

## CITY OF FRANKLIN, TENNESSEE

### Meeting Notes



**Meeting Date:** October 26, 2022

**Meeting Time:** 5:00 – 6:30

**Meeting Location:** Franklin City Hall

**Project:** Goose Creek Basin Coordinated Study of  
Land Use, Infrastructure, and the Roadway Network

**October 26, 2022 at 5:00pm (presentation at 5:30pm)**

#### Comment Cards:

- Realign SB (southbound) ramp to change angle of attack for semis [drawing to show concern]
- There needs to be a more gradual transition between residential and regional commerce (RC) (i.e. on Long Lane). Going from residential to RC is a very drastic change, especially in an area that is rural.

Also, would love for a community survey to be released to area neighborhoods for HOAs to send to its residents as I find it hard to believe high density was wanted by a majority of people who live here.

- Leave us alone  
–4581-4585 Peytonsville Rd.
- Projected job analysis  
1500 new retail jobs?  
How do retail jobs afford to live on this new development?
- The end of Pratt Lane (0 Pratt Lane) has been [planned] per your plan Mixed + Residential Mixed until the latest version. Now it is zoned residential conservation. Please rethink this. This area (0 Pratt Lane) is close to the proposed flyover and partial interchange. Residential conservation devalues the property and does not compliment/go with the surrounding uses. If the city wants open space (or a park like area) it needs to pay for it i.e. proposed bike trail (like [Harlindel]).

Pratt Lane at the very least should be zoned mixed residential or mixed use. Thank you.

- The end of Pratt Lane has been zoned per your plan Mixed + Residential Mixed until this last version. Now it is residential conservation. Please re-think this. This area I am speaking about is close to the proposed flyover and partial interchange. Residential conservation de-values the property and it seems like you're trying to use it on the park that the city won't pay for with the proposed bike trail. At the very least this area should be zoned mixed use or residential use.
- I live on Pratt Ln and I am also a real estate agent so I know the lure to this area. Through this study process draft plans have zoned the 53 acres (that are our multi-generational land I partially own) have changed drastically. We have gone from mixed use, to mixed residential and currently



conservation subdivision. The lines for this zoning use are very abrupt from the neighborhood mixed use to conservation. None of us a free with this classification. It devalues our land and is not taking into account the proximity to the new interchange: Ramsey, K-love and the other major businesses. We are asking you to reconsider the usage plan for the conservative subdivision. It is not fair to us. It is almost like you, as a city, are getting a free park. This is extremely unfair to us.

- Please revisit conservation Designation for 4460 Pratt Lane. It's 1/3 of my property and "orphans" a portion of the back of the property.
- Laser guide development to create enough amenities so traffic stays localized thus reducing choke points @ I-65
- Please review conservation area for 0 Pratt Lane. Thank you.
- Great info & well presented. For what it's worth, I agree with all projections & conclusions.
- Lewisburg Pike/ Stream Valley: How will the city continue the sidewalk they are constructing without taking out the front of our established subdivision? I understand the Envision Franklin and connecting all of Franklin, however the front of Steam Valley has no room and a dead end sidewalk beside it
- What businesses were represented by the stakeholders? On the website it only lists individuals and not their affiliations
- Who are the stakeholders?
- I would like to know why Southbrook installed a sidewalk right up to the Stream Valley Fountain and if it was an oops. Will they fix it aesthetically, to look appealing?
- To lower traffic volume there should be a diversity of residential price range as well as workforce housing.
- Long lane flyover to Peytonsville traffic study has underestimated this Traffic impact over to the Lewisburg pike. This would increase at least 3 to 4 times. Lewisburg corridor between Goose Creek and Mack Hatcher has already doubled in the last year.  
– Michael Mattheiss [msmattheis@gmail.com](mailto:msmattheis@gmail.com)
- Water? We are in a drought now and being asked to conserve water. How does a water study justify a new development? Where does more come from?
- The CDF Traffic Analysis Impact Requirements says that Roadways should maintain LOS "D" or better, with LOS "E" or better for lanes with turning movements. Why has this been sacrificed when looking at development for this area. It seems that increasing density is the priority and the impacts on traffic aren't as important as both options make it worse. Why not develop in a way that adheres to the CDF stated requirements?



- Given plans to extend Carothers Parkway to meet the Goose Creek extension (2019-2028 Draft Capital Improvement Plan). The \$37M for the long lane overpass could be better spent. This will mainly give Ladd Park residents a “back-door” for Berry Farms Town center offices and retail shopping areas—going through a very narrow residential “yield” streets in the Berry Farms Town Center residential area and creating huge traffic and safety issues give how close houses are to the street with kids plying near the street.
- Make traffic flow through 840 [graphic diagram drawn]
- Widening of Lewisburg Pike from Goose Creek south... Will and when will it be widened to support the growth down to 840? The concert venue alone shows we aren’t ready! – Thank you!
- What is the estimated traffic count for the flyover vs partial interchange?

To have a complete result do you think it is important to take into consideration the Buckner Interchange?

Does continued flow and (a roadway that is not failing) start down in Spring Hill. Lewisburg on the west side goes parallel with I-65. What is parallel with I-65 on the East? Campbell Rd would help! Connectivity!

- Given the current transportation network failure, the huge funding gap for both options, and the history of traffic issues getting worse over time (e.g. Cool Springs area), who suffers if this area is not developed – so transportation does not get worse and taxes won’t increase? Do the profit motives of current land owners in this area and developers justify increasing traffic problems and creating a need for new taxes?

**Sticky Notes from Partial Interchange Map:**

- Find out what is happening with Pratt Lane. Short-term cul-de-sac
- Mixed use for this area
- Take out conservation area
- Mixed residential Thompson Stateion looking at punching through road to 840