



City of Franklin

109 3rd Ave S
Franklin, TN 37064
(615)791-3217

Meeting Agenda

Franklin Municipal Planning Commission

Thursday, September 22, 2016

7:00 PM

Board Room

Notice is hereby given that the Franklin Municipal Planning Commission will hold a regular meeting on Thursday, September 22, 2016, at 7:00 p.m. in the City Hall Board Room. Additional information can be found at www.franklin.tn.gov/planning.

The purpose of the meeting will be to consider matters brought to the attention of the Planning Commission and will include the following.

The typical process for discussing an item is as follows:

1. Staff presentation,
2. Public comments,
3. Applicant presentation, and
4. Motion/discussion/vote.

Applicants are encouraged to come to the meeting, even if they agree with the staff recommendation. The Planning Commission may defer or disapprove an application/request unless someone is present to represent it.

For accommodations due to disabilities or other special arrangements, please contact the Human Resources Department at (615) 791-3216, at least 24 hours prior to the meeting.

CALL TO ORDER

MINUTES

1. [16-0812](#) August 25, 2016 FMPC minutes

Attachments:

[FINAL REVISED 8-25-16 FMPC Minutes](#)

[Comments from Facebook - Michael Phillips - 9-22-16](#)

[Deferred Meeting Minutes 25-Aug-2016](#)

CITIZEN COMMENTS ON ITEMS NOT ON THE AGENDA

Open for Franklin citizens to be heard on items not included on this Agenda. As provided by law, the Planning Commission shall make no decisions or consideration of action of citizen comments, except to refer the matter to the Planning Director for administrative consideration, or to schedule the matter for Planning Commission consideration at a later date. Those citizens addressing the Planning Commission are required to complete a Public Comment Card in order for their name and address to be included within the official record.

ANNOUNCEMENTS

VOTE TO PLACE NON-AGENDA ITEMS ON THE AGENDA

The non-agenda process, by design, is reserved for rare instances, and only minor requests shall be considered. Non-agenda items shall be considered only upon the unanimous approval of all of the Planning Commission members.

CONSENT AGENDA

The items under the consent agenda are deemed by the Planning Commission to be non-controversial and routine in nature and will be approved by one motion. The items on the consent agenda will not be individually discussed. Any member of the Planning Commission, City Staff, or the public desiring to discuss an item on the consent agenda may request that it be removed and placed on the regular agenda. It will then be considered in its printed order.

- Initial Consent Agenda
- Secondary Consent Agenda- to include any items in which Commissioners recuse themselves

SITE PLAN SURETIES

2. [16-0806](#) Herbert Properties Subdivision, site plan, lots 2 and 3 (McDonalds Parking Addition); release the maintenance agreement for drainage improvements. (CONSENT AGENDA)
3. [16-0807](#) Rizer Point PUD Subdivision, site plan, section 1; release the maintenance agreement for sewer improvements. (CONSENT AGENDA)
4. [16-0808](#) Tywater Crossing PUD Subdivision, site plan, section 1; release the maintenance agreement for streets improvements. (CONSENT AGENDA)

REZONINGS AND DEVELOPMENT PLANS

5. [16-0692](#) Consideration of Resolution 2016-40/Ordinance 2016-27, To Be Entitled, "A Resolution And Ordinance To Annex Property, Consisting Of 204.081 Acres, Property Located South Of Murfreesboro Road And North Of South Carothers Road And Adjoining The City Limits Within The East Part Of The Franklin Urban Growth Boundary (UGB)." [ASHCROFT] (09-22-16 FMPC 7-2 to approve; 10/11/16 WS; 10/25/16 1st Reading BOMA 8-0; 11/22/16 2ND Reading 6-2) THIRD AND FINAL READING

Sponsors: Ald. Ann Petersen and Josh King

Attachments: [Res 2016-40 and Ord 2016-27 Ashcroft Valley to annex with Map.Law Approv](#)
[MAP_AshcroftValley_Annexation.pdf](#)
[Susan and Brian Caplen letter - 9-15-16](#)

6. [16-0693](#) PUBLIC HEARING: Consideration Of Resolution 2016-41, To Be Entitled: "A Resolution Adopting A Plan Of Services For The Annexation Of Property Located South Of Murfreesboro Road And North Of South Carothers Road And Adjoining The City Limits Within The East Part Of The Franklin Urban Growth Boundary (UGB), By The City Of Franklin, Tennessee."; [ASHCROFT] (09-22-16 FMPC 7-2 to approve; 10/11/16 WS)

Sponsors: Ald. Ann Petersen and Josh King

Attachments: [AshcroftValleyPOS.pdf](#)
[RES 2016-41 Final_AshcroftValley_PlanofService Law Approved.pdf](#)
[Susan and Brian Caplen letter - 9-15-16](#)

7. [16-0691](#) Consideration Of Ordinance 2016-28 AS AMENDED, To Be Entitled, "An Ordinance To Zone 204.081 Acres Detached Residential 1 District (R-1), McEwen Character Area Overlay District (MECO-6), Seward Hall Character Area Overlay District (SWCO-3), And Designate As Conventional Area Standards, For The Property Located South Of Murfreesboro Road And North Of South Carothers Road."; [ASHCROFT] (09-22-16 FMPC 6-3 to approve; 10/11/16 WS; 1st BOMA Reading 10-25-16 8-0; 11/22/16 2ND READING 7-1) THIRD AND FINAL READING

Sponsors: Ald. Ann Petersen and Josh King

Attachments: [AshcroftRezoning.pdf](#)
[BOMARevised \(3\) Ord2016-28 AshcroftZone rezone with Map.Law Approved](#)
[MAP_BOMArevision_AshcroftValleyAnnexation.pdf](#)
[Public Notice.pdf](#)
[Ashcroft Valley Rez Req Set 9.1.2016](#)
[Susan and Brian Caplen letter - 9-15-16](#)
[Connectivity Presentation - Ashcroft Valley 11-8-2016](#)

8. [15-1094](#) PUBLIC HEARING: Consideration Of Resolution 2016-42, To Be Entitled: "A Resolution Approving A Development Plan For Ashcroft Valley PUD Subdivision With 6 Modifications Of Development Standards (Character Area Lot Size, Warren Road Connection, Beacon Hill Drive Street Connection, Internal Street Connection, Cross Creek Drive Street Connection, And Biltmore Court Street Connection, For The Property Located South Of Murfreesboro Road And North Of South Carothers Drive." (09-22-16 FMPC 6-3; 10/11/16 WS, 11/08/16 WS; 11-22-16 BOMA Deferred to 12-13-16)

Sponsors:

Ald. Ann Petersen and Josh King

Attachments:

[Letter to BOMA 12 2016 for Ashcroft Development plan WITHDRAWAL.pdf](#)

[AshcroftValleyDevPlan.pdf](#)

[Res2016-42 AshcroftValleyDevPlan with Map Law Approved 2..pdf](#)

[Conditions of Approval 02.pdf](#)

[AshcroftLayout.pdf](#)

[AShcroftElevations.pdf](#)

[Full_PlanSet_Ashcroft Valley Dev Plan Set Resubmittal 9.1.2016.pdf](#)

[TIA_Ashcroft\(9.1.16\).pdf](#)

[Ashcroft Valley Public Notice Affidavit 8.9.2016.pdf](#)

[AshcroftValleyMOSMap.pdf](#)

[Susan and Brian Caplen letter - 9-15-16](#)

[citizen comment letter](#)

[Connectivity Presentation - Ashcroft Valley 11-8-2016](#)

[Ashcroft Valley Memo 11-15-2016](#)

9. [16-0689](#) Consideration Of Ordinance 2016-33, To Be Entitled, "An Ordinance To Rezone 5.195 Acres From General Office District To Specific Development Residential 27.33 District For The Property Located North Of Mallory Station Road And East Of Franklin Road, 222 Mallory Station Road."; [AVENIDA] (09/22/16 FMPC 9-0 and 10/11/16 WS & 1st Reading 8-0; 2nd Reading 7-0, 1 Recusal) THIRD AND FINAL READING

Sponsors:

Ald. Ann Petersen

Attachments:

[ORD 2016-33 Avenida Rezoning with Map Law Approved 2](#)

[MAP_6190AvenidaVer2](#)

[Avenida_PlanSet.pdf](#)

[16001 Avenida - Certified Mailing Addresses letter labels.pdf](#)

[16001 Rezoning and PUD Development Plan Public Notification.pdf](#)

[PUBLIC NOTICE AFFIDAVIT_signed.pdf](#)

[Avenida of Cool Springs Deferral Letter](#)

Legislative History

8/25/16 Franklin Municipal Planning Commission referred to the Franklin Municipal Planning Commission

10. [16-0690](#) PUBLIC HEARING: Consideration of Resolution 2016-47, To Be Entitled: "A Resolution Approving A Development Plan For Avenida Of Cool Springs PUD Subdivision, For The Property Located North Of Mallory Station Road And East Of Franklin Road, 222 Mallory Station Road." (09/22/16 FMPC 9-0; 10/11/16 WS)

Sponsors: Ald. Ann Petersen

Attachments: [MAP_AvenidaofCoolSprings_DevPlan.pdf](#)
[RES_2016-47_Avenida_DevPlan_with_Map.pdf](#)
[6191_AvenidaofCoolSprings_Conditions_of_Approval_01.pdf](#)
[AvenidaofCoolSpringsDevPlan.pdf](#)
[Layout_Avenida.pdf](#)
[AvenidaElevations.pdf](#)
[TIS_Review2_Avenida_20160810_CB_appr.pdf](#)
[PUBLIC_NOTICE_AFFIDAVIT_signed.pdf](#)

Legislative History

8/25/16 Franklin Municipal Planning Commission referred to the Franklin Municipal Planning Commission

11. [16-0795](#) Consideration Of Ordinance 2016-37, To Be Entitled, "An Ordinance To Rezone 3.66 Acres From Specific Development Residential (SD-R 8.03) District To Specific Development Residential (SD-R 8.70) District And Rezone 0.48 Acres From Detached Residential 3 (R-3) District To Specific Development Residential (SD-R 8.70) District For The Property Located North Of West Main Street And West Of Rucker Avenue, 117 Rucker Avenue." (09/22/16 FMPC 9-0 and 10/11/16 WS and 1st BOMA Reading 8-0; 11/08/16 2nd Reading 8-0) THIRD AND FINAL READING

Sponsors: Ald. Ann Petersen

Attachments: [Ordinance_2016-37_Rucker_Park_PUD_Subd_with_Map.Law_Approved](#)
[Ord-2016-37_Rucker_Park_Rezoning_Map](#)
[6226_Rucker_Park_Rezoning_Plan_Set](#)

12. [16-0796](#) PUBLIC HEARING: Consideration Of Resolution 2016-57, To Be Entitled: "A Resolution Approving A Revised Development Plan For Rucker Park PUD Subdivision, For The Property Located North Of West Main Street And West Of Rucker Avenue, 117 Rucker Avenue." (09/22/16 FMPC 9-0, 10/11/16 WS)

Sponsors: Ald. Ann Petersen

Attachments: [Res-2016-57 Rucker Park DP Rev 1 Map](#)
[2016-57 RES Rucker Park PUD Dev Plan_with Map.Law Approved](#)
[6227 Rucker Park DP Rev 1 COA](#)
[6227 Rucker Park DP Rev 1 Plan Set](#)
[6227 Rucker Park DP Rev 1 Architecture](#)

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

13. [16-0798](#) 508 Duke Drive Subdivision, Preliminary Plat, 4 Commercial Lots On 7.3 Acres, Located At The Southeast Corner Of Mallory Station Road And Duke Drive.

Sponsors: Franklin Municipal Planning Commission and Josh King

Attachments: [MAP_508DukeDrivePP.pdf](#)
[508DukeDrive_PP_Conditions of Approval_01.pdf](#)
[508DukeDrive_PP.pdf](#)

14. [16-0802](#) Berry Farms Town Center PUD Subdivision, Final Plat, Section 10 and Section 7 (Revision To Lot 7099), Two New Commercial Lots And A Revision To One Previously Platted Lot On 14.14 Acres, Located At The Intersection Of Rural Plains Circle And Berry Farms Crossing. (CONSENT AGENDA)

Sponsors: Franklin Municipal Planning Commission and Josh King

Attachments: [MAP_BFTC_Sec10FP.pdf](#)
[BFTC_Sec10_FP_Conditions of Approval_01.pdf](#)
[FullPlat_BFTC_Section10FP.pdf](#)

15. [16-0800](#) Cottages At 509 Hill Drive PUD Subdivision, Final Plat, Four Lots On 0.559 Acres, Near The Intersection Of West Main Street And Hill Drive, 509 Hill Drive. (CONSENT AGENDA)

Sponsors: Franklin Municipal Planning Commission and Josh King

Attachments: [MAP_Cottagesat509HillDriveFP.pdf](#)
[Cottagesat509HillDrive_FP_Conditions of Approval_01.pdf](#)
[FP_Cottageat509HillDr.pdf](#)

16. [16-0797](#) Downs Boulevard Subdivision, Final Plat, Revision 9, Lots 2 And 22, Revisions To Two Existing Commercial Lots And Platting Of An Access Easement On 4.11 Acres, Located Near The Intersection Of Downs Blvd And Columbia Ave. (CONSENT AGENDA)
- Sponsors:** Franklin Municipal Planning Commission and Josh King
- Attachments:** [MAP DownsBlvdLot2and22.pdf](#)
[DownsBlvd_LOt2222_Conditions of Approval_01.pdf](#)
[FP_DownsBlvd_6164_resubmitted 8-31-16.pdf](#)
17. [16-0799](#) Family Legacy PUD Subdivision, Final Plat, 5 Lots On 22.72 Acres, Located Near The Intersection Of Franklin Road And Cumberland Park Drive, At 568, 562, And 554 Franklin Road. (CONSENT AGENDA)
- Sponsors:** Franklin Municipal Planning Commission and Josh King
- Attachments:** [MAP_FamilyLegacyPUDSubdFP.pdf](#)
[FamillLegacy_FP_Conditions of Approval_01.pdf](#)
[FP_FamilyLegacyPUDSubdivision.pdf](#)
18. [16-0791](#) Franklin Special School District Board Of Education Subdivision, Final Plat, (Fairground Street), Creating A New Lot Fronting Fairground Street, Totalling 0.47 acres, Located South Of Fairground Street And East Of Columbia Avenue. (CONSENT AGENDA)
- Attachments:** [Franklin Special School District, FP Fairground St Map](#)
[6224 Franklin School District FP COA](#)
[6224 Franklin School District FP Plat](#)
19. [16-0793](#) Longview Subdivision, Final Plat, Section 1, Revision 2, A Final Plat To Rename An Easement And Add An Access Easement, On 2.27 Acres, Located At Werthan Circle. (CONSENT AGENDA)
- Attachments:** [Longview Subd, FP, sec 1, Rev 2 Map](#)
[6225 Longview Conditions of Approval](#)
[Longview Subd, FP, Sec 1, Rev 2 Plat](#)
20. [16-0736](#) Richland Close Subdivision, Final Plat, Four Lots On 2.07 Acres, Located At 1048 Carlisle Lane. (CONSENT AGENDA)
- Attachments:** [MAP 6229 Richland Close Subd, FP](#)
[Conditions of Approval 6229](#)
[Richland Close Subdivision, final plat - submittal 002](#)

21. [16-0794](#) Tywater Crossing PUD Subdivision, Final Plat, Section 3, 27 Lots On 6.62 Acres, Located Northeast Of Downs Boulevard And South Of The Existing Homes Within Tywater Crossing. (CONSENT AGENDA)

Attachments: [Tywater Crossing PUD Subd, FP, Sec 3 Map](#)
[6230 Tywater Crossing PUD Subd, FP, Sec 3 COA](#)
[6230 Tywater Crossing PUD Subd, FP, Sec 3 Plat](#)

ZONING ORDINANCE TEXT AMENDMENTS

22. [16-0811](#) Consideration of Ordinance 2016-39, To Be Entitled: "An Ordinance To Amend Chapters 3 And 5 Of The Zoning Ordinance Of The City Of Franklin, Tennessee, To Adopt The New FEMA Flood Insurance Rate Maps, And Amend The City Of Franklin Zoning Map To Update The Boundaries Of The Floodway Fringe (FFO) And Floodway (FWO) Overlay Districts Accordingly." (09/22/16 FMPC 9-0 and 10/11/16 WS & 1st BOMA Reading 8-0; 11/08/16 2nd Reading 8-0) THIRD AND FINAL READING

Sponsors: Ald. Ann Petersen

Attachments: [Ordinance 2016-39 Amend ZO to adopt new FEMA Flood Maps and FWO and FEMA Final Flood Hazard Determination Letter 6-22-16](#)
[Staff Report Exhibit - Item 22 - Ordinance 2016-39](#)

NON-AGENDA ITEMS

ANY OTHER BUSINESS

ADJOURN



City of Franklin

109 3rd Ave S
Franklin, TN 37064
(615)791-3217

Meeting Minutes - Draft

Franklin Municipal Planning Commission

Thursday, August 25, 2016

7:00 PM

Board Room

CALL TO ORDER

Present 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent 1 - Commissioner Franks

MINUTES

1. July 28, 2016, FMPC minutes

Attachments: [FMPC minutes 7.28.16](#)

Commissioner Lindsey moved, seconded by Commissioner McLemore to approve the July 28, 2016, Minutes as presented. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

CITIZEN COMMENTS ON ITEMS NOT ON THE AGENDA

Mr. Michael Phillips, of 417 Gambrel Court, addressed the Commission about his concerns about Envision Franklin and requested that the Plan be revised to not allow for 16 story buildings. Mr. Phillips distributed a copy of a handout of comments posted on Facebook in response to Envision Franklin and read some of the comments to the Commission. A copy of the handout is attached to the minutes.

This was read into the record

ANNOUNCEMENTS

Chair Hathaway reminded the audience that the Ashcroft Valley project that had been listed as being on this agenda would not be heard tonight. It was pulled from the agenda.

VOTE TO PLACE NON-AGENDA ITEMS ON THE AGENDA

CONSENT AGENDA

Approval of the Consent Agenda

A motion was made by Commissioner Harrison, seconded by Commissioner Lindsey, to approve items 2, 10, 11, 12, and 16, and to defer items 5 and 6 on the Consent Agenda. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

SITE PLAN SURETIES

- 2.** Spring Creek Subdivision, site plan, section 1, revision 4 (Spring Creek Center); release the maintenance agreement for drainage improvements.
(CONSENT AGENDA)

This Planning Item was approved.

REZONINGS AND DEVELOPMENT PLANS

3. Consideration of Ordinance 2016-32, To Be Entitled, "An Ordinance To Rezone 5.3 Acres From Heavy Industrial District (HI) And Detached Residential 3 District (R-3) To Specific Development Residential (SD-R 7.55) District For The Property Located South Of Avondale Drive And East Of Columbia Avenue, 302 Avondale Drive. (08/25/16 FMPC 8-0, 9/13/16 WS, 1st BOMA Reading 09/13/16 8-0; 10/11/16 2ND Reading 8-0) THIRD AND FINAL READING

Attachments: [ORD 2016-32 Rezoning South of Avondale Drive and East of Columbia Avenue with map Law Approved.pdf](#)
[6196 Avondale Cottages PUD Subdivision Rezoning.pdf](#)
[2016-08-04 Avondale RZN Set.pdf](#)
[Citizen Comment Avondale Cottages Mr and Mrs Henry](#)

Mr. Baumgartner stated that the site was currently zoned Heavy Industrial (HI) District and Detached Residential 3 (R-3). The proposed zoning is Specific Development-Residential (SD-R 7.55). The accompanying development plan is COF #6197. Staff recommended a favorable recommendation to the Board of Mayor and Aldermen.

Chair Hathaway asked for citizen comments. There were none.

Mr. Adam Crunk, of Crunk Engineering, requested a favorable recommendation to the Board of Mayor and Aldermen.

Alderman Petersen asked about a possible road connection in addition to the one proposed for Avondale Drive.

Mr. Crunk stated that at this time there was not a plan to make a connection, but the possibility for a connection to Carr Avenue to the south had been made possible by this development with a dead-end drive in the southwest corner of the proposed development.

Alderman Petersen did not know the distance that would have to be to make the connection.

Mr. Crunk stated that it would have to be several hundred feet, but it would have to pass through one additional property to the south in order to make the connection to Carr Avenue.

Commissioner Harrison moved, seconded by Commissioner McLemore that Ordinance 2016-32 be recommended to the Board of Mayor and Aldermen for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

4. PUBLIC HEARING: Consideration of Resolution 2016-46, To Be Entitled:
"A Resolution Approving A Development Plan For Avondale Cottages
PUD Subdivision, For The Property Located South Of Avondale Drive And
East Of Columbia Avenue, 302 Avondale Drive." (08/25/16 FMPC 8-0;
09/13/16 WS)

Attachments: [RES 2016-46 Rezoning South of Avondale Drive and East of Columbia Avenue with Map.Law Approved.pdf](#)
[6197 Avondale Cottages DP Conditions of Approval 01.pdf](#)
[2016-08-04 Avondale PUD Set.pdf](#)
[Citizen Comment Avondale Cottages Mr and Mrs Henry](#)

Mr. Baumgartner stated that the applicant is proposing a 40-unit development consisting of 1 single family dwelling, 24 duplex units, and 15 townhome units. The lots are of similar size to the detached homes fronting Avondale Drive. The Franklin Land Use Plan supports attached and detached residential development in this Character Area (CFCO-3). The site will be accessed by Avondale Drive and add a future connection and right-of-way to the southwestern side of the site. Approval of Resolution 2016-46 was recommended to the Board of Mayor and Aldermen. The staff recommended a favorable recommendation to the Board of Mayor and Aldermen.

Chair Hathaway asked for citizen comments. There were none.

Mr. Adam Crunk, of Crunk Engineering requested a favorable recommendation to the Board of Mayor and Aldermen.

Alderman Petersen stated that it said that the homes are a similar size to the homes on Avondale Drive, and looking at them they did not appear to be.

Mr. Baumgartner stated that they were a similar width.

Alderman Petersen stated that it should probably be stated "similar width" instead of "similar size."

Commissioner Harrison moved, seconded by Commissioner McLemore that Resolution 2016-46 be recommended to the Board of Mayor and Aldermen for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

5. PUBLIC HEARING: Consideration Of Ordinance 2016-33, To Be Entitled, "An Ordinance To Rezone 5.195 Acres From General Office District To Specific Development Residential 27.33 District For The Property Located North Of Mallory Station Road And East Of Franklin Road, 222 Mallory Station Road."; (09/22/16 FMPC 9-0 and 10/11/16 WS & 1st Reading 8-0) SECOND OF THREE READINGS

Attachments: [ORD 2016-33 Avenida Rezoning with Map Law Approved 2](#)
[MAP 6190AvenidaVer2](#)
[Avenida PlanSet.pdf](#)
[16001 Avenida - Certified Mailing Addresses letter labels.pdf](#)
[16001 Rezoning and PUD Development Plan Public Notification.pdf](#)
[PUBLIC NOTICE AFFIDAVIT signed.pdf](#)
[Avenida of Cool Springs Deferral Letter](#)

This item is deferred to the 9/22 FMPC meeting.

6. PUBLIC HEARING: Consideration of Resolution 2016-47, To Be Entitled: "A Resolution Approving A Development Plan For Avenida Of Cool Springs PUD Subdivision, For The Property Located North Of Mallory Station Road And East Of Franklin Road, 222 Mallory Station Road." (09/22/16 FMPC 9-0; 10/11/16 WS)

Attachments: [MAP AvenidaofCoolSprings DevPlan.pdf](#)
[RES 2016-47 Avenida DevPlan with Map.pdf](#)
[6191 AvenidaofCoolSprings Conditions of Approval 01.pdf](#)
[AvenidaofCoolSpringsDevPlan.pdf](#)
[Layout Avenida.pdf](#)
[AvenidaElevations.pdf](#)
[TIS Review2 Avenida 20160810 CB appr.pdf](#)
[PUBLIC NOTICE AFFIDAVIT signed.pdf](#)

This Resolution was deferred to the 9/22/16 FMPC meeting.

7. PUBLIC HEARING: Consideration Of Ordinance 2016-34, To Be Entitled, "An Ordinance To Rezone 19.99 Acres From Civic-Institutional (CI) District To Specific Development Residential 13.5 District And Remove The Scientific Research Zoning Overlay For The Property Located North Of Mack Hatcher Parkway And East Of Franklin Road, 145 Legends Club Lane."(Iron Horse); (08/25/16 FMPC Recommended Disapproval 6-1; 09-13-16 WS; 09-27-16 1ST BOMA Reading 8-0 to move item onto Public Hearing.) SECOND OF THREE READINGS

Attachments: [ORDINANCE 2016-34 Ironhorse Rezoning with Map Law Approved](#)

Chair Hathaway recused himself from Ordinance 2016-34.

Mr. King stated that Ordinance 2016-34 was an ordinance to rezone the property commonly known as Iron Horse. The proposed zoning of SD-R 13.5 is consistent with the neighboring properties, which are Civic Institutional. The golf course is SD-X. The property across Franklin Road is outside of the county with Estate Residential on the other two corners. The proposed zoning is consistent with the Land Use Plan, the Franklin Road Small Area Plan and is compatible with the surrounding properties. A favorable recommendation of Ordinance 2016-34 is recommended to the Board of Mayor and Aldermen.

Vice Chair Lindsey asked for citizen comments. There were none.

