This intersection will become more congested and drivers increasing risk to get through the short light.

C. Constellation, Supernova, and other side streets are minor streets. Minor streets are not designed to carry through traffic. If the developer is not adding another entrance, they are essentially adding to the current subdivision as their design is essentially stating it is a continuation of the existing subdivision.

2. Environmental. Was IDEM notified? Was there an environmental assessment or permit application to change the watershed for the area to include existing flooding issues from Blue Herron Park, the cemetery, and residences downstream? The nonpoint source pollution and increasing impervious surfaces from new construction and roads will reduce the permeable surface area and increase stormwater and above ground runoff. 167 acres of surface runoff for loam rated soil is 17,000 GMP. Concrete/Asphalt is 37,800 GPM. This is an over 200% increase in runoff to the floodplain nearby.

3. Economic Impact. Has the economic impact on current residents been considered? If so, what were the arguments for and against the petition to add lower cost housing adjacent to an existing subdivision? By using existing side streets with no discernable delineation except smaller lots, the entire subdivision will be impacted by the value of the surrounding residences. This will decrease property value, discourage sales at current value, and drive away existing residents to other cities.

4. Zoning. The intent of zoning is to segregate uses thought to be incompatible. In practice, zoning is also used to prevent new development from interfering with existing uses and/or preserve the "character" of the community. Franklin's zoning map refers to Franklin Lakes, Windstar, and the adjacent field as "RSN". The Franklin zoning regulation states that RSN's minimum lot area is "equal to the smallest lot established by the same approved preliminary plat on the effective date of this ordinance". This also includes setback and space between houses. Since there is no preliminary plat yet approved, I argue that based on the definition of zoning, the map, and regulation, that the intent of the area labelled "RSN" should match the adjacent housing. This plat is simply a continuation of an existing subdivision as it uses minor streets to access.

I heard that the city could do nothing if the plat meets the requirements. The Plan Commission sets the requirements based on the zoning rules assigned "RSN" and standard zoning definitions. This is your opportunity to define the area based on your own designation, not the developer.

If you do not establish the requirement of equal to adjacent housing, the entire purpose of HOA and standards for community become irrelevant.

5. Sewage. Was there a study regarding the increased volume of sanitary sewage? Can the existing infrastructure support 486 additional homes and not cause sewer backup into existing homes?

6. Authority. If this addition was made in the subdivision you live in, would you be agreeable to having houses and lots smaller in size and value placed next to your home, or would you expect comparable value and quality? This cannot be achieved with 486 lots in the given area and smaller lot sizes. As a neighbor, I argue that a plat with larger lot sizes would be beneficial to the city, community, and neighborhood. This appears to be an effort to maximize profit at the expense of the Windstar Subdivision. Greenwood recently denied a warehouse construction due to citizen concerns. I heard that the city's "hands were tied" if the developer abides by the zoning plan requirements. At what point does safety, environment, and economy have a say in updating or considering oversight to existing rules that cannot account for every issue?

7. School capacity. Has the increased amount of households accounted for the increase in school population? Elementary classes are at a 1:30 ratio as it is.

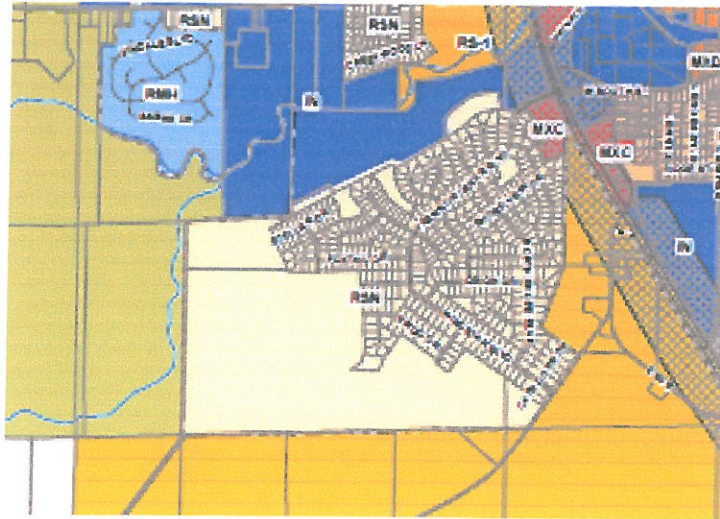
I ask that the "new" subdivision, although just an extension of an existing as long as there is no new entrance, have the same requirements as the existing subdivision in lot size, home size, and quality. Also, that another entrance be added that does not include Windstar Blvd/Franklin Lakes Blvd.

Sincerely,

Jeff White

317-560-9021

Zoning Map



A: Agriculture
RR: Residential, Rural
RSN: Residential, Suburban Neighborhood
RS-1: Residential, Suburban One
RTN: Residential, Traditional Neighborhood
RT-1: Residential, Traditional One

Zoning District	Min. Lot Area	Max. Lot Area	Min. Lot Width	Max. Lot Depth	Max. Lot Coverage (all hard surfaces)	Min Front Yard Setback			Min. Side Yard Setback	Min. Rear Yard Setback	Min. Living Area
						Arterial Street	Collector Street	Local Street			

Agricultural Zoning District

A	2 acres	None	200 ft.	NA	NA	50 ft.	50 ft.	50 ft.	50 ft.	50 ft.	1,000 sq. ft.
---	---------	------	---------	----	----	--------	--------	--------	--------	--------	---------------

Single-Family Residential Zoning Districts

RR	2 acres (septic) 1 acre (sewer)	None	100 ft.	3.5x lot width	35%	50 ft.	50 ft.	50 ft.	15 ft.	15 ft.	1,600 sq. ft.
RSN	per existing preliminary plat	None	per existing plat	NA	50%	per existing plat*	per existing plat*	per existing plat*	5 ft.*	15 ft.*	current min. in plat area
RS-1	15,000 sq. ft.	None	100 ft.	NA	50%	50 ft.*	30 ft.*	20 ft.*	15 ft.*	25 ft.*	1,800 sq. ft.
RS-2	10,000 sq. ft.	None	75 ft.	NA	60%	50 ft.*	30 ft.*	20 ft.*	10 ft.*	20 ft.*	1,600 sq. ft.

Floodplain Map

