



Meeting Agenda

BOMA & FMPC Joint Conceptual Workshop

Thursday, July 27, 2023

5:30 PM

City Hall Board Room

Notice is hereby given that a joint, non-voting workshop of the Board of Mayor and Aldermen and the Franklin Municipal Planning Commission will be held on the date, time and in the location stated above. Additional information can be found at www.franklinton.gov/planning. For accommodations due to disabilities, contact the Human Resource Department at 791-3216, at least 24 hours prior to the meeting.

The typical process for discussing an item in this workshop setting is as follows:

- 1. Applicant / staff presentation, and*
- 2. BOMA and FMPC comments*

CALL TO ORDER

NEW BUSINESS

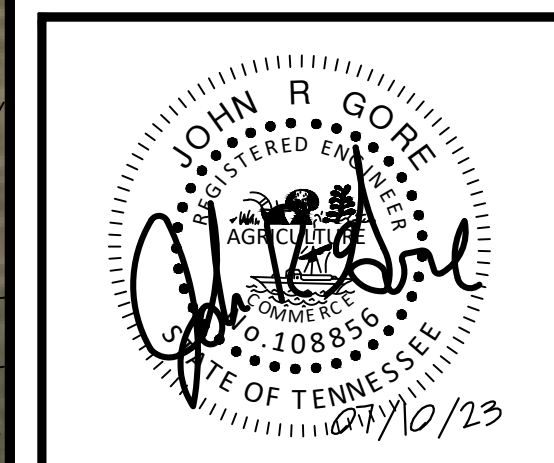
1. (5:30- 6:00 PM) Discussion of a development plan revision proposing the construction of a 5,700 SF Fire and Rescue EMS station, on 1.6 acres, located at 110 Aldersgate Way (Franklin First United Methodist Church PUD).
2. (6:00 - 6:30 PM) Presentation of the Factory District Community Open House Feedback.

OTHER BUSINESS

ADJOURN



211 Franklin Road
Suite 200
Brentwood, TN 37027-5593
615.377.9773 Office
615.370.4147 Fax
www.TMPartners.com



**WILLIAMSON COUNTY FIRE AND RESCUE
EMS AT FFUMC**

**110 ALDERSGATE WAY
FRANKLIN, TN 37069**

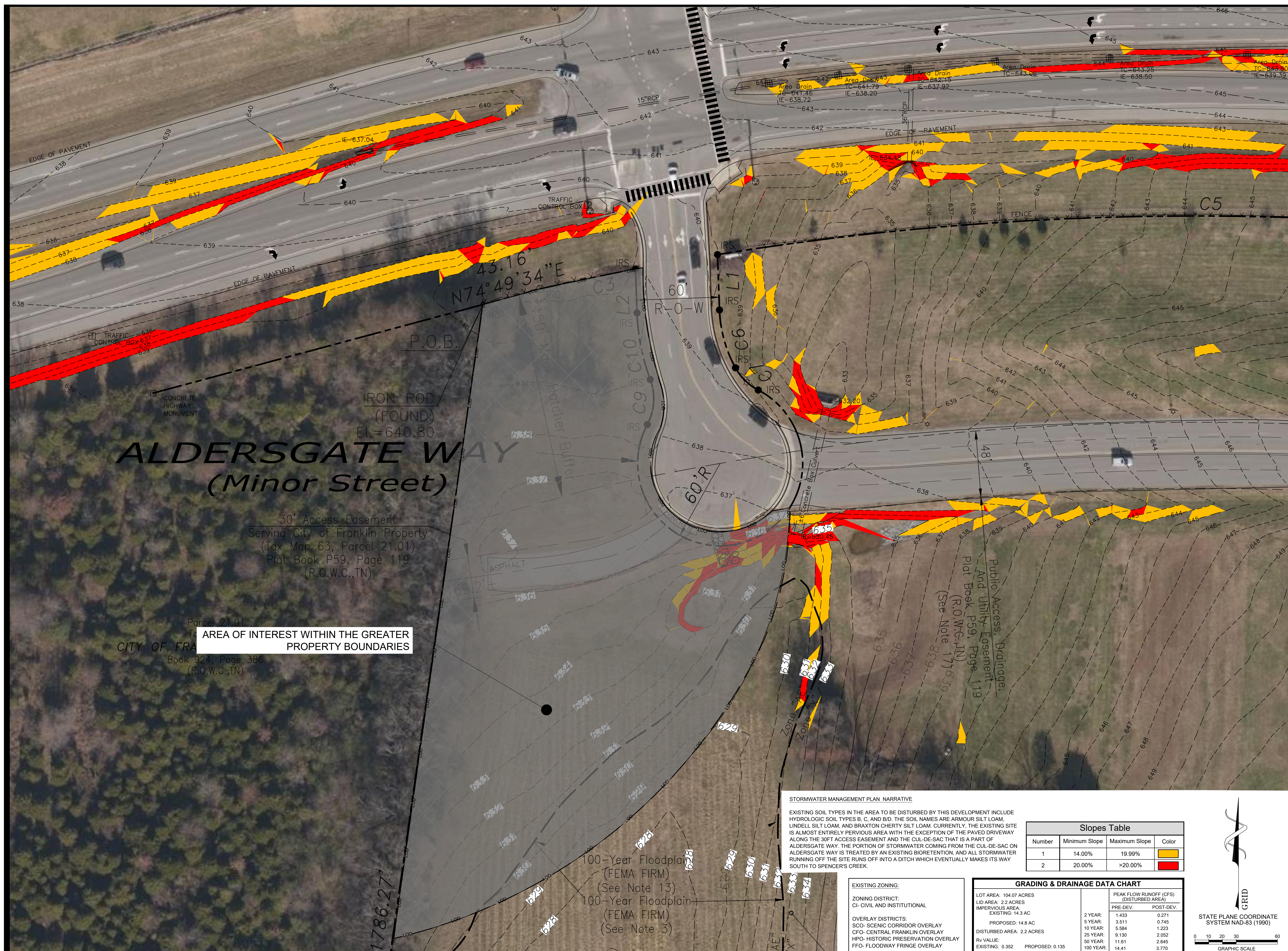
**PUD
DEVELOPMENT
PLAN
SUBMITTAL
07-10-2023**

[illegible]

DR. BY	AUTHOR
CK. BY	CHECKER
PROJ. NO.	A08221
DATE	06/26/2023

**ENLARGED
EXISTING
CONDITIONS**

C1.10



- 1 HEAVY DUTY CONCRETE PAVEMENT (TYP).
- 2 LIGHT DUTY ASPHALT PAVEMENT (TYP).
- 3 RELOCATED 24.0' ACCESS EASEMENT
- 4 POST CURB (TYP).
- 5 CONCRETE SIDEWALK (TYP).
- 6 PROPOSED BUILDING; REFER TO ARCHITECTURAL AND STRUCTURAL DRAWINGS
- 7 ADA PARKING SPACE (TYP).
- 8 ACCESSIBLE PARKING SIGN (TYP).
- 9 ACCESSIBLE SIDEWALK RAMP (TYP).
- 10 CURB CUT (TYP).
- 11 WHEEL STOP (TYP).
- 12 ACCESS GATE
- 13 POURED IN PLACE CONCRETE RETAINING WALL WITH BRICK VENEER
- 14 EXCLUSIVE GREEN INFRASTRUCTURE EASEMENT
- x NUMBER OF PARKING SPACES IN AN AREA

☐ CONCRETE
HIGHWAY
MONUMENT

ALDERSGATE WAY
(Minor Street)

30' Access Easement
Serving City of Franklin Property
(Tax Map 63, Parcel 21.01)
Plat Book P59, Page 119
(R.O.W.C.,TN)

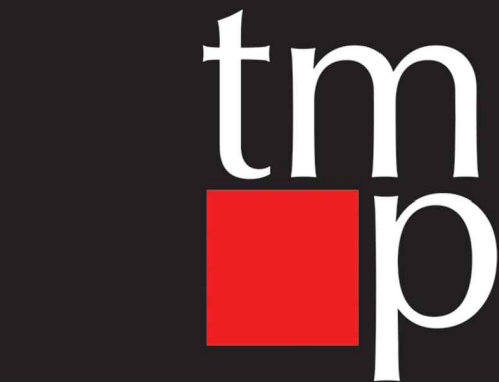
Parcel 21.01
Tax Map 63
CITY OF FRANKLIN, TENNESSEE
Book 924, Page 386
(R.O.W.C.,TN)

PROPOSED EM. STATION
FFE: 637 FT

OS 101

100-Year Floodplain
(FEMA FIRM)
(See Note 13)

LOT	TYPE	AREA
100	NATURAL AREA	20,683 SF
101	NATURAL AREA	19,110 SF



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Architecture Interiors Planning

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ENLARGED DEVELOPMENT PLAN

C2.10

EXISTING SOIL TYPES IN THE AREA TO BE DISTURBED BY THIS DEVELOPMENT INCLUDE HYDROLOGIC SOIL TYPES B, C, AND B/D. THE SOIL NAMES ARE ARMOUR SILT LOAM, LINDELL SILT LOAM, AND BRAXTON CHERTY SILT LOAM. CURRENTLY, THE EXISTING SITE IS ALMOST ENTIRELY PERVIOUS AREA WITH THE EXCEPTION OF THE PAVED DRIVEWAY ALONG THE 30FT ACCESS EASEMENT AND THE CUL-DE-SAC THAT IS A PART OF ALDERSGATE WAY. THE PORTION OF STORMWATER COMING FROM THE CUL-DE-SAC ON ALDERSGATE WAY IS TREATED BY AN EXISTING BIOTRETENTION, AND ALL STORMWATER RUNNING OFF THE SITE RUNS OFF INTO A DITCH WHICH EVENTUALLY MAKES ITS WAY SOUTH TO SPENCER'S CREEK.

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF IMPERVIOUS AREA OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TEST SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE THE FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS ROADWAY SUB-GRADE, BASE STONE AND BINDER AND SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREET AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. THE TENNESSEE DEPARTMENT OF HIGHWAY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.

WATER FACILITIES
WATER SERVICE WILL BE PROVIDED BY THE CITY OF FRANKLIN WATER
MANAGEMENT DEPARTMENT. WE ESTIMATE USAGE TO BE 1,302 GPD.

SEWER SERVICE WILL BE PROVIDED BY CITY OF FRANKLIN WATER
MANAGEMENT DEPARTMENT. WE ESTIMATE USAGE TO BE 1,302 GPD

NOT AVAILABLE TO THIS SITE.

POLICE, FIRE, AND RECREATIONAL FACILITIES
NEAREST POLICE STATION: 1.1 MILES TO COLUMBIA AVE. POLICE DEPT.
NEAREST FIRE STATION: 1.2 MILES TO FIRE STATION 1 ON NEW HWY 96.
NEAREST RECREATIONAL FACILITY: 1.2 MILES TO THE PARK AT
HARLINSDALE FARM ON FRANKLIN RD.

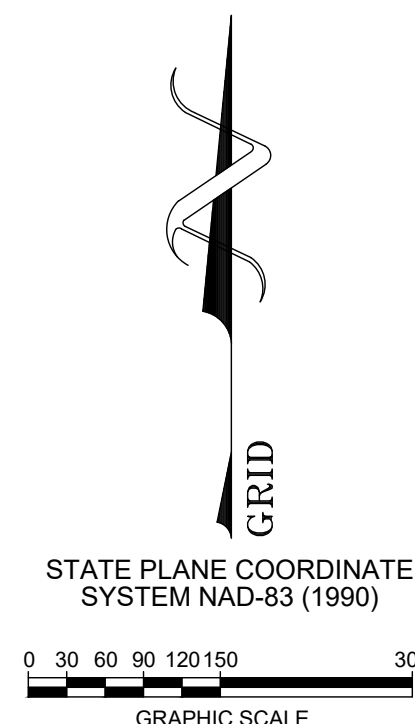
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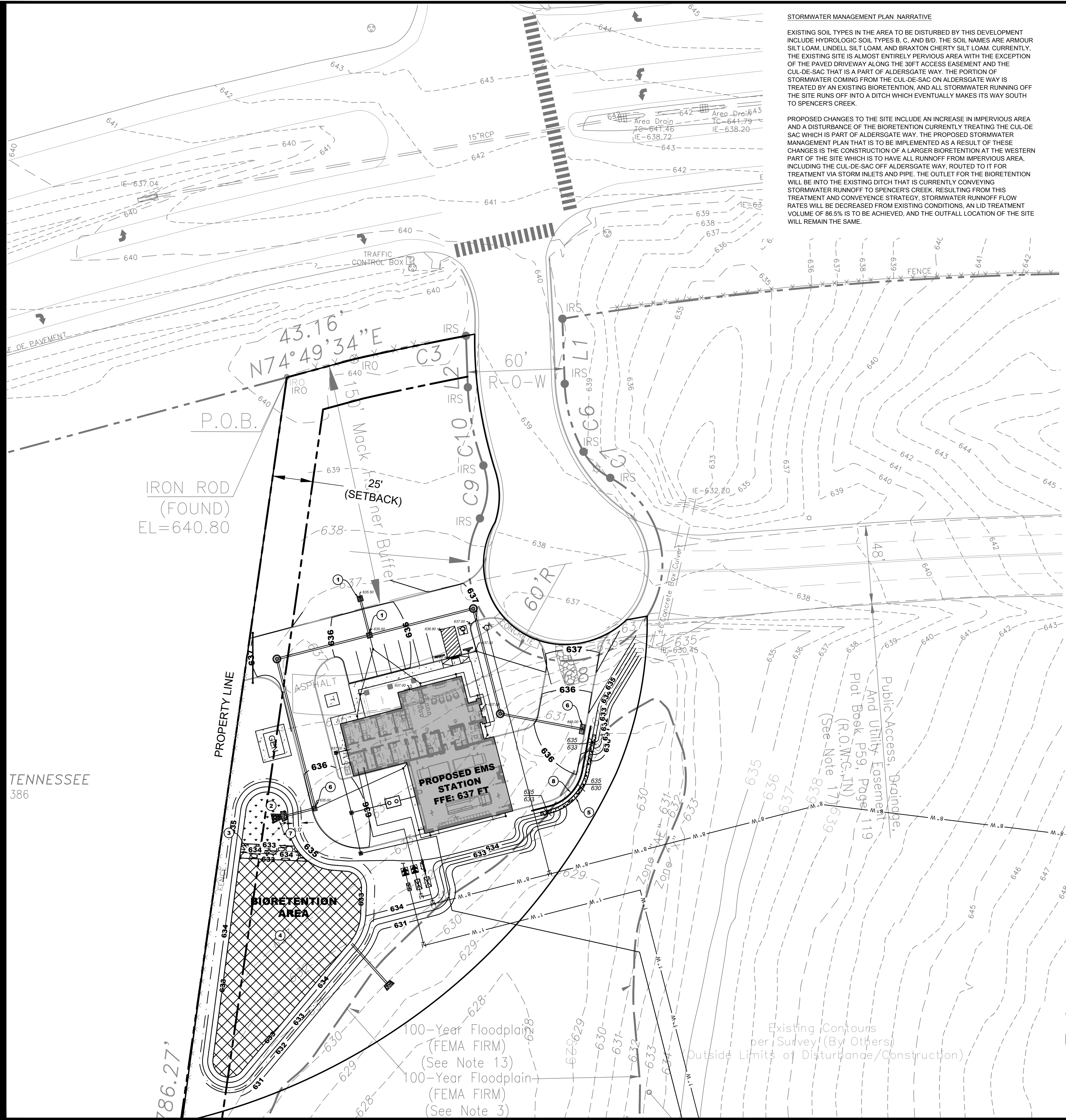
REFUSE STORAGE AND SANITATION COLLECTION
FACILITIES
REFUSE COLLECTION FOR THE DEVELOPMENT SHALL BE PROVIDED BY
CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT

TRIPS FROM PASSENGER CARS GENERALLY WILL INCLUDE 1-2 TRIPS FOR EMPLOYEES CHANGING SHIFTS. TRIPS FROM AMBULANCES WILL VARY DAY TO DAY, BUT A ROUGH ESTIMATE WOULD BE 20 TRIPS A DAY. ENTRANCE AND EXITS WILL TAKE PLACE ONTO ALDERSGATE WAY AND SUBSEQUENTLY MACK HATCHER MEMORIAL PARKWAY.

0.5 AC OF IMPERVIOUS AREA WILL BE ADDED TO THE SITE
RUNOFF RATES WILL BE EQUAL TO OR LESS THAN
EXISTING CONDITIONS. OUTFALL REMAINS THE SAME.

GRADING & DRAINAGE DATA CHART			
LOT AREA: 104.07 ACRES		PEAK FLOW RUNOFF (CFS)	
LID AREA: 2.2 ACRES		(DISTURBED AREA)	
IMPERVIOUS AREA:		PRE-DEV.	POST-DEV.
EXISTING: 14.3 AC		1 YEAR:	1.433
PROPOSED: 14.8 AC		5 YEAR:	3.511
DISTURBED AREA: 2.2 ACRES		10 YEAR:	5.584
Rv VALUE:		25 YEAR:	9.130
EXISTING: 0.352		50 YEAR:	11.61
PROPOSED: 0.135		100 YEAR:	14.41
			2.052
			2.645
			3.770





STORMWATER MANAGEMENT PLAN NARRATIVE

EXISTING SOIL TYPES IN THE AREA TO BE DISTURBED BY THIS DEVELOPMENT INCLUDE HYDROLOGIC SOIL TYPES B, C, AND B/D. THE SOIL NAMES ARE ARMOUR SILT LOAM, LINDELL SILT LOAM, AND BRAXTON CHERTY SILT LOAM. CURRENTLY, THE EXISTING SITE IS ALMOST ENTIRELY PERVIOUS AREA WITH THE EXCEPTION OF THE PAVED DRIVEWAY ALONG THE 30FT ACCESS EASEMENT AND THE CUL-DE-SAC THAT IS A PART OF ALDERSGATE WAY. THE PORTION OF STORMWATER COMING FROM THE CUL-DE-SAC ON ALDERSGATE WAY IS TREATED BY AN EXISTING BIORETENTION, AND ALL STORMWATER RUNNING OFF THE SITE RUNS OFF INTO A DITCH WHICH EVENTUALLY MAKES ITS WAY SOUTH TO SPENCER'S CREEK.

PROPOSED CHANGES TO THE SITE INCLUDE AN INCREASE IN IMPERVIOUS AREA AND A DISTURBANCE OF THE BIORETENTION CURRENTLY TREATING THE CUL-DE-SAC WHICH IS PART OF ALDERSGATE WAY. THE PROPOSED STORMWATER MANAGEMENT PLAN THAT IS TO BE IMPLEMENTED AS A RESULT OF THESE CHANGES IS THE CONSTRUCTION OF A LARGER BIORETENTION AT THE WESTERN PART OF THE SITE WHICH IS TO HAVE ALL RUNOFF FROM IMPERVIOUS AREA, INCLUDING THE CUL-DE-SAC OFF ALDERSGATE WAY, ROUTED TO IT FOR TREATMENT VIA STORM INLETS AND PIPE. THE OUTLET FOR THE BIORETENTION WILL BE INTO THE EXISTING DITCH THAT IS CURRENTLY CONVEYING STORMWATER RUNOFF TO SPENCER'S CREEK. RESULTING FROM THIS TREATMENT AND CONVEYENCE STRATEGY, STORMWATER RUNOFF FLOW RATES WILL BE DECREASED FROM EXISTING CONDITIONS. AN LID TREATMENT VOLUME OF 86.5% IS TO BE ACHIEVED, AND THE OUTFALL LOCATION OF THE SITE WILL REMAIN THE SAME.

CITY OF FRANKLIN GRADING AND DRAINAGE GENERAL NOTES:

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF IMPERVIOUS AREA OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL
2. THE DEVELOPER SHALL PROVIDE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TEST SHALL BE RECTIFIED.
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4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS ROADWAY SUB-GRADE, BASE STONE AND BINDER AND SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREET AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.

CITY OF FRANKLIN RETAINING WALL NOTES

1. DESIGN DRAWINGS, CALCULATIONS, AND FINISHES FOR RETAINING WALLS 4'-0" OR TALLER, AS MEASURED FROM THE BOTTOM OF FOUNDATIONS TO THE TOP OF WALL, SHALL BE SUBMITTED TO BUILDING & NEIGHBORHOOD SERVICES (BNS) FOR RETAINING WALL REVIEW, APPROVAL, AND PERMITTING. THE WALL PERMIT SUBMITTAL SHALL BE MADE PRIOR TO ISSUANCE OF THE GRADING PERMIT.
2. WALLS SHALL BE CLAD IN BRICK, NATURAL STONE, OR CULTURED STONE. WHERE NOT VISIBLE FROM A STREET, DRIVE, OR OPEN SPACE, STAINED OR STAMPED CONCRETE AND SPLIT-FACE BLOCK ARE ALSO PERMITTED.
3. TIMBER RETAINING WALLS SHALL NOT BE USED
4. WALLS ADJACENT TO BIORETENTION AREAS SHALL NOT RELY ON BIORETENTION MEDIA OR STONE DRAINAGE MEDIA FOR STABILITY OR LATERAL RESISTANCE. BOTTOM OF WALL STEM (OR BLOCK) / TOP OF FOOTING ELEVATION SHALL BE LOCATED AT OR BELOW BOTTOM OF LOWERMOST STONE DRAINAGE MEDIA.
5. RETAINING WALLS SHALL BE DESIGNED FOR A LIVE LOAD SURCHARGE CORRESPONDING TO THE MAXIMUM DESIGN LOADING, BUT IN NO CASE LESS THAN 250 PSF APPLIED OVER THE FULL EXTENTS OF RIGHT-OF-WAY.
6. RETAINING WALLS SHALL PROVIDE A MINIMUM SLIDING AND OVERTURNING FACTOR OF SAFETY OF 1.50 AND A MINIMUM GLOBAL STABILITY FACTOR OF 1.30.
7. RETAINING WALLS AND ASSOCIATED COMPONENTS SHALL BE WHOLLY LOCATED OUTSIDE OF RIGHT-OF-WAY AND PUBLIC EASEMENTS
8. RETAINING WALLS OUTSIDE OF, BUT SUPPORTING, RIGHT-OF-WAY OR PUBLIC EASEMENTS SHALL NOT BE CONSTRUCTED OF TIMBER OR GROUTED OR UNGROUTED STACKED STONE
9. PEDESTRIAN AND/OR VEHICULAR GUARDS SHALL BE PROVIDED WHEN A PEDESTRIAN AND/OR VEHICULAR PATH, RESPECTIVELY, EXTENDS TO WITHIN FIVE (5) FEET OF THE TOP OF A RETAINING WALL OR WHERE OTHERWISE DEEMED NECESSARY BY THE CITY ENGINEER

STATEMENT OF IMPACTS

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SEWER FACILITIES
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REPURIFIED (REUSE) WATER FACILITIES
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POLICE, FIRE, AND RECREATIONAL FACILITIES
NEAREST POLICE STATION: 1.1 MILES TO COLUMBIA AVE. POLICE DEPT.
NEAREST FIRE STATION: 1.2 MILES TO FIRE STATION 1 ON NEW HWY 98.
NEAREST RECREATIONAL FACILITY: 1.2 MILES TO THE PARK AT HARLINDALE FARM ON FRANKLIN RD.

PROJECTED STUDENT POPULATION
NO STUDENTS ARE PROJECTED FOR THIS DEVELOPMENT SINCE IT IS STRICTLY A SENIOR LIVING FACILITY.

REFUSE STORAGE AND SANITATION COLLECTION FACILITIES
REFUSE COLLECTION FOR THE DEVELOPMENT SHALL BE PROVIDED BY CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT

STREET NETWORK
TRIPS FROM PASSENGER CARS GENERALLY WILL INCLUDE 1-2 TRIPS FOR EMPLOYEES CHANGING SHIFTS. TRIPS FROM AMBULANCES WILL VARY DAY TO DAY, BUT A ROUGH ESTIMATE WOULD BE 20 TRIPS A DAY. ENTRANCE AND EXITS WILL TAKE PLACE ONTO ALDERSGATE WAY AND SUBSEQUENTLY MACK HATCHER MEMORIAL PARKWAY.

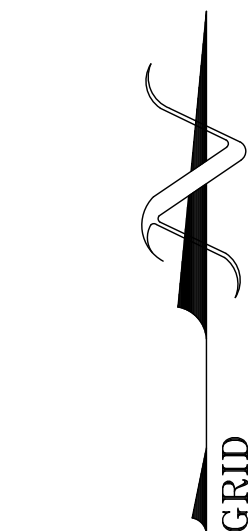
DRAINAGE FACILITIES
0.5 AC OF IMPERVIOUS AREA WILL BE ADDED TO THE SITE. RUNOFF RATES WILL BE EQUAL TO OR LESS THAN EXISTING CONDITIONS. OUTFALL REMAINS THE SAME.

GRADING & DRAINAGE KEYNOTES:

- 1 PROPOSED AREA INLET
- 2 PRE-TREATMENT CELL
- 3 STONE CHECK DAM
- 4 LEVEL 2 BIORETENTION AREA
- 5 POURED IN PLACE CONCRETE RETAINING WALL WITH BRICK VENEER; MAX HEIGHT 5.0 FT
- 6 PROPOSED CURB INLET.
- 7 RIP RAP OUTLET PROTECTION
- 8 VEHICULAR GUARDRAIL

SEE DETAIL SHEET CX-X FOR CIVIL DETAILS; UNLESS OTHERWISE NOTED.

GRADING & DRAINAGE DATA CHART			
LOT AREA: 104.07 ACRES LID AREA: 2.2 ACRES IMPERVIOUS AREA: EXISTING: 14.3 AC	2 YEAR: 5 YEAR: 10 YEAR: 25 YEAR: 50 YEAR: 100 YEAR:	PEAK FLOW RUNOFF (CFS) (DISTURBED AREA)	
		PRE-DEV.	POST-DEV.
PROPOSED: 14.8 AC		1,433	0,271
DISTURBED AREA: 2.2 ACRES		3,511	0,745
Rv VALUE:		5,584	1,223
EXISTING: 0.352	PROPOSED: 0.135	9,130	2,052
		11,611	2,645
		14,411	3,770



STATE PLANE COORDINATE
SYSTEM NAD-83 (1990)

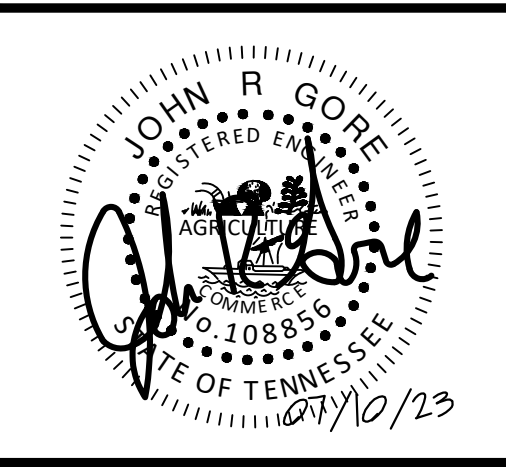
GRAPHIC SCALE

tm
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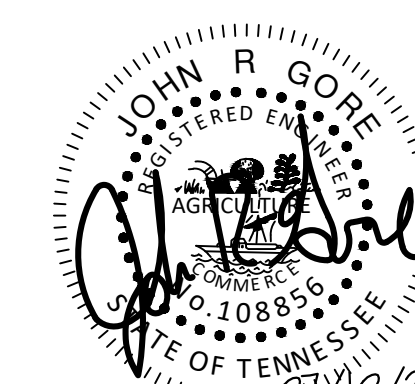
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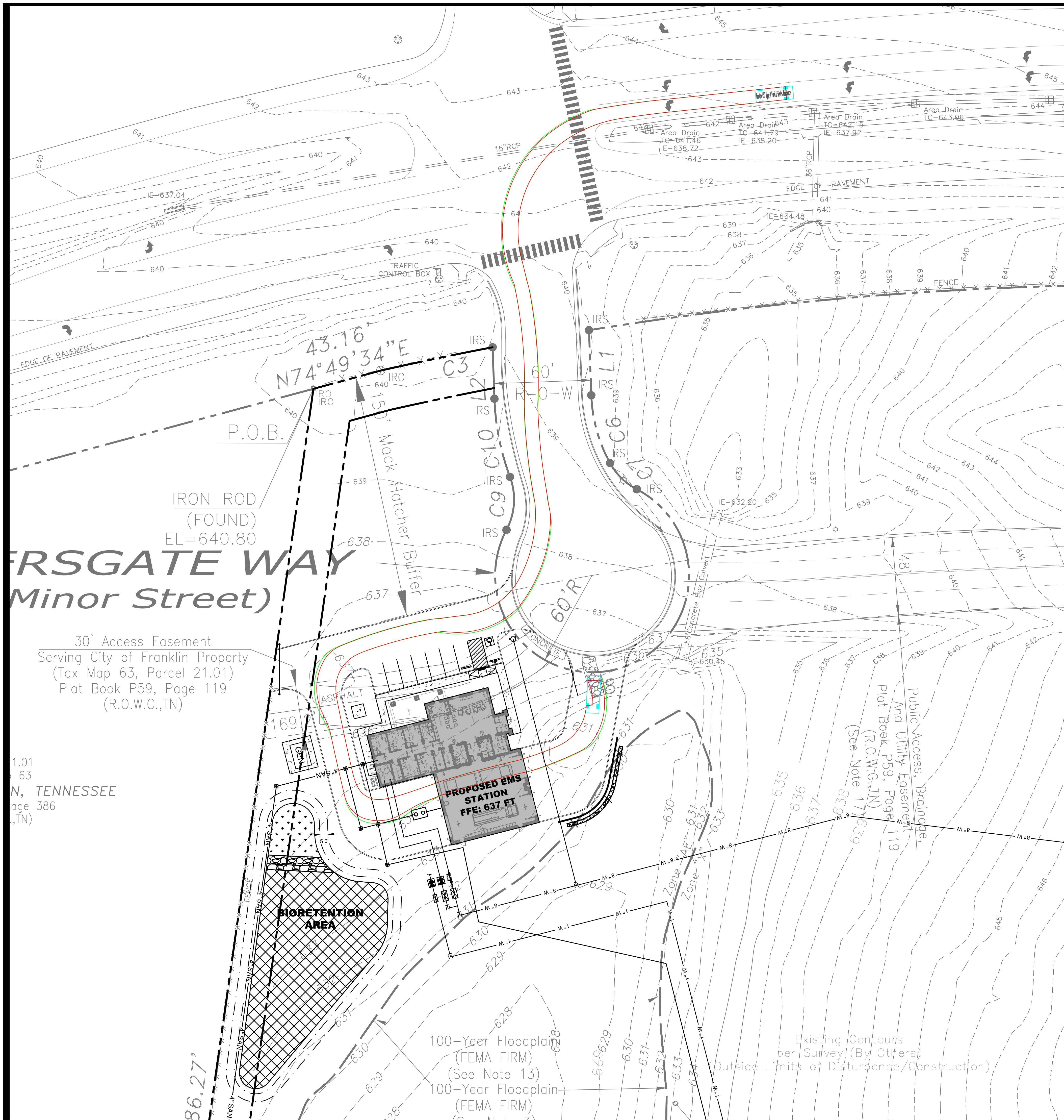
REVISIONS

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ROW & ACCESS PLAN

C5.00



RIGHT-OF-WAY & ACCESS NOTES:

1. PRIOR TO BEGINNING ANY CONSTRUCTION, THE DEVELOPER AND/OR CONTRACTOR, SHALL OBTAIN ALL NECESSARY PERMITS AS REQUIRED BY LAW. SUCH PERMITS MAY INCLUDE, BUT ARE NOT LIMITED TO THOSE REQUIRED BY STATE OF TENNESSEE, WILLIAMSON COUNTY AND OTHER CITY OF FRANKLIN AGENCIES.
2. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR SIDEWALK OR ANY UTILITY OF ANY TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
3. CONSTRUCTION MATERIALS SHALL BE FULLY TESTED IN ACCORDANCE WITH THE DESIGNATIONS AND REQUIREMENTS WITHIN THE REFERENCED "DOT STANDARD SPECIFICATIONS" SECTIONS, UNLESS OTHERWISE NOTED WITHIN THE "STANDARD SPECIFICATIONS" SECTION OF THE CITY OF FRANKLIN TRANSPORTATION AND STREET TECHNICAL STANDARDS.
4. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
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6. ALL TEMPORARY STRIPING SHALL CONFORM TO "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", PUBLISHED BY TDOT, THE LATEST REVISION EXCEPT AS HEREIN AMENDED. WHEN APPROVED, TEMPORARY STRIPING SHALL BE REQUIRED PRIOR TO THE OPENING OF A STREET FOR TRAVEL WHERE PAVEMENT AND/OR PERMANENT STRIPING CANNOT BE COMPLETED DUE TO WEATHER AND/OR TIME CONSTRAINTS.
7. THERMOPLASTIC PAVEMENT MARKINGS SHOULD BE USED ON ALL PUBLIC AND PRIVATE CITY STREET PROJECTS. THERMOPLASTIC TRAFFIC STRIPING AND PAVEMENT MARKINGS SHALL CONFORM TO SECTION 716.03 "THERMOPLASTIC PAVEMENT MARKINGS", OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (T.D.O.T.) AND TO THE CITY OF FRANKLIN TRANSPORTATION AND STREET TECHNICAL STANDARDS.

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ENTRANCE AND EXITS WILL TAKE PLACE ONTO ALDERSGATE WAY AND
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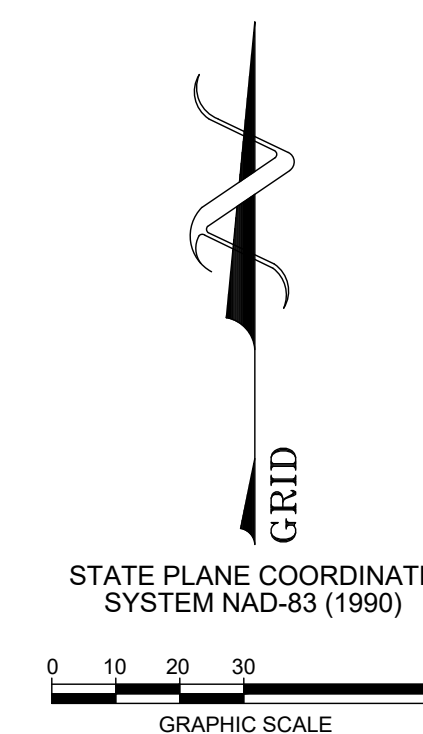
R.O.W AND ACCESS DATA CHART

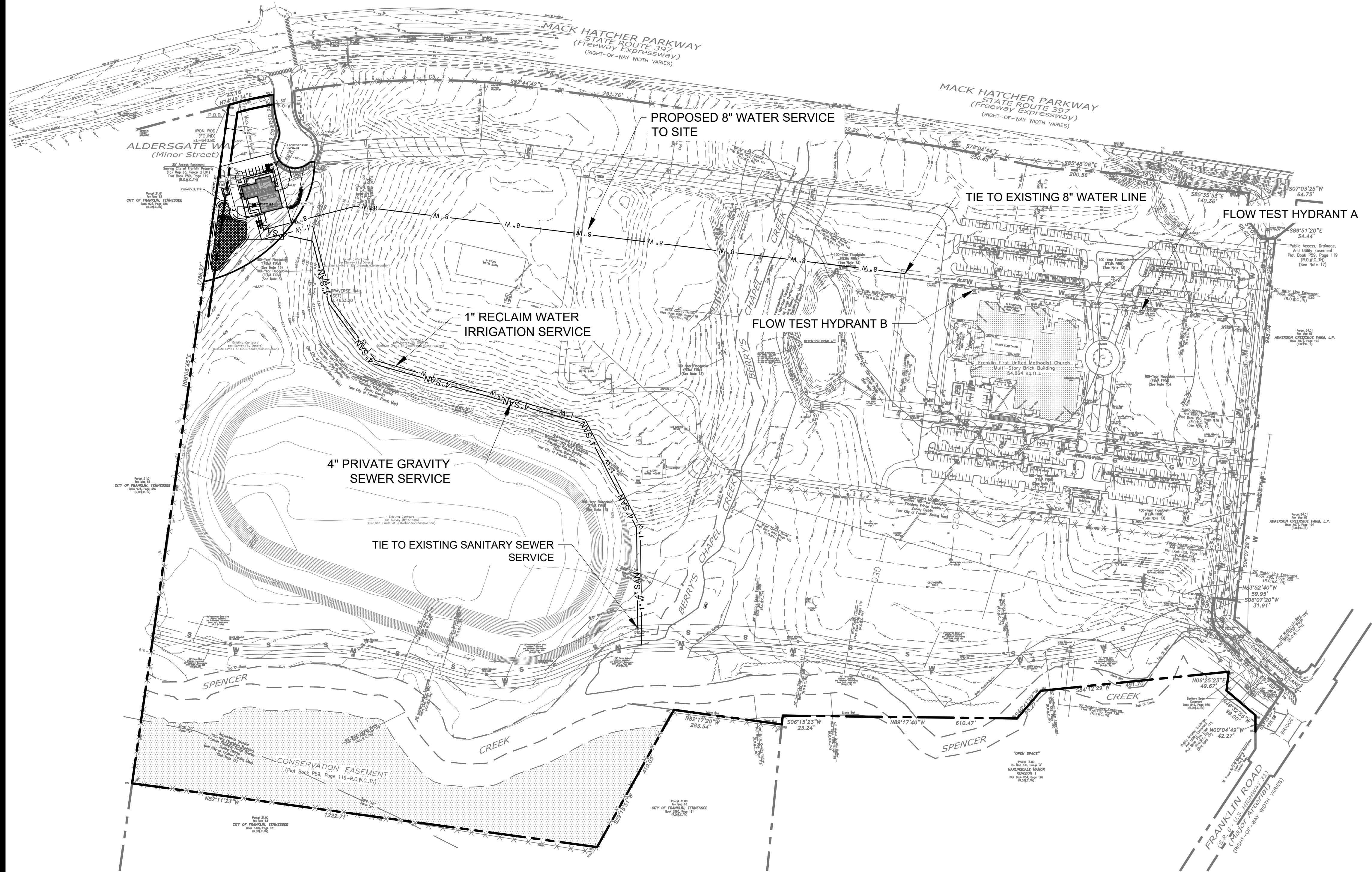
DAILY TRIP GENERATION: 20 TRIPS PER DAY

PEAK HOUR TRIP GENERATION: 2 VEHICLES PER HOUR

TRAFFIC IMPACT STUDY REQUIRED: NO

CIRCULATION PLAN REQUIRED: NO





- THE CITY OF FRANKLIN WATER AND SEWER GENERAL NOTES**
- ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE 'GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE' LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMAN BY RESOLUTION.
 - CONTRACTOR SHALL OBTAIN WATER AND SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRE-CONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
 - CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOB SITE AT ALL TIMES DURING CONSTRUCTION:
 - APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS.
 - WATER AND SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
 - COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
 - A COPY OF ALL APPROVED CUT SHEETS.
 - ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TENNESSEE FOLLOWING APPROVAL FROM CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
 - PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
 - ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION BY THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72 HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ON SITE DURING CONSTRUCTION.
 - ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.

TWO HYDRANT FLOW TEST RESULTS

STATIC: 97 psi
RESIDUAL: 90 psi
FLOW: 1350 gpm
FLOW TEST PERFORMED AT 9:00 AM ON JUNE 23, 2023 BY
BRUHN & BRUHN FIRE PROTECTION

STATEMENT OF IMPACTS

WATER FACILITIES
WATER SERVICE WILL BE PROVIDED BY THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT. WE ESTIMATE USAGE TO BE 1,302 GPD.

SEWER FACILITIES
SEWER SERVICE WILL BE PROVIDED BY CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT. WE ESTIMATE USAGE TO BE 1,302 GPD

REPURIFIED (REUSE) WATER FACILITIES
NOT AVAILABLE TO THIS SITE.

POLICE, FIRE, AND RECREATIONAL FACILITIES
NEAREST POLICE STATION: 1.1 MILES TO COLUMBIA AVE. POLICE DEPT.
NEAREST FIRE STATION: 1.2 MILES TO FIRE STATION 1 ON NEW HWY 96.
NEAREST RECREATIONAL FACILITY: 1.2 MILES TO THE PARK AT HARLINSDALE FARM ON FRANKLIN RD.

PROJECTED STUDENT POPULATION
NO STUDENTS ARE PROJECTED FOR THIS DEVELOPMENT SINCE IT IS STRICTLY A SENIOR LIVING FACILITY.

REFUSE STORAGE AND SANITATION COLLECTION FACILITIES
REFUSE COLLECTION FOR THE DEVELOPMENT SHALL BE PROVIDED BY CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT

STREET NETWORK
TRIPS FROM PASSENGER CARS GENERALLY WILL INCLUDE 1-2 TRIPS FOR EMPLOYEES CHANGING SHIFTS. TRIPS FROM AMBULANCES WILL VARY DAY TO DAY, BUT A ROUGH ESTIMATE WOULD BE 20 TRIPS A DAY. ENTRANCE AND EXITS WILL TAKE PLACE ONTO ALDERSGATE WAY AND SUBSEQUENTLY MACK HATCHER MEMORIAL PARKWAY.

DRAINAGE FACILITIES
0.5 AC OF IMPERVIOUS AREA WILL BE ADDED TO THE SITE. RUNOFF RATES WILL BE EQUAL TO OR LESS THAN EXISTING CONDITIONS. OUTFALL REMAINS THE SAME.

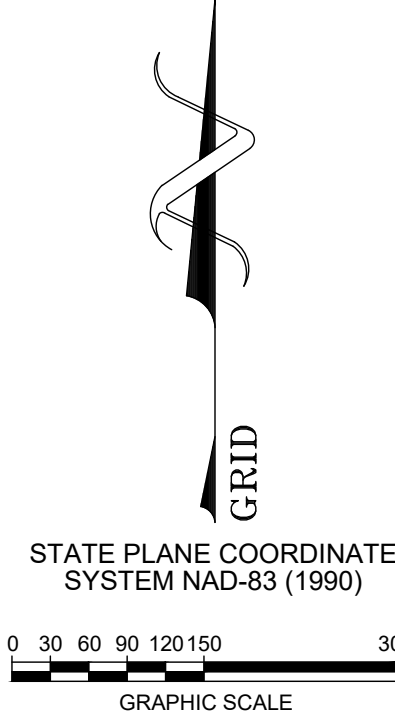
UTILITY PROVIDERS

STREETS AND DRAINAGE
CITY OF FRANKLIN ENGINEERING DEPARTMENT
109 THIRD AVENUE SOUTH
FRANKLIN, TENNESSEE 37064

WATER SYSTEM
CITY OF FRANKLIN
DEPARTMENT OF WATER AND SEWER
124 LUMBER DRIVE
FRANKLIN, TENNESSEE 37064
(615)-794-4554
ATTN: BEN MCNEIL

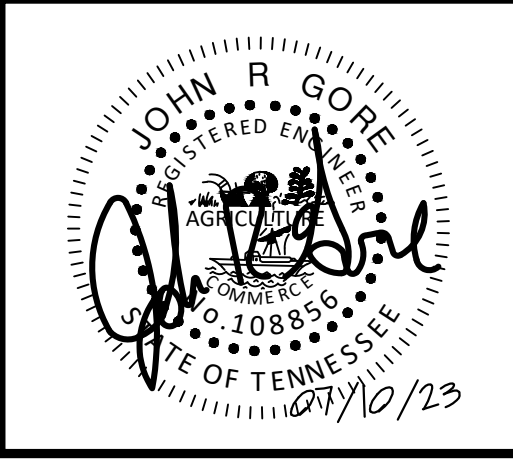
ELECTRIC
MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION
P.O. BOX 681709
FRANKLIN, TENNESSEE 7068

SANITARY SEWER
CITY OF FRANKLIN
DEPARTMENT OF WATER AND SEWER
124 LUMBER DRIVE
FRANKLIN, TENNESSEE 37064



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**WILLIAMSON COUNTY FIRE AND RESCUE
EMS AT FFUMC**

**110 ALDERSGATE WAY
FRANKLIN, TN 37069**

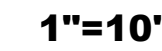
**PUD
DEVELOPMENT
PLAN
SUBMITTAL
07-10-2023**

REVISIONS	

DR. BY	AUTHOR
CK. BY	CHECKER
PROJ. NO.	A08221
DATE	06/26/2023

**SITE UTILITIES
PLAN**

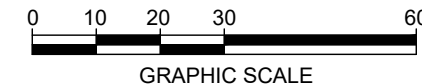
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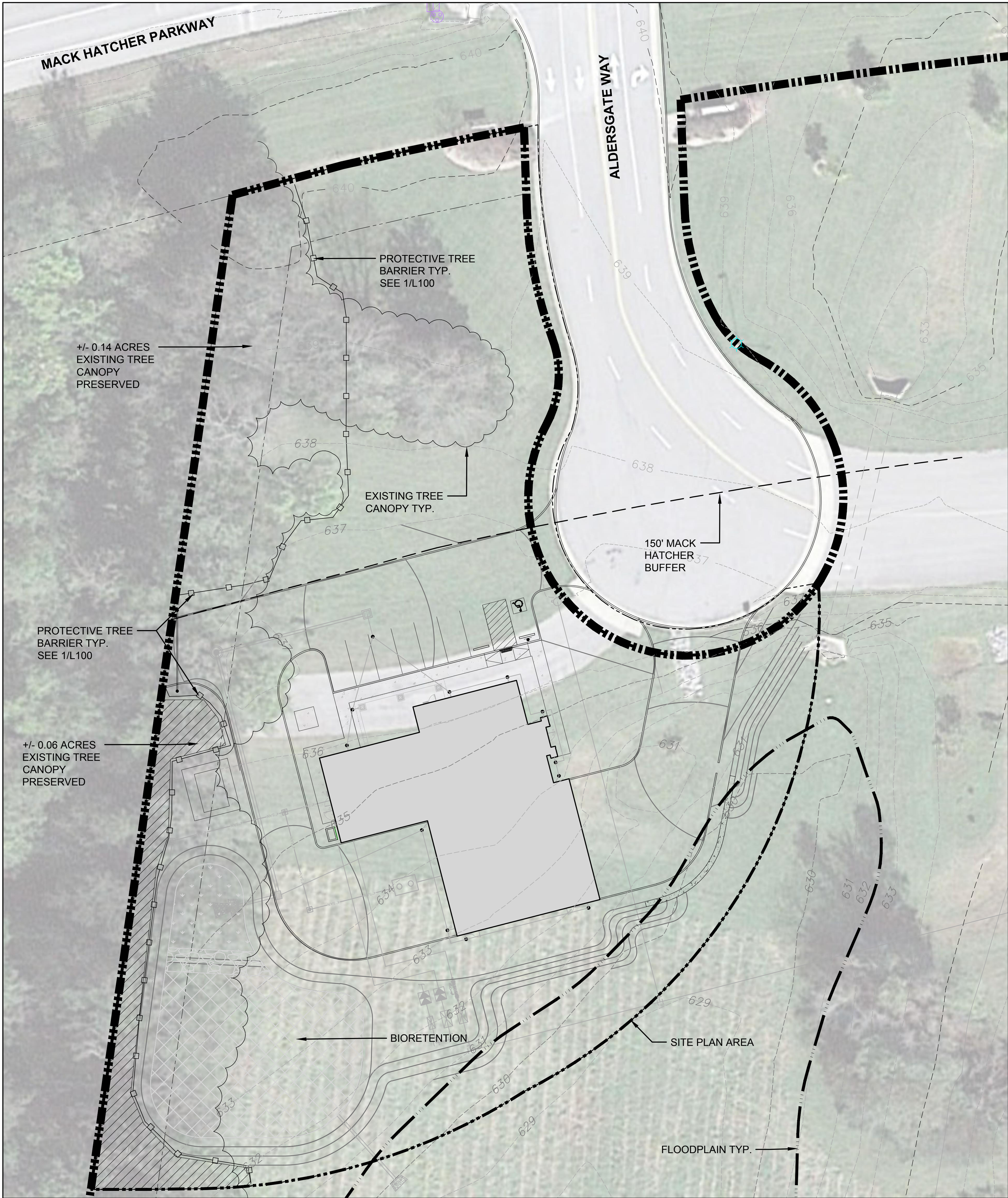