Mr. Greg Gamble, of Gamble Design Collaborative, requested a favorable recommendation to the Board of Mayor and Aldermen.

Alderman Petersen moved to approve Ordinance 2016-34 to the Board of Mayor and Aldermen, and Commissioner Allen seconded the motion.

Commissioner Harrison stated that he would hold his comments to item 8, since this was just the rezoning. He stated, however, that he would not support the rezoning.

With the motion having been made and seconded to approve Ordinance 2016-34, it passed five to two (5-2) with Commissioners Harrison and Orr voting no.

***The original motion for this item was reconsidered after consideration of Item 8.*

Commissioner Allen moved, seconded by Commissioner Orr that Ordinance 2016-34 be recommended to the Board of Mayor and Aldermen for disapproval. The motion carried by the following vote:

Aye: 5 - Commissioner Harrison, Commissioner Gregory, Commissioner Allen, Commissioner Orr, and Commissioner Lindsey

No: 1 - Commissioner McLemore

Absent: 1 - Commissioner Franks

Abstain: 1 - Commissioner Petersen

Recused: 1 - Commissioner Hathaway

Chairing: 0

8. PUBLIC HEARING: Consideration of Resolution 2016-50 To Be Entitled:
"A Resolution Approving A Development Plan For Ironhorse PUD
Subdivision With 1 Modification of Development Standards (Exceed
Building Height Of 2 Stories), For The Property Located North Of Mack
Hatcher Parkway And East Of Franklin Road, 145 Legends Club Lane."
(08/25/16 FMPC recommended for Disapproval 6-1; 9/16/16 WS).

Attachments: [2016-50 RES Ironhorse PUD Development Plan with Map Law](#)
[Approved](#)
[IronhorseLayout.pdf](#)
[Ironhorse Views.pdf](#)
[IronhorseElevations.pdf](#)
[8.4.2016 Iron Horse Dev Plan Drawing Set.pdf](#)
[LandUsePlanSection](#)
[6194 Conditions of Approval 02.pdf](#)

Chair Hathaway recused himself from Resolution 2016-50.

Mr. King stated that the applicant was proposing 270 units of attached residential dwelling units in twelve (12) structures located on 19.99 acres. Vehicular access will be provided via Legends Club Lane only. An emergency access with limited movements will be provided between Legends Club Lane and the Mack Hatcher intersection.

The Franklin Land Use Plan established this lot into character area zoning district Berry's Chapel Special Area 7 and The Franklin Small Area Plan was done for this site.

At the June 23, 2016, meeting the land use plan was updated to allow for up to three story buildings pursuant to a Planned Unit Development (PUD), which the applicant is seeking.

The development plan is consistent with the land use plan, the Franklin Small Area Plan and the Berry's Chapel Character Area Overlay 7. Staff recommends approval of Resolution 2016-50 to the Board of Mayor and Aldermen with conditions.

There is a modification of standards.

Vice Chair Lindsey asked for citizen comments. There were none.

Mr. Greg Gamble, of Gamble Design Collaborative, distributed a handout, which he had worked on with staff.

He showed the master plan and the offsite roadway improvements, which were being proposed with this proposal.

This site is a special property in Franklin and is a gateway. It is at the intersection of Mack Hatcher and Franklin Road. This is a gateway, and one would drive past Harlinsdale before entering the City of Franklin. They are drawing from the architecture of Harlinsdale and from the rural farmstead character in their architectural elevations. They had 150 feet from the right-of-way line to the buildings to create a pastoral front yard along both Franklin Road and Mack Hatcher. Within the front yard will be a 12-foot

greenway trail that will connect pedestrians to the greenway trail that is along Mack Hatcher and connect across the street, eventually to Harlinsdale as part of the City's Master Plan. Two-story buildings will face along Mack Hatcher Parkway and three-story buildings will transition back towards the church, keeping within the same scale, proportion, and height of the church. They have recessed back off Franklin Road, so that when driving down the road toward the church it would still be a prominent view. It can still be seen as part of the sidelines. At the intersection of Franklin Road and Mack Hatcher, there is a berm that is about 15 feet in height so it will screen the lower elevation of the first building.

There will be detached garages on the second elevation. They had previously proposed having garages associated with the buildings, so one would be able to pull in and park within the primary building. Those will now be pulled out. They are allowing the farmstyle buildings to break-up the mass of the parking lot but also provide covered parking for residents.

The third graphic shows a perspective rendering of the intersection at Mack Hatcher and Franklin Road. They are planning on a rural style building that would have Iron Horse identification on it, but adjacent to that would be a cistern where the rain water would be captured and would give irrigation through the site. The reason this is being done is to reinforce sustainability practices on this property. Opportunities are being provided for gardening, orchards, a green infrastructure as part of this plan, and open space parks that are meaningful, connected together, and would provide a place for the community to gather. Over 50 percent of this property is open space and will remain open space as front yards and gathering spaces. These will not be open spaces that are left over or on the edges or sides. These are places that people can gather and have a meaningful experience outside on this campus.

Mr. Gamble showed an 11" x 17" plan of the offsite road improvements. A Traffic Study was prepared by RPM and evaluated by Neel-Schaffer Engineers. It has been determined that a right-turn lane and a left-turn lane are required on Franklin Road at the entrance of Legions Club Lane. In addition to that, an analysis has been done on the need for a signal at that location. That signal is warranted and will be installed by the developer. All three of these improvements will be installed by the developer with no request of the funds from the City of Franklin. In addition, there will be a right-turn lane, which will be installed at Mallory Station Road and Franklin Road. This Traffic Study was done with the assumption that Avenida would be approved and takes that traffic into consideration as well. It has been thought about in concert with the other future developments that are along this road. These improvements greatly improve the traffic movements along Franklin Road by allowing those drivers to pull into those turn lanes before they make the turns.

Mr. Gamble requested approval of Resolution 2016-50 to the Board of Mayor and Aldermen with conditions.

Alderman Petersen moved to recommend approval of Resolution 2016-50 to the Board of Mayor and Aldermen with staff recommendations, and Commissioner McLemore seconded the motion.

Commissioner Harrison stated that much discussion and studies had been done on this property as it being a gateway. He did not think this was an appropriate use for this property. He also did not think he had seen anything this dense proposed, and he would not support it.

Commissioner Allen stated that she absolutely agreed and stated that the City was killing the goose that laid the golden egg. There will be a time when there is not a piece of grass in the City that does not have asphalt with 300 houses on it. This is not the spot for this development.

Vice Chair Lindsey asked Mr. King to address the modification of standards.

Mr. King stated that the Land Use Plan was amended in June of 2016 to add language that building heights up to three stories would be allowed pursuant to a PUD. That specific language did not carry forward to the Zoning Ordinance; therefore, this item requires a modification of standards to allow building heights up to three stories. Staff recommends approval of this modification of standards.

Commissioner Gregory moved to disapprove the modification of standards, and Commissioner Allen seconded the motion.

Commissioner McLemore stated that she was supporting this item on to the Board of Mayor and Aldermen, but she did not support the modification of standards, which allow building heights up to three stories.

Commissioner Allen stated that this was a gateway, and this property had been discussed for several years. She was not supporting any of this item, and her reason was that this was not a gateway into the City of Franklin, and the City was trying to protect "the goose that laid the golden egg."

Commissioner Gregory stated that she would agree with Commissioner Allen. She would not support the density because it did not match anything surrounding that area, and she did not think that it was appropriate.

Vice Chair Lindsey stated that he had heard other complaints about the magnitude of heights of the apartments buildings that have been approved around the City lately. He thought the Planning Commission had to be very concerned regarding the request for exceptions to allow additional floors.

With the motion having been made and seconded to disapprove the modification of standards for item 7, the motion passed unanimously (7-0).

With the motion having been made and seconded to approve Resolution 2015-50 to the Board of Mayor and Aldermen, it failed four to three (4-3) with Commissioners Harrison, Orr, Allen, and Gregory voting no.

Commissioner Orr asked if item 7 needed to be recalled.

Attorney Corn stated that for clarity, it would be helpful to take an active vote to disapprove item 8, and someone from the successful side on item 7 would have to ask for a reconsideration of item 7.

Commissioner Allen moved to reconsider Item 7, Commissioner Orr seconded the motion, and it passed 5 to 1, with Commissioner McLemore voting no.

Commissioner Allen moved to recommend disapproval of item 7 Ordinance 2016-34 to the Board of Mayor and Aldermen, Commissioner Orr seconded the motion, and it

passed 4 -1-1 with Commissioner McLemore voting no and Alderman Petersen abstaining.

Alderman Petersen stated that this item could still go directly to the Board of Mayor and Aldermen.

Attorney Corn stated that item 8 would be clearer for the record if the Planning Commission made a motion for recommending disapproval to the Board of Mayor and Aldermen.

Commissioner Harrison moved to recommend disapproval of Resolution 2016-50 to the Board of Mayor and Aldermen, Mr. Orr seconded the motion, and it passed 4-1-1 with Commissioner McLemore voting no and Alderman Petersen abstaining.

Commissioner Harrison moved, seconded by Commissioner Orr that Resolution 2016-50 be recommended to the Board of Mayor and Aldermen for disapproval, with the motion that Commissioner Gregory moved, seconded by Commissioner Allen, to recommend disapproval of the Modification of Standards (8-0). The motion carried by the following vote:

Aye: 5 - Commissioner Harrison, Commissioner Gregory, Commissioner Allen, Commissioner Orr, and Commissioner Lindsey

No: 1 - Commissioner McLemore

Absent: 1 - Commissioner Franks

Abstain: 1 - Commissioner Petersen

Recused: 1 - Commissioner Hathaway

Chairing: 0

9. Consideration Of Ordinance 2016-44, To Be Entitled, "An Ordinance To Rezone 2.90 Acres From General Commercial District (GC) to Civic and Institutional District (CI) For The Property Located North Of Murfreesboro Road And West Of Edward Curd Lane. (08/25/16 FMPC 8-0, 9/13/16 WS and 1st BOMA Reading 8-0; 10/11/16 2nd Reading 8-0) THIRD AND FINAL READING

Attachments: [ORD 2016-44 Williamson Medical Center Rezoning with Map Law Approved Williamson Medical Center, rezoning request](#)

Mr. Bryan stated that this site was vacant and zoned for the General Commercial (GC) District. The proposed zoning is Civic and Institutional (CI) to provide space for future expansion of Williamson Medical Center. The Medical Center site adjacent to this property is already zoned CI. This expansion to the hospital provides a special incentive; therefore it complements the intent of the Land Use Plan. A development plan has not been submitted at this time. Approval of Ordinance 2016-44 was recommended to the Board of Mayor and Aldermen.

Chair Hathaway asked for citizen comments. There were none.

Mr. Andrew McElhenny, of Smith Seckman Reid, Inc. requested approval to the Board of Mayor and Aldermen.

Commissioner Harrison moved, seconded by Commissioner Allen that Ordinance 2016-44 be recommended to the Board of Mayor and Aldermen for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

10. Carothers Crossing East Subdivision, final plat, revision 1 (resub of lot 1), two lots on 15.15 acres, located at the northeast corner of Carothers Parkway and Liberty Pike. (Consent Agenda)

Attachments: [6198 Carothers Crossing FP Rev 1 Conditions of Approval 01.pdf](#)
[6198 Carothers Crossing East Subd. FP, Rev 1 \(resub of lot 1\) Map.pdf](#)
[3546111-CAROTHERS CROSSING EAST RESUB PLAT 2016-0804.pdf](#)

This Planning Item was approved.

11. Carothers Development Subdivision, final plat, revision 3 (resub of lot 2), two lots on 13.7 acres, located at 1217 Liberty Pike. (Consent Agenda)

Attachments: [6199 Carothers Development Subd, FP, Rev 3 \(resub of lot2\) Map.pdf](#)
[6199 Carothers Dev Subd, FP Rev 3 Conditions of Approval 01.pdf](#)
[54916.pdf](#)

This Planning Item was approved.

12. Clouston Park Addition Subdivision, final plat, revision 1, combining abandoned, quit-claimed right-of-way and an existing lot, located at 809 Evans Street. (Consent Agenda)

Attachments: [6200 Clouston Park Add Subd, FP, Rev 1 Map.pdf](#)
[6200 Clouston Park FP, Rev 1 Conditions of Approval 01.pdf](#)
[54316 Final Plat.pdf](#)

This Planning Item was approved.

13. Quality Inn Subdivision, final plat, dividing one existing commercial lot into two commercial lots located north of Murfreesboro Road and east of North Royal Oaks Boulevard, at 1307 Murfreesboro Road. (Consent Agenda)

Attachments: [6195 MAP QualityInn.pdf](#)
[Quality Inn Plat \(Draft\) 8.1.2016.pdf](#)
[QualityInn_FP_Conditions of Approval_01.pdf](#)

Mr. King stated that item 13 was a final plat to subdivide one commercial lot on Murfreesboro Road into two separate lots to support future development of an additional commercial use on the second lot. Staff recommends approval with conditions on this second lot.

Chair Hathaway asked for citizen comments. There were none.

The applicant did not come forward.

Alderman Petersen stated that this meant that where the Quality Inn was presently, it would be divided and have another.

Mr. King stated that that was correct. A site plan was administratively approved at the July 28, 2016, Planning Commission meeting for a four-story hotel use on the bottom part of the lot with an access agreement to the upper portion of the lot where 51 percent of the existing Quality Inn would remain.

Alderman Petersen stated that she just wanted everyone to know, and that it would really be different out there.

Commissioner Orr asked if there was any way to back out of that. He could not see that being approved by the Planning Commission for that development on that spot.

Alderman Petersen stated that it would be different from anything at this location, but she thought that this was coming.

Commissioner Harrison moved, seconded by Commissioner Allen, that this item is approved with conditions. The motion carried by the following vote:

Aye: 7 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Lindsey, and Commissioner Hathaway

No: 1 - Commissioner Orr

Absent: 1 - Commissioner Franks

Chairing: 0

14. Riverbluff PUD Subdivision, final plat, section 4, 21 single family residential lots on 4.64 acres, located along Riverbluff Drive and Cabell Drive.
(Consent Agenda)

Attachments: [6201 Riverbluff PUD Subd. FP, Sec 4 Map.pdf](#)
[6201 Riverbluff FP Sec 4 Conditions of Approval 01.pdf](#)
[Riverbluff PUD Subdivision, final plat, section 4 - submittal 002.pdf](#)

Mr. Baumgartner stated that the purpose of the final plat for item 14 was to create 21 single-family lots one open space lot and to dedicate right-of-way for Riverbluff, section 4. The site plan was approved by the Planning Commission on July 28, 2016, City of Franklin project number 6176. Staff recommends approval with conditions.

Chair Hathaway asked for citizen comments. There were none.

The applicant did not come forward.

Alderman Petersen stated that the parkland total required was 1.58 acres, but it says total provided .95 acres all access easement along the Harpeth River. Whenever she was looking at the final plat, she could not see it. She knew where it would probably be, but she thought that it needed to be pointed out.

Chair Hathaway asked if it would be appropriate to add it as a condition of approval.

Ms. Hunter stated that it appeared that the area where the easement would go along the river was not actually within the limits of this section of the plat, and that was probably either on a previously recorded plat or a section that was not yet recorded. Staff could still have the applicant add that easement onto the plat.

Alderman Petersen asked if there was going to be another piece to the plat besides this one because the first part had already been done.

Ms. Hunter stated that it was probably recorded on an earlier plat, and it was not being shown on this plat. It could still be shown on this plat by adding the condition of approval.

Commissioner Orr stated that since it was on another plat should the note be removed from this plat.

Ms. Hunter stated that the final dedication gets approved through the Development Plan, and that note is typically added to every section that is dealing with this development.

Commissioner Harrison asked staff if they were comfortable with this.

Ms. Hunter stated that if the Planning Commission would still like to add the condition to clarify, staff will make sure that it get noted and that it gets appropriate noted on the plat.

Commissioner Orr moved, seconded by Commissioner Allen, that this item be approved with conditions, and that staff work to clarify the location of the parkland dedication within this subdivision. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore,
Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner
Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

15. Standard At Cool Springs Subdivision, site plan, lot 2, 419 multifamily residential units and 31 townhomes on 22.51 acres, with one Design Modification (Building Length), located at 1222 Liberty Pike.

Attachments: [6202 Standard at Cool Springs Subd. SP, Lot 2 Map.pdf](#)
[6202 Standard at Cool Springs SP Lot 2 Conditions of Approval 01](#)
[Standard at Cool Springs Subdivision, site plan, lot 2 -Architecture.pdf](#)
[Standard at Cool Springs Subdivision, site plan, lot 2 Site Plan Only.pdf](#)
[Standard at Cool Springs Subdivision, site plan, lot 2 - submittal 003.pdf](#)
[The Standard - Executed Brownfield Agreement 4829-1158-3022 v1.pdf](#)

Mr. Baumgartner stated that the site plan for the Standard at Cool Springs Subdivision, lot 2, includes 419 multifamily residential units and 31 townhomes. The applicant is requesting one design modification. The site is located on a capped landfill but has received approval by Tennessee Department of Environment and Conservation (TDEC) to build upon the landfill, per the soil management plan. The rezoning to permit the multifamily residential use on this site (Ordinance 2015-42) was favorably recommended to the BOMA at the 9/27/2015 FMPC meeting, Ordinance 2015-42.

The applicant requests a Design Modification from Section 5.3.5 (b) (iii) to allow for an attached residential building to be longer than 200 feet. Staff finds that this is appropriate because the applicant has suitable architectural detailing along their facades that breaks up the scale and massing of the building.

Staff recommends approval of this Design Modification.

Staff recommends approval with conditions except for condition 6.

Chair Hathaway asked for citizen comments. There were none.

Mr. Greg Gamble, of Gamble Design Collaborative, stated that the buildings had been designed, looking from Carothers Parkway all the way to the college campus. These buildings are in keeping with the scale of Lifetime Fitness and of keeping within the scale of the college campus buildings. They are looking at this holistically. He requested approval of item 15.

Commissioner Orr asked about the length of the building.

Mr. Gamble stated that the longest portion of the building was 360 feet.

Commissioner Orr stated that the 360 feet was not just barely over.

Mr. Gamble stated that it was in keeping with the things that were on that side of Carothers Parkway and Lifetime Fitness. It was the scale of the campus that was there, and they were trying to be appropriate within that mix.

Commissioner McLemore asked about the length of the longest building in the area.

Mr. Gamble stated that Lifetime Fitness was about 300 feet in length, but the pool would

add another 120 feet.

The Design Modification passed unanimously.

Commissioner Harrison asked for clarification from staff on condition 6.

Mr. Baughman stated that as part of the review process of the traffic impact, the third party consultant identified some concerns about the operation at the intersection of Carothers Parkway and Liberty Pike. He/she recommended that these two improvements be made conditions of the development. Subsequent to that, the applicant identified that he had done a roadway impact fee offset agreement for the Lifetime Fitness Center, next door, and in calculating that impact fee offset, it did incorporate trips associated with the standards at Cool Springs so that the analysis has actually accounted for the trips that are being discussed. The Engineering staff concurs that the additional improvements, identified by the oncall consultant, are not needed. There will be opportunity with other developments on this corner in the future at this intersection to deal with potential deficiencies. The improvements were included in the roadway offsets.

Commissioner Harrison asked if condition 6 would still be required.

Mr. Baughman stated that the improvements were already included.

Commissioner Harrison moved, seconded by Commissioner Allen that Item 15 be approved with conditions, except for condition #6 which is to stricken from the conditions of approval, and with the motion in which Commissioner Harrison moved, seconded by Commissioner Allen to approve the Design Modification (8-0). The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

- 16.** Water's Edge PUD Subdivision, final plat, section 2 creating 56 single family lots on 14.52 acres along Mainstream Drive, Scouting Lane, and Headwaters Drive. (Consent Agenda)

Attachments: [6150 MAP Water's Edge Subd, FP, Sec 2](#)
[Conditions of Approval 01](#)
[Final Plat Water's Edge Section 2](#)

This Planning Item was approved.

ZONING ORDINANCE AND PLAN AMENDMENTS

17. Consideration Of Ordinance 2016-29, To Be Entitled, "An Ordinance To Amend The Zoning Ordinance Of The City Of Franklin, Tennessee, To Amend Chapter 3, Section 3.4.5, Floodway Fringe Overlay (FFO) District, In Order To Add The Use, Boutique Hotels, Located In CFCO-1, To The List Of Permitted Uses And Amend Section 3.2.3, Use Table, Table 3-2, Permitted Uses, In Order To Revise The Additional Requirements For Boutique Hotels." (08/25/16 FMPC Recommended for Disapproval 8-0)

Attachments: [Ordinance 2016-29 FFO Amendment Boutique Hotels Law Approved 8 3](#)
[CFCO FFO 07282016 Staff Presentation](#)

Mr. Svoboda stated that Ordinance 2016-29 was discussed at the June 23 and July 28, 2016, Joint Workshops. The Planning Commission requested staff to prepare an amendment to the Zoning Ordinance to add the use type "Boutique Hotels" to the list of new uses/encroachments permitted to be constructed in the FFO - Floodway Fringe Overlay District with the restriction that it would only be permitted in the Central Franklin Character Area, Special Area 1 (CFCO-1). The Ordinance also corrects a typographical error in the Use Table to revise the reference number for the additional requirements for Boutique Hotels from (6) to (7). In that way, staff will make sure that the proper special conditions for the additional requirements for Boutique Hotels are referenced not hotels.

Mr. Svoboda reminded everyone that the City has received approval from FEMA regarding the new flood maps. Staff is in the process of working on an ordinance to have those adopted by December of 2016. However, staff is able to enforce those maps now. In addition any new nonresidential construction in the floodway fringe overlay will have to meet the City's floodplain protection standards specified in Chapter 5 of the Zoning Ordinance. New nonresidential construction must have its finished floor elevation (FFE), including basement, elevated to 1-foot above the base flood elevation (BFE). Enclosed garages and parking areas must also meet specific floodplain development standards. No encroachment or development is permitted in the Floodway Overlay District (FWO).

Staff recommends approval of Ordinance 2016-29 to the Board of Mayor and Aldermen.

Mr. Svoboda noted that the proposed text amendment is not supported by the Land Use Plan's conservation design concept.

Chair Hathaway asked for citizen comments. There were none.

Commissioner Allen asked if the meeting, held on Saturday, August, 2016, regarding the conservation supported the proposed text amendment.

Ms. Hunter stated that that was for the draft new plan; however, in the current plan the conservation design concept encourages as little encroachment and as little development as possible.

Vice Chair Lindsey stated that he would like to make the following comments regarding item 17.

He stated that this particular item was just to simply add "Boutique Hotels" as a use to the floodfringe overlay. The reality was that staff was talking about a specific project at the foot of Main Street crossing the Harpeth River. They were talking about a project that

does not just touch the floodplain, but is a project that is consumed by the floodplain with significant parts of it in the floodway. It is totally inside the floodplain of a significant river system, with roughly 200 square miles of drainage basin upstream of downtown Franklin, which is largely the size of the portion of the basin below Franklin that was impacted by the 18 inches of rain which fell during the May, 2010, flood that resulted in flood stages more than 8 feet above the Base Flood Elevation in Bellevue, flooding some 3,000 homes and businesses. A similar rain event upstream of Franklin would put 7 feet of water in a hotel built to our floodplain ordinance. That same 2010 storm, shifted five miles to the south and east, would have had catastrophic effects on the City of Franklin, including Downtown Franklin.

The characteristics of the floodplain through the heart of downtown Franklin are that it is wide and wandering. While that is inconvenient from a development perspective, much of the land east of 5th avenue and north of Bridge Street is ill-suited for traditional new development.

Commissioner Lindsey understands that the Corps of Engineers' model points to the conveyance along Franklin Road as a constriction to the easy passage of water through Downtown Franklin. First, he was not certain the City has any sense that improving the conveyance under the bridge or through box culverts offers any relief to the flood-related features on the parcels most impacted by the constrictions. Also, if the City is relying on a Corps of Engineers funded project, Commissioner Lindsey could tell one from personal experience that it can take years, if not a decade, to get a project funded by the Corps. In order for this to be a part of the decision the City makes, the following two things need to be considered:

- 1. It has to make a difference in the expanse of the floodplain on the project site, and*
- 2. The City of Franklin may need to be prepared to fund the construction of the improvements on or downstream of Franklin Road.*

Commissioner Lindsey discussed the following Allowable Uses: All other uses allowed in the Flood Fringe Overlay area are uses that would not be severely impacted by an excursion of the Harpeth River outside the riverbanks.

- 1. Passive parks, golf courses, and open space*
- 2. Active recreation features*
- 3. Temporary uses*
- 4. Public and private infrastructure*
- 5. Floodplain alteration*
- 6. Parking lots*

The addition of "Boutique Hotels" to this list seems to be wholly inconsistent with the rest of the uses, which Commissioner Lindsey feels were defined that way in order to protect people and the investments in the City of Franklin.

The City is right now disassembling the façade of the old bank building that fronts on the Square. One of the compelling reasons presented to this commission for that project is to create an exemplary project that contributes to the period ambiance of our historic downtown area.

The construction of a Hampton Inn on a sensitive and potentially dangerous area seems inconsistent with the City's normal approach to the preservation and protection of our Crown Jewel – our Main Street and Historic Downtown Franklin.

The City spent months to a year becoming comfortable with the features of the Harpeth Square project, with a lot of input from the Board of Mayor and Aldermen, to ensure that it was an appropriate project to fill nearly a full block of our Historic Downtown area.

