

My name is Sylvia Bell, and I live at 1500 Tucker Lane in Ashton

Whilst I agree that the new design for AMP is an improvement on the previous one, against which I testified, I still have reservations about the plan.

I worry that the crossroads will not be sufficiently safe for pedestrians, and ask if there is more that could be done to make it safer. I hear about stamped concrete etc. defining the crosswalks, etc. etc. but I remain unconvinced that enough is proposed to slow down the traffic that pours through the intersection, especially in both directions along Route 108. . Route 108 is a major thoroughfare carrying cross-county as well as local traffic.

I still have an impossible time visualizing a smooth flow of traffic into and out of the AMP with its only two exits/entrances quite close to the crossroads.. I hope that we don't have to wait for serious accidents to occur before we have the access roads controlled by traffic lights.

With the first plan the developer devoted one town meeting to the storm water management aspects of the project, which included collection and filtering of runoff, and putting a pervious surface on one parking area. This time we have heard little, although the plan must have been changed with the relocation of the grocery store. I hope the new plan will be sufficient for the needs of the site and the environment.

Will the underground parking cause safety problems for people using it? The lower level of the parking area will be very sheltered, except from traffic using the access road, for beyond the road from the parking is the wetland area.. Although the parking area may be an open one, nothing else overlooks it.

Although a two-level parking area certainly reduces the impervious surface area needed for parking, it also means that more buildings were squeezed into the same plan than would otherwise have been possible. I suggest that there should be a way to ensure this does not happen here or elsewhere. In addition to already required green space, each level of approved parking apart from the first should require an equal area of green space on the site.

I don't think the bank drive-through lanes should be buried in an inside corner of the shopping center, accessed only by driving through the shopping center. A drive-through is supposed to be a quick convenient way to conduct ones banking. I don't think these drive-throughs will be at all convenient.

Maybe there should be another iteration of this new plan.

Finally, I ask the Board to ensure that future development/redevelopment plans for the other 3 corners of our crossroads are pedestrian friendly and adhere to the Master Plan, to help us achieve a true village center in Ashton.

Thank you.