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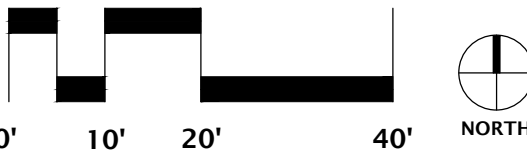
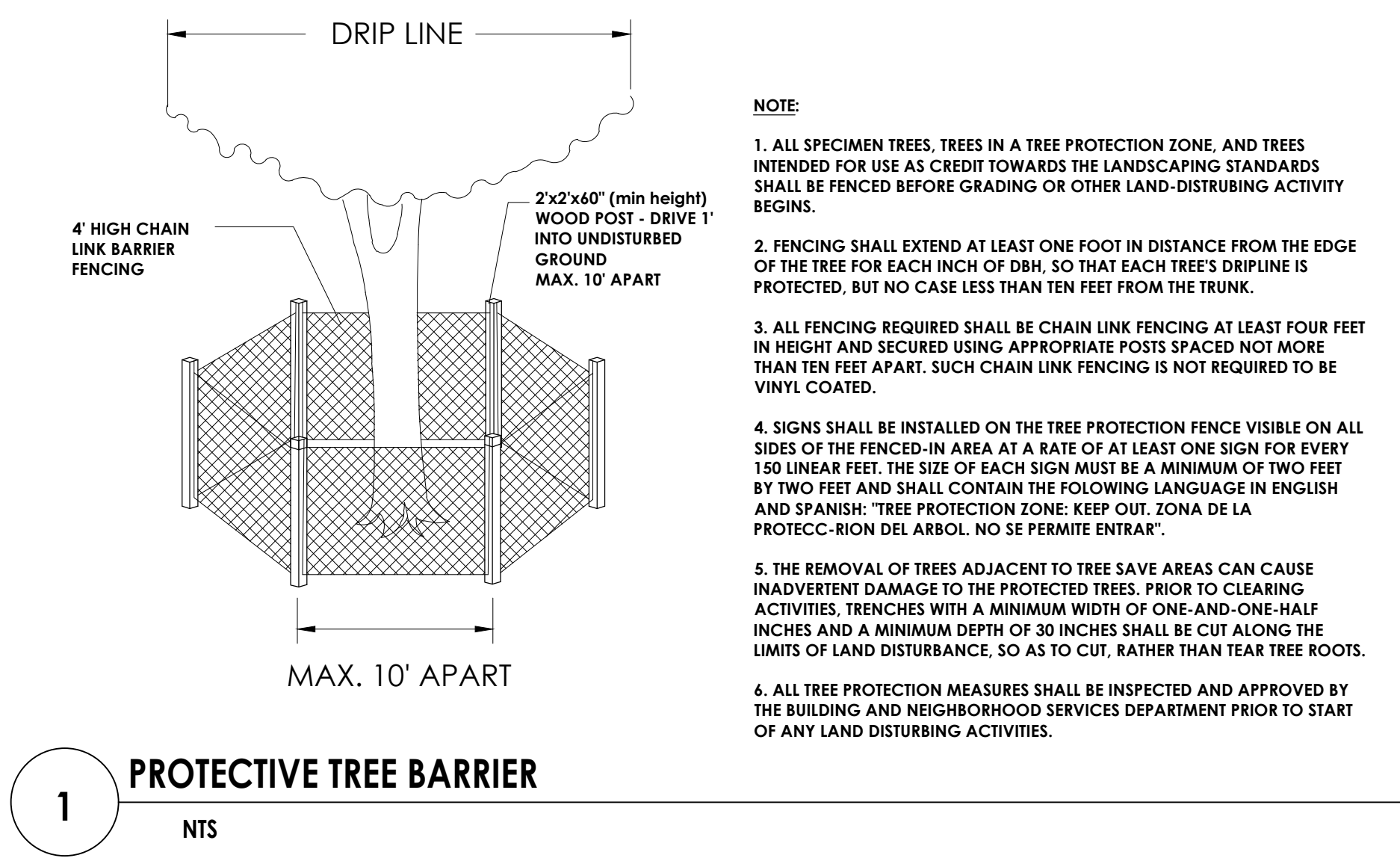
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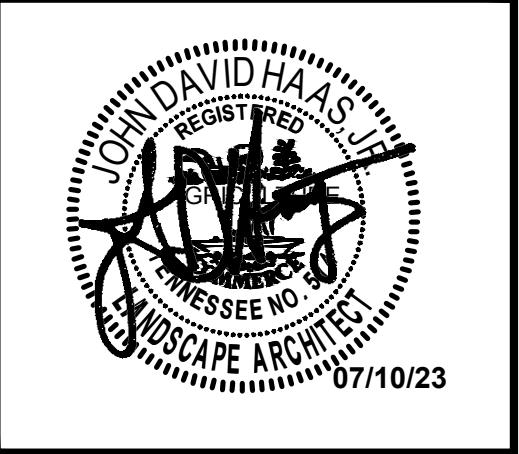


Proposed EMS Station at FFUMC - Tree Preservation	
Site Acreage :	1.54
Site Zoning District and applicable Overlays:	CI Zoning District, Historic Preservation Overlay, Central Franklin Overlay, Flood Fringe Overlay, Scenic Corridor Overlay
Percent and Acreage of Original Canopy Cover:	.44 acres (29%)
Percent and Acreage Tree Canopy Required:	.10 acres (24%)
Percent and Acreage of Preserved Canopy Cover Provided:	.20 acres (45%)
Number and DBH of Specimen Trees Removed:	0



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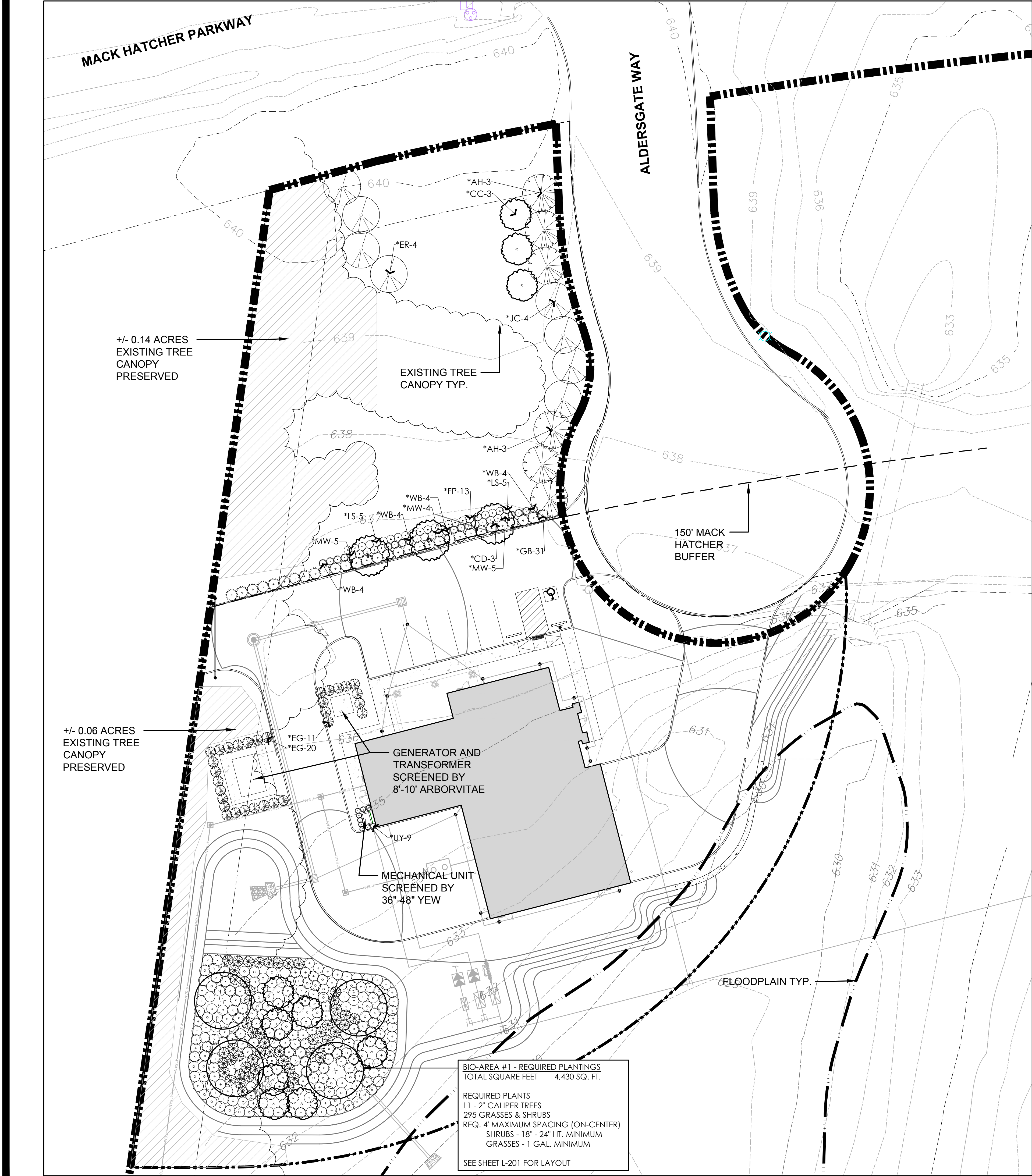
WILLIAMSON COUNTY FIRE AND RESCUE
EMS AT FFUMC
ALDERSGATE WAY
FRANKLIN, TN 37069

REVISIONS		
1	07/10/23	PER CITY

DR. BY	AUTHOR
CK. BY	CHECKER
PROJ. NO.	A08221
DATE	06/26/2023

TREE PRESERVATION PLAN

L100



Proposed EMS Station at FFUMC	
Site Acreage :	1.54
Site Zoning District and applicable Overlays:	CI Zoning District, Historic Preservation Overlay, Central Franklin Overlay, Flood Fringe Overlay, Scenic Corridor Overlay
Minimum Required Landscape Surface Area (Ratio and Acreage):	0.616 (40%)
Provided Landscape Surface Area (Ratio and Acreage):	1.08 (70%)
Percent and Acreage of Original Canopy Cover:	.44 acres (29%)
Percent and Acreage Tree Canopy Required:	.10 acres (24%)
Percent and Acreage of Preserved Canopy Cover Provided:	.20 acres (45%)
Number and DBH of Specimen Trees Removed:	0

Landscape Requirements: (ACI)				
LSA MINIMUM: 0.616 AC - 0.20 Acre Tree Save Area = 0.416 Acre Adjusted LSA with Credit	Quantity Provided			Inches Provided
	Existing Trees	Proposed	Total Provided	Caliper Inches
	Existing Trees			
	Existing Trees (See Tree Inventory)			
	5' + caliper canopy trees			
3" caliper canopy trees		31	31	31
		18	18	36
2" caliper canopy trees				
Aggregate Canopy Caliper Inches Provided			67	
Aggregate Canopy Caliper Inches Required			34	
2" caliper understory trees				26
1.5" caliper understory trees		13	13	19.5
Aggregate Understory Caliper Inches Provided			19.5	
Aggregate Understory Caliper Inches Required			9	
Min. 18" Height Shrubs			348	
Min. 30" Height Shrubs			40	
Total Shrubs Provided			379	
Total Shrubs Required			40	

Mack Hatcher Buffer Requirements	
Total Length of Buffer on-site (feet)	140
Required Number of Canopy Trees	14
Required Number of Understory Trees	6
Shrubs	84
Note: Required Mack Hatcher Buffer Plantings to apply towards ACI requirements	

GENERAL NOTES - LANDSCAPE PLANTING

- ANY PLANT MATERIAL THAT DIES, TURNS BROWN OR DEFOLIATES SHALL BE REPLACED WITHIN ONE YEAR OR BY THE NEXT GROWING SEASON, WHICHEVER COMES FIRST. OTHER DEFECTIVE LANDSCAPE MATERIAL SHALL BE REPLACED WITHIN THREE MONTHS.
- ALL TREES SHALL MEET FRANKLIN'S MINIMUM SIZE AND QUALITY STANDARDS. ALL PLANTS SHALL BE HEALTHY, VIGOROUS MATERIAL, FREE OF PEST AND DISEASE. ALL ROOTBALLS, CONTAINERS AND HEIGHT TO WIDTH RATIOS SHALL CONFORM TO THE SIZE STANDARDS SET FORTH IN THE AMERICAN STANDARDS FOR NURSERY STOCK, CURRENT EDITION.
- ALL REQUIRED TREES AND SHRUBS SHALL MEET THE MINIMUM SIZE AND QUANTITY AS LISTED IN THE PLANT SCHEDULE.
- PLANT MATERIAL SHALL NOT OBSCURE TRAFFIC OR PARKING SIGNS/SIGNALS OR VEHICULAR SIGHT LINES.
- TREE TOPPING IS NOT PERMITTED.
- ADDITIONAL SCREENING MAY BE REQUIRED IF THE INSPECTION FOR THE RELEASE OF THE PERFORMANCE SURETY REVEALS THAT THE REQUIRED SCREENING IS NOT EFFECTIVE.
- ALL REQUIRED TREE PROTECTION FENCING SHALL BE INSTALLED AND INSPECTED BY THE DEPARTMENT OF BUILDING AND NEIGHBORHOOD SERVICES PRIOR TO LAND DISTURBING ACTIVITIES.
- ANY SITE OR LANDSCAPE CHANGES (INCLUDING BUT NOT LIMITED TO A CHANGE IN DESIGN, A REDUCTION IN SIZE OR NUMBER OF PLANT MATERIAL, OR THE RELOCATION OF OVERHEAD OR UNDERGROUND UTILITIES) SHALL REQUIRE A REVISED LANDSCAPE PLAN TO BE SUBMITTED AND APPROVED PRIOR TO THE LANDSCAPE INSTALLATION.
- EXISTING TREES ACCEPTED IN PARTIAL COMPLIANCE OF THE LANDSCAPE REQUIREMENTS FOR THIS SITE SHALL BE ACCESSIBLE AND FLAGGED PRIOR TO ALL LANDSCAPE INSPECTIONS.
- ANY EXISTING TREE, SHOWN AS BEING PRESERVED ON APPROVED PLANS THAT IS REMOVED, DIES OR IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AS REQUIRED IN THE ZONING ORDINANCE.
- SCREENING PROPOSED AROUND ANY UTILITY BOX OR TRANSFORMER IS REQUIRED TO BE EVERGREEN AND ADEQUATELY SCREEN THE OBJECT. THE PROPOSED EVERGREEN PLANT MATERIAL SHALL BE REPLACED IF IT IS NOT OF A HEIGHT SUFFICIENT TO SCREEN THE OBJECT.
- ALL PLANT MATERIAL SHALL BE FROM THE FRANKLIN PLANT LIST UNLESS PRIOR APPROVAL IS RECEIVED FROM THE CITY.
- ALL TREE-PROTECTION FENCING SHALL BE IN PLACE PRIOR TO THE ISSUANCE OF A GRADING PERMIT AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETED. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.
- TOP SOIL USED IN ALL LANDSCAPE AREAS SHALL BE SCREENED PRIOR TO DEPOSITION IN PLANTING AREAS AND ISLANDS.
- ANY PLANT MATERIAL LOCATED ADJACENT TO A PARKING AREA SHALL BE PLANTED SO AS TO ALLOW FOR A TWO AND A HALF FOOT VEHICULAR BUMPER OVERHANG FROM THE FACE OF CURB TO THE EDGE OF THE MATURE ADJACENT PLANT MATERIAL.
- THE OWNER ACKNOWLEDGES THAT PLANTING LANDSCAPE MATERIAL IN A DEDICATED EASEMENT DOES NOT WAIVE OR MODIFY THE CITY OF FRANKLIN'S RIGHTS AS THE EASEMENT HOLDER. THE OWNER UNDERSTANDS THAT THE CITY OF FRANKLIN, ITS AUTHORIZED CONTRACTOR OR APPLICABLE PRIVATE UTILITY MAY AT ANY TIME AND FOR ANY REASON PERFORM WORK WITHIN THE DEDICATED EASEMENT. THE CITY, ITS AUTHORIZED CONTRACTOR OR APPLICABLE PRIVATE UTILITY SHALL HAVE NO LIABILITY TO THE OWNER FOR ANY DAMAGE TO THE LANDSCAPE MATERIAL IN THE EASEMENT WHEN SAID DAMAGE IS DUE TO WORK WITHIN THE EASEMENT. THE OWNER MAY BE HELD RESPONSIBLE FOR THE REMOVAL OF THE LANDSCAPE MATERIAL TO ENABLE WORK TO BE DONE. THE OWNER SHALL BE SOLELY RESPONSIBLE FOR ANY COSTS INCURRED IN REPAIRING AND/OR REPLACING THE REQUIRED LANDSCAPE MATERIAL.
- ALL MECHANICAL EQUIPMENT IS TO BE COMPLETELY SCREENED FROM ALL DIRECTIONS AND OFF SITE VIEWS.
- MUNICIPAL CODE 7-231 DOES NOT PERMIT THE INSTALLATION OF COMBUSTIBLE MULCH WITHIN 24-INCHES OF BUILDINGS OF CONSTRUCTION TYPES III, IV, AND V AND BUILDINGS WITH COMBUSTIBLE EXTERIOR SHEATHING.



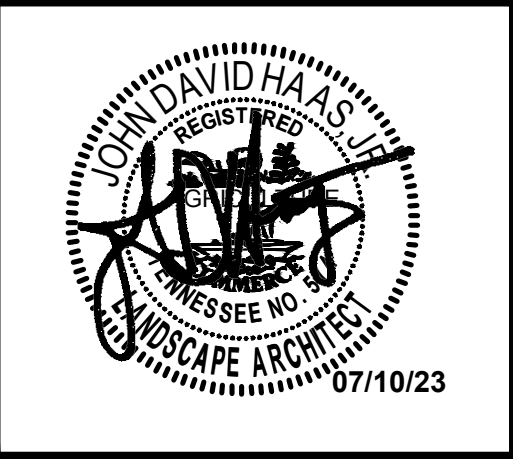
SEE SHEET L3.00 FOR PLANT SCHEDULE





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**WILLIAMSON COUNTY FIRE AND RESCUE
EMS AT FFUMC**

**ALDERSGATE WAY
FRANKLIN, TN 37069**



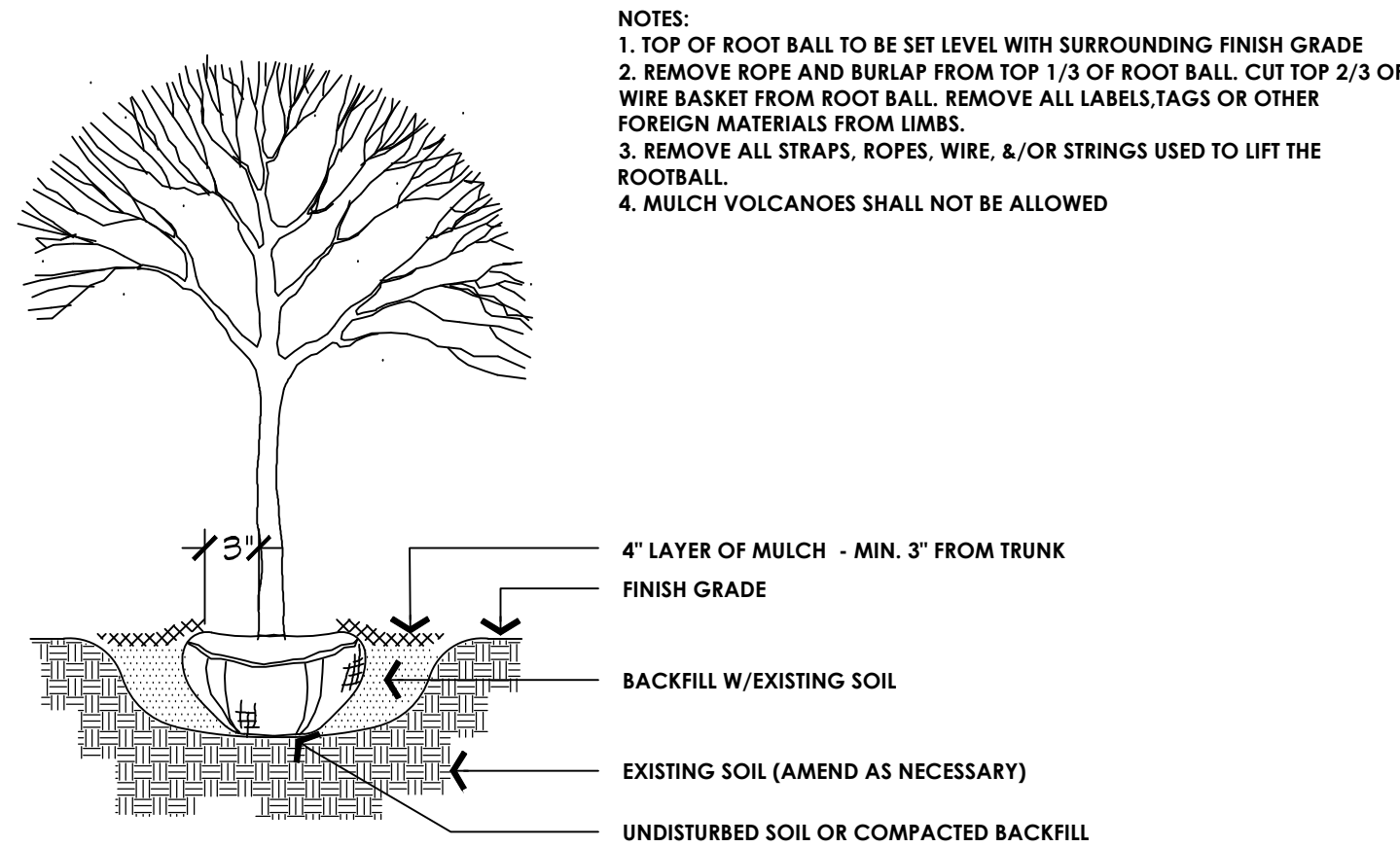
REVISIONS

1	07/10/23	PER CITY

DR. BY	AUTHOR
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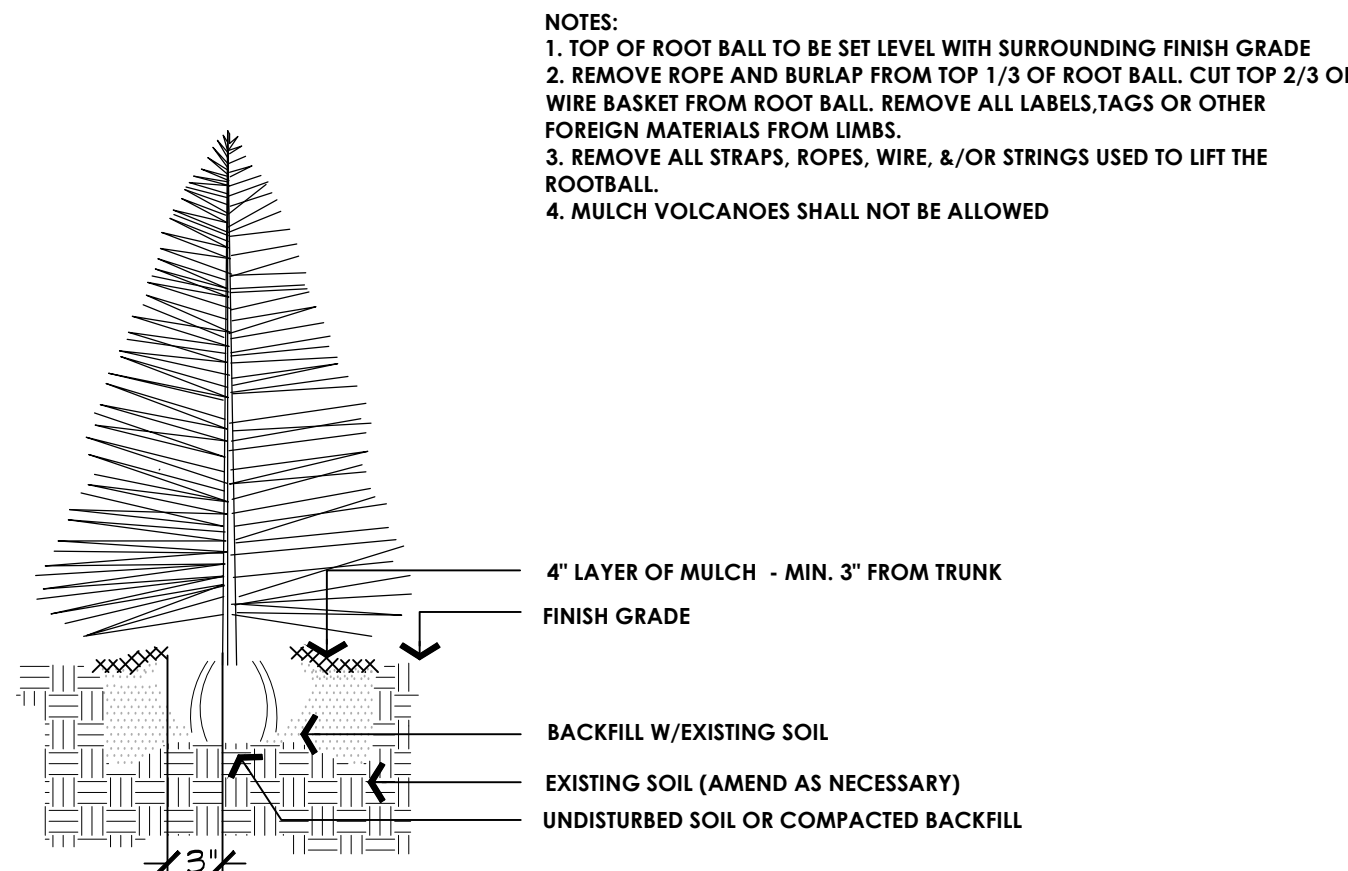
**LANDSCAPE
PLAN**

L200



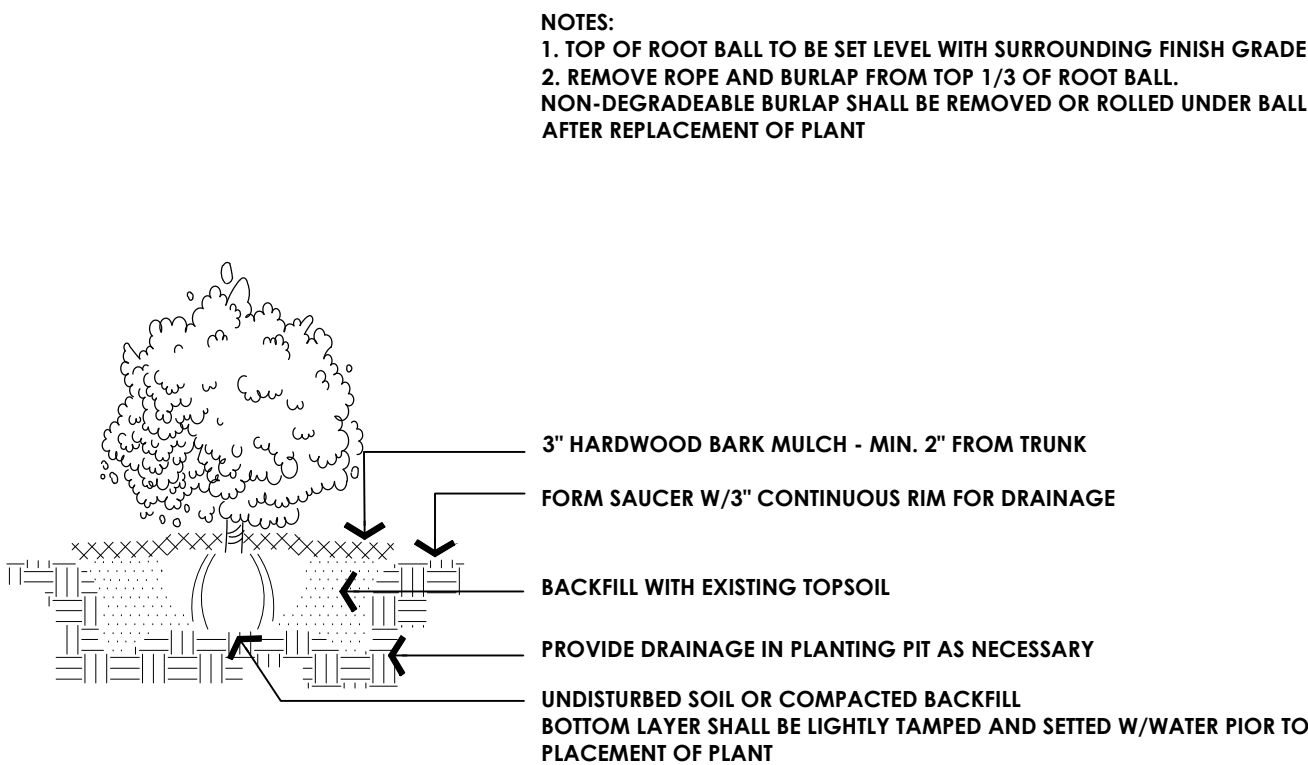
1 TREE PLANTING

NTS



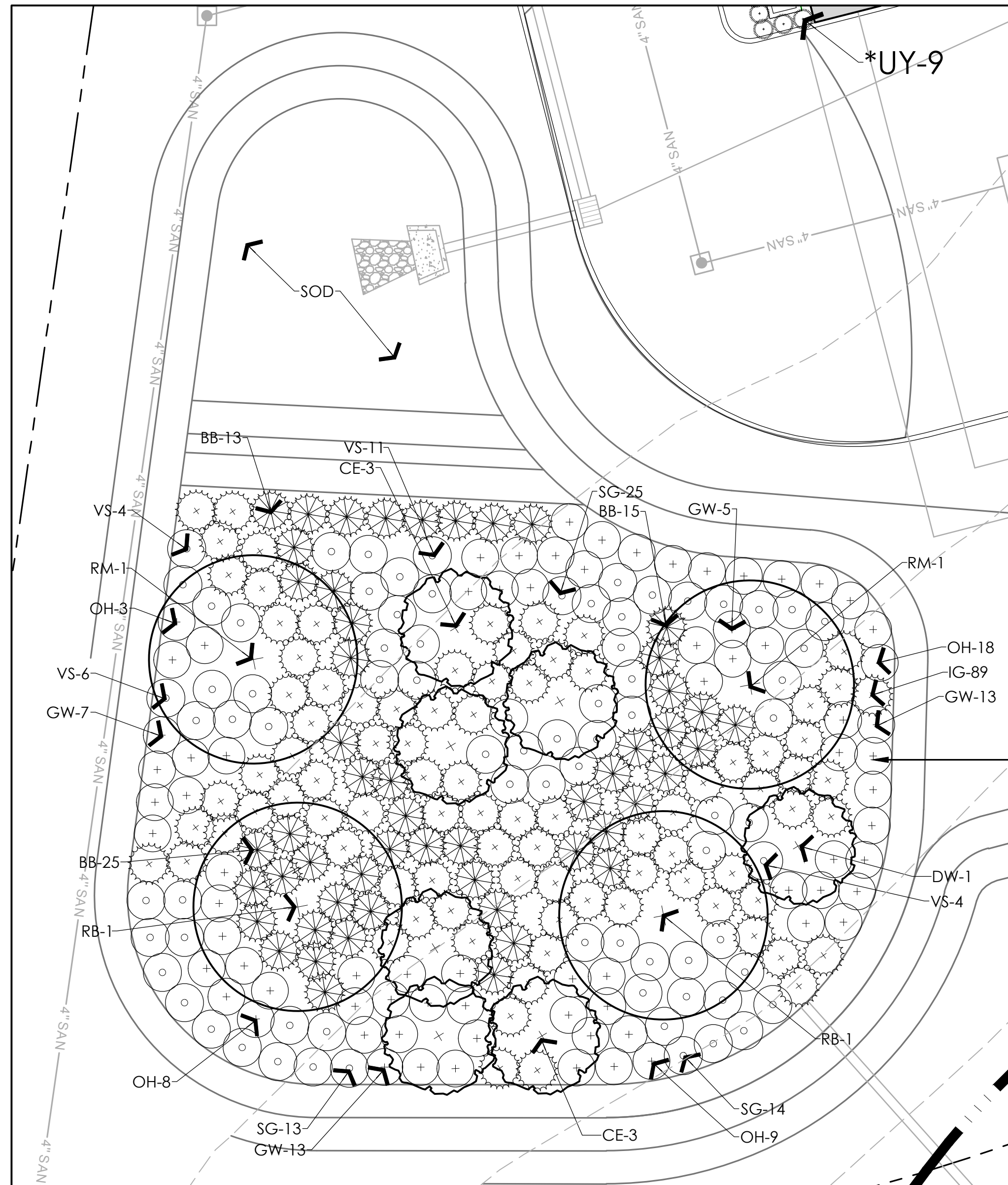
2 EVERGREEN TREE PLANTING

NTS



3 SHRUB PLANTING

NTS



4 BIORETENTION PLANTING PLAN (ENLARGEMENT)

4

BIO-AREA #1 - REQUIRED PLANTINGS
TOTAL SQUARE FEET 4,430 SQ. FT.

REQUIRED PLANTS
11 - 2" CALIPER TREES
295 GRASSES & SHRUBS
REQ. 4" MAXIMUM SPACING (ON-CENTER)
SHRUBS - 18" - 24" HT. MINIMUM
GRASSES - 1 GAL. MINIMUM

SEE SHEET L-201 FOR LAYOUT

EMS at FFUMC - PLANT SCHEDULE							
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE / CAL	HEIGHT	SPACING	REMARKS
Evergreen Trees							
AH	6	Ilex opaca	American Holly	2" Cal Min.	8'-10" Hgt	Per Plans	
EG	31	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	3" Cal Min.	8'10" Hgt.	4' O.C.	
ER	4	Juniperus virginiana	Eastern Red Cedar	2" Cal Min.	8'-10' Hgt	Per Plans	
JC	4	Juniperus scopulorum 'Cologreen'	Cologreen Juniper	2" Cal Min.	8'-10' Hgt	Per Plans	
Deciduous Trees							
CC	3	Cercis canadensis var. texensis 'Oklahoma'	Oklahoma Redbud	2" Cal Min.	8'-10' Hgt	Per Plans	Single Trunk
CD	3	Cornus x rutgersensis Celestial	Celestial Dogwood	2" Cal Min.	8'-10' Hgt	Per Plans	Strong Central Leader
Shrubs							
FP	13	Potentilla fruticosa 'Monsidh'	Frosty Potentilla	-	18"-24" Ht.	3' O.C.	
GB	31	Buxus x 'Green Mountain'	Green Mountain Boxwood	-	30"-36" Ht.	4' O.C.	
LS	10	Spiraea japonica 'SMSJMLG'	Lil Sizzle Spirea	-	18"-24" Ht.	3' O.C.	
MV	14	Weigela florida 'Eivera'	Midnight Wine Weigela	-	18"-24" Ht.	3' O.C.	
UY	9	Cephalotaxus harringtonia 'Fastigiata'	Upright Japanese Plum Yew	-	36"-48" Ht.	2' O.C.	
WB	16	Buxus microphylla var. japonica 'Winter Gem'	Winter Gem Boxwood	-	18"-24" Ht.	3' O.C.	
BIO-RETENTION PLANT SCHEDULE							
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE / CAL	HEIGHT	SPACING	REMARKS
Deciduous Trees							
CE	6	Cercis canadensis	Eastern Redbud	2" Cal Min.		Per Plans	Single Trunk
DW	1	Cornus florida	Dogwood	2" Cal Min.		Per Plans	Strong Central Leader
RB	2	Betula nigra 'BNMTF'	Dura-Heat River Birch	2" Cal Min.		Per Plans	2 Trunk Max - Each 3" Caliper
RM	2	Acer rubrum	Red Maple	2" Cal Min.		Per Plans	
Shrubs							
BB	53	Buddleia davidii	Butterfly Bush	-	18"-24" Ht.	4' O.C.	
GW	38	Hypericum frondosum	Shrubby St. Johns Wort	3 Gal	-	4' O.C.	
VS	25	Itea virginica	Virginia Sweetspire		18"-24" Ht.	4' O.C.	
IG	89	Ilex glabra 'Shamrock'	Shamrock Inkberry	-	24"-30" Ht.	4' O.C.	
OH	38	Hydrangea quercifolia	Oakleaf Hydrangea	-	18"-24" Ht.	4' O.C.	
Grasses							
SG	52	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	2 Gallon		Per Plans	



1 EAST ELEVATION

GLASS AND OPENINGS: 637 SF



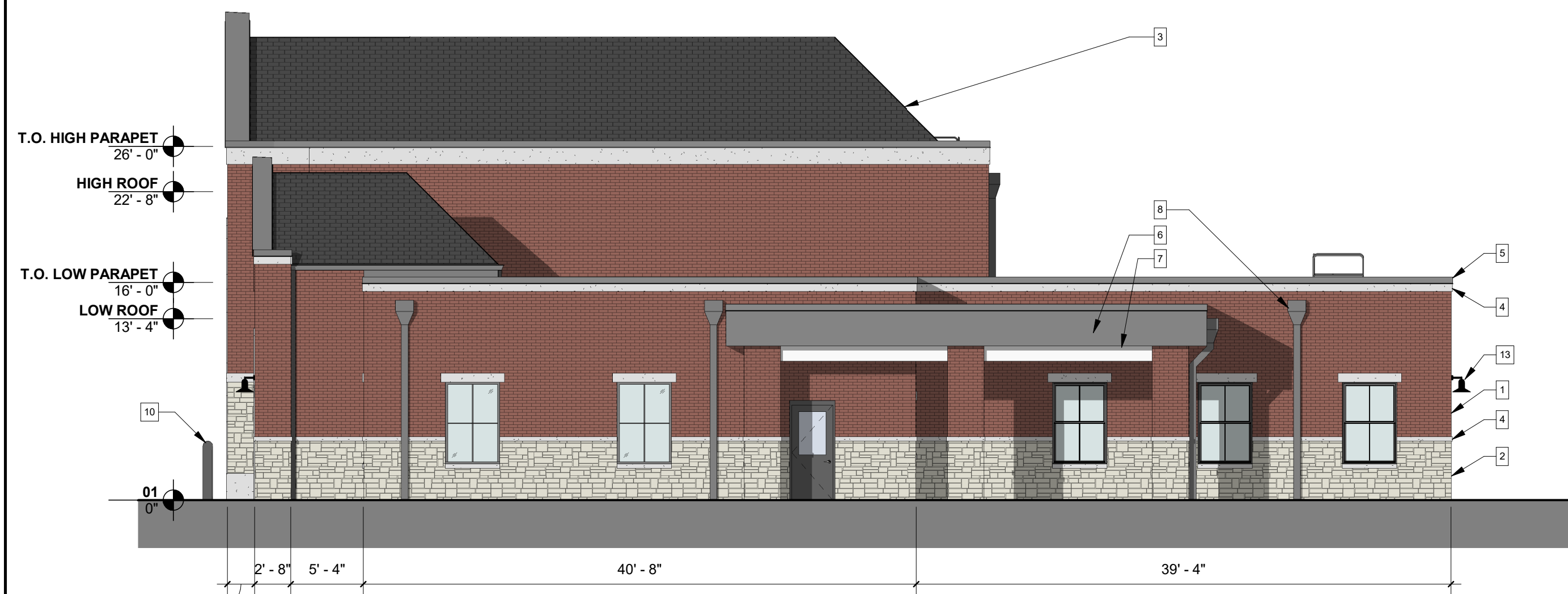
2 SOUTH ELEVATION

GLASS AND OPENINGS: 73 SF



3 WEST ELEVATION

GLASS AND OPENINGS: 465 SF



4 NORTH ELEVATION

GLASS AND OPENINGS: 145 SF

MATERIALS LEGEND

- RED BRICK
- NATURAL STONE MASONRY
- ASPHALT SHINGLE ROOF
- SMOOTH CAST STONE
- GRAY METAL COPING
- GRAY SKIM COAT ON EXTERIOR GYPSUM
- WHITE SKIM COAT ON EXTERIOR GYPSUM
- GRAY METAL DOWNSPOUT
- GRAY ALUMINUM STOREFRONT WITH CLEAR GLASS
- GRAY PIPE BOLLARD
- RED FOUR-FOLD APPARATUS BAY DOORS
- GRAY METAL LOUVER
- BLACK ALUMINUM ARCHITECTURAL LIGHTING

EAST ELEVATION

	SURFACE AREA	PERCENT OF NET*
GROSS OF WALL	2,310 SF	N/A
NET* OF WALL	1,553 SF	100%
PRIMARY MATERIALS (BRICK & STONE MASONRY)	1,201 SF	77%
ACCENT MATERIALS (SMOOTH CAST STONE & SKIM COAT)	352 SF	23%

SOUTH ELEVATION

	SURFACE AREA	PERCENT OF NET*
GROSS OF WALL	2,394 SF	N/A
NET* OF WALL	1,891 SF	100%
PRIMARY MATERIALS (BRICK & STONE MASONRY)	1,641 SF	87%
ACCENT MATERIALS (SMOOTH CAST STONE & SKIM COAT)	250 SF	13%

WEST ELEVATION

	SURFACE AREA	PERCENT OF NET*
GROSS OF WALL	2,310 SF	N/A
NET* OF WALL	1,550 SF	100%
PRIMARY MATERIALS (BRICK & STONE MASONRY)	1,222 SF	79%
ACCENT MATERIALS (SMOOTH CAST STONE & SKIM COAT)	328 SF	21%

NORTH ELEVATION

	SURFACE AREA	PERCENT OF NET*
GROSS OF WALL	2,394 SF	N/A
NET* OF WALL	1,768 SF	100%
PRIMARY MATERIALS (BRICK & STONE MASONRY)	1,566 SF	89%
ACCENT MATERIALS (SMOOTH CAST STONE & SKIM COAT)	202 SF	11%

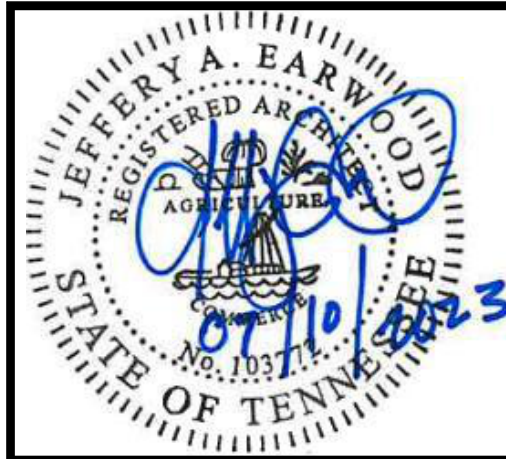
GENERAL NOTES
THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS, ZONING ORDINANCE, AND THE APPROVAL OF THE CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY THE CITY OF FRANKLIN.

* EXCLUDES ROOF FORMS, WINDOWS, DOORS, AWNINGS, AND SIMILAR FEATURES



TMPartners, PLLC
Architecture Interiors Planning

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www.TMPartners.com



**WILLIAMSON COUNTY FIRE AND RESCUE
EMS AT FFUMC**
110 ALDERSGATE WAY
FRANKLIN, TN 37069

**PUD
DEVELOPMENT
PLAN
SUBMITTAL
07-10-2023**

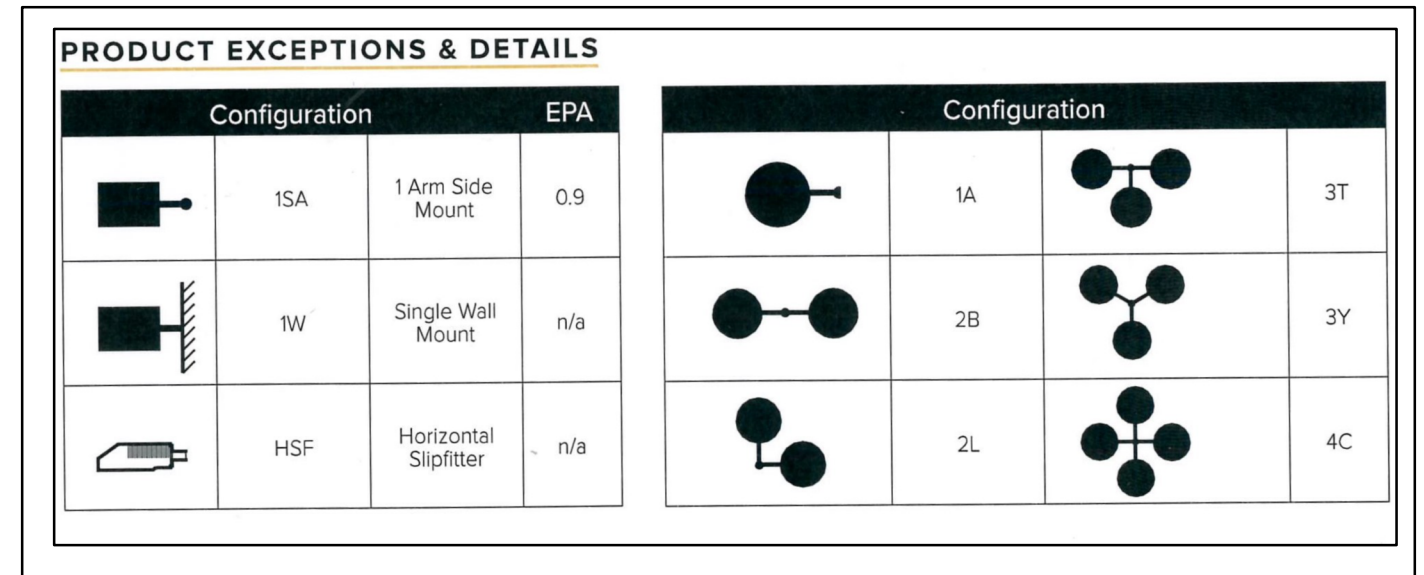
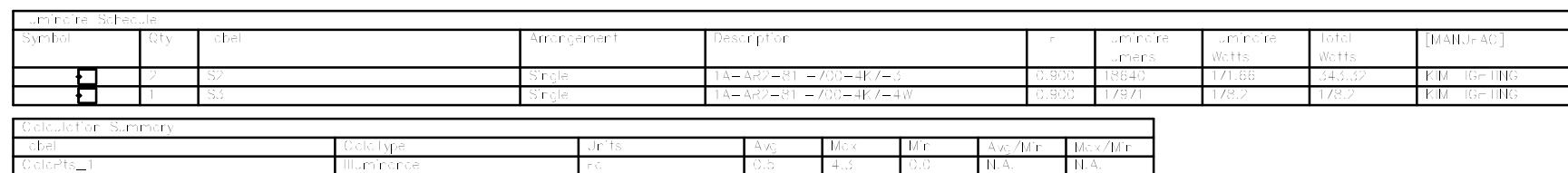
REVISIONS

NO.	DESCRIPTION	DATE

DR. BY	KD
CK. BY	JE
PROJ. NO.	A08221
DATE	07/10/2023

**BUILDING
ELEVATIONS**

A001



STREET LIGHTING LOCATIONS AND QUANTITIES ARE APPROXIMATE. FINAL POSITIONING AND QUANTITY SHALL BE AT THE DIRECTION OF MTEMCO.



OPEN HOUSE FEEDBACK

**Factory District Community Workshop
June 26, 2023**

APPROXIMATELY 160+ ATTENDED THE FACTORY DISTRICT OPEN HOUSE



CONCEPTUAL LIBERTY PIKE STREETSCAPES



37

26

COMMENT CARD TOPICS

- Height Language x 15
- The Middle 8 x 12
- Traffic Safety x 9
- Walkability x 7
- No Street Parking x 7
- Uses x 7
- Arts x 5
- Flooding Concerns x 4
- Local Businesses x 3
- Materials x 2
- Boundary x 2
- Curfew x 2
- Education x 2
- Congestion x 2
- Parking x 2
- Gentrification x 1



COMMENT CARD SUMMARY

- Height Language **x 15**
 - 13 comments in this category share concern over the height language from the Factory District Design Concept, 2 are in favor of more height allowance

Proposed Height Language:

“The maximum building height for new development on both sides of Liberty Pike should be comparable to the tallest buildings within the Factory District Design Concept in order to ensure new buildings remain within scale. The building height of any new structures along Franklin Road should not exceed two stories in order to maintain the low-scale character of the corridor. The maximum height for properties along Harpeth Industrial Court should be two stories which will serve as a transition to the rural character extending north of the Factory District along Franklin Road.”

COMMENT CARD SUMMARY

- The Middle 8 x 12
 - 11 Comments with concerns about the Project and 1 Comment in favor of the project
- Traffic Safety x 9
 - Commenters are concerned about increased traffic and the safety of both pedestrians and drivers
- Walkability x 7
 - Commenters want more connection of pedestrian paths and walking infrastructure across Daniels Drive and on Eddy Lane
- No Street Parking x 7
 - Commenters are generally in favor of wider sidewalks and less potential for traffic along Liberty
- Uses x 7
 - Commenters were both against and for Residential uses in the Factory District, but all commenters discussing hotels are against that use
- Arts x 5
 - Comments regarding art are in favor of more art generally, or specifically within the Factory District
- Flooding Concerns x 4
 - Commenters are concerned about higher potential of flooding with new development
- Local Businesses x 3
 - Commenters are concerned that local businesses will be pushed out because of the new focus on the area

COMMENT CARD SUMMARY

- **Materials x 2**
 - Commenters want wood and brick materials used together or for a 20's era exterior
- **Boundary x 2**
 - One commenter is in favor of adding the Hill Property and one is against adding the Hill Property to the Factory District
- **Curfew x 2**
 - Commenters do not want excess traffic or noise at the Factory District late into the night
- **Education x 2**
 - Commenters were hoping to learn more from our session about the benefits of having A Factory District as well as about the Factory redevelopment
- **Congestion x 2**
 - Commenters say the area is already to congested for more development
- **Parking x 2**
 - While commenters are not in favor of street parking, some believe there needs to be more parking overall
- **Gentrification x 1**
 - Commenter is concerned about upscaling properties leading to gentrification

NEXT STEPS

- **Finalize Factory District Design Concept- customize language**
- **Publish draft of entire updated document**
- **Host Public Open House with Draft 5-Year Update Date/Time TBD**



OPEN HOUSE FEEDBACK

All Comments Categorized

HEIGHT

13 comments in this category share concern over the height language from the Factory District Design Concept, 2 are in favor of more height allowance

- The Factory District should reveal specific building height and it should be aligned with the current building height- Not more!
- I am against the Neighborhood 8. Its too tall for the space, will add to congestion, does not conform to the neighborhoods that surround it, too many people, not enough parking, taller than the icon of Franklin's northern gateway- the water tower
- No new buildings over 2 stories. No apartments. Protect existing resident's properties from flooding due to over building and/or future building.
- Concerned about 1. Flooding- the building and parking areas greatly reduce the ground's water absorption area. Additionally, subterranean parking reduces the bulk water absorption area. 2. Traffic congestion it seems like every citizens survey in Franklin says, "Except for traffic what are your main concerns?" Traffic is exemplified because it is the number one concern. 3. If the Factory District is used to allow increased density and height beyond what would otherwise be allowed, it will turn out to be detrimental to Franklin as a whole. 3. out of control obnoxious partying has become a real and difficult issue for Nashville. This could become a problem for Franklin too. It is also incompatible the historic, small-town, somewhat slower pace aspect of Franklin. 5. Upscaling adjacent properties will probably lead to gentrification of these properties and lesser the amount of "attainable" housing in the downtown area- example Daniels Drive.
- Will the Historic Commission review the Middle 8 project again with the new height revealed with now is 51" higher than the non-conforming Jamison Station?
- It seems like our votes don't count because the vast majority of people who voted against tall buildings, but the language was changed to be ambiguous and allow tall buildings b/c of money and influence that seems no count much more than votes making it seem the whole process cannot be trusted. Why vote if the votes mean nothing!

HEIGHT

13 comments in this category share concern over the height language from the Factory District Design Concept, 2 are in favor of more height allowance

- Why is the 2-story photo unappealing white elephant with all beautiful red brick. Height is an issue with wanting 1-2-3 story but discounted at the end. Input by people is being discounted as per concept and design. Comparable to the tallest building- Jamison Station? Open to concept design- what does that mean?
- I like the walkability and arts plan. My biggest concern is the height. I prefer a maximum of 3 stories. I believe it is time to transition from the prevalence of private vehicle transportation and more towards pedestrian, bike, ride share, and public transportation.
- Building height maximum language too fluid! Staff unprepared to talk logistics of Middle 8 project. Lack of focus on historical preservation. Confused about public opinions on Building heights being 3/3+1 but now 6-story buildings are being approved hastily??? Highly disappointed with the lack of preserving public opinion within these vision plans!
- I am very concerned about the building height within the factory district is not defined. Clearly the opinion boards reflect the look and feel of a 3rd story and not an undetermined height depicted by concept design from developers.
- Why did we not follow input on height 90% less than 3 stories
- My preference to preserve character- keep infill to 3 stories
- Maximum number of stories. The majority of people were for 3 stories. This should be the guideline for any development within the city limits.
- Density and Height - Harpeth industrial and Franklin Road and Franklin road needs greater height to accommodate more housing and mixed-use development. 2 story building are too small and will make housing too expensive-missed opportunity
- Height at 2 stories is short sighted. To achieve a truly vibrant walkable area, people are needed. Vision- by limiting the vision to arts you are missing opportunities for dynamic and innovative job creation. The vision is that this area will be a vibrant active pedestrian-oriented center that will become a jewel of Franklin. To mee the walkability desire of the resident's density is key to meeting the desire.

THE MIDDLE 8

11 Comments with concerns about the Project and 1 Comment in favor of the project

- I am against the Neighborhood 8. Its too tall for the space, will add to congestion, does not conform to the neighborhoods that surround it, too many people, not enough parking, taller than the icon of Franklin's northern gateway- the water tower
- Now that the Middle 8 is better known in the larger Franklin community will residents have another chance to make choices on design boards? The design board for "Infill Buildings" is misleading. It shows stand-alone structures, not structures right next to residential housing. The Factory District needed to be geographically defined prior to asking for public opinion and middle 8 should have been shown as an option as well. The Factory District is only truly encompassing 2 large projects-the Factory and Middle 8. It seems the city is changing a lot of language and guidelines to accomodate these. Specifically regarding building height. Are new traffic studies proposed upon completion of the Factory Project but prior to the approval of Middle 8? How can the impact be studies when this area has been under construction consistently for 2+ years? The current flood mitigation plan of the City of Franklin is not working. A true study has not ben done in 5+ years despite a large flood event in 2021. How can residents trust that future flood mitigation measures for new projects are going to work when they are being built upon broken systems? Why are we in a rush to urbanize Downtown Franklin? There are other projects to do first....finish gov housing units for Franklin's longest-time residents, add sidewalks on Eddy In, do a FLOOD study and raise homes that are currently existing in flood plain, conduct studies on what the growth is doing to our local wildlife, preserve Franklin's History which is what makes it special.
- Is the Factory District, with the Middle 8 project, still conforming to our "Favorite Small Town" look and feel?
- Franklin is a small, livable town by the choice of the people who live here regardless of the length of time they have lived here. We people who live in the Franklin Road corridor do not want to lose our livability because of an inconcived add-on grandiose neighborhood of 6 story apartment buildings that fly in the face of all codes, regs, etc.
- The Middle 8 project seems not to fit into the Factory District Description in several categories. Building height, architecture, increasing traffic on Liberty Pike and Old Liberty Pike (10 foot lanes). Is there a real need for 350 high in apartments?

COMMENT CARDS

THE MIDDLE 8

11 Comments with concerns about the Project and 1 Comment in favor of the project

- 1. If the public wants 3 stories in building height why is there a 6-story proposal being offered for the housing?? 2. When did Middle 8 project become part of the Arts District? 3. What does Middle 8 add to the Arts District Concept as originally proposed/presented?
- Still proud of Franklin. As a long-term resident of Franklin, Williamson County, 60 plus years, now Lancaster drive, I must express my concern for the proposed Middle 8 project. This proposal is too much, not correct in scale, design, and need. The middle 8 plan reminds me of the already built Jamison Building and the "E Space" building. They do not function, they are unattractive, and their occupancy history tells the mistake and eye sore these two-building reveal. The proposed parking in the deep dark abyss is too much for anyone considering bringing in kids, groceries, tired and frightened family, must less uninformed friends. Real concern- residence will not park in deep dark abyss. They will park on street or in Factory parking lot, or wherever- please kill this entire concept!!!
- This project, Middle 8, is way too big for a small parcel of 7 acres. There is already too much traffic in this area we have lived on this corner of Franklin Road since 1984 raised our sons here and had wonderful schools. The sidewalks were a good addition for our community. It appears too much too big, too late. Franklin is becoming very much Metro/Nashville 12th Ave South.
- What about the old growth that promote, clean air for all those walkers and bikers. Where are the Franklin deer neighbors go! This program sucks in every way.
- Franklin currently has 47% MF which is double the National Average- More High Density is not needed. (This info was from your website). More community outreach needs to be included on land developments or rezoning and a 500' circle is not big enough needs to be 1 mile radius. Middle 8 does not fit with the current zoning ordinances.
- No art sidewalks. No street parking- most can't parallel park and it will cause congestion while waiting for someone to get into a spot. It is also cheaper to not include street parking. No hotel please. If the factory district is for arts keep it that way. People coming in and out of a hotel will cause an unnecessary headache. Also, there needs to be a commitment to helping the disabled people within the community. There needs to be a good bit of handicap parking in areas close to entrances. People with mobility aids have a hard time parking far away and walking or rolling to the entrance. Also, there is concern about the issues with density if the proposed Middle 8 plans in their current state are passed. The middle 8 needs to be scaled back and down. The preservation of Franklin needs to be a top priority. The building needs to be a lower height. Traffic concerns need to be addressed. The destruction of green space needs to be addressed. The amount of people that will live in Middle 8 needs to be reduced. My personal preference is for no middle 8 but if its going through it needs to be scaled down.
- I love the idea of the factory. I think the middle 8 project is great for attainable housing. I support Allen and the Franklin Factory. Please support attainable housing for all. Thank you!

TRAFFIC SAFETY

Commenters are concerned about increased traffic and the safety of both pedestrians and drivers

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- Don't add Hill property. No on-street parking on Liberty. Road is too narrow. Don't allow Middle 8 to have a reduced number of under ground parking spaces. Too many will be parking at the Factory, causing more people to be crossing Liberty and causing pedestrian problems.

COMMENT CARDS

TRAFFIC SAFETY

Commenters are concerned about increased traffic and the safety of both pedestrians and drivers

- Concerned about 1. Flooding- the building and parking areas greatly reduce the ground's water absorption area. Additionally, subterranean parking reduces the bulk water absorption area. 2. Traffic congestion it seems like every citizens survey in Franklin says, "Except for traffic what are your main concerns?" Traffic is exemplified because it is the number one concern. 3. If the Factory District is used to allow increased density and height beyond what would otherwise be allowed, it will turn out to be detrimental to Franklin as a whole. 3. out of control obnoxious partying has become a real and difficult issue for Nashville. This could become a problem for Franklin too. It is also incompatible the historic, small-town, somewhat slower pace aspect of Franklin. 5. Upscaling adjacent properties will probably lead to gentrification of these properties and lesser the amount of "attainable" housing in the downtown area- example Daniels Drive.
- The focus should be on the residential homes in the area of the factory. We need more traffic lights to ensure homeowners can get out of surrounding neighborhoods safely. I love the inclusion of art and statues in our community. The colorful sidewalk makes for fun and happy thoughts. Lets keep our community safe and clean with less family dwellings in the neighborhood's thanks.
- Apartments are not needed in this area. City has approved so many along Carothers. There is plenty of affordable housing. The ideas for art district look great- but what about the traffic flow? How will so much traffic be pedestrian friendly-it's already a mad house on Saturday morning. Please keep Historic Franklin Historic. 99 Main street across from Catholic Church is an awful example of zoning variance- that building is the exact opposite of Beautiful Harpeth Hotel
- When was the last traffic study completed specifically for downtown Franklin, encompassing plans for weather events, mass casualty events during public mtngs such as pilgrimage, Farmer's market. Our neighborhood feels direct effects of these events and the Factory District plans with Middle 8 will compound them. Would you want this project next door to you? Of the neighbors I have spoken with, there is a lot of excitement regarding the factory redevelopment/enhancements, and we are looking forward to the finished project but we would like the city to slow down on approval of more large projects in the area until we see the impact of this. No traffic light at Daniels and Liberty Pike but a sidewalk there would be ideal. Measures to slow traffic on Old Liberty pk should be considered. It is a residential street that is narrow, no sidewalks. Kids play there and people walk/ride bikes but cars treat it as a cut through, speeding well above the posted limit. Please no parallel parking on Liberty pk there is already too much congestion there. Add Old Liberty Pk into Factory District.
- Focus on traffic lights, and family dwelling in the Cadet subdivision, and cars, lawnmower, should be in a storage. Units, houses shouldn't be rented out, code should stop the vehicle when they have a report about neighbor

WALKABILITY

Commenters want more connection of pedestrian paths and walking infrastructure across Daniels Drive and on Eddy Lane

- NO STREET SIDE PARKING ON LIBERTY! Keep more spaces like Pinkerton and Bicentennial park green grass with trees and some sculptures. Don't add too many fixtures. Utility pole art. I saw it in another town Astorica. Art and History wrapped around the ugly utility poles. I like all the items on your public arts display: more murals. Street and commercial parking water runoff should go directly to the water treatment plant and not into the Harpeth (take a lookaround the theater and see what has happened to all the trash runoff into the collection ponds). Flood prevention not flood mitigation. You can control it!! Connect the bike paths mack hatcher/chesnut bend/aspen grove carothers. We should have a path along the Harpeth from one end of Williamson County to the other.
- I like the walkability and arts plan. My biggest concern is the height. I prefer a maximum of 3 stories. I believe it is time to transition from the prevalence of private vehicle transportation and more towards pedestrian, bike, ride share, and public transportation.
- 20's eras look-exterior! Unique. Innovative bench design-ergonomically comfortable to back. Travel by walk-sidewalks Eddy Lane or at least wider shoulder on street for more pedestrian safety on Eddy Lane! My stepson was almost hit while running on Eddy Lane due to no shoulder! I walk Eddy Lane on a regular basis and I have traffic not yield to me when meeting each other. They seem to think I have no rights to be on street. Very dangerous for pedestrians! Benches should be more about comfort than aesthetically pleasing!
- The people who live on Eddy lane and the 3 streets off of it cannot walk to the Factory . Wee need a safe way to walk to this location to bring our children/grandchildren to eat at this location. If they have to be put into a car, I am going to McDonald's or some place else. Loving having the Farmer's Market here. Keep the exterior brick and old factory look. Love the solar panels.
- Once Daniels and Factory street are connected in a 4 way, roundabout or raised crosswalk important for safety and to slow traffic (cars and pedestrians). Pedestrian island in front of Middle 8 needs to be replicated in front of Jamison Station. For both safety and placemaking. It's the entrance to the district and downtown Franklin on Liberty Pike.
- Height at 2 stories is short sighted. To achieve a truly vibrant walkable area, people are needed. Vision- by limiting the vision to arts you are missing opportunities for dynamic and innovative job creation. The vision is that this area will be a vibrant active pedestrian oriented center that will become a jewel of Franklin. To mee the walkability desire of the residents density is key to meeting the desire.
- See...(for inspo) Northside McEwen Aspen Grove Drive (Franklin), L&L Market Charlotte Ave (Nashville), Assembly Foodhall (Nashville). Uses: Live/co-working space, training, sidewalk cafes, retail, restaurants, indoor/outdoor venue/event space, green space (public) with trees, condos, rooftop entertainment. Public art: Sculptures/water features/ gardens (dimensional and cooling/shaded gardens), Interactive art with public green space? Travel b/t Downtown and Factory: walk, trolley. Factory itself needs better signage, clear direction to businesses (store map?) and better upkeep in walking areas leading to business and retail.

COMMENT CARDS

NO STREET PARKING

Commenters are generally in favor of wider sidewalks and less potential for traffic along Liberty

- On Liberty Pike, instead of wasting 6 or 7 spots for parking, make it only pick up/drop off for uber/lyft...etc. No parking as it will likely slow traffic, cause accidents
- I love this plan so far. I do not think adding 6 or 7 spaces to Liberty Pike is worth making the sidewalks smaller. Please create the bigger sidewalk! They are more family friendly and safer.
- No art sidewalks. No street parking- most can't parallel park and it will cause congestion while waiting for someone to get into a spot. It is also cheaper to not include street parking. No hotel please. If the factory district is for arts keep it that way. People coming in and out of a hotel will cause an unnecessary headache. Also, there needs to be a commitment to helping the disabled people within the community. There needs to be a good bit of handicap parking in areas close to entrances. People with mobility aids have a hard time parking far away and walking or rolling to the entrance. Also, there is concern about the issues with density if the proposed Middle 8 plans in their current state are passed. The middle 8 needs to be scaled back and down. The preservation of Franklin needs to be a top priority. The building needs to be a lower height. Traffic concerns need to be addressed. The destruction of green space needs to be addressed. The amount of people that will live in Middle 8 needs to be reduced. My personal preference is for no middle 8 but if its going through it needs to be scaled down.
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- I am excited to see this project develop. Franklin's unique charm is maintained in these thoughtful plans. Growth is inevitable but careful planning (such as this) will enhance the livability of Franklin for all residents. In addition I voted for plan A in the design of the sidewalks and parking on Liberty. Wider sidewalks are definitely a great plan!

USES

Commenters were both against and for Residential uses in the Factory District, but all commenters discussing hotels are against that use

- Not in favor of Hotels in this area- Single family residences should be kept
- Factory District Vision- I strongly feel that the vision and uses for the Factory should remain local commercial and light industrial. I strongly would not want a hotel to be built on or near the Factory campus. Also not residential units should be added to the Factory campus. The focus should be on the Factory building and not build new buildings on the campus site for a hotel or homes.
- No art sidewalks. No street parking- most can't parallel park and it will cause congestion while waiting for someone to get into a spot. It is also cheaper to not include street parking. No hotel please. If the factory district is for arts keep it that way. People coming in and out of a hotel will cause an unnecessary headache. Also, there needs to be a commitment to helping the disabled people within the community. There needs to be a good bit of handicap parking in areas close to entrances. People with mobility aids have a hard time parking far away and walking or rolling to the entrance. Also, there is concern about the issues with density if the proposed Middle 8 plans in their current state are passed. The middle 8 needs to be scaled back and down. The preservation of Franklin needs to be a top priority. The building needs to be a lower height. Traffic concerns need to be addressed. The destruction of green space needs to be addressed. The amount of people that will live in Middle 8 needs to be reduced. My personal preference is for no middle 8 but if its going through it needs to be scaled down.

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ARTS

Comments regarding art are in favor of more art generally, or specifically within the Factory District

- I think planning for this area is very important. I really question the "Arts District" component for this executive plan, it seems something that will not materialize beyond the Factory itself and can cause and possibly drive businesses or residents from the area, they would be punished to support public art and back streets and in areas it will not be appreciated. My biggest fear is the city investing in public art for the non-art areas and using tax payer money for ill gained out of the way projects. Keep the planning for all, promote the arts around the Factory!
- This is great news for the Factory District, but in the future it's going to need more parking spaces, more gardens, it's a great idea to think about every single need, since it's very close to downtown maybe more trash cans in the area and I would love to see more art.
- Public art- Don't paint electric boxes, make as inconspicuous as possible. Differentiate from Nashville/Music city. Small town feel/subject matter. Bee habitat! Like on the roof. A factory district curfew. Public art should have a common theme and reflect the community diversity and history of Williamson County

COMMENT CARDS

ARTS

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- NO STREET SIDE PARKING ON LIBERTY! Keep more spaces like Pinkerton and Bicentennial park green grass with trees and some sculptures. Don't add too many fixtures. Utility pole art. I saw it in another town Astorica. Art and History wrapped around the ugly utility poles. I like all the items on your public arts display: more murals. Street and commercial parking water run off should go directly to the water treatment plant and not into the Harpeth (take a look around the theater and see what has happened to all the trash runoff into the collection ponds). Flood prevention not flood mitigation. You can control it!! Connect the bike paths mack hatcher/chesnut bend/aspen grove Carothers. We should have a path along the Harpeth from one end of Williamson County to the other.
- I like the walkability and arts plan. My biggest concern is the height. I prefer a maximum of 3 stories. I believe it is time to transition from the prevalence of private vehicle transportation and more towards pedestrian, bike, ride share, and public transportation.

FLOODING CONCERNS

Commenters are concerned about higher potential of flooding with new development

- that the Middle 8 is better known in the larger Franklin community will residents have another chance to make choices on design boards? The design board for "Infill Buildings" is misleading. It shows stand-alone structures, not structures right next to residential housing. The Factory District needed to be geographically defined prior to asking for public opinion and middle 8 should have been shown as an option as well. The Factory District is only truly encompassing 2 large projects-the Factory and Middle 8. It seems the city is changing a lot of language and guidelines to accommodate these. Specifically, regarding building height. Are new traffic studies proposed upon completion of the Factory Project but prior to the approval of Middle 8? How can the impact be studies when this area has been under construction consistently for 2+ years? The current flood mitigation plan of the City of Franklin is not working. A true study has not ben done in 5+ years despite a large flood event in 2021. How can residents trust that future flood mitigation measures for new projects are going to work when they are being built upon broken systems? Why are we in a rush to urbanize Downtown Franklin? There are other projects to do first....finish gov housing units for Franklin's longest-time residents, add sidewalks on Eddy Ln, do a FLOOD study and raise homes that are currently existing in flood plain, conduct studies on what the growth is doing to our local wildlife, preserve Franklin's History which is what makes it special.
- No new buildings over 2 stories. No apartments. Protect existing residents properties from flooding due to over building and/or future building.

COMMENT CARDS

FLOODING CONCERNS

Commenters are concerned about higher potential of flooding with new development

- Concerned about 1. Flooding- the building and parking areas greatly reduce the ground's water absorption area. Additionally, subterranean parking reduces the bulk water absorption area. 2. Traffic congestion it seems like every citizens survey in Franklin says "Except for traffic what are your main concerns?" Traffic is exemplified because it is the number one concern. 3. If the Factory District is used to allow increased density and height beyond what would otherwise be allowed it will turn out to be detrimental to Franklin as a whole. 3. out of control obnoxious partying has become a real and difficult issue for Nashville. This could become a problem for Franklin too. It is also incompatible the historic, small-town, somewhat slower pace aspect of Franklin. 5. Upscaling adjacent properties will probably lead to gentrification of these properties and lesser the amount of "attainable" housing in the downtown area- example Daniels Drive.
- NO STREET SIDE PARKING ON LIBERTY! Keep more spaces like Pinkerton and Bicentennial park green grass with trees and some sculptures. Don't add too many fixtures. Utility pole art. I saw it in another town Astorica. Art and History wrapped around the ugly utility poles. I like all the items on your public arts display: more murals. Street and commercial parking water run off should go directly to the water treatment plant and not into the Harpeth (take a lookaround the theater and see what has happened to all the trash runoff into the collection ponds). Flood prevention not flood mitigation. You can control it!! Connect the bike paths mack hatcher/chesnut bend/aspen grove carothers. We should have a path along the Harpeth from one end of Williamson County to the other.

LOCAL BUSINESSES

Commenters are concerned that local businesses will be pushed out because of the new focus on the area

- I think planning for this area is very important. I really question the "Arts District" component for this executive plan, it seems something that will not materialize beyond the Factory itself and can cause and possibly drive businesses or residents from the area, they would be punished to support public art and back streets and in areas it will not be appreciated. My biggest fear is the city investing in public art for the non-art areas and using tax payer money for ill gained out of the way projects. Keep the planning for all, promote the arts around the Factory!
- I didn't learn much. I was hoping for facts about how the Factory would look. I'm concerned about small business being left out.
- This event was not very informative, to be honest. The "Vision Statement" sounds as though it was generated by an AI program after being told to promote "art". There's not explanation here as to how our community will benefit from this project. And one of the boards whos that having a farm market ranked #1 on people's priority list, yet the factory has given the existing farmers market an eviction notice.

COMMENT CARDS

MATERIALS

Commenters want wood and brick materials used together or for a 20's era exterior

- Love the vision- industrial with artsy feel! Walkability, sidewalk café, small businesses, etc. Curious to see the building typology preferred-low scale 1 story with wood façade in relation to preferred scale of 2-story H- most of examples should brick facade (#2 type) which seems more appropriate to the desired scale. These two should work together for end result.
- 20's eras look-exterior! Unique. Innovative bench design-ergonomically comfortable to back. Travel by walk-sidewalks Eddy Lane or at least wider shoulder on street for more pedestrian safety on Eddy Lane! My stepson was almost hit while running on Eddy Lane due to no shoulder! I walk Eddy Lane on a regular basis and I have traffic not yield to me when meeting each other. They seem to think I have no rights to be on street. Very dangerous for pedestrians! Benches should be more about comfort than aesthetically pleasing!

BOUNDARY

One commenter is in favor of adding the Hill Property and one is against adding the Hill Property to the Factory District

- The undeveloped hill site north of Harpeth Industrial Court should be included in the Factory District Study area.
- Don't add Hill property. No on-street parking on Liberty. Road is too narrow. Don't allow Middle 8 to have a reduced number of under ground parking spaces. Too many will be parking at the Factory, causing more people to be crossing Liberty and causing pedestrian problems.

CURFEW

Commenters do not want excess traffic or noise at the Factory District late into the night

- Public art- Don't paint electric boxes, make as inconspicuous as possible. Differentiate from Nashville/Music city. Small town feel/subject matter. Bee habitat! Like on the roof. A factory district curfew. Public art should have a common theme and reflect the community diversity and history of Williamson County
- Not Nashvegas

COMMENT CARDS

EDUCATION

Commenters were hoping to learn more from our session about the benefits of having A Factory District as well as about the Factory redevelopment

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CONGESTION

Commenters say the area is already to congested for more development

- I am against the Neighborhood 8. Its too tall for the space, will add to congestion, does not conform to the neighborhoods that surround it, too many people, not enough parking, taller than the icon of Franklin's northern gateway- the water tower
- Franklin is already too crowded, it's hard to get around, it's lost much of the small-town charm it used to have and I don't like it.

PARKING

While commenters are not in favor of street-parking, some believe there does need to be more parking overall

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GENTRIFICATION

Commenter is concerned about upscaling properties leading to gentrification

- Concerned about 1. Flooding- the building and parking areas greatly reduce the ground's water absorption area. Additionally, subterranean parking reduces the bulk water absorption area. 2. Traffic congestion it seems like every citizens survey in Franklin says "Except for traffic what are your main concerns?" Traffic is exemplified because it is the number one concern. 3. If the Factory District is used to allow increased density and height beyond what would otherwise be allowed it will turn out to be detrimental to Franklin as a whole. 3. out of control obnoxious partying has become a real and difficult issue for Nashville. This could become a problem for Franklin too. It is also incompatible the historic, small-town, somewhat slower pace aspect of Franklin. 5. Upscaling adjacent properties will probably lead to gentrification of these properties and lesser the amount of "attainable" housing in the downtown area- example Daniels Drive.