The Planning Commissioners were told, during the Joint Workshop last month, that the addition of boutique hotels to the list of allowable uses would relegate this project largely to administrative approvals, and that it would not come back before the Planning Commission or the Board of Mayor and Aldermen. Right now, based on the first conceptual project presentation that the Planning Commissioners have seen, they would be saying that they were OK with anchoring the first parcel in Historic Downtown Franklin with a Hampton Inn. In Commissioner Lindsey's nearly 12 years on the Planning Commission, the Commission has been a lot more concerned with how the City anchors its significant gateways. Lest anyone assume that Commissioner Lindsey is anti-anything built in a floodplain, he will remind you that he regularly votes in favor of projects that impact floodplains. He participated in the design workshop that addressed how to creatively develop the Fifth Avenue Corridor in a manner that would create significant new commercial space while protecting the important floodplain storage, and not allowing new development that would be impacted by a significant 100 to 1000-year flood event.

Commissioner Lindsey thought it premature to kill this concept, but he also believes that it is way too premature to simply add boutique hotels to a list of allowable uses in the Flood Fringe Overlay. He personally would like to contemplate some of the details of this project, including:

What is the likely impact of this large project on the floodplain and floodway of the Harpeth River? What do the Corps' Hydraulic and Hydrologic modeling suggest would be the structural solutions to the flow constrictions at the Harpeth River Bridge? And to what extent is there any reduction in risk to the parcels upstream of the bridge? And who is going to pay for that?

What is the likelihood of a rise in flood elevations with this large obstruction along the boundary of the floodway of the Harpeth River? And given the magnitude of the drainage basin, some 200 square miles, is it appropriate perhaps to consider the impact at even a 500-year event?

Given our Envision Franklin Goals of protecting our floodplains, what is the extent to which we must build up pads on which to build a hotel, relative to the magnitude of cuts that would be needed to balance that fill? And what would be the impact on the City's river-side floodplains when all of that soil is removed? And, what is the hotel going to look like?

Over the last couple of years, the Planning Commission outright rejected the design of a new office building in the Gateway Village Development twice, before they finally came back with a design concept that the Commission agreed was a better fit for a significant gateway into the City of Franklin.

Can the Planning Commission get some sense of how this project enhances our Main Street and Historic Downtown Franklin?

Commissioner Lindsey moved, seconded by Commissioner Allen that Ordinance 2016-29 be recommended to the Board of Mayor and Aldermen for disapproval.

The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

18. Consideration of Franklin Municipal Planning Commission Resolution 2016-52, A Resolution to Adopt the 2016 Multimodal Major Thoroughfare Plan. (06/14/16 WS)

Attachments: [Connect Franklin Book DRAFT 160627.pdf](#)
[FMPC RES 2016-52 Multimodal Thoroughfare with Map. Law Approved.](#)
[FMPC August 2016 Presentation](#)

Mr. Holzen stated that over the last year and a half, staff had worked hard to finalize the Comprehensive Transportation Network Plan, which is a long range planning guide for multi-modal transportation throughout the City of Franklin. This was recently presented to the Board of Mayor and Aldermen where they unanimously recommended approval to the Franklin Municipal Planning Commission with one amendment. That amendment was to remove the extension of Ralston Lane, which is all included as part of Resolution 2016-52 that was being presented to the Planning Commission.

Mr. Holzen introduced consultant Cynthia Bowen. Ms. Bowen outlined the methodology of the plan they used for the Comprehensive Transportation Network Plan. She discussed the following:

- Public Investment*
- Streets*
- Bicycle and Pedestrian*
- Existing and Proposed Facilities*
- Additional Design Considerations*
- Other General Principles*
- Recommended Improvements*
- Transit*
- Implementation*

Chair Hathaway asked for citizen comments. There were none.

Alderman Petersen stated that this was not a public hearing, and it did not say so on the agenda.

Ms. Hunter stated that it was a public hearing and that it was advertised separately before the agenda went into the August 18 paper. It required a 30-day notice whereas the agenda for this meeting was only advertised a week and a half before this meeting.

Alderman Petersen stated that she did not know it was going to be a public hearing, and she did not know anyone else who knew it would be a public hearing.

Chair Hathaway asked what action was needed from the Planning Commission.

Ms. Hunter stated that this was the approval of the Plan, so the Planning Commission would be voting on the Plan. The Board of Mayor and Aldermen had considered for a recommendation to the Planning Commission, but per state law the Planning Commission is the body that adopts the Plan.

Alderman Petersen stated that she understood that any major thoroughfare plan was a vision, and this may be because this was her biggest involvement from the Board's perspective and also since there was a vote to recommend this she had been looking at

this in a different light, based on since that has occurred the Board has done the Capital Improvements Program (CIP) prioritization amount. Also, there had been a large meeting regarding Envision Franklin. Since then, the Plan on transit for the Nashville MPO had come out. She had only read about this in the newspaper and had not looked online. There is so much that it made her start reading over this with different eyes from what she was a month ago. There is so much in this draft that she cannot see how this was fitting into what was going on. There were some things that bothered her greatly about Resolution 2016-52. If one looked at the list of 20 projects, her question was is there even one of those that would be done by 2020. Presently, it looked like on the CIP projects that certainly the East McEwen Drive was one of the items that was being supported by the aldermen, and there were some other items. However, there were so many things that had come up, including some of the many aspects of these projects, that she would have concerns. Again, she stated that there was so much in Resolution 2016-52 that assumed things that she was now questioning.

She did not want to do what she had done on the Zoning Ordinance that was approved in 2008, even though she did speak against it. She would not be supporting Resolution 2016-52.

Commissioner Allen stated that with this Plan she would like to say that they were right on point with the transit recommendations. She had not been able to drive in several months, and she had only ridden the trolley one time because it was not convenient at all. The City needs to look at the trolley system. The traffic system needs to be looked at, staff looked at it, and it needs some serious overhauling.

Chair Hathaway stated that he agreed with some of Alderman Petersen's comments that this is such a big nut to crack. The challenge with any kind of vision is that it seems it needs to be aspirational, not everything can be worked out in the beginning because one does not know what the future will be so plans, such as this, have to take some leaps in order to be something bigger.

Mr. Holzen stated that Resolution 2016-52 was a vision document. It is a vision for the plan of how Franklin builds out. When a developer shows up to make a multi-million dollar investment, staff should have a plan and be able to articulate exactly what they want when they walk in the door. When the plan is implemented with development, a lot of times all they are doing is reserving the right-of-way for utilities and trying to control the access to move traffic through and across the City. Whenever a capital project is brought forward, that capital project is vetted in a lot of detail with the Board of Mayor and Aldermen.

For Columbia Avenue, as an example, staff will look at four different options, and every one of the details, at some level, will be vetted with the Board of Mayor and Aldermen as City projects are taken forward for funding. There will be significant input from the residents and the general public. Mr. Holzen wanted to reiterate that it is a vision, and it really helps staff as people come to the City to make a large investment.

Commissioner Lindsey stated that he did not have the perspective as Alderman Petersen. As an elected alderman, Alderman Petersen is balancing all of the different components that she spoke about. From his perspective, for staff to have produced a mass transit plan that tries to touch on all of these things, as a Planning Commissioner, it seemed to him that staff had taken the charge they had been given and produced a good document.

Alderman Petersen stated that she was looking for something that would state that approving Resolution 2016-52 does not guarantee funding for it. She was seeing that the funding was a huge aspect of Resolution 2016-52.

Mr. Baughman stated that Ms. Bowen recognized that this is a vision statement, but it is also a need statement. It is a statement about what is required in the City's transportation network to adequately serve the land uses and the travel demand generated from those land uses. When those needs are not met, the City winds up with congestion. This is identifying the needs and the transportation network to adequately serve the travel demand at a reasonable level of service. This time the document has focused as much on land use as it has on the needs in terms of the proposals.

Ms. Bowen reiterated that there are many projects that the City needs to keep the congestion down. The City might not be able to fund all of this, so it really needs to rely on federal grants. She discussed the different grants that were available, and in order to get the grant money one must have an adopted plan with projects identified that roll into the MPO's plan so the money can be accessed.

Alderman Petersen stated that the City has not fared well with the MPO in the past.

Commissioner Harrison moved, seconded by Commissioner McLemore that Resolution 2016-0001 be approved. The motion carried by the following vote:

Aye: 7 - Commissioner Harrison, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

No: 1 - Commissioner Petersen

Absent: 1 - Commissioner Franks

Chairing: 0

NON-AGENDA ITEMS

ANY OTHER BUSINESS

ADJOURN

There being no further business, the meeting adjourned at 8:46 p.m.

Chair Mike Hathaway

The following was posted to Facebook in response to #EnvisionFranklin.

JUN 17

City of Franklin: Should buildings near I-65 be allowed to be 3-4 stories taller if it could keep these uses from sprawling into other areas of Franklin? #EnvisionFranklin

- Kerri Faulkner Harvey: Yeah if you want to be Nashville
- Katherine Faulman: How about putting a stop to the building altogether? We have enough traffic, no public transit, and our beautiful scenery is going away. (16 Likes)
 - Jeff Ledbetter: It seems that the current logic is that as long as downtown stays nice, then building on every square inch of open space in the rest of the city is perfectly okay. However, this indirectly negatively impacts downtown.
- Jeff Ledbetter: What is wrong with simply capping growth? What makes Williamson County (and Franklin) desirable will cease to exist if the current course is continued. (19 Likes)
- Judy Maddox Goodwin: Stop building! (6 Likes)
- Daphne McKell Bock: Franklin is already a concrete circus. And there are plans to make it worse. Progress blah blah blah...
- Julie Fritz Hunt: Welcome to Atlanta. (7 Likes)
- Beth Callard Vriesman: No building without adequate infrastructure addition. That means road widening and parking. (6 Likes)
- Ann Walker: I think there has to be a vote to see what the residents want. Franklin was a quaint small town which made you feel you were living in Mayberry the perfect town on TV or do you want to become like Nashville. If you have lived in the area for decades you can remember what Nashville used to be like. It was a sleeper you new change would eventually catch up but you had mixed feelings. Now Williamson county has the same decision to make. Personally I like the Mayberry feel keeping the skyscrapers at bay. Infrastructure will crumble if not upgraded as you grow. Sometimes you have to make the decision "Have we grown enough?" Sometimes a moratorium on expansion provides time to reflect. Best of luck to Franklin that has been known as a top small town in the US. Are you willing to loose the best of both worlds close to the action yet a shining diamond of small town USA. (6 Likes)
- Kerri Faulkner Harvey: Your killing the goose that laid the golden eggs (5 Likes)
- Nita Chapman: Maybe it's time for Franklin's leaders to start being a bit more selective in their building/development approvals. We're already behind on building the infrastructure needed to support this huge growth spurt. Traffic has definitely gotten worse over the past 3 years. I don't go anywhere near Cool Springs during lunch hours and during commute hours. It takes forever to get from West to East side of Franklin (let's push Matt Hatcher completion!). I think Franklin leaders see \$\$\$ signs (revenue) and they get blinded by that. I don't want to see our quiet, quaint, historical small-town culture disappear. (9 Likes)

- Gary McDow: No
- Joan Sundwall Paulson: No!!! It is extremely sad to see all of the beautiful country and wooded areas being destroyed for more buildings and houses. Franklin has definitely lost the charm that it once had. Taller buildings will cover up the scenic views of the beautiful hills. (8 Likes)
- Gary McDow: Short building part of what makes Franklin special. If you start wanting look and be like bigger city Franklin will lose its appeal and be just another town you see anywhere. If you want big city look move.
- Amy Butler: No. The tall buildings are already starting to cover up the beautiful hills. Franklin has the advantage at this time to pick and choose who they let in to this community as far as business goes. We should do everything within our power to keep the beauty and charm here as much as possible. (7 Likes)
- Glenn Grabbe: But definitely not anything over 10 stories.
- Rita Matthews: I'm just getting tired of all the building going on myself.
- Luanne Gillig McConnell: Please stop!!!!!!
- Juli Holcomb: HELL NO! Seriously? The roadways cant handle what we have. The Hillsboro Rd widening is nice.....25+ years overdue.....and the proposed Columbia Ave widening is, well...I wont go there. Seems that some areas of Franklin are ignored while pushing growth in others. What happened to the development on Royal Oaks Blvd. that looks like a ghost town? Oh, wait, PLEASE don't push that project until traffic there is addressed first. The traffic in Franklin...ALL OVER Franklin....is a nightmare. There are existing areas of Franklin that could be better utilized if we had a better road planning. Driving through Downtown Franklin every day to get to Cool Springs to work is only a step away from hell, and that's on a good day! (6 Likes)
- Lynn Stampley: I am so tired of seeing construction wherever I go. It is ruining this sweet town. Franklin is not nearly as good as it used to be. Please stop pouring concrete. Our green is disappearing fast. It is so incredibly sad.
- Monica Bagnara: I live in California and have visited Franklin many times so i keep up via FB. I agree with many people here to keep it green and not to let it become a big city. It is such a beautiful place to visit. I think it will lose its charm if you allow too many large businesses...and your traffic will be horrible like it is here....
- Chris Hesson Boyd: I appreciate you asking. I think Cool Springs development is okay 3- 10 stories if that will keep the growth of commercial away from downtown Franklin and the Hillsboro and Franklin rd corridors.
- Stephen Delaney: Keep Franklin green and stop the madness. NOW!!!! I am actually wondering how much longer I can live here. Been in too many other places with untamed growth. Make that GREED!
- Jill Anne: No!
- Gary McDow: It should not even be debated the idea from the beginning it's crazy. no tall buildings. And remember we pay the taxes we should have to say not some committee
- Gary McDow: Majority of the people move to the small towns to get away from this type of thing.

- Natalie Carrel Abruzzo: Not without addressing the traffic on the roads nearby first. McEwen Drive, Carothers, Cool Springs Blvd, Mallory Lane.
- Kelly Brown: No. The city needs managed growth and doing it by adding stories to buildings is not the answer. We're already at a point where traffic is crazy and our quality of life is impacted.
- Kelly Brown: And watch out west side. Once the east is inundated with buildings, people and traffic, you're next. It's out of control.
- Diana Gant Tullis: No No No No No.
- Troy Snider: No for two reasons- 1. Traffic is a nightmare right now near those streets and will just get worse. 2. The tall buildings will block the view of the scenic hills and ridge-line.

JUN 23

Franklin Tomorrow: Should buildings along Interstate 65 be allowed to be taller?

- Jennifer Schanhals: Absolutely not. Already numerous eye sores along the highway now. Takes away from the small town feel. The city needs to take a good look around and see how the city is changing. People moved here for the aesthetics along with numerous other reasons. Before long all this will encroach into downtown Franklin as well, and we will lose the very important qualities that so many of us appreciate.
- Michael Phillips: NO!
- Jill Anne: No!

JUN 27

City of Franklin: Would you like to see a place like this in the Cool Springs area? Why or why not?
#EnvisionFranklin (Image of a multi-use development)

- David Franzen: I would rather see widening and beautification projects on existing roads instead of building more retail for marginal chains. I would be much more excited to see an upgraded traffic control center and water treatment plant than I would new space that independent shop owners can never afford. Why are we insisting on more growth and recognition that "we're number one" when local folks I talk to say they avoid downtown these days? (18 Likes)
- Jill Anne: Stop building. You're currently on a fast track to ruining what we love and attracted us to our community!
- Kathi Lynn Stampley: No more construction in Franklin!!!! It is beyond ridiculous now!! (9 Likes)
- Jeff Ledbetter: Ridiculously stupid.
- Rick Stults: They won't be happy until Franklin is a slick, soulless, Disneyland

- Sandy Squires Bennett: PLEASE keep the history and hometown feel of Franklin. That's why we moved here. PLEASE stop the high price specialty shops and bring back the local businesses and owners that are neighbors.

- Candace Logue: No no no

- Diana Gant Tullis: NO, Franklin has been ruined by just these types of developments.

JUN 28

Michael Phillips: Get involved in your community. #FranklinTN #EnvisionFranklin

- Amy Beckum Luker: Thank you, Michael Phillips for standing up for our community! Nashville and Franklin will soon become an Atlanta version of traffic but none of the officials seem to care.

JUL 26

Michael Phillips: Make your voices heard. #EnvisionFranklin with more traffic!

- Robert Jackson: Eviscerate Franklin. These guys are just pimping this town out. Need to fire them all.

JUL 26

Michael Phillips: #EnvisionFranklin with even more traffic! City planners want to change the rules to allow a 33% increase in office space. #FranklinTN use your voice and #JustSayNo #TooMuchTraffic #StaySmall

- Nikki Andrews: Enough is enough. Greed is taking over.

- Sandra Hoving Engstrand: Nooooooooooooo!!!

- Rodney Taylor: We are fast losing our "little town." I'm for economic growth, but this is getting ridiculous.

- Mira Fleischman: No.....

- Chatrina Harkai: NO!!! NO!!! NO!!!

- Jennifer Starr Housley: Why don't they just let Nashville annex Franklin?...we need to get new city planners!!!!!!

- Donna Harris: NO

- Von Derry: N.O.

- Von Derry: Too packed now

- Von Derry: We can't breathe..you are smothering us..

- Jeff Ledbetter: We need to make sure our "leaders" know that we do not support their "grow at all costs" mentality. I'm not sure they will listen but we have to make a stand.
- Donna Harris: I've been expressing my displeasure for several yrs now. This grow, grow, grow, at all costs and the greed really does need to stop!
- Michelle Yount Massey: I don't believe we have the infrastructure to handle this growth, nor will it contribute to the attractiveness of this town. A more measured approach to growth seems a wiser move.
- Chris Ousley: Lunacy. Fat cats will get their way because of \$\$

AUG 21

City of Franklin: #EnvisionFranklin What would you like for Franklin's future? Attend the public meetings!

- Kerri Faulkner Harvey: The way it use to be (6 Likes)
- Connie Holt Flatt: It will never be the same wonderful, small, caring community it once was.
- Kerri Faulkner Harvey: Agree it's not historical anymore
- Michael Phillips: Less traffic. More pedestrian connectivity. Views that do not include 16 story buildings. #StaySmall (9 Likes)
- Andy Tiedt: Need to allow the city's infrastructure to catch up with growth. Mack Hatcher extension must get built soon it's strangling the west side of the city. (8 Likes)



City of Franklin

109 3rd Ave S
Franklin, TN 37064
(615)791-3217

Meeting Minutes - Draft

Franklin Municipal Planning Commission

Thursday, August 25, 2016

7:00 PM

Board Room

CALL TO ORDER

- Present** 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway
- Absent** 1 - Commissioner Franks

MINUTES

1. July 28, 2016, FMPC minutes

Indexes:

Attachments: [FMPC minutes 7.28.16](#)

Commissioner Lindsey moved, seconded by Commissioner McLemore to approve the July 28, 2016, Minutes as presented. The motion carried by the following vote:

- Aye:** 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

CITIZEN COMMENTS ON ITEMS NOT ON THE AGENDA

Mr. Michael Phillips, of 417 Gambrel Court, addressed the Commission about his concerns about Envision Franklin and requested that the Plan be revised to not allow for 16 story buildings. Mr. Phillips distributed a copy of a handout of comments posted on Facebook in response to Envision Franklin and read some of the comments to the Commission. A copy of the handout is attached to the minutes.

This was read into the record

ANNOUNCEMENTS

Chair Hathaway reminded the audience that the Ashcroft Valley project that had been listed as being on this agenda would not be heard tonight. It was pulled from the agenda.

VOTE TO PLACE NON-AGENDA ITEMS ON THE AGENDA

CONSENT AGENDA

Approval of the Consent Agenda

A motion was made by Commissioner Harrison, seconded by Commissioner Lindsey, to approve items 2, 10, 11, 12, and 16, and to defer items 5 and 6, on the Consent Agenda. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

SITE PLAN SURETIES

2. Spring Creek Subdivision, site plan, section 1, revision 4 (Spring Creek Center); release the maintenance agreement for drainage improvements.
(CONSENT AGENDA)

REZONINGS AND DEVELOPMENT PLANS

3. PUBLIC HEARING: Consideration of Ordinance 2016-32, To Be Entitled, "An Ordinance To Rezone 5.3 Acres From Heavy Industrial District (HI) And Detached Residential 3 District (R-3) To Specific Development Residential (SD-R 7.55) District For The Property Located South Of Avondale Drive And East Of Columbia Avenue, 302 Avondale Drive. (08/25/16 FMPC 8-0, 9/13/16 WS, 1st BOMA Reading 09/13/16 8-0) SECOND OF THREE READINGS

Indexes:

Attachments: [ORD 2016-32 Rezoning South of Avondale Drive and East of Columbia Avenue with map Law Approved.pdf](#)
[6196 Avondale Cottages PUD Subdivision Rezoning.pdf](#)
[2016-08-04 Avondale RZN Set.pdf](#)
[Citizen Comment Avondale Cottages Mr and Mrs Henry](#)

Mr. Baumgartner stated that the site was currently zoned Heavy Industrial (HI) District and Detached Residential 3 (R-3). The proposed zoning is Specific Development-Residential (SD-R 7.55). The accompanying development plan is COF #6197. Staff recommended a favorable recommendation to the Board of Mayor and Aldermen.

Chair Hathaway asked for citizen comments. There were none.

Mr. Adam Crunk, of Crunk Engineering, requested a favorable recommendation to the Board of Mayor and Aldermen.

Alderman Petersen asked about a possible road connection in addition to the one proposed for Avondale Drive.

Mr. Crunk stated that at this time there was not a plan to make a connection, but the possibility for a connection to Carr Avenue to the south had been made possible by this development with a dead-end drive in the southwest corner of the proposed development.

Alderman Petersen did not know the distance that would have to be to make the connection.

Mr. Crunk stated that it would have to be several hundred feet, but it would have to pass through one additional property to the south in order to make the connection to Carr Avenue.

Commissioner Harrison moved, seconded by Commissioner McLemore that Ordinance 2016-32 be recommended to the Board of Mayor and Aldermen for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

4. Consideration of Resolution 2016-46, To Be Entitled: "A Resolution Approving A Development Plan For Avondale Cottages PUD Subdivision, For The Property Located South Of Avondale Drive And East Of Columbia Avenue, 302 Avondale Drive." Establishing a Public Hearing for October 11, 2016 (08/25/16 FMPC 8-0)

Indexes:

Attachments: [RES 2016-46 Rezoning South of Avondale Drive and East of Columbia Avenue with Map.Law Approved.pdf](#)
[6197 Avondale Cottages DP Conditions of Approval 01.pdf](#)
[2016-08-04 Avondale PUD Set.pdf](#)
[Citizen Comment Avondale Cottages Mr and Mrs Henry](#)

Mr. Baumgartner stated that the applicant is proposing a 40-unit development consisting of 1 single family dwelling, 24 duplex units, and 15 townhome units. The lots are of similar size to the detached homes fronting Avondale Drive. The Franklin Land Use Plan supports attached and detached residential development in this Character Area (CFCO-3). The site will be accessed by Avondale Drive and add a future connection and right-of-way to the southwestern side of the site. Approval of Resolution 2016-46 was recommended to the Board of Mayor and Aldermen. The staff recommended a favorable recommendation to the Board of Mayor and Aldermen.

Chair Hathaway asked for citizen comments. There were none.

Mr. Adam Crunk, of Crunk Engineering requested a favorable recommendation to the Board of Mayor and Aldermen.

Alderman Petersen stated that it said that the homes are a similar size to the homes on Avondale Drive, and looking at them they did not appear to be.

Mr. Baumgartner stated that they were a similar width.

Alderman Petersen stated that it should probably be stated "similar width" instead of "similar size."

Commissioner Harrison moved, seconded by Commissioner McLemore that Resolution 2016-46 be recommended to the Board of Mayor and Aldermen for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

5. Consideration Of Ordinance 2016-33, To Be Entitled, "An Ordinance To Rezone 5.195 Acres From General Office District To Specific Development Residential 27.33 District For The Property Located North Of Mallory Station Road And East Of Franklin Road, 222 Mallory Station Road."

Indexes:

Attachments: [MAP_6190AvenidaVer2](#)
[ORD 2016-33 Avenida Rezoning_with Map Law Approved 2](#)
[Avenida_PlanSet.pdf](#)
[16001 Avenida - Certified Mailing Addresses letter labels.pdf](#)
[16001 Rezoning and PUD Development Plan Public Notification.pdf](#)
[PUBLIC NOTICE AFFIDAVIT_signed.pdf](#)
[Avenida of Cool Springs Deferral Letter](#)

This item is deferred to the 9/22 FMPC meeting.

6. Consideration of Resolution 2016-47, To Be Entitled: "A Resolution Approving A Development Plan For Avenida Of Cool Springs PUD Subdivision, For The Property Located North Of Mallory Station Road And East Of Franklin Road, 222 Mallory Station Road."

Indexes:

Attachments: [MAP_AvenidaofCoolSprings_DevPlan.pdf](#)
[RES_2016-47 Avenida DevPlan_with Map.pdf](#)
[6191_AvenidaofCoolSprings_Conditions of Approval_01.pdf](#)
[AvenidaofCoolSpringsDevPlan.pdf](#)
[Layout_Avenida.pdf](#)
[AvenidaElevations.pdf](#)
[TIS Review2_Avenida_20160810 CB appr.pdf](#)
[PUBLIC NOTICE AFFIDAVIT_signed.pdf](#)

This item is deferred to the 9/22 FMPC meeting.

7. Consideration Of Ordinance 2016-34, To Be Entitled, "An Ordinance To Rezone 19.99 Acres From Civic-Institutional (CI) District To Specific Development Residential 13.5 District And Remove The Scientific Research Zoning Overlay For The Property Located North Of Mack Hatcher Parkway And East Of Franklin Road, 145 Legends Club Lane."(Iron Horse); Establishing a Public Hearing Date of October 25, 2016. (08/25/16 FMPC Recommended Disapproval 6-1; 09-13-16 WS) FIRST OF THREE READINGS

Indexes:

Attachments: [ORDINANCE 2016-34 Ironhorse Rezoning with Map Law Approved](#)

Chair Hathaway recused himself from Ordinance 2016-34.

Mr. King stated that Ordinance 2016-34 was an ordinance to rezone the property commonly known as Iron Horse. The proposed zoning of SD-R 13.5 is consistent with the neighboring properties, which are Civic Institutional. The golf course is SD-X. The property across Franklin Road is outside of the county with Estate Residential on the other two corners. The proposed zoning is consistent with the Franklin Road Small Area Plan and is compatible with the surrounding properties. Staff recommended a favorable recommendation to the Board of Mayor and Aldermen.

Vice Chair Lindsey asked for citizen comments. There were none.

Mr. Greg Gamble, of Gamble Design Collaborative, requested a favorable recommendation to the Board of Mayor and Aldermen.

***The original motion for this item was reconsidered after consideration of Item 8. Commission Allen moved to reconsider Item 7, Commissioner Orr seconded the motion, and it passed 5 to 1, with Commissioner McLemore voting no.*

Commissioner Allen moved, seconded by Commissioner Orr that Ordinance 2016-34 be recommended to the Board of Mayor and Aldermen for disapproval. The motion carried by the following vote:

Aye: 5 - Commissioner Harrison, Commissioner Gregory, Commissioner Allen, Commissioner Orr, and Commissioner Lindsey

No: 1 - Commissioner McLemore

Absent: 1 - Commissioner Franks

Abstain: 1 - Commissioner Petersen

Recused: 1 - Commissioner Hathaway

Chairing: 0

8. Consideration of Resolution 2016-50 To Be Entitled: "A Resolution Approving A Development Plan For Ironhorse PUD Subdivision With 1 Modification of Development Standards (Exceed Building Height Of 2 Stories), For The Property Located North Of Mack Hatcher Parkway And East Of Franklin Road, 145 Legends Club Lane." Establishing a Public Hearing for October 25, 2016. (08/25/16 FMPC recommended for Disapproval 6-1).

Indexes:

Attachments: [2016-50 RES Ironhorse PUD Development Plan with Map Law Approved IronhorseLayout.pdf](#)
[Ironhorse_Views.pdf](#)
[IronhorseElevations.pdf](#)
[8.4.2016 Iron Horse Dev Plan Drawing Set.pdf](#)
[LandUsePlanSection](#)
[6194_Conditions of Approval_02.pdf](#)

Chair Hathaway recused himself from Resolution 2016-50.

Mr. King stated that the applicant was proposing 270 units of attached residential dwelling units in twelve (12) structures located on 19.99 acres. Vehicular access will be provided via Legends Club Lane only. An emergency access with limited movements will be provided between Legends Club Lane and the Mack Hatcher intersection.

The 2004 Franklin Land Use Plan established this lot into character area zoning district Berry's Chapel Special Area 7 and The Franklin Small Area Plan was done for this site.

At the June 23, 2016, meeting the land use plan was updated to allow for up to three story buildings pursuant to a Planned Unit Development (PUD), which the applicant is seeking.

The development plan is consistent with the land use plan, the Franklin Small Area Plan and the Berry's Chapel Character Area Overlay 7. Staff recommends approval of Resolution 2016-50 to the Board of Mayor and Aldermen with conditions.

There is a modification of standards.

Vice Chair Lindsey asked for citizen comments. There were none.

Mr. Greg Gamble, of Gamble Design Collaborative, distributed a handout, which he had worked on with staff.

He showed the master plan and the offsite roadway improvements, which were being proposed with this proposal.

This site is a special property in Franklin and is a gateway. It is at the intersection of Mack Hatcher and Franklin Road. This is a gateway, and one would drive past Harlinsdale before entering the City of Franklin. They are drawing from the architecture

of Harlinsdale and from the rural farmstead character in their architectural elevations. They had 150 feet from the right-of-way line to the buildings to create a pastoral front yard along both Franklin Road and Mack Hatcher. Within the front yard will be a 12-foot greenway trail that will connect pedestrians to the greenway trail that is along Mack Hatcher and connect across the street, eventually to Harlinsdale as part of the City's Master Plan. Two-story buildings will face along Mack Hatcher Parkway and three-story buildings will transition back towards the church, keeping within the same scale, proportion, and height of the church. They have recessed back off Franklin Road, so that when driving down the road toward the church it would still be a prominent view. It can still be seen as part of the sidelines. At the intersection of Franklin Road and Mack Hatcher, there is a berm that is about 15 feet in height so it will screen the lower elevation of the first building.

There will be detached garages on the second elevation. They had previously proposed having garages associated with the buildings, so one would be able to pull in and park in the primary building. Those will now be pulled out. They are allowing the farmstyle buildings to break the mass of the parking lot but also provide covered parking for residents.

The third graphic shows a perspective rendering of the intersection at Mack Hatcher and Franklin Road. They are planning on a rural style building that would have Iron Horse identification on it, but adjacent to that would be a cistern where the rain water would be captured and would give irrigation to the site. The reason this is being done is to reinforce sustainability practices on this property. Opportunities are being provided for gardening, orchards, a green infrastructure as part of this plan, and open space parks that are meaningful, connected together, and would provide a place for the community to gather. Over 50 percent of this property is open space and will remain open space as front yards and gathering spaces. These will not be open spaces that are left over or on the edges or sides. These are places that people can gather and have a meaningful experience on the outside of this campus.

Mr. Gamble showed an 11" x 17" plan of the road improvements. A Traffic Study was prepared by RPM and evaluated by Neel-Schaffer Engineering. It has been determined that a right-turn lane and a left-turn lane are required on Franklin Road at the entrance of Legions Club Lane. In addition to that, an analysis has been done on the need for a signal at that location. That signal is warranted and will be installed by the developer. All three of these improvements will be installed by the developer with no request of the funds from the City of Franklin. In addition, there will be a right-turn lane, which will be installed at Mallory Station Road and Franklin Road. This Traffic Study was done with the assumption that Avenida would be approved and takes that traffic into consideration as well. It has been thought about in concert with the other future developments that are along this road. These improvements greatly improve the traffic movements along Franklin Road by allowing those drivers to pull into those turn lanes before they make the turn.

Mr. Gamble requested approval of Resolution 2016-50 to the Board of Mayor and Aldermen with conditions.

Commissioner Harrison stated that much discussion and studies had been done on this property as it being a gateway. He did not think this was an appropriate use for this property. He also did not think he had seen anything this dense proposed, and he would not support it.

Commissioner Allen stated that she absolutely agreed and stated that the City was "killing the goose that laid the golden egg." There will be a time when there is not a piece of grass in the City that does not have asphalt with 300 houses on it. This is not the spot for this development.

Vice Chair Lindsey asked Mr. King to address the modification of standards.

Mr. King stated that the Land Use Plan was amended in June of 2016 to add language that building heights up to three stories would be allowed pursuant to a PUD. That specific language did not carry forward to the Zoning Ordinance; therefore, this item requires a modification of standards to allow building heights up to three stories. Staff recommends approval of this modification of standards.

Commissioner McLemore stated that she was supporting this item on to the Board of Mayor and Aldermen, but she did not support the modification of standards, which allow building heights up to three stories.

Commissioner Allen stated that this property had been discussed for several years. She was not supporting any of this item, and her reason was that this was not a gateway into the City of Franklin, and the City was trying to protect "the goose that laid the golden egg."

Commissioner Gregory stated that she would agree with Commissioner Allen. She would not support the density because it did not match anything surrounding that area, and she did not think that it was appropriate.

Vice Chair Lindsey stated that he had heard other complaints about the magnitude of heights of the apartments buildings that have been approved around the City lately. He thought the Planning Commission had to be very concerned regarding the request for exceptions to allow additional floors.

Commissioner Orr asked if item 7 needed to be recalled.

Attorney Corn stated that for clarity, someone would have to ask for a reconsideration of item 7.

Commissioner Allen moved to reconsider item 7, Commissioner Orr seconded the motion, and it passed 5 to 1 with Commissioner McLemore voting no.

Attorney Corn stated that it would be clear for the record if the Planning Commission made a motion for recommending disapproval to the Board of Mayor and Aldermen.

Commissioner Harrison moved, seconded by Commissioner Orr that Resolution 2016-50 be recommended to the Board of Mayor and Aldermen for disapproval, with the motion that Commissioner Gregroy moved, seconded by Commissioner Allen, to recommend disapproval of the Modification of Standards (8-0). The motion carried by the following vote:

Aye: 6 - Commissioner Harrison, Commissioner Petersen, Commissioner Gregory, Commissioner Allen, Commissioner Orr, and Commissioner Lindsey

No: 1 - Commissioner McLemore

Absent: 1 - Commissioner Franks

Recused: 1 - Commissioner Hathaway

Chairing: 0

9. PUBLIC HEARING: Consideration Of Ordinance 2016-44, To Be Entitled, "An Ordinance To Rezone 2.90 Acres From General Commercial District (GC) to Civic and Institutional District (CI) For The Property Located North Of Murfreesboro Road And West Of Edward Curd Lane. (08/25/16 FMPC 8-0, 9/13/16 WS and 1st BOMA Reading 8-0) SECOND OF THREE READINGS

Indexes:

Attachments: [ORD 2016-44 Williamson Medical Center Rezoning_with Map Law Approved Williamson Medical Center, rezoning request](#)

Mr. Bryan stated that this site was vacant and zoned for the General Commercial (GC) District. The proposed zoning is Civic and Institutional (CI) to provide space for future expansion of Williamson Medical Center. The Medical Center site adjacent to this property is already zoned CI. This expansion to the hospital provides a special incentive; therefore it complements the intent of the Land Use Plan. A development plan has not been submitted at this time. Approval of Ordinance 2016-44 was recommended to the Board of Mayor and Aldermen.

Chair Hathaway asked for citizen comments. There were none.

Mr. Andrew McElhenny, of Smith Seckman Reid, Inc. requested approval to the Board of Mayor and Aldermen.

Commissioner Harrison moved, seconded by Commissioner Allen that Ordinance 2016-44 be recommended to the Board of Mayor and Aldermen for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

10. Carothers Crossing East Subdivision, final plat, revision 1 (resub of lot 1), two lots on 15.15 acres, located at the northeast corner of Carothers Parkway and Liberty Pike. (Consent Agenda)

Indexes:

Attachments: [6198 Carothers Crossing FP Rev 1 Conditions of Approval_01.pdf](#)
[6198 Carothers Crossing East Subd, FP, Rev 1 \(resub of lot 1\)_Map.pdf](#)
[3546111-CAROTHERS CROSSING EAST RESUB PLAT 2016-0804.pdf](#)

This Planning Item was approved.

11. Carothers Development Subdivision, final plat, revision 3 (resub of lot 2), two lots on 13.7 acres, located at 1217 Liberty Pike. (Consent Agenda)

Indexes:

Attachments: [6199 Carothers Development Subd, FP, Rev 3 \(resub of lot2\)_Map.pdf](#)
[6199 Carothers Dev Subd, FP Rev 3 Conditions of Approval_01.pdf](#)
[54916.pdf](#)

This Planning Item was approved.

12. Clouston Park Addition Subdivision, final plat, revision 1, combining abandoned, quit-claimed right-of-way and an existing lot, located at 809 Evans Street. (Consent Agenda)

Indexes:

Attachments: [6200 Clouston Park Add Subd, FP, Rev 1 Map.pdf](#)
[6200 Clouston Park FP, Rev 1 Conditions of Approval_01.pdf](#)
[54316 Final Plat.pdf](#)

This Planning Item was approved.

13. Quality Inn Subdivision, final plat, dividing one existing commercial lot into two commercial lots located north of Murfreesboro Road and east of North Royal Oaks Boulevard, at 1307 Murfreesboro Road. (Consent Agenda)

Indexes:

Attachments: [6195_MAP_QualityInn.pdf](#)
[Quality Inn Plat \(Draft\) 8.1.2016.pdf](#)
[QualityInn_FP_Conditions of Approval_01.pdf](#)

Mr. King stated that item 13 was a final plat to subdivide one commercial lot on Murfreesboro Road into two separate lots to support future development of an additional commercial use on the second lot. Staff recommends approval with conditions on this second lot.

Chair Hathaway asked for citizen comments. There were none.

The applicant did not come forward.

Alderman Petersen stated that this meant that where the Quality Inn was presently, it would be divided and have another.

Mr. King stated that that was correct. A site plan was administratively approved at the July 28, 2016, Planning Commission meeting for a four-story hotel use on the bottom part of the lot with an access agreement to the upper portion of the lot where 51 percent of the existing Quality Inn would remain.

Alderman Petersen stated that she just wanted everyone to know, and that it would really be different out there.

Commissioner Orr asked if there was any way to back out of that. He could not see that being approved by the Planning Commission for that development on that spot.

Alderman Petersen stated that it would be different from anything at this location, but she thought that this was coming.

Commissioner Harrison moved, seconded by Commissioner Allen, that this item is approved with condtions. The motion carried by the following vote:

Aye: 7 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Lindsey, and Commissioner Hathaway

No: 1 - Commissioner Orr

Absent: 1 - Commissioner Franks

Chairing: 0

14. Riverbluff PUD Subdivision, final plat, section 4, 21 single family residential lots on 4.64 acres, located along Riverbluff Drive and Cabell Drive.
(Consent Agenda)

Indexes:

Attachments: [6201 Riverbluff PUD Subd, FP, Sec 4 Map.pdf](#)
[6201 Riverbluff FP Sec 4 Conditions of Approval_01.pdf](#)
[Riverbluff PUD Subdivision, final plat, section 4 - submittal 002.pdf](#)

Mr. Baumgartner stated that the purpose of the final plat for item 14 was to create 21 single-family lots one open space lot and to dedicate right-of-way for Riverbluff, section 4. The site plan was approved by the Planning Commission on July 28, 2016, City of Franklin project number 6176. Staff recommends approval with conditions.

Chair Hathaway asked for citizen comments. There were none.

The applicant did not come forward.

Alderman Petersen stated that the parkland total required was 1.58 acres, but it says total provided .95 acres all access easement along the Harpeth River. Whenever she was looking at the final plat, she could not see it. She knew where it would probably be, but she thought that it needed to be pointed out.

Chair Hathaway asked if it would be appropriate to add it as a condition of approval.

Ms. Hunter stated that it appeared that the area where the easement would go along the river was not actually within the limits of this section of the plat, and that was probably either on a previously recorded plat or a section that was not yet recorded. Staff could still have the applicant add that easement onto the plat.

Alderman Petersen asked if there was going to be another piece to the plat besides this one because the first part had already been done.

Ms. Hunter stated that it was probably recorded on an earlier plat, and it was not being shown on this plat. It could still be shown on this plat by adding the condition of approval.

Commissioner Orr stated that since it was on another plat should the note be removed from this plat.

Ms. Hunter stated that the final dedication gets approved through the Development Plan, and that note is typically added to every section that is dealing with this development.

Commissioner Harrison asked staff if they were comfortable with this.

Ms. Hunter stated that if the Planning Commission would still like to add the condition to clarify, staff will make sure that it get noted and that it gets appropriate noted on the plat.

Commissioner Orr moved, seconded by Commissioner Allen, that this item be approved with conditions, and that staff work to clarify the location of the parkland dedication within this subdivision. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore,
Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner
Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

15. Standard At Cool Springs Subdivision, site plan, lot 2, 419 multifamily residential units and 31 townhomes on 22.51 acres, with one Design Modification (Building Length), located at 1222 Liberty Pike.

Indexes:

Attachments: [6202 Standard at Cool Springs Subd, SP, Lot 2 Map.pdf](#)
[6202 Standard at Cool Springs SP Lot 2 Conditions of Approval_01](#)
[Standard at Cool Springs Subdivision, site plan, lot 2 -Architecture.pdf](#)
[Standard at Cool Springs Subdivision, site plan, lot 2 Site Plan Only.pdf](#)
[Standard at Cool Springs Subdivision, site plan, lot 2 - submittal 003.pdf](#)
[The Standard - Executed Brownfield Agreement 4829-1158-3022 v1.pdf](#)

Mr. Baumgartner stated that the site plan for the Standard at Cool Springs Subdivision, lot 2, includes 419 multifamily residential units and 31 townhomes. The applicant is requesting one design modification. The site is located on a capped landfill but has received approval by Tennessee Department of Environment and Conservation (TDEC) to build upon the landfill, per the soil management plan. The rezoning to permit the multifamily residential use on this site (Ordinance 2015-42) was favorably recommended to the BOMA at the 9/27/2015 FMPC meeting, Ordinance 2015-42.

The applicant requests a Design Modification from Section 5.3.5 (b) (iii) to allow for an attached residential building to be longer than 200 feet. Staff finds that this is appropriate because the applicant has suitable architectural detailing along their facades that breaks up the scale and massing of the building.

Staff recommends approval of this Design Modification.

Staff recommends approval with conditions except for condition 6.

Chair Hathaway asked for citizen comments. There were none.

Mr. Greg Gamble, of Gamble Design Collaborative, stated that the buildings had been designed, looking from Carothers Parkway all the way to the college campus. These buildings are in keeping with the scale of Lifetime Fitness and of keeping within the scale of the college campus buildings. They are looking at this holistically. He requested approval of item 15.

Commissioner Orr asked about the length of the building.

Mr. Gamble stated that the longest portion of the building was 360 feet.

Commissioner Orr stated that the 360 feet was not just barely over.

Mr. Gamble stated that it was in keeping with the things that were on that side of Carothers Parkway and Lifetime Fitness. It was the scale of the campus that was there, and they were trying to be appropriate within that mix.

Commissioner McLemore asked about the length of the longest building in the area.

Mr. Gamble stated that Lifetime Fitness was about 300 feet in length, but the pool would add another 120 feet.

The Design Modification passed unanimously.

Commissioner Harrison asked for clarification from staff on condition 6.

Mr. Baughman stated that as part of the review process of the traffic impact, the third party consultant identified some concerns about the operation at the intersection of Carothers Parkway and Liberty Pike. He/she recommended that these two improvements be made conditions of the development. Subsequent to that, the applicant identified that he had done a roadway impact fee offset agreement for the Lifetime Fitness Center, next door, and in calculating that impact fee offset, it did incorporate trips associated with the standards at Cool Springs so that the analysis has actually accounted for the trips that are being discussed. The Engineering staff concurs that the additional improvements, identified by the oncall consultant, are not needed. There will be opportunity with other developments on this corner in the future at this intersection to deal with potential deficiencies. The improvements were included in the roadway offsets.

Commissioner Harrison asked if condition 6 would still be required.

Mr. Baughman stated that the improvements were already included.

Commissioner Harrison moved, seconded by Commissioner Allen that Item 15 be approved with conditions, except for condition #6 which is to stricken from the conditions of approval, and with the motion in which Commissioner Harrison moved, seconded by Commissioner Allen to approve the Design Modification (8-0). The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

- 16.** Water's Edge PUD Subdivision, final plat, section 2 creating 56 single family lots on 14.52 acres along Mainstream Drive, Scouting Lane, and Headwaters Drive. (Consent Agenda)

Indexes:

Attachments: [6150 MAP Water's Edge Subd, FP, Sec 2](#)
[Conditions of Approval 01](#)
[Final Plat Water's Edge Section 2](#)

This Planning Item was approved.

ZONING ORDINANCE AND PLAN AMENDMENTS

17. Consideration Of Ordinance 2016-29, To Be Entitled, "An Ordinance To Amend The Zoning Ordinance Of The City Of Franklin, Tennessee, To Amend Chapter 3, Section 3.4.5, Floodway Fringe Overlay (FFO) District, In Order To Add The Use, Boutique Hotels, Located In CFCO-1, To The List Of Permitted Uses And Amend Section 3.2.3, Use Table, Table 3-2, Permitted Uses, In Order To Revise The Additional Requirements For Boutique Hotels." (08/25/16 FMPC Recommended for Disapproval 8-0)

Indexes:

Attachments: [Ordinance 2016-29 FFO Amendment Boutique Hotels Law Approved](#)
[83](#)
[CFCO FFO 07282016 Staff Presentation](#)

Mr. Svoboda stated that Ordinance 2016-29 was discussed at the June 23 and July 28, 2016, Joint Workshops. The Planning Commission requested staff to prepare an amendment to the Zoning Ordinance to add the use type "Boutique Hotels" to the list of new uses/encroachments permitted to be constructed in the FFO - Floodway Fringe Overlay District with the restriction that it would only be permitted in the Central Franklin Character Area, Special Area 1 (CFCO-1). The Ordinance also corrects a typographical error in the Use Table to revise the reference number for the additional requirements for Boutique Hotels from (6) to (7). In that way, staff will make sure that the proper special conditions for the additional requirements for Boutique Hotels are referenced not hotels.

Mr. Svoboda reminded everyone that the City has received approval from FEMA regarding the new flood maps. Staff is in the process of working on an ordinance to have those adopted by December of 2016. However, staff is able to enforce those maps now. In addition any new nonresidential construction in the floodway fringe overlay will have to meet the City's floodplain protection standards specified in Chapter 5 of the Zoning Ordinance. New nonresidential construction must have its finished floor elevation (FFE), including basement, elevated to 1-foot above the base flood elevation (BFE). Enclosed garages and parking areas must also meet specific floodplain development standards. No encroachment or development is permitted in the Floodway Overlay District (FWO).

Staff recommends approval of Ordinance 2016-29 to the Board of Mayor and Aldermen.

Mr. Svoboda noted that the proposed text amendment is not supported by the Land Use Plan's conservation design concept.

Chair Hathaway asked for citizen comments. There were none.

Commissioner Allen asked if the meeting, held on Saturday, August, 2016, regarding the conservation supported the proposed text amendment.

Ms. Hunter stated that that was for the draft new plan; however, in the current plan the conservation design concept encourages as little encroachment and as little development as possible.

Vice Chair Lindsey stated that he would like to make the following comments regarding item 17.

He stated that this particular item was just to simply add "Boutique Hotels" as a use to

the floodfringe overlay. The reality was that staff was talking about a specific project at the foot of Main Street crossing the Harpeth River. They were talking about a project that does not just touch the floodplain, but is a project that is consumed by the floodplain with significant parts of it in the floodway. It is totally inside the floodplain of a significant river system, with roughly 200 square miles of drainage basin upstream of downtown Franklin, which is largely the size of the portion of the basin below Franklin that was impacted by the 18 inches of rain which fell during the May, 2010, flood that resulted in flood stages more than 8 feet above the Base Flood Elevation in Bellevue, flooding some 3,000 homes and businesses. A similar rain event upstream of Franklin would put 7 feet of water in a hotel built to our floodplain ordinance. That same 2010 storm, shifted five miles to the south and east, would have had catastrophic effects on the City of Franklin, including Downtown Franklin.

The characteristics of the floodplain through the heart of downtown Franklin are that it is wide and wandering. While that is inconvenient from a development perspective, much of the land east of 5th avenue and north of Bridge Street is ill-suited for traditional new development.

Commissioner Lindsey understands that the Corps of Engineers' model points to the conveyance along Franklin Road as a constriction to the easy passage of water through Downtown Franklin. First, he was not certain the City has any sense that improving the conveyance under the bridge or through box culverts offers any relief to the flood-related features on the parcels most impacted by the constrictions. Also, if the City is relying on a Corps of Engineers funded project, Commissioner Lindsey could tell one from personal experience that it can take years, if not a decade, to get a project funded by the Corps. In order for this to be a part of the decision the City makes, the following two things need to be considered:

- 1. It has to make a difference in the expanse of the floodplain on the project site, and*
- 2. The City of Franklin may need to be prepared to fund the construction of the improvements on or downstream of Franklin Road.*

Commissioner Lindsey discussed the following Allowable Uses: All other uses allowed in the Flood Fringe Overlay area are uses that would not be severely impacted by an excursion of the Harpeth River outside the riverbanks.

- 1. Passive parks, golf courses, and open space*
- 2. Active recreation features*
- 3. Temporary uses*
- 4. Public and private infrastructure*
- 5. Floodplain alteration*
- 6. Parking lots*

The addition of "Boutique Hotels" to this list seems to be wholly inconsistent with the rest of the uses, which Commissioner Lindsey feels were defined that way in order to protect people and the investments in the City of Franklin.

The City is right now disassembling the façade of the old bank building that fronts on the Square. One of the compelling reasons presented to this commission for that project is to create an exemplary project that contributes to the period ambience of our historic downtown area.

The construction of a Hampton Inn on a sensitive and potentially dangerous area seems

inconsistent with the City's normal approach to the preservation and protection of our Crown Jewel – our Main Street and Historic Downtown Franklin.

The City spent months to a year becoming comfortable with the features of the Harpeth Square project, with a lot of input from the Board of Mayor and Aldermen, to ensure that it was an appropriate project to fill nearly a full block of our Historic Downtown area.

The Planning Commissioners were told, during the Joint Workshop last month, that the addition of boutique hotels to the list of allowable uses would relegate this project largely to administrative approvals, and that it would not come back before the Planning Commission or the Board of Mayor and Aldermen. Right now, based on the first conceptual project presentation that the Planning Commissioners have seen, they would be saying that they were OK with anchoring the first parcel in Historic Downtown Franklin with a Hampton Inn. In Commissioner Lindsey's nearly 12 years on the Planning Commission, the Commission has been a lot more concerned with how the City anchors its significant gateways. Lest anyone assume that Commissioner Lindsey is anti-anything built in a floodplain, he will remind you that he regularly votes in favor of projects that impact floodplains. He participated in the design workshop that addressed how to creatively develop the Fifth Avenue Corridor in a manner that would create significant new commercial space while protecting the important floodplain storage, and not allowing new development that would be impacted by a significant 100 to 1000-year flood event.

Commissioner Lindsey thought it premature to kill this concept, but he also believes that it is way too premature to simply add boutique hotels to a list of allowable uses in the Flood Fringe Overlay. He personally would like to contemplate some of the details of this project, including:

What is the likely impact of this large project on the floodplain and floodway of the Harpeth River? What do the Corps' Hydraulic and Hydrologic modeling suggest would be the structural solutions to the flow constrictions at the Harpeth River Bridge? And to what extent is there any reduction in risk to the parcels upstream of the bridge? And who is going to pay for that?

What is the likelihood of a rise in flood elevations with this large obstruction along the boundary of the floodway of the Harpeth River? And given the magnitude of the drainage basin, some 200 square miles, is it appropriate perhaps to consider the impact at even a 500-year event?

Given our Envision Franklin Goals of protecting our floodplains, what is the extent to which we must build up pads on which to build a hotel, relative to the magnitude of cuts that would be needed to balance that fill? And what would be the impact on the City's river-side floodplains when all of that soil is removed? And, what is the hotel going to look like?

Over the last couple of years, the Planning Commission outright rejected the design of a new office building in the Gateway Village Development twice, before they finally came back with a design concept that the Commission agreed was a better fit for a significant gateway into the City of Franklin.

Can the Planning Commission get some sense of how this project enhances our Main Street and Historic Downtown Franklin?

Commissioner Lindsey moved, seconded by Commissioner Allen that Ordinance 2016-29 be recommended to the Board of Mayor and Aldermen for disapproval. The motion carried by the following vote:

Aye: 8 - Commissioner Harrison, Commissioner Petersen, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

Absent: 1 - Commissioner Franks

Chairing: 0

18. Consideration of Franklin Municipal Planning Commission Resolution 2016-52, A Resolution to Adopt the 2016 Multimodal Major Thoroughfare Plan. (06/14/16 WS)

Indexes:

Attachments: [Connect Franklin Book DRAFT 160627.pdf](#)
[FMPC RES 2016-52 Multimodal Thoroughfare with Map. Law Approved.](#)
[FMPC August 2016 Presentation](#)

Mr. Holzen stated that over the last year and a half, staff had worked hard to finalize the Comprehensive Transportation Network Plan, which is a long range planning guide for multi-modal transportation throughout the City of Franklin. This was recently presented to the Board of Mayor and Aldermen where they unanimously recommended approval to the Franklin Municipal Planning Commission with one amendment. That amendment was to remove the extension of Ralston Lane, which is all included as part of Resolution 2016-52 that was being presented to the Planning Commission.

Mr. Holzen introduced consultant Cynthia Bowen. Ms. Bowen outlined the methodology of the plan they used for the Comprehensive Transportation Network Plan. She discussed the following:

*Public Investment
Streets
Bicycle and Pedestrian
Existing and Proposed Facilities
Additional Design Considerations
Other General Principles
Recommended Improvements
Transit
Implementation*

Chair Hathaway asked for citizen comments. There were none.

Alderman Petersen stated that this was not a public hearing, and it did not say so on the agenda.

Ms. Hunter stated that it was a public hearing and that it was advertised separately before the agenda went into the August 18 paper. It required a 30-day notice whereas the agenda for this meeting was only advertised a week and a half before this meeting.

Alderman Petersen stated that she did not know it was going to be a public hearing, and she did not know anyone else who knew it would be a public hearing.

Chair Hathaway asked what action was needed from the Planning Commission.

Ms. Hunter stated that this was the approval of the Plan, so the Planning Commission would be voting on the Plan. The Board of Mayor and Aldermen had considered for a recommendation to the Planning Commission, but per state law the Planning Commission is the body that adopts the Plan.

Alderman Petersen stated that she understood that any major thoroughfare plan was a vision, and this may be because this was her biggest involvement from the Board's

perspective and also since there was a vote to recommend this she had been looking at this in a different light, based on since that has occurred the Board has done the Capital Improvements Program (CIP) prioritization amount. Also, there had been a large meeting regarding Envision Franklin. Since then, the Plan on transit for the Nashville MPO had come out. She had only read about this in the newspaper and had not looked online. There is so much that it made her start reading over this with different eyes from what she was a month ago. There is so much in this draft that she cannot see how this was fitting into what was going on. There were some things that bothered her greatly about Resolution 2016-52. If one looked at the list of 20 projects, her question was is there even one of those that would be done by 2020. Presently, it looked like on the CIP projects that certainly the East McEwen Drive was one of the items that was being supported by the aldermen, and there were some other items. However, there were so many things that had come up, including some of the many aspects of these projects, that she would have concerns. Again, she stated that there was so much in Resolution 2016-52 that assumed things that she was now questioning.

She did not want to do what she had done on the Zoning Ordinance that was approved in 2008, even though she did speak against it. She would not be supporting Resolution 2016-52.

Commissioner Allen stated that with this Plan she would like to say that they were right on point with the transit recommendations. She had not been able to drive in several months, and she had only ridden the trolley one time because it was not convenient at all. The City needs to look at the trolley system. The traffic system needs to be looked at, staff looked at it, and it needs some serious overhauling.

Chair Hathaway stated that he agreed with some of Alderman Petersen's comments that this is such a big nut to crack. The challenge with any kind of vision is that it seems it needs to be aspirational, not everything can be worked out in the beginning because one does not know what the future will be so plans, such as this, have to take some leaps in order to be something bigger.

Mr. Holzen stated that Resolution 2016-52 was a vision document. It is a vision for the plan of how Franklin builds out. When a developer shows up to make a multi-million dollar investment, staff should have a plan and be able to articulate exactly what they want when they walk in the door. When the plan is implemented with development, a lot of times all they are doing is reserving the right-of-way for utilities and trying to control the access to move traffic through and across the City. Whenever a capital project is brought forward, that capital project is vetted in a lot of detail with the Board of Mayor and Aldermen.

For Columbia Avenue, as an example, staff will look at four different options, and every one of the details, at some level, will be vetted with the Board of Mayor and Aldermen as City projects are taken forward for funding. There will be significant input from the residents and the general public. Mr. Holzen wanted to reiterate that it is a vision, and it really helps staff as people come to the City to make a large investment.

Commissioner Lindsey stated that he did not have the perspective as Alderman Petersen. As an elected alderman, Alderman Petersen is balancing all of the different components that she spoke about. From his perspective, for staff to have produced a mass transit plan that tries to touch on all of these things, as a Planning Commissioner, it seemed to him that staff had taken the charge they had been given and produced a good document.

Alderman Petersen stated that she was looking for something that would state that approving Resolution 2016-52 does not guarantee funding for it. She was seeing that the funding was a huge aspect of Resolution 2016-52.

Mr. Baughman stated that Ms. Bowen recognized that this is a vision statement, but it is also a need statement. It is a statement about what is required in the City's transportation network to adequately serve the land uses and the travel demand generated from those land uses. When those needs are not met, the City winds up with congestion. This is identifying the needs and the transportation network to adequately serve the travel demand at a reasonable level of service. This time the document has focused as much on land use as it has on the needs in terms of the proposals.

Ms. Bowen reiterated that there are many projects that the City needs to keep the congestion down. The City might not be able to fund all of this, so it really needs to rely on federal grants. She discussed the different grants that were available, and in order to get the grant money one must have an adopted plan with projects identified that roll into the MPO's plan so the money can be accessed.

Alderman Petersen stated that the City has not fared well with the MPO in the past.

Commissioner Harrison moved, seconded by Commissioner McLemore that Resolution 2016-0001 be approved. The motion carried by the following vote:

Aye: 7 - Commissioner Harrison, Commissioner McLemore, Commissioner Gregory, Commissioner Allen, Commissioner Orr, Commissioner Lindsey, and Commissioner Hathaway

No: 1 - Commissioner Petersen

Absent: 1 - Commissioner Franks

Chairing: 0

NON-AGENDA ITEMS

ANY OTHER BUSINESS

ADJOURN

There being no further business, the meeting adjourned at 8:46 p.m.

Chair Mike Hathaway

**RESOLUTION 2016-40
ORDINANCE 2016-27**

**TO BE ENTITLED, “A RESOLUTION AND ORDINANCE TO ANNEX
PROPERTY, CONSISTING OF 204.081 ACRES, PROPERTY LOCATED
SOUTH OF MURFREESBORO ROAD AND NORTH OF SOUTH CAROTHERS
ROAD AND ADJOINING THE CITY LIMITS WITHIN THE EAST PART OF
THE FRANKLIN URBAN GROWTH BOUNDARY (UGB).”**

WHEREAS, Glenn Adams, Rob Adams, James E. Adams Jr, George Durnin, Patti Sue Watkins, Ralph H. Peden Jr, (“Owner(s)”) of properties located as described below (“Property”) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (“City”), to annex 204.081 acres adjoining the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the Franklin Municipal Planning Commission (FMPC) has reviewed and recommended approval of the proposed annexation and Plan of Services for the annexation area; and

WHEREAS, a public hearing was held following public notice as required by *Tennessee Code Annotated* Title 6, Chapter 51, as amended; and

WHEREAS, the BOMA has adopted a Plan of Services for the annexation area as described in Resolution 2016-41; and

WHEREAS, the BOMA has determined that it is in the best interest of its existing residents to annex the Property described herein and that failure to annex said property will inhibit the prosperity of the City and endanger the health, safety and welfare of its inhabitants.

**NOW THEREFORE BE IT RESOLVED AND ORDAINED BY THE BOARD OF
MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:**

SECTION I. That the following described Property shall be, and is hereby, annexed in and to the corporate limits of the City of Franklin, Tennessee:

PREMISES CONSIDERED

Map-Parcel	Acres
079M---B02800 079M---B02900	2.7
089---05500 089---04304 089---04303 089---04302	201.381
Total	204.081

Legal Description

Land lying in the Fourteenth Civil District of Williamson County, being lots 127 and 128 on the Final Plat for Section 1 of Franklin East, of record in Plat Book 6, Page 91, Register’s Office of Williamson County, Tennessee, and containing 2.7 acres more or less.

Legal Description

The following legal description is for land in the Fourteenth Civil District of Williamson County, located on the lands of James E. Adams, Jr., of record in Deed Book 2008, Page 702, R.O.W.C., TN, Ralph H Peden, Jr., of record in Deed Book 4590, Page 436, R.O.W.C., TN, Patti Sue Watkins, of record in Deed Book 6074, Page 249, R.O.W.C., TN, and George V. Durnin, of record in Deed Book 1607, Page 1006, R.O.W.C., TN, and more particularly described in as follow:

Beginning at a Point in the north margin of South Carothers Road, approximately 1600 feet southeast of the intersection of Falcon Creek Drive and said South Carothers Road;

Thence, leaving the north margin of said South Carothers Road, North 06 Degrees 20 Minutes 18 Seconds East, a distance of 716.81 feet to a point;

Thence South 82 Degrees 56 Minutes 59 Seconds East, a distance of 753.05 feet to a point;
Thence North 15 Degrees 32 Minutes 59 Seconds East, a distance of 2,025.58 feet to a point;
Thence North 06 Degrees 33 Minutes 34 Seconds East, a distance of 861.42 feet to a point;
Thence South 89 Degrees 39 Minutes 10 Seconds East, a distance of 319.84 feet to a point;
Thence South 02 Degrees 23 Minutes 32 Seconds West, a distance of 149.73 feet to a point;
Thence North 75 Degrees 48 Minutes 17 Seconds East, a distance of 768.48 feet to a point;
Thence North 09 Degrees 39 Minutes 11 Seconds West, a distance of 117.87 feet to a point;
Thence North 29 Degrees 14 Minutes 05 Seconds East, a distance of 293.60 feet to a point;
Thence North 20 Degrees 05 Minutes 58 Seconds East, a distance of 210.10 feet to a point;
Thence South 62 Degrees 38 Minutes 15 Seconds East, a distance of 48.00 feet to a point;
Thence South 69 Degrees 38 Minutes 11 Seconds East, a distance of 509.70 feet to a point;
Thence South 76 Degrees 09 Minutes 25 Seconds East, a distance of 277.18 feet to a point;
Thence South 26 Degrees 11 Minutes 34 Seconds West, a distance of 520.34 feet to a point;
Thence South 59 Degrees 49 Minutes 41 Seconds East, a distance of 862.61 feet to a point;
Thence South 26 Degrees 16 Minutes 06 Seconds West, a distance of 444.04 feet to a point;
Thence North 70 Degrees 59 Minutes 36 Seconds West, a distance of 28.01 feet to a point;
Thence South 06 Degrees 10 Minutes 51 Seconds West, a distance of 403.96 feet to a point;
Thence South 20 Degrees 12 Minutes 18 Seconds West, a distance of 14.56 feet to a point;
Thence North 78 Degrees 25 Minutes 28 Seconds West, a distance of 356.81 feet to a point;
Thence North 09 Degrees 56 Minutes 19 Seconds East, a distance of 100.04 feet to a point;
Thence North 78 Degrees 25 Minutes 28 Seconds West, a distance of 110.05 feet to a point;
Thence North 09 Degrees 56 Minutes 27 Seconds East, a distance of 25.01 feet to a point;
Thence North 78 Degrees 25 Minutes 30 Seconds West, a distance of 125.05 feet to a point;
Thence South 09 Degrees 56 Minutes 17 Seconds West, a distance of 125.05 feet to a point;
Thence North 78 Degrees 25 Minutes 29 Seconds West, a distance of 734.65 feet to a point;
Thence South 12 Degrees 44 Minutes 58 Seconds West, a distance of 784.89 feet to a point;
Thence South 79 Degrees 24 Minutes 14 Seconds East, a distance of 830.08 feet to a point;
Thence North 62 Degrees 28 Minutes 37 Seconds East, a distance of 119.56 feet to a point;
Thence South 00 Degrees 37 Minutes 45 Seconds West, a distance of 1,031.05 feet to a point;
Thence South 76 Degrees 31 Minutes 22 Seconds East, a distance of 81.00 feet to a point;
Thence South 09 Degrees 52 Minutes 41 Seconds West, a distance of 206.49 feet to a point;
Thence South 57 Degrees 04 Minutes 46 Seconds West, a distance of 151.05 feet to a point;
Thence South 49 Degrees 16 Minutes 17 Seconds West, a distance of 170.39 feet to a point;
Thence South 41 Degrees 39 Minutes 12 Seconds West, a distance of 123.05 feet to a point;
Thence North 83 Degrees 17 Minutes 12 Seconds West, a distance of 441.91 feet to a point;
Thence North 75 Degrees 19 Minutes 30 Seconds West, a distance of 540.96 feet to a point;
Thence South 15 Degrees 23 Minutes 08 Seconds West, a distance of 951.14 feet to a point;
Thence North 82 Degrees 39 Minutes 38 Seconds West, a distance of 60.79 feet to a point;
Thence South 28 Degrees 07 Minutes 56 Seconds West, a distance of 646.53 feet to a point;
Thence North 75 Degrees 15 Minutes 25 Seconds West, a distance of 215.00 feet to a point;

Thence North 05 Degrees 42 Minutes 26 Seconds East, a distance of 1,148.85 feet to a point;
Thence North 83 Degrees 26 Minutes 21 Seconds West, a distance of 1,067.76 feet to a point, said point being in the north margin of said South Carothers Road;
Thence, with the north margin of said South Carothers Road, North 71 Degrees 12 Minutes 56 Seconds West, a distance of 97.37 feet to a point;
Thence North 81 Degrees 09 Minutes 29 Seconds West, a distance of 74.53 feet to the point of beginning, and containing 8,772,174.99 square feet or 201.381 acres.

SECTION II: That the attached Location Map shall serve the purpose of further delimiting the geographical boundaries as described by this Resolution and Ordinance.

SECTION III: That the annexed Property shall become part of Aldermanic Ward 1.

SECTION IV. BE IT FINALLY RESOLVED AND ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Resolution and Ordinance shall take effect from and after its passage on third and final reading, the health, safety, and welfare of the citizens requiring it.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Eric Stuckey
City Administrator/Recorder

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED:

PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

PASSED THIRD READING:

[illegible]

Site

 Properties Under Consideration
 Existing City Limits



This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
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DRAFT PLAN OF SERVICES
ASHCROFT VALEY ANNEXATION
204.081 ACRES
FMPC MEETING 8/25/2016

The map displays a large, irregularly shaped area outlined in cyan, labeled 'Site'. This area is situated within a larger, brown-shaded region. Surrounding the site are various residential streets and neighborhoods, including:

- Streets:** INTERSTATE 65, RIVERSIDE, HOLIDAY, EDWARD CURD, COVEY, QUAIL HOLLOW, HOSPITALITY, BRECKENRIDGE, MURFREESBORO, CELEBRATION, CHESTER STEPHENS, LAKEMONT, MEALER, LANS END, NORMAN PARK, MALCOLM, MURFREESBORO, ARNO, BRIDLEWOOD, TRAIL RIDGE, AVERY VALLEY, AVERY, SADDLEVIEW, CEDARVIEW, MARTINGALE, GRACIOUS, ONEY BUSH, ACCESS, WARREN, CEDARWOOD, HALSWELLE, COURTFIELD, ALLEY, LOCKWOOD, ARDSLEY, COBERT, ALLEY, MCAVOY, MEANDERING, SURREY, UPLAND, FALCON CREEK, MELODY, LEAF, GOLDEN LEAF, DANDRIDGE, DELACY, MCGEACHY, AMBANCE, MONTE BELLA, NANCY, FULLWOOD, ACCESS, VISTA, BEACON HILL, RIDGEWAY, STANFORD, RIDGETOP, VANTAGE, CROSS CREEK, and ACCESS.
- Neighborhoods:** WATSON VIEW, PHILIPS ALLEY, TIPPECANOE, LORICOS, CLOVERSPRINGS, DOOKWIRK, YOUNGBLOOD, SPRINGHOUSE, JOHN WILLIAMS, and ROCRIFT.

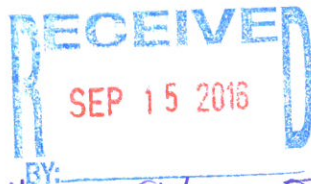
Site

 Properties Under Consideration
 Existing City Limits



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1991 Beacon Hill Dr.
Franklin
TN 37067



9/12/16
Item 8
9/22/16 FMPC Mtg.

Dear Members of the City of Franklin Planning and sustainability department,

I am writing to express my concern about the planned development of Ashcroft Valley and the consequences it will bear on adjacent county neighborhoods.

Please understand that most of my neighbors in Franklin East and Cross Creek do not support a plan that brings city traffic onto our county roads.

Traffic from 70 homes in a gated community, entering and exiting on Stanford Drive will cause a danger to the 30+ young children who live on Ridgeway (yes, the number has increased, another young family has moved in, 2 babies have been born and at least one more family with 2 little ones is due to move in soon).

What guarantee do we, as residents, have that once building starts, there will be a "gated" community and the "pedestrian only" connectivity will not become roads, connecting the further 250+ homes on the Ridge Valley?

Greg Gamble is on record stating that he "understands there will be a fatality." Please prevent this from happening by

redirecting all city traffic away from our county neighborhood.

Unfortunately my husband and I will be absent from the public meeting on September 22. We have to travel out of the country to a family member's funeral.

We regret that our voices won't be heard and request that you acknowledge our concerns.

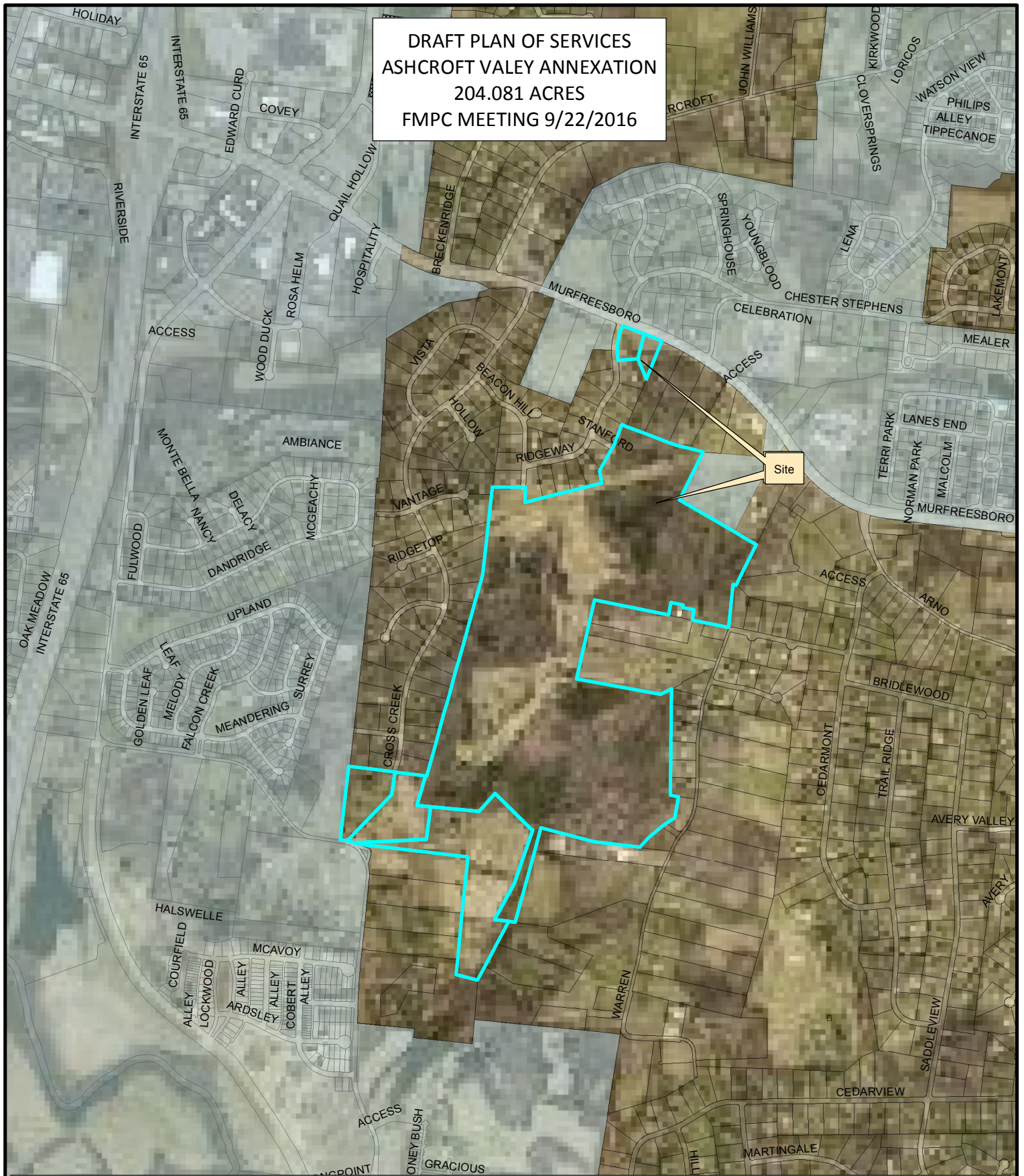
Sincerely,

Susan and Brian Caplan

Susan Caplan

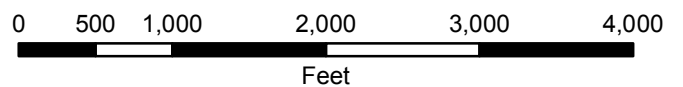
A handwritten signature in blue ink, appearing to read "Brian Caplan", written in a cursive style.

DRAFT PLAN OF SERVICES
 ASHCROFT VALEY ANNEXATION
 204.081 ACRES
 FMPC MEETING 9/22/2016



Legend

- Properties Under Consideration
- Existing City Limits



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RESOLUTION 2016-41

TO BE ENTITLED: “A RESOLUTION ADOPTING A PLAN OF SERVICES FOR THE ANNEXATION OF PROPERTY LOCATED SOUTH OF MURFREESBORO ROAD AND NORTH OF SOUTH CAROTHERS ROAD AND ADJOINING THE CITY LIMITS WITHIN THE EAST PART OF THE FRANKLIN URBAN GROWTH BOUNDARY (UGB)., BY THE CITY OF FRANKLIN, TENNESSEE.”

WHEREAS, *Tennessee Code Annotated (T.C.A.)* § 6-51-102, as amended, requires that a Plan of Services be adopted by a municipal governing body prior to the passage of an annexation resolution; and

WHEREAS, Glenn Adams, Rob Adams, James E. Adams Jr, George Durnin, Patti Sue Watkins, Ralph H. Peden Jr, (“Owner(s)”) of property located as described below (“Property”) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (“City”), to annex 204.081 acres adjoining the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the Property is located south of Murfreesboro Road and north of South Carothers Road, as described herein and as depicted on the Map attached hereto as Exhibit A:

Map-Parcel	Acres
079M---B02800 079M---B02900	2.7
089---05500 089---04304 089---04303 089---04302	201.381
Total	204.081

The Property adjoins the City limits within the Franklin Urban Growth Boundary (UGB) and comprises a total of 204.081 acres in 6 parcels The Property is used as agricultural and residential.

WHEREAS, this Resolution shall bind the Owners and subsequent Owners of the Property; and

WHEREAS, the Franklin Municipal Planning Commission has reviewed and recommended approval of the Plan of Services for the annexation area; and

WHEREAS, a public hearing was held following public notice as required by *T.C.A.* § 6-51-102, as amended; and

WHEREAS, it is believed it is in the best interest of the City to adopt a Plan of Services for the area petitioned to be annexed in order to provide for future development in accordance with City standards; and

WHEREAS, this Resolution shall not bind the City to later annex the Property.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. Pursuant to the provisions of T.C.A. § 6-51-102, as amended, there is hereby adopted, for the area bounded as described above, the following Plan of Services:

- A. Water
 - 1. The Property is located within the Milcrofton Utility District.
 - 2. Water availability shall be approved and provided through Milcrofton prior to annexation.
 - 3. The Owner shall be required to provide adequate fire flow and pressure to the Property.

- B. Reclaimed Water
 - 1. According to the City of Franklin's Municipal Code, reclaimed water systems shall be extended to a development if the development is located within 1,000 feet of an existing reclaimed water line.
 - 2. In the case of this Property, a several mile extension would be required to serve the Property. For this reason, reclaimed water will not be required to be extended to the Property.

- C. Wastewater
 - 1. The Property lies within the Watson Branch Basin and Goose Creek Basin as defined in the City of Franklin Sanitary Sewer Basin Study.
 - 2. The proposed development of the Property is anticipated to construct 342 single family units as part of an overall 383 single family unit subdivision.
 - 3. The Owner shall be required to extend the Simmons Ridge Sanitary Sewer Interceptor to provide service to the Property.
 - 4. The City of Franklin Sanitary Sewer System Basin Plans show this as a 12" and 8" sanitary sewer Interceptor.
 - 5. The Owner shall be required to submit engineering calculations to determine final sizing requirements.
 - 6. The Owner shall be required to provide Engineering design, construction, easements, rights-of-way and the costs associated with the on-site sanitary sewer infrastructure required to serve the development of this Property.
 - 7. The Owner shall be responsible for the payment of fees per the policies and procedures outlined in Franklin Municipal Code.

- D. Stormwater
 - 1. The Owner shall be responsible for the engineering, design and construction of the necessary stormwater infrastructure for the development of the Property and shall comply with the requirements as outlined in the Franklin Municipal Code.
 - 2. As the Property develops, the City will charge prevailing stormwater user fees per policies and procedures as outlined in the Franklin Municipal Code.

- E. Streets
 - 1. Emergency maintenance of streets will begin on the effective date of annexation.
 - 2. Reconstruction and resurfacing of streets, routine maintenance, and installation of storm drainage will be accomplished under existing City policies.
 - 3. Access to the Property shall be provided from Ridgeway Drive and South Carothers Road.
 - 4. Unless waived by the Franklin Engineering Department, the Owner of the Property shall be required to submit a traffic impact study prior to submitting a development plan for review and approval. The exact scope associated with this traffic impact study shall be determined prior to submittal of the development plan. Required street improvements shall be determined as part

of the plan. The roadways constructed as part of this development shall comply with City Street Standards.

F. Traffic Control

1. Traffic signals, traffic signs, street markings, and other traffic control devices shall be installed as the need is established by appropriate study and traffic standards.
2. New development after the effective date of annexation shall comply with City regulations governing traffic control devices and markings.

G. Street Lighting

1. No off-site street lighting is proposed at this time.
2. Street lighting within new developments shall be funded and installed by the Owner per City policy, which includes the installation of electric meters to allow for future ownership and maintenance by the City or homeowners association. The installation and operation of street lights shall coincide with the phasing of development and issuance of Certificates of Occupancy.

H. Street Name Signs

1. No additional street name signs in the area have been deemed necessary.
2. New development shall install street name signs per City policy.

I. Fire Protection

1. Fire protection by the present personnel and equipment of the Franklin Fire Department will be provided on and after the effective date of annexation.
2. No additional manpower or equipment will be necessary to serve the annexation area at this time.

J. Planning and Zoning

1. The planning and zoning jurisdiction of the City will extend to the annexed area on and after the effective date of annexation.
2. The Franklin Land Use Plan states: The McEwen Character Area will continue to be the major economic driver for the City of Franklin. However, economically productive development will respect the residential neighborhoods. Murfreesboro Road will be redeveloped pursuant to a comprehensive land use and economic strategy and will be a quality gateway from I-65. High-quality design and people-friendly environments will be encouraged through heightened standards and site design to reinforce the small-town appeal of Franklin.
The Franklin Land Use Plan states for the Seward Hall Character Area- This area is largely built out and typically includes detached residential uses on larger lots. However, there are significantly sized parcels that are currently vacant or agricultural which may be considered for development in the future. The protection of environmental features is important to this area's unique community character and should be protected. Of particular importance in this area is the floodplain.
3. Upon annexation, the Property will be zoned by the Board of Mayor and Aldermen, pursuant to the requirements of the Franklin Zoning Ordinance with a base zone district, Overlay District, Character Area Overlay District, and designated as a Conventional or Traditional Area. The Owner shall also be required to submit a Planned Unit Development (PUD) Development Plan pursuant to the requirements of the Zoning Ordinance.

- K. Parks and Recreation
1. The benefit and use of the recreational facilities and programs provided by the Parks Department will be available on and after the effective date of the annexation. Recreational facilities and programs will be provided with existing personnel, facilities and resources.
 2. New development in the annexed area shall comply with the City of Franklin Parkland Dedication Ordinance.
- L. Police Protection
1. Police patrol and response to calls by the Franklin Police Department will be provided on and after the effective date of annexation.
 2. Police services will be provided with existing personnel and equipment.
- M. Building and Code Inspection Services
1. Building and code inspection services will begin in the annexed area on and after the effective date of the annexation.
 2. New development in the annexed area shall comply with adopted City Building Codes, pay the applicable fees, and obtain the required permits for inspection services.
- N. Garbage and Recycling Pickup and Environmental
1. The Sanitation and Environmental Services Department will begin providing services in the annexed area on and after the effective date of the annexation in accordance with adopted City requirements.
 2. No additional manpower or equipment will be necessary to serve the annexation area at this time.

SECTION II. This Resolution shall take effect from and after its adoption.

ADOPTED THIS _____.

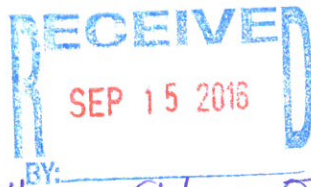
ERIC S. STUCKEY
City Administrator

DR. KEN MOORE
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

1991 Beacon Hill Dr.
Franklin
TN 37067



9/12/16
Item 8
9/22/16 FMPC Mtg.

Dear Members of the City of Franklin Planning and sustainability department,

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Please understand that most of my neighbors in Franklin East and Cross Creek do not support a plan that brings city traffic onto our county roads.

Traffic from 70 homes in a gated community, entering and exiting on Stanford Drive will cause a danger to the 30+ young children who live on Ridgeway (yes, the number has increased, another young family has moved in, 2 babies have been born and at least one more family with 2 little ones is due to move in soon.

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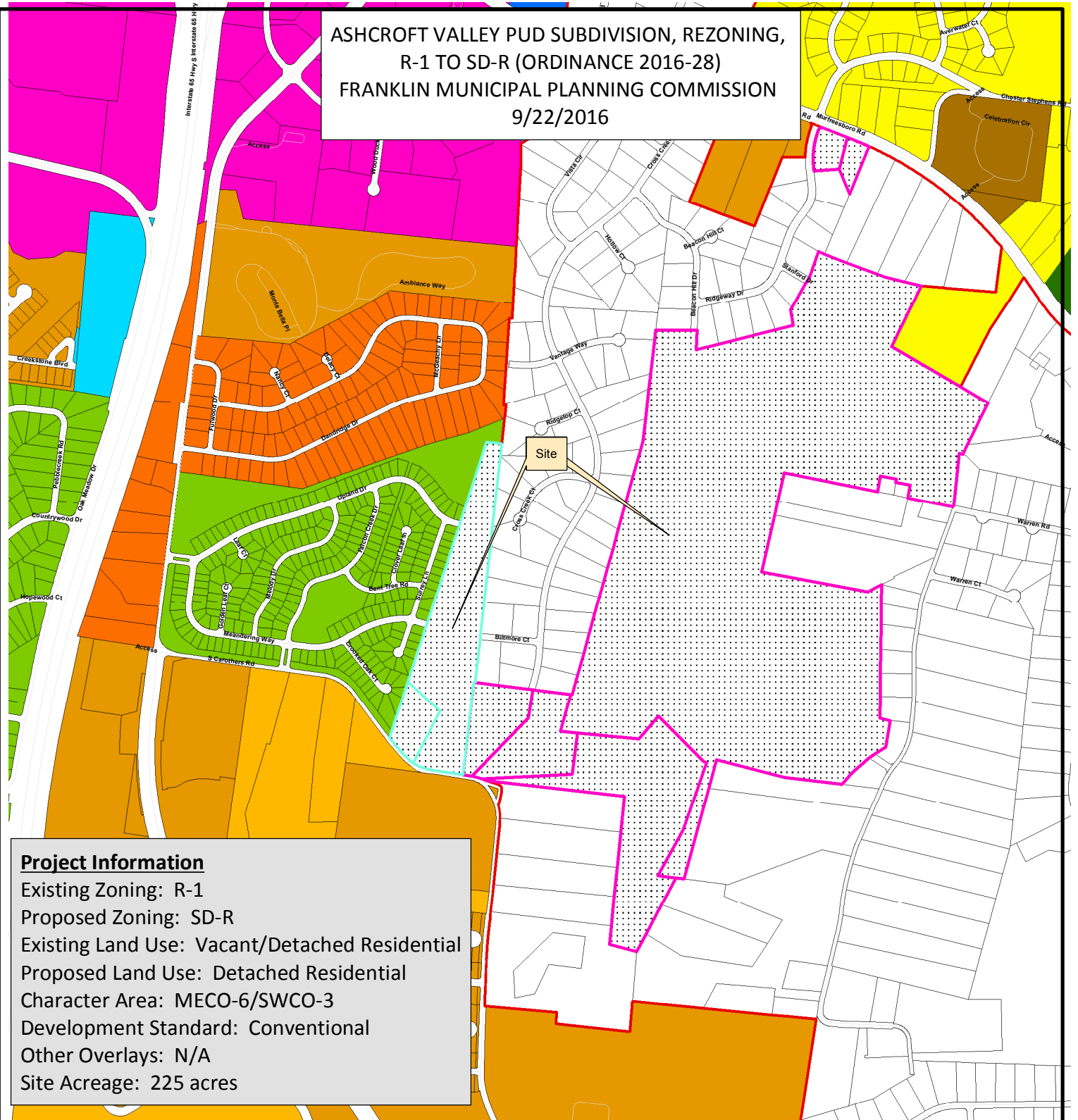
Sincerely,

Susan and Brian Caplan

Susan Caplan

A handwritten signature in blue ink, appearing to read "Brian Caplan", written in a cursive style.

ASHCROFT VALLEY PUD SUBDIVISION, REZONING,
R-1 TO SD-R (ORDINANCE 2016-28)
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/2016



Project Information

Existing Zoning: R-1
Proposed Zoning: SD-R
Existing Land Use: Vacant/Detached Residential
Proposed Land Use: Detached Residential
Character Area: MECO-6/SWCO-3
Development Standard: Conventional
Other Overlays: N/A
Site Acreage: 225 acres

- | | |
|--|---------------------------------------|
| Glass Parcels | SD-R Specific Development-Residential |
| Annexed Property | SD-X Specific Development-Variety |
| AG Agricultural District | OR Office Residential District |
| ER Estate Residential | GO General Office District |
| R-1 Residential District | CC Central Commercial District |
| R-2 Residential District | NC Neighborhood Commercial District |
| R-3 Residential District | GC General Commercial District |
| R-6 Residential District | LI Light Industrial District |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District | |



0 500 1,000 2,000
Feet

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ORDINANCE 2016-28

TO BE ENTITLED, "AN ORDINANCE TO ZONE 204.081 ACRES DETACHED RESIDENTIAL 1 DISTRICT (R-1), MCEWEN CHARACTER AREA OVERLAY DISTRICT (MECO-6), SEWARD HALL CHARACTER AREA OVERLAY DISTRICT (SWCO-3), AND DESIGNATE AS CONVENTIONAL AREA STANDARDS, FOR THE PROPERTY LOCATED SOUTH OF MURFREESBORO ROAD AND NORTH OF SOUTH CAROTHERS ROAD."

WHEREAS, Glenn Adams, Rob Adams, James E. Adams Jr, George Durnin, Patti Sue Watkins, Ralph H. Peden Jr, ("Owner(s)") of property located as described below ("Property") petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee ("City"), to annex 204.081 acres adjoining the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the BOMA has adopted a Plan of Services and annexed the property as described in Resolution 2016-41 and Resolution 2016-40/Ordinance 2016-27; and

WHEREAS, the City of Franklin, Tennessee, encourages responsible growth and the sensible transition of land uses and densities; and

WHEREAS, the Detached Residential 1 District (R-1), McEwen Character Area Overlay District (MECO-6), Seward Hall Character Area Overlay District (SWCO-3), and Conventional Standards, provide zoning for land uses compatible with both the Franklin Land Use Plan and the surrounding development; and

WHEREAS, the zoning has been reviewed and approved by the BOMA after a public hearing and a recommendation by the Franklin Municipal Planning Commission (FMPC).

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. That the following described Property shall be, and is hereby, zoned the following: Detached Residential 1 District (R-1), McEwen Character Area Overlay District (MECO-6), Seward Hall Character Area Overlay District (SWCO-3), and Conventional Standards

PREMISES CONSIDERED

Map-Parcel	Acres	Character Area
079M---B02800	2.7	SWCO-3
079M---B02900		SWCO-3
089---05500	201.381	SWCO-3
089---04304		MECO-6
089---04303		MECO-6
089---04302		MECO-6
Total	204.081	

LEGAL DESCRIPTION – PARCELS 28.00 AND 29.00 ON MAP 79 M GROUP B

LAND LYING IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, BEING LOTS 127 AND 128 ON THE FINAL PLAT FOR SECTION 1 OF FRANKLIN EAST, OF RECORD IN PLAT BOOK 6, PAGE 91, REGISTER'S OFFICE OF WILLIAMSON COUNTY, TENNESSEE, AND CONTAINING 2.7 ACRES MORE OR LESS.

LEGAL DESCRIPTION – PARCELS 43.02, 43.03, 43.04, 55.00 ON MAP 89

THE FOLLOWING LEGAL DESCRIPTION IS FOR LAND IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, LOCATED ON THE LANDS OF JAMES E. ADAMS, JR., OF RECORD IN DEED BOOK 2008, PAGE 702, R.O.W.C., TN, RALPH H PEDEN, JR., OF RECORD IN DEED BOOK 4590, PAGE 436, R.O.W.C., TN, PATTI SUE WATKINS, OF RECORD IN DEED BOOK 6074, PAGE 249, R.O.W.C., TN, AND GEORGE V. DURNIN, OF RECORD IN DEED BOOK 1607, PAGE 1006, R.O.W.C., TN, AND MORE PARTICULARLY DESCRIBED IN AS FOLLOW:

BEGINNING AT A POINT IN THE NORTH MARGIN OF SOUTH CAROTHERS ROAD, APPROXIMATELY 1600 FEET SOUTHEAST OF THE INTERSECTION OF FALCON CREEK DRIVE AND SAID SOUTH CAROTHERS ROAD;

THENCE, LEAVING THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD, NORTH 06 DEGREES 20 MINUTES 18 SECONDS EAST, A DISTANCE OF 716.81 FEET TO A POINT;

THENCE SOUTH 82 DEGREES 56 MINUTES 59 SECONDS EAST, A DISTANCE OF 753.05 FEET TO A POINT;

THENCE NORTH 15 DEGREES 32 MINUTES 59 SECONDS EAST, A DISTANCE OF 2,025.58 FEET TO A POINT;

THENCE NORTH 06 DEGREES 33 MINUTES 34 SECONDS EAST, A DISTANCE OF 861.42 FEET TO A POINT;

THENCE SOUTH 89 DEGREES 39 MINUTES 10 SECONDS EAST, A DISTANCE OF 319.84 FEET TO A POINT;

THENCE SOUTH 02 DEGREES 23 MINUTES 32 SECONDS WEST, A DISTANCE OF 149.73 FEET TO A POINT;

THENCE NORTH 75 DEGREES 48 MINUTES 17 SECONDS EAST, A DISTANCE OF 768.48 FEET TO A POINT;

THENCE NORTH 09 DEGREES 39 MINUTES 11 SECONDS WEST, A DISTANCE OF 117.87 FEET TO A POINT;

THENCE NORTH 29 DEGREES 14 MINUTES 05 SECONDS EAST, A DISTANCE OF 293.60 FEET TO A POINT;

THENCE NORTH 20 DEGREES 05 MINUTES 58 SECONDS EAST, A DISTANCE OF 210.10 FEET TO A POINT;

THENCE SOUTH 62 DEGREES 38 MINUTES 15 SECONDS EAST, A DISTANCE OF 48.00 FEET TO A POINT;

THENCE SOUTH 69 DEGREES 38 MINUTES 11 SECONDS EAST, A DISTANCE OF 509.70 FEET TO A POINT;

THENCE SOUTH 76 DEGREES 09 MINUTES 25 SECONDS EAST, A DISTANCE OF 277.18 FEET TO A POINT;

THENCE SOUTH 26 DEGREES 11 MINUTES 34 SECONDS WEST, A DISTANCE OF 520.34 FEET TO A POINT;

THENCE SOUTH 59 DEGREES 49 MINUTES 41 SECONDS EAST, A DISTANCE OF 862.61 FEET TO A POINT;

THENCE SOUTH 26 DEGREES 16 MINUTES 06 SECONDS WEST, A DISTANCE OF 444.04 FEET TO A POINT;

THENCE NORTH 70 DEGREES 59 MINUTES 36 SECONDS WEST, A DISTANCE OF 28.01 FEET TO A POINT;

THENCE SOUTH 06 DEGREES 10 MINUTES 51 SECONDS WEST, A DISTANCE OF 403.96 FEET TO A POINT;
THENCE SOUTH 20 DEGREES 12 MINUTES 18 SECONDS WEST, A DISTANCE OF 14.56 FEET TO A POINT;
THENCE NORTH 78 DEGREES 25 MINUTES 28 SECONDS WEST, A DISTANCE OF 356.81 FEET TO A POINT;
THENCE NORTH 09 DEGREES 56 MINUTES 19 SECONDS EAST, A DISTANCE OF 100.04 FEET TO A POINT;
THENCE NORTH 78 DEGREES 25 MINUTES 28 SECONDS WEST, A DISTANCE OF 110.05 FEET TO A POINT;
THENCE NORTH 09 DEGREES 56 MINUTES 27 SECONDS EAST, A DISTANCE OF 25.01 FEET TO A POINT;
THENCE NORTH 78 DEGREES 25 MINUTES 30 SECONDS WEST, A DISTANCE OF 125.05 FEET TO A POINT;
THENCE SOUTH 09 DEGREES 56 MINUTES 17 SECONDS WEST, A DISTANCE OF 125.05 FEET TO A POINT;
THENCE NORTH 78 DEGREES 25 MINUTES 29 SECONDS WEST, A DISTANCE OF 734.65 FEET TO A POINT;
THENCE SOUTH 12 DEGREES 44 MINUTES 58 SECONDS WEST, A DISTANCE OF 784.89 FEET TO A POINT;
THENCE SOUTH 79 DEGREES 24 MINUTES 14 SECONDS EAST, A DISTANCE OF 830.08 FEET TO A POINT;
THENCE NORTH 62 DEGREES 28 MINUTES 37 SECONDS EAST, A DISTANCE OF 119.56 FEET TO A POINT;
THENCE SOUTH 00 DEGREES 37 MINUTES 45 SECONDS WEST, A DISTANCE OF 1,031.05 FEET TO A POINT;
THENCE SOUTH 76 DEGREES 31 MINUTES 22 SECONDS EAST, A DISTANCE OF 81.00 FEET TO A POINT;
THENCE SOUTH 09 DEGREES 52 MINUTES 41 SECONDS WEST, A DISTANCE OF 206.49 FEET TO A POINT;
THENCE SOUTH 57 DEGREES 04 MINUTES 46 SECONDS WEST, A DISTANCE OF 151.05 FEET TO A POINT;
THENCE SOUTH 49 DEGREES 16 MINUTES 17 SECONDS WEST, A DISTANCE OF 170.39 FEET TO A POINT;
THENCE SOUTH 41 DEGREES 39 MINUTES 12 SECONDS WEST, A DISTANCE OF 123.05 FEET TO A POINT;
THENCE NORTH 83 DEGREES 17 MINUTES 12 SECONDS WEST, A DISTANCE OF 441.91 FEET TO A POINT;
THENCE NORTH 75 DEGREES 19 MINUTES 30 SECONDS WEST, A DISTANCE OF 540.96 FEET TO A POINT;
THENCE SOUTH 15 DEGREES 23 MINUTES 08 SECONDS WEST, A DISTANCE OF 951.14 FEET TO A POINT;
THENCE NORTH 82 DEGREES 39 MINUTES 38 SECONDS WEST, A DISTANCE OF 60.79 FEET TO A POINT;
THENCE SOUTH 28 DEGREES 07 MINUTES 56 SECONDS WEST, A DISTANCE OF 646.53 FEET TO A POINT;
THENCE NORTH 75 DEGREES 15 MINUTES 25 SECONDS WEST, A DISTANCE OF 215.00 FEET TO A POINT;
THENCE NORTH 05 DEGREES 42 MINUTES 26 SECONDS EAST, A DISTANCE OF 1,148.85 FEET TO A POINT;
THENCE NORTH 83 DEGREES 26 MINUTES 21 SECONDS WEST, A DISTANCE OF 1,067.76 FEET TO A POINT, SAID POINT BEING IN THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD;

THENCE, WITH THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD, NORTH 71 DEGREES 12 MINUTES 56 SECONDS WEST, A DISTANCE OF 97.37 FEET TO A POINT;
THENCE NORTH 81 DEGREES 09 MINUTES 29 SECONDS WEST, A DISTANCE OF 74.53 FEET TO THE POINT OF BEGINNING, AND CONTAINING 8,772,174.99 SQUARE FEET OR 201.381 ACRES.

SECTION II: That the attached Location Map shall serve the purpose of further delimiting the geographical and zoning boundaries as described by this Ordinance.

SECTION III. BE IT FINALLY ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on third and final reading, the health, safety, and welfare of the citizens requiring it.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Eric Stuckey
City Administrator/Recorder

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED:

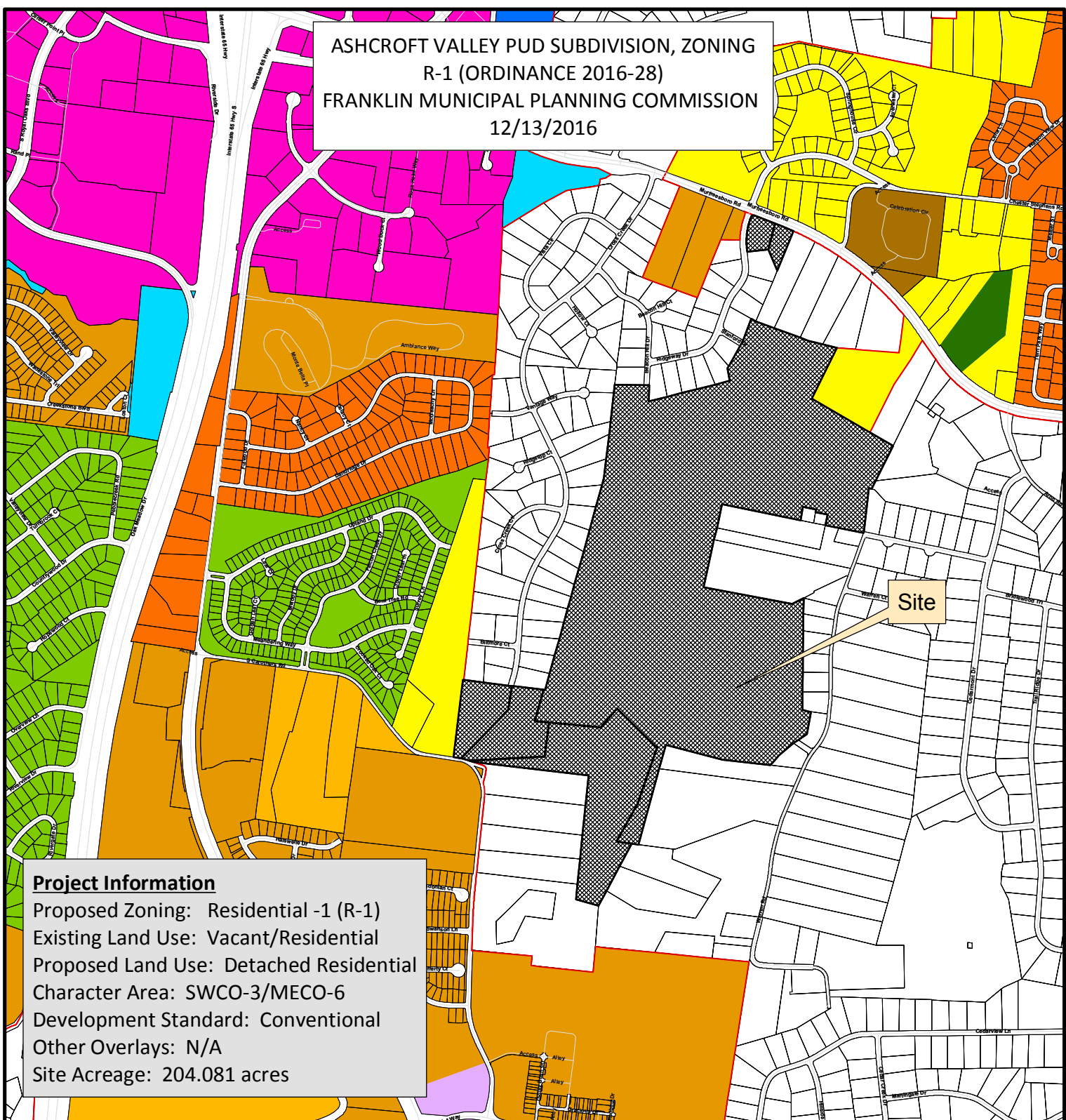
PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

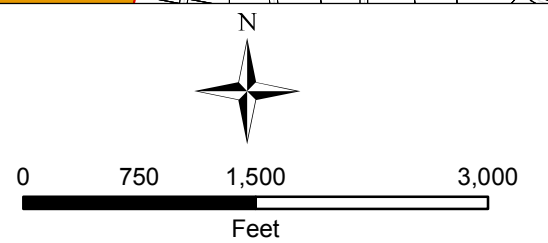
PASSED THIRD READING:

ASHCROFT VALLEY PUD SUBDIVISION, ZONING
R-1 (ORDINANCE 2016-28)
FRANKLIN MUNICIPAL PLANNING COMMISSION
12/13/2016



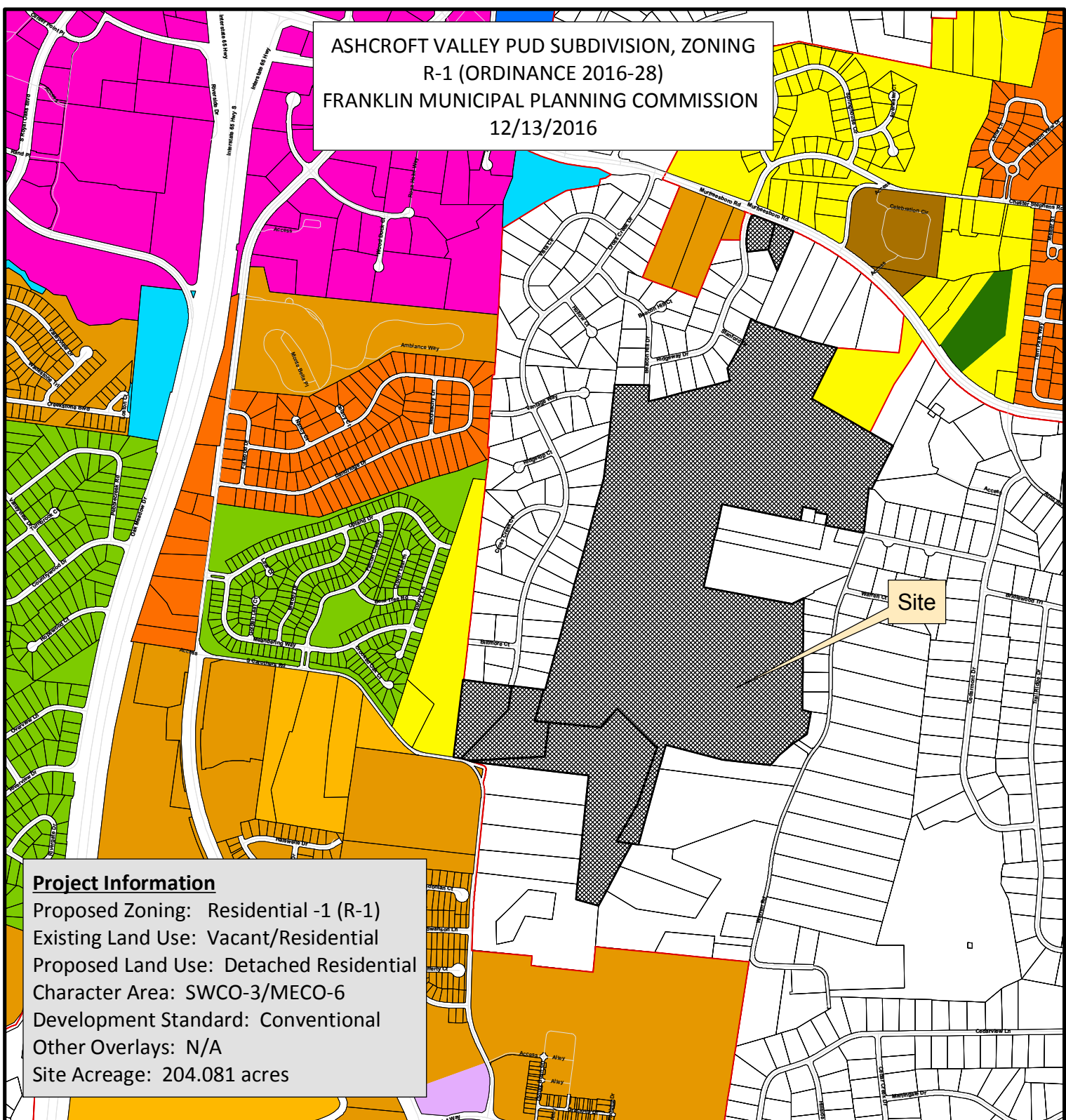
Project Information
 Proposed Zoning: Residential -1 (R-1)
 Existing Land Use: Vacant/Residential
 Proposed Land Use: Detached Residential
 Character Area: SWCO-3/MECO-6
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 204.081 acres

- | | |
|--|---------------------------------------|
| Annexed Property | SD-R Specific Development-Residential |
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |



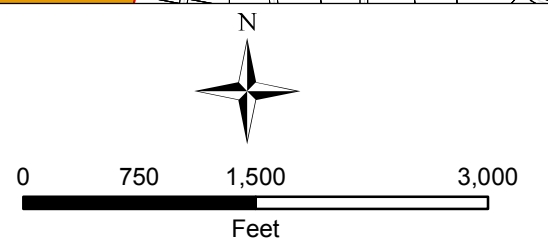
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 It was compiled from the most authentic information available.
 The City is not responsible for any errors or omissions contained hereon.
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ASHCROFT VALLEY PUD SUBDIVISION, ZONING
R-1 (ORDINANCE 2016-28)
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12/13/2016



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Affidavit of Public Notice

PUBLIC NOTICE AFFIDAVIT City of Franklin, Tennessee

We/I MATTHEW S. HUFF
(Please print Name/Names in Full)

being duly sworn, depose and say(s) that (I am)/(we are), acting as the authorized agent on all matters pertaining to the processing of the development application for the property described as:

MAP 89, PARCELS 55.00, 30.00, 30.01, 43.02, 43.03, 43.04 1/2, MAP 79M, PARCELS 28.00 1/2, 29.00
(Property Parcel/Tax ID Number)

and located at:

1101 RIDGEWAY DRIVE
(Street Address)

have/has provided a mailed notice in accordance with section 2.3.8 of the Franklin Zoning Ordinance, which included the following:

1. The address or location of the property subject to the submittal;
2. A brief description of the property (e.g., legal description, nearby streets and intersections);
3. Date, time, and location of the public meeting or hearing; Nature, scope, and purpose of submittal;
4. Information on where the public can view the application and where they may be heard;
5. Information on where the public can submit written comments.

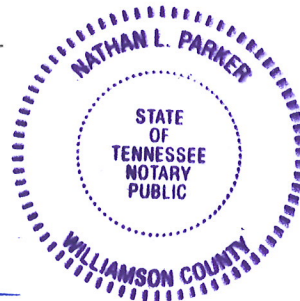
Matthew S. Huff
Signature

Subscribed and sworn to before me this

7th day of Sept, 2016

Nathan L. Parker
Notary Public

My Commission Expires: 2-19-2020



Contact the Department of Planning and Sustainability to ensure you obtain the latest version of the Public Notice Affidavit prior to submittal.

REZONING REQUEST

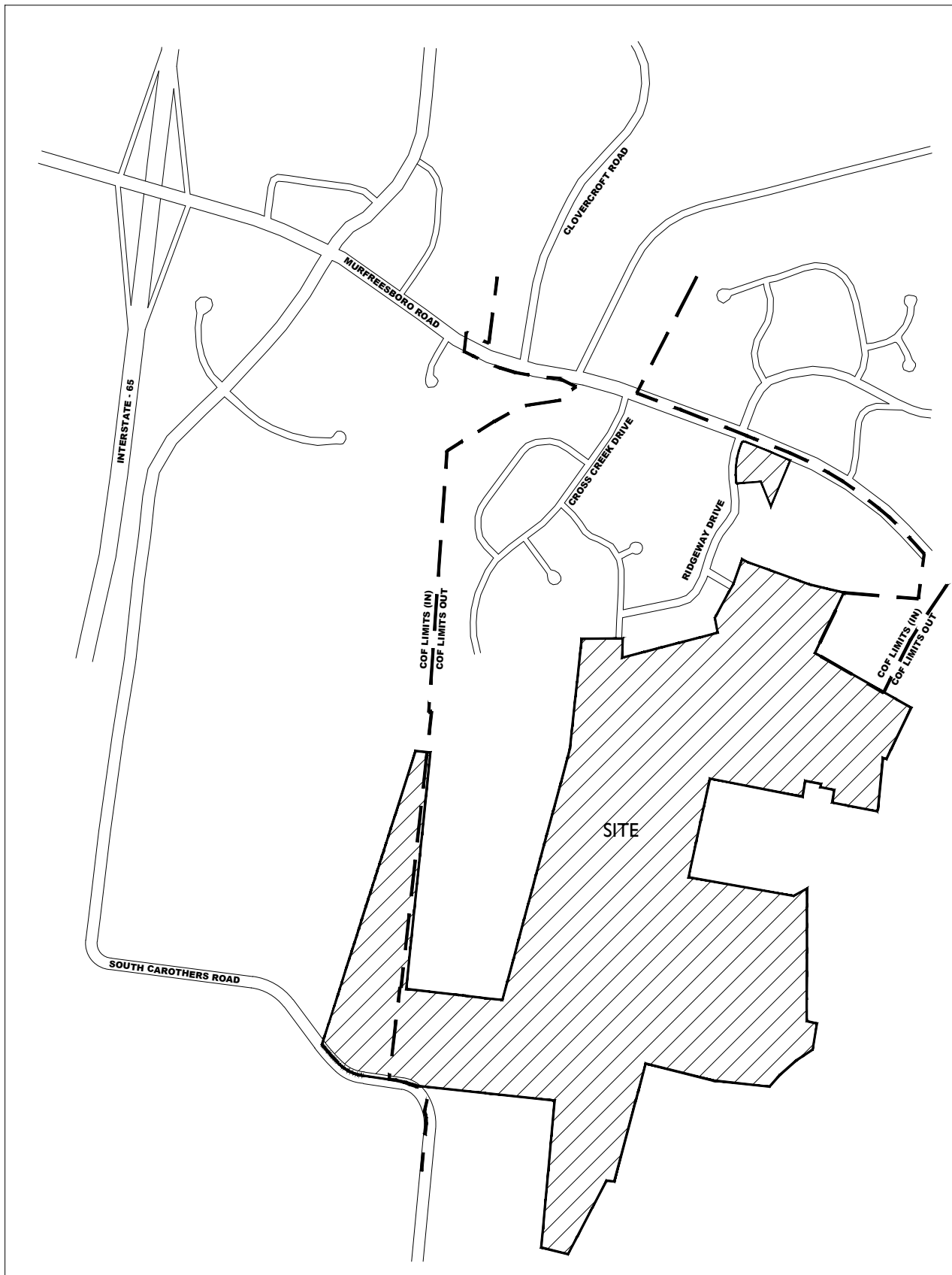
ASHCROFT VALLEY PUD SUBDIVISION

COF # 6188

MAP 89, PARCEL 55.00
MAP 79M B, PARCEL 28.00
MAP 79M B, PARCEL 29.00
MAP 089, PARCEL 30.00
MAP 089, PARCEL 30.01
MAP 089, PARCEL 43.02
MAP 089, PARCEL 43.03
MAP 089, PARCEL 43.04
FRANKLIN, TENNESSEE
CIVIL DISTRICT 14

SHEET INDEX

- C 0.0 COVER SHEET
- C 1.0 NEIGHBORHOOD CONTEXT PLAN
- C 1.1 NEIGHBORHOOD CONTEXT PLAN
- C 1.2 OVERALL EXISTING CONDITIONS PLAN
- C 1.3 OVERALL EXISTING CONDITIONS PLAN



OWNER: 089 05500
ESTATE OF MARY ETTA ADAMS
32 COLONEL WINSTEAD DRIVE
BRENTWOOD, TN 37027
JOHN E. ADAMS, JR EXECUTOR
(615) 377-3219

OWNER: 079 MB 002800
GLENN R. ADAMS
PO BOX 680098
FRANKLIN, TN 37067

OWNER: 079 MB 002900
ROB G. ADAMS
PO BOX 680098
FRANKLIN, TN 37067

OWNER: 089 03000
JEAN MARIE GILES GLASS
4340 S CAROTHERS ROAD
FRANKLIN, TN 37064

OWNER: 089 03001
GLASS HARRY GREGORY
4338 S CAROTHERS RD
FRANKLIN, TN 37064

OWNER: 089 04302
PEDEN RALPH H. JR
4348 S CAROTHERS RD
FRANKLIN, TN 37064

OWNER: 089 04303
WATKINS PATTIE SUE
4344 S CAROTHERS RD
FRANKLIN, TN 37064

OWNER: 089 04304
DURNIN GEORGE V
4350 S CAROTHERS RD
FRANKLIN, TN 37064

APPLICANT:
GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TN 37064
615.975.5765
greggambie209@gmail.com
GREG GAMBLE

ENGINEER:
LAND SOLUTIONS COMPANY, LLC
2925 BERRY HILL DRIVE
NASHVILLE, TN 37204
615.300.8496
kevin@landsolutionsco.net
KEVIN ESTES

NOTE: AERIAL PHOTO, PARCEL LINES AND TOPOGRAPHIC INFORMATION
PROVIDED BY CITY OF FRANKLIN G.I.S.



LANDSCAPE ARCHITECT/PLANNER

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY SUITE 200
FRANKLIN TN 37064
GREG GAMBLE, RLA (615) 975-5765
EMAIL ADDRESS: greggambie209@gmail.com



REZONING REQUEST

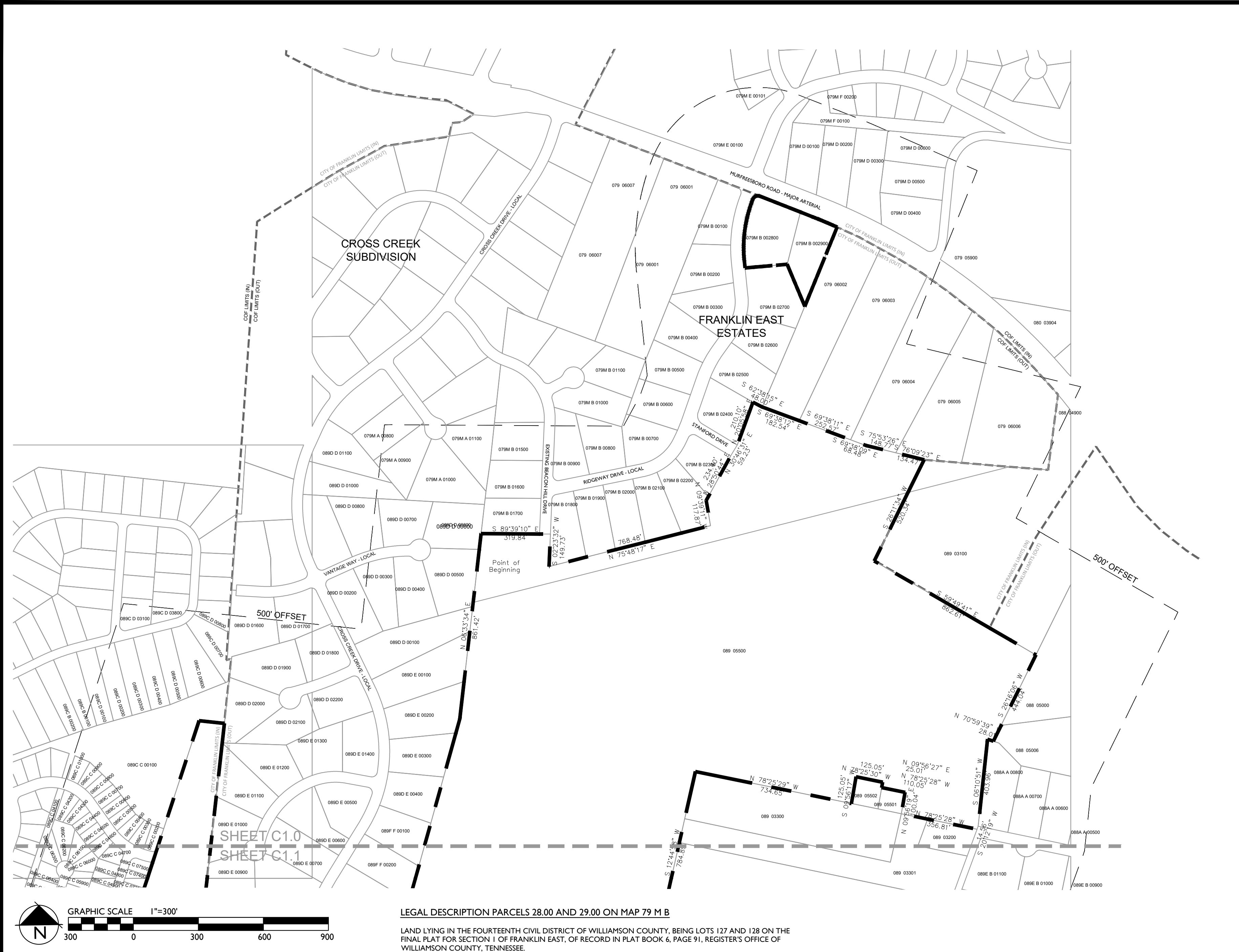
ASHCROFT VALLEY PUD SUBDIVISION

COF # 6188
FRANKLIN, TENNESSEE

SITE DATA:

PROJECT NAME:	ASHCROFT VALLEY REZONING REQUEST
PROJECT NUMBER:	6188
SUBDIVISION:	NA
LOT NUMBER:	1-376, 501-507, 601-616
ADDRESS:	1101 RIDGEWAY DRIVE, MURFREESBORO ROAD
CITY:	FRANKLIN
COUNTY:	WILLIAMSON
STATE:	TENNESSEE
CIVIL DISTRICT:	14TH CIVIL DISTRICT
MAP, GROUP, PARCEL NUMBERS:	079 MB 002800 079 MB 002900 089 05500 089 03000 089 03001 089 04302 089 04303 089 04304
EXISTING ZONING:	WILLIAMSON COUNTY: NC (079079 MB 002800, 079 MB 002900) MGA-1 (079 05500, 089 04302, 089 04303, 089, 04304) CITY OF FRANKLIN R-1 (089 03000, 089 03001) SD-R (1.67)
PROPOSED ZONING:	MECO-6
CHARACTER AREA OVERLAY:	NONE
OTHER APPLICABLE OVERLAYS:	CONVENTIONAL
APPLICABLE DEVELOPMENT STANDARD:	226.01 AC
TOTAL ACREAGE:	9,844,942.09 SF
TOTAL SQUARE FOOTAGE:	

PRE-APPLICATION SUBMITTAL	JUNE 10, 2016
INITIAL SUBMITTAL	JULY 11, 2016
RESUBMITTAL	AUGUST 4, 2016
RESUBMITTAL	SEPTEMBER 1, 2016
REVISION	-



LEGAL DESCRIPTION PARCELS 28.00 AND 29.00 ON MAP 79 M B

LAND LYING IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, BEING LOTS 127 AND 128 ON THE FINAL PLAT FOR SECTION 1 OF FRANKLIN EAST, OF RECORD IN PLAT BOOK 6, PAGE 91, REGISTER'S OFFICE OF WILLIAMSON COUNTY, TENNESSEE.

LEGAL DESCRIPTION PARCELS 30.00, 30.01, 43.02, 43.03, 43.04, AND 55.00 ON MAP 89

THE FOLLOWING LEGAL DESCRIPTION IS FOR LAND IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, LOCATED ON THE LANDS OF JAMES E. ADAMS, JR., OF RECORD IN DEED BOOK 2008, PAGE 702, R.O.W.C., TN, JEAN MARIE GILES GLASS, OF RECORD IN DEED BOOK 6526, PAGE 568, R.O.W.C., TN, HARRY GREGORY GLASS, OF RECORD IN DEED BOOK 4156, PAGE 670, R.O.W.C., TN, RALPH H. PEDEN, JR., OF RECORD IN DEED BOOK 4590, PAGE 436, R.O.W.C., TN, PATTI SUE WATKINS, OF RECORD IN DEED BOOK 6074, PAGE 249, R.O.W.C., TN, AND GEORGE V. DURNIN, OF RECORD IN DEED BOOK 1607, PAGE 1006, R.O.W.C., TN, AND MORE PARTICULARLY DESCRIBED IN AS FOLLOWS:

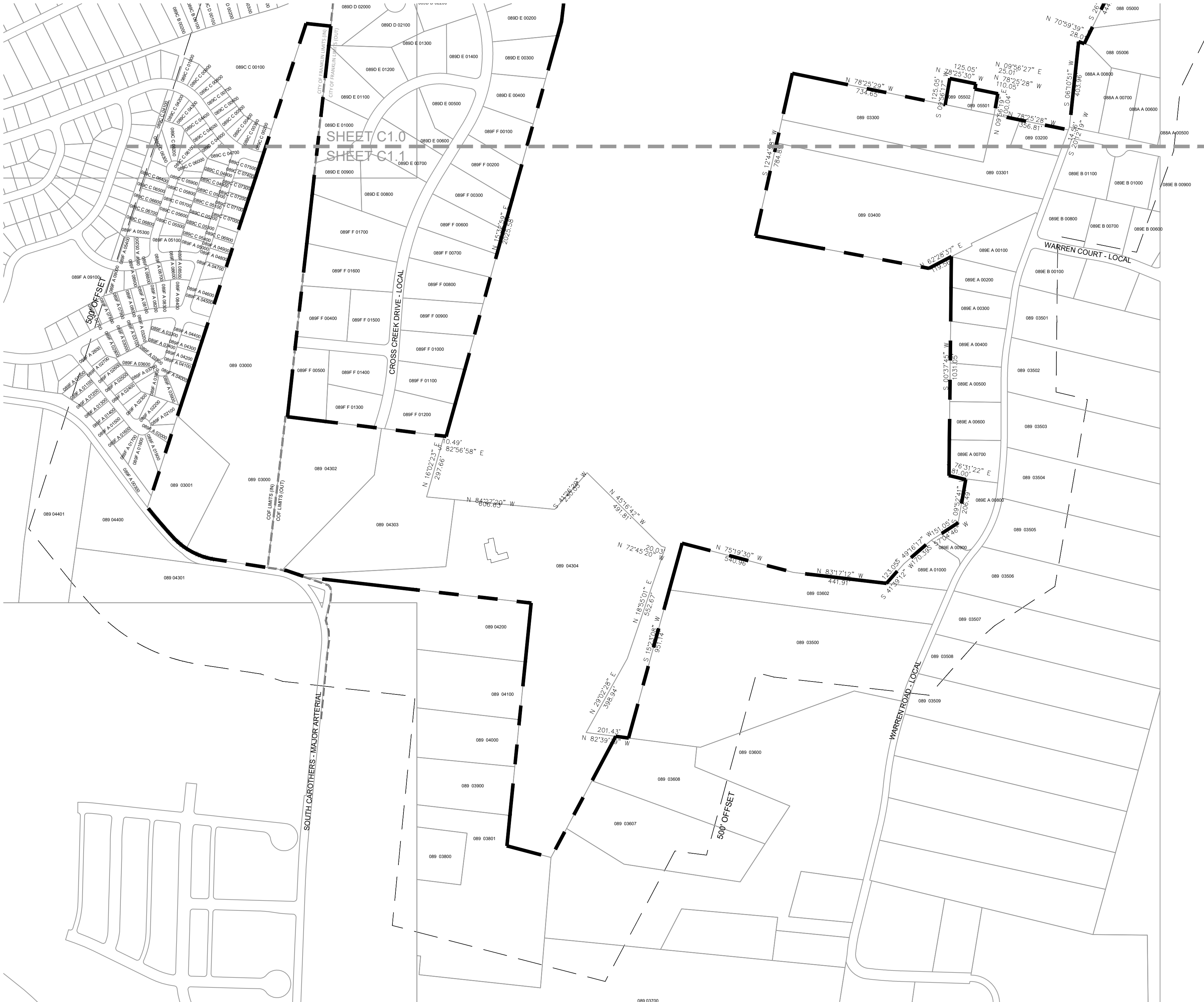
BEGINNING AT A POINT IN THE NORTH MARGIN OF SOUTH CAROTHERS ROAD, APPROXIMATELY 1200 FEET SOUTHEAST OF THE INTERSECTION OF FALCON CREEK DRIVE AND SAID SOUTH CAROTHERS ROAD; THENCE, LEAVING THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD, NORTH 18 DEGREES 09 MINUTES 26 SECONDS EAST, A DISTANCE OF 2,397.47 FEET TO A POINT; THENCE SOUTH 83 DEGREES 50 MINUTES 54 SECONDS EAST, A DISTANCE OF 117.23 FEET TO A POINT; THENCE SOUTH 06 DEGREES 20 MINUTES 18 SECONDS WEST, A DISTANCE OF 1,850.41 FEET TO A POINT; THENCE SOUTH 82 DEGREES 56 MINUTES 59 SECONDS EAST, A DISTANCE OF 753.05 FEET TO A POINT; THENCE NORTH 15 DEGREES 32 MINUTES 59 SECONDS EAST, A DISTANCE OF 2,025.58 FEET TO A POINT; THENCE NORTH 06 DEGREES 33 MINUTES 34 SECONDS EAST, A DISTANCE OF 861.42 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES 10 SECONDS EAST, A DISTANCE OF 319.84 FEET TO A POINT; THENCE SOUTH 02 DEGREES 23 MINUTES 32 SECONDS WEST, A DISTANCE OF 149.73 FEET TO A POINT; THENCE NORTH 75 DEGREES 48 MINUTES 17 SECONDS EAST, A DISTANCE OF 768.48 FEET TO A POINT; THENCE NORTH 09 DEGREES 39 MINUTES 11 SECONDS WEST, A DISTANCE OF 117.87 FEET TO A POINT; THENCE NORTH 29 DEGREES 14 MINUTES 05 SECONDS EAST, A DISTANCE OF 293.60 FEET TO A POINT; THENCE NORTH 20 DEGREES 05 MINUTES 58 SECONDS EAST, A DISTANCE OF 210.10 FEET TO A POINT; THENCE SOUTH 62 DEGREES 38 MINUTES 15 SECONDS EAST, A DISTANCE OF 48.00 FEET TO A POINT; THENCE SOUTH 69 DEGREES 38 MINUTES 11 SECONDS EAST, A DISTANCE OF 509.70 FEET TO A POINT; THENCE SOUTH 76 DEGREES 09 MINUTES 25 SECONDS EAST, A DISTANCE OF 277.18 FEET TO A POINT; THENCE SOUTH 26 DEGREES 11 MINUTES 34 SECONDS WEST, A DISTANCE OF 403.96 FEET TO A POINT; THENCE SOUTH 59 DEGREES 49 MINUTES 41 SECONDS EAST, A DISTANCE OF 862.61 FEET TO A POINT; THENCE NORTH 26 DEGREES 16 MINUTES 06 SECONDS WEST, A DISTANCE OF 444.04 FEET TO A POINT; THENCE NORTH 70 DEGREES 59 MINUTES 36 SECONDS WEST, A DISTANCE OF 280.01 FEET TO A POINT; THENCE SOUTH 06 DEGREES 10 MINUTES 31 SECONDS WEST, A DISTANCE OF 403.96 FEET TO A POINT; THENCE SOUTH 20 DEGREES 12 MINUTES 18 SECONDS WEST, A DISTANCE OF 14.56 FEET TO A POINT; THENCE NORTH 78 DEGREES 25 MINUTES 28 SECONDS WEST, A DISTANCE OF 356.81 FEET TO A POINT; THENCE NORTH 09 DEGREES 54 MINUTES 19 SECONDS EAST, A DISTANCE OF 100.04 FEET TO A POINT; THENCE NORTH 78 DEGREES 25 MINUTES 28 SECONDS WEST, A DISTANCE OF 110.05 FEET TO A POINT; THENCE NORTH 09 DEGREES 54 MINUTES 27 SECONDS EAST, A DISTANCE OF 250.01 FEET TO A POINT; THENCE NORTH 78 DEGREES 25 MINUTES 30 SECONDS WEST, A DISTANCE OF 125.05 FEET TO A POINT;

THENCE SOUTH 09 DEGREES 54 MINUTES 17 SECONDS WEST, A DISTANCE OF 125.05 FEET TO A POINT; THENCE NORTH 78 DEGREES 25 MINUTES 29 SECONDS WEST, A DISTANCE OF 734.65 FEET TO A POINT; THENCE SOUTH 12 DEGREES 44 MINUTES 58 SECONDS WEST, A DISTANCE OF 784.89 FEET TO A POINT; THENCE SOUTH 79 DEGREES 24 MINUTES 14 SECONDS EAST, A DISTANCE OF 830.08 FEET TO A POINT; THENCE NORTH 62 DEGREES 38 MINUTES 37 SECONDS EAST, A DISTANCE OF 119.56 FEET TO A POINT; THENCE SOUTH 00 DEGREES 37 MINUTES 45 SECONDS WEST, A DISTANCE OF 1,031.05 FEET TO A POINT; THENCE SOUTH 76 DEGREES 31 MINUTES 22 SECONDS EAST, A DISTANCE OF 81.00 FEET TO A POINT; THENCE SOUTH 09 DEGREES 52 MINUTES 41 SECONDS WEST, A DISTANCE OF 206.49 FEET TO A POINT; THENCE SOUTH 57 DEGREES 04 MINUTES 46 SECONDS WEST, A DISTANCE OF 151.05 FEET TO A POINT; THENCE SOUTH 49 DEGREES 16 MINUTES 17 SECONDS WEST, A DISTANCE OF 170.39 FEET TO A POINT; THENCE SOUTH 41 DEGREES 39 MINUTES 12 SECONDS WEST, A DISTANCE OF 123.05 FEET TO A POINT; THENCE NORTH 83 DEGREES 17 MINUTES 12 SECONDS WEST, A DISTANCE OF 441.91 FEET TO A POINT; THENCE NORTH 75 DEGREES 19 MINUTES 30 SECONDS EAST, A DISTANCE OF 540.96 FEET TO A POINT; THENCE SOUTH 15 DEGREES 23 MINUTES 08 SECONDS WEST, A DISTANCE OF 951.14 FEET TO A POINT; THENCE NORTH 82 DEGREES 39 MINUTES 38 SECONDS WEST, A DISTANCE OF 60.79 FEET TO A POINT; THENCE SOUTH 82 DEGREES 07 MINUTES 56 SECONDS WEST, A DISTANCE OF 646.53 FEET TO A POINT; THENCE NORTH 28 DEGREES 15 MINUTES 25 SECONDS WEST, A DISTANCE OF 215.00 FEET TO A POINT; THENCE NORTH 05 DEGREES 42 MINUTES 26 SECONDS EAST, A DISTANCE OF 1,148.85 FEET TO A POINT; THENCE NORTH 83 DEGREES 26 MINUTES 21 SECONDS WEST, A DISTANCE OF 1,067.76 FEET TO A POINT, SAID POINT BEING IN THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD; THENCE, WITH THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD, NORTH 71 DEGREES 12 MINUTES 56 SECONDS WEST, A DISTANCE OF 97.37 FEET TO A POINT; THENCE NORTH 81 DEGREES 09 MINUTES 29 SECONDS WEST, A DISTANCE OF 342.75 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT, HAVING A DELTA OF 38 DEGREES 34 MINUTES 48 SECONDS, A RADIUS OF 332.15 FEET, A TANGENT OF 116.25 FEET, AN ARC LENGTH OF 223.65 FEET, A CHORD BEARING OF NORTH 61 DEGREES 58 MINUTES 32 SECONDS WEST, AND A CHORD LENGTH OF 219.45 FEET TO A POINT;

THENCE ALONG A CURVE TO THE RIGHT, HAVING A DELTA OF 94 DEGREES 21 MINUTES 00 SECONDS, A RADIUS OF 2,458.63 FEET, A TANGENT OF 93.38 FEET, AN ARC LENGTH OF 186.47 FEET, A CHORD BEARING OF NORTH 40 DEGREES 36 MINUTES 59 SECONDS WEST, AND A CHORD LENGTH OF 186.62 FEET TO THE POINT OF BEGINNING, AND CONTAINING 9,726.7712 SQUARE FEET OR 223.296 ACRES.

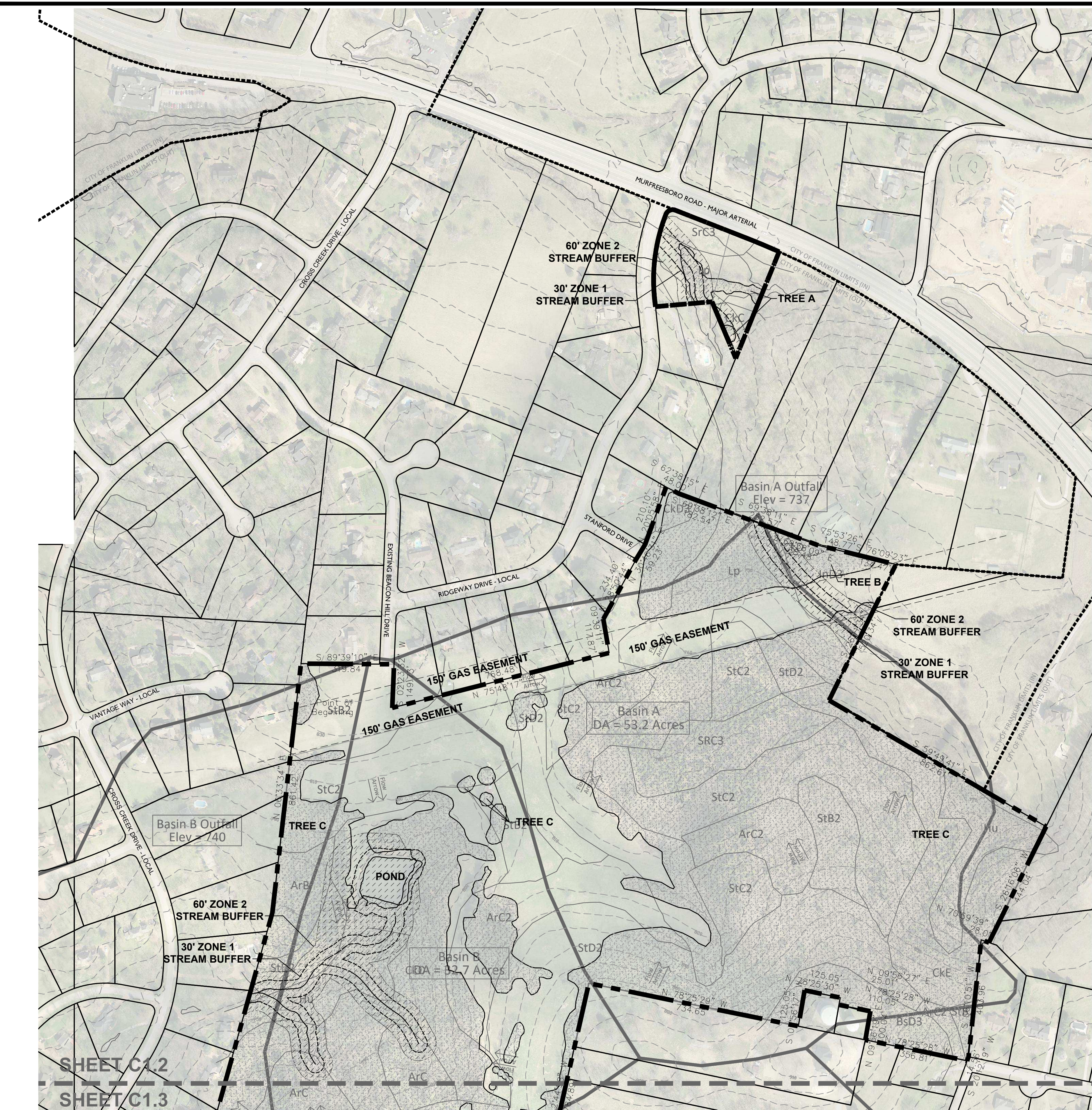
500' NEIGHBORS LIST:

PARCEL ID	OWNER ADDRESS	OWNER	CITY	STATE	ZIP	ZONE	CHARACTER AREA	LAND-USE	DEV STANDARD
1 089F-A-01400	310 CROOKED OAK CT	AHR I TN LLC	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
2 089F-A-03100	1066 MEANDERING WAY	AMH 2014-3 BORROWER LLC	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
3 089F-A-03900	2339 SURREY LN	AHR I TN LLC	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
4 089C-C-05000	2305 SURREY LN	CAFFYN-PARSONS RYAN R	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
5 089F-A-03000	1064 MEANDERING WAY	CAFFYN-PARSONS RYAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
6 089-05500	MURFREESBORO RD	ADAMS JAMES E JR	Brentwood	TN	37027	MGA-1	SWCO-3	Vacant	Conventional
7 089C-C-00200	2073 UPLAND DR	RIDINGS DANIEL SCOTT	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
8 089C-C-07300	2305 SURREY LN	RIDINGS DAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
9 089F-A-02600	305 CROOKED OAK CT	CONROY PATRICK	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
10 089C-C-07500	2301 SURREY LN	CAFFYN-PARSONS CHRISTOPHER	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
11 089C-C-06500	511 CLOVER LEAF LN	ELIZER CHRISTOPHER DILON	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
12 079-05900	4100 MURFREESBORO RD	FOUNTAINS OF FRANKLIN LLC	Franklin	TN	37064	SD-X	SWCO-3	Multi-Family	Conventional
13 079-06003	MURFREESBORO RD	FRENZEL G CHARLES	Franklin	TN	37067	MGA-1	SWCO-3	Vacant	Conventional
14 079-06004	4091 MURFREESBORO RD	FRENZEL GERALD CHARLES JR	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
15 079-06005	4095 MURFREESBORO RD	GOOD WALTER EARLE SR	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
16 079M-A-00900	109 HOLLOW CT	KEENAN COLUM	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
17 079M-A-01000	113 HOLLOW CT	KEENAN COLUM	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
18 079M-A-01100	115 HOLLOW CT	LUNA JONES W	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
19 079M-B-00200	1104 RIDGEWAY DR	PEIFFER LEONARD M	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
20 079M-B-00300	1108 RIDGEWAY DR	BRADSHAW ANTHONY W	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
21 079M-B-00500	1112 RIDGEWAY DR	FERGUSON MATTHEW ALLEN	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
22 079M-B-00600	1114 RIDGEWAY DR	LAMBERT OLIVER J	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
23 079M-B-00700	1200 RIDGEWAY DR	O'CONNELL PHILIP	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
24 079M-B-00800	1206 RIDGEWAY DR	RHEA KATHRYN L	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
25 079M-B-00900	1210 RIDGEWAY DR	HANNIGAN PAUL D	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
26 079M-B-01500	2001 BEACON HILL DR	WILLIS WADE A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
27 079M-B-01600	1995 BEACON HILL DR	PRUITT JAY R	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
28 079M-B-01700	1991 BEACON HILL DR	CAPLEN BRIAN GEORGE	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
29 079M-B-01800	1211 RIDGEWAY DR	SUNGERLAND RUTH	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
30 079M-B-01900	1209 RIDGEWAY DR	BRITTAIN THOMAS DAVID	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
31 079M-B-02000	1207 RIDGEWAY DR	SHOEMAKE JULIUS S	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
32 079M-B-02100	1205 RIDGEWAY DR	PACKARD DONALD A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
33 079M-B-02200	1203 RIDGEWAY DR	OWENS MICHAEL A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
34 079M-B-02300	1101 STANFORD DR	BURNS WILLIAM C JR	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
35 079M-B-02400	1115 RIDGEWAY DR	MOEHLE MARK A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
36 079M-B-02500	1111 RIDGEWAY DR	RICH DALE	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
37 079M-B-02600	1109 RIDGEWAY DR	BUSELMER NORMAN T III	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
38 079M-B-02700	1105 RIDGEWAY DR	GOERTZEN LAURIE	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
39 079M-B-02800	1101 RIDGEWAY DR	ADAMS R GLENN	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
40 079M-B-02900	MURFREESBORO RD	ADAMS ROB G	Franklin	TN	37067	NC	SWCO-3	Vacant	Conventional
41 079M-D-00100	4068 MURFREESBORO RD	BETTS CHRISTOPHER E	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
42 079M-D-00200	4072 MURFREESBORO RD	SALAZAR MARY ELLEN	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
43 079M-D-00300	4076 MURFREESBORO RD	BOZEWAH H ANDREW	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
44 079M-D-00400	107 CHESTER STEPHENS CT	CAVENDER DAVID O	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
45 079M-D-00500	111 CHESTER STEPHENS CT	MCQUIRE W GARY AND JANE M REV TRUST	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
46 079M-D-00600	115 CHESTER STEPHENS CT	TAYLOR ROBERT P AND JAN J TAYLOR REV TRUST	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
47 079M-E-00101	205 SPRINGHOUSE CIR	AWAD GEORGE	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
48 079M-F-00200	102 CHESTER STEPHENS RD	BERREY THOMAS S	Franklin	TN	37067	R-1 (COF)	SWCO-2	Residential	Either
49 088-04900	4115 MURFREESBORO RD	WRIGHT GLEN EFFERSON	Franklin	TN	37067	MGA-1	SWCO-2	Residential	Either
50 088-05000	1980 CEDAR MONT DR	MIZELL TROY A	Thompson Station	TN	37179	MGA-1	SWCO-3	Est. Residential	Conventional
51 088-05001	4119 MURFREESBORO RD	CHURCH ST DUNSTANS EPISCOPAL	Franklin	TN	37213	MGA-1	SWCO-2	Residential	Either
52 088-05002	1972 CEDAR MONT DR	MIZELL TROY A	Franklin	TN	37067	MGA-1	SWCO-2	Residential	Either
53 088-05005	1982 CEDAR MONT DR	SLAUGHTER JAMES C	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
54 088-05007	MURFREESBORO RD	CEMETERY HOLY CROSS-MARSHALL	Franklin	TN	37067	MGA-1	SWCO-3	Cmc	Conventional
55 088-05008	MURFREESBORO RD	CEMETERY MARSHALL	Franklin	TN	37067	MGA-1	SWCO-3	Cmc	Conventional
56 088A-A-00500	4209 WARREN RD	POMEROY DAVE GLENN JR	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
57 088A-A-00600	4211 WARREN RD	DOSUMMU BASIL OLUWAJIDE	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
58 088A-A-00700	4213 WARREN RD	PORTER JERRI L	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
59 088A-A-00800	4215 WARREN RD	ROBERTS HALL M	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
60 089-03000	4340 S CAROTHERS RD	GLASS JEAN MARIE GILES	Franklin	TN	37067	R-1 (COF)	MECO-6	Agriculture	Conventional
61 089-03001	4338 S CAROTHERS RD	GLASS HARRY GREGORY	Franklin	TN	37067	R-1 (COF)	MECO-6	Residential	Conventional
62 089-03100	4113 MURFREESBORO RD	MIZELL TROY A	Thompson Station	TN	37179	MGA-1	SWCO-3	Est. Residential	Conventional
63 089-03200	4217 WARREN RD	HICKERSON LOU WILLIE	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
64 089-03300	4221 WARREN RD	HICKERSON ROBERT JR	Franklin	TN	37064	MGA-1	SWCO-3	Est. Residential	Conventional
65 089-03301	4223 WARREN RD	HICKERSON LOU WILLIE	Franklin	TN	37067	MGA-1	SWCO-3	Vacant	Conventional
66 089-03500	4269 WARREN RD	KING WILLIAM ROBERT	Franklin	TN	37067	MGA-1	SWCO-3	Agriculture	Conventional
67 089-03501	4240 WARREN RD	HUMPHREY ROALD	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
68 089-03502	4244 WARREN RD	OFMAN LEE	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
69 089-03503	4248 WARREN RD	LASTER KELLY D	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
70 089-03504	4252 WARREN RD	SKAGGS FRANK P IV	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
71 089-03505	4256 WARREN RD	KANDEL MARY E REVOCABLE TRUST	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
72 089-03506	4260 WARREN RD	DESANTIS DEREK	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
73 089-03507	4264 WARREN RD	HOOD JONATHAN S	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
74 089-03508	4268 WARREN RD	MCGRATH ROBERT PAUL	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
75 089-03509	4272 WARREN RD	GREGUS JOSEPH A	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
76 089-03600	4279 WARREN RD	HOOD JAMES ROBERT	Franklin	TN	37067	MGA-1	SWCO-3	Agriculture	Conventional
77 089-03602	4261 WARREN RD	PEREZ ANDRES	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
78 089-03607	4287 WARREN RD	HOOD JAMES ROBERT JR	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
79 089-03608	4283 WARREN RD	MOORE JERRY ADDISON JR	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
80 089-03700	4408 S CAROTHERS RD	SIMMONS RIDGE JOINT VENTURE	Franklin	TN	37067	R-2 (COF)	MECO-6	Agriculture	Conventional
81 089-03800	4378 S CAROTHERS RD	SMITH STERLING C	Franklin	TN	37067	MGA-1	SWCO-3	Open Space	Conventional
82 089-03901	S CAROTHERS RD	SMITH STERLING C	Franklin	TN	37064	MGA-1	SWCO-3	Vacant	Conventional
83 089-03900	4372 S CAROTHERS RD	RIEDEL BERNHARD	Franklin	TN	37064	MGA-1	SWCO-3	Residential	Conventional
84 089-04000	4364 S CAROTHERS RD	HEITHCOCK JAMES G	Franklin	TN	37064	MGA-1	SWCO-3	Mixed-Use	Conventional
85 089-04200	4352 S CAROTHERS RD	ANDERSON WILMA JUNE TRUST	Franklin	TN	37064	MGA-1	SWCO-3	Est. Residential	Conventional
86 089-04301	S CAROTHERS RD	LOCKWOOD DEXTER	Franklin	TN	37067	R-2 (COF)	MECO-6	Agriculture	Conventional
87 089-04302	4348 S CAROTHERS RD	PEDEN RALPH H JR	Franklin	TN	37064	MGA-1	SWCO-3	Est. Residential	Conventional
88 089-04303	4344 S CAROTHERS RD	WATKINS PATTI SUE	Franklin	TN	37064	MGA-1	SWCO-3	Est. Residential	Conventional
89 089-04304	4350 S CAROTHERS RD	DURNIN GEORGE V	Franklin	TN	37064	MGA-1	SWCO-3	Agriculture	Conventional
90 089-04400	4341 S CAROTHERS RD	RUSSELL ROBERT	Franklin	TN	37067	ER	MECO-6	Agriculture	Conventional
91 089-04401	4335 S CAROTHERS RD	STRAIN COLLIE	Franklin	TN	37067	ER	MECO-6	Vacant	Conventional
92 089-05501	WARREN RD	MILCROFTON UTILITY DIST	Franklin	TN	37064	MGA-1	SWCO-3	Utilities	Conventional
93 089-05502	MURFREESBORO RD	MILCROFTON UTILITY DIST	Franklin	TN	37064	MGA-1	SWCO-3	Utilities	Conventional
94 089-06000	277 DANDRIDGE DR	PERKINS LUGER DAVID	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
95 089-06002	73 DANDRIDGE DR	RINKER JOHN R	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
96 089C-C-01000	UPLAND DR	FIRST TN BANK NATIONAL ASSOC	Franklin	TN	37067	R-3 (COF)	MECO-6	Open Space	Conventional
97 089C-C-00300	2071 UPLAND DR	HENCHY PATRICK J	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
98 089C-C-00400	2069 UPLAND DR	POWELL MELISSA B	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
99 089C-C-00500	2067 UPLAND DR	WHITER MEAKA R	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
100 089C-C-00600	2065 UPLAND DR	WALSH DONNA S	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
101 089C-C-00700	2063 UPLAND DR	RADDER MARK A	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
102 089C-C-00800	2061 UPLAND DR	YOUNG REV LIVING TRUST	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
103 089C-C-00900	2059 UPLAND DR	BALDING JONATHAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
104 089C-C-01000	2057 UPLAND DR	CLAXTON LIA	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
105 089C-C-01100	UPLAND DR	FIRST TN BANK NATIONAL ASSOC	Franklin	TN	37067	R-3 (COF)	MECO-6	Open Space	Conventional
106 089C-C-04200	2044 UPLAND DR	WALACE JENNIFER J	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
107 089C-C-04300	2046 UPLAND DR	SANCHEZ TIFANY	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
108 089C-C-04400	2048 UPLAND DR	HUNTER KAREN L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
109 089C-C-04500	2050 UPLAND DR	BRATTON DAVID A	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
110 089C-C-04600	2052 UPLAND DR	HOOD JAMES P	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
111 089C-C-04700	2300 SURREY LN	CHERRY SAUNDRA	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
112 089C-C-04800	2302 SURREY LN	FRASURE DOUGLAS	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
113 089C-C-04900	2304 SURREY LN	HERRON LACY	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
114 089C-C-05100	2308 SURREY LN	JONES ANDREW J JR	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
115 089C-C-05200	2310 SURREY LN	STOVAL DAVID W	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
116 089C-C-05300	2312 SURREY LN	JAMES RONALD D	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
117 089C-C-05400	2314 SURREY LN	HARTS DANIEL V	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
118 089C-C-05500	502 CLOVER LEAF LN	WOODING MATTIE E	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
119 089C-C-05600	504 CLOVER LEAF LN	GIESIN JAMES W	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
120 089C-C-05700	506 CLOVER LEAF LN	COWMAN MATTHEW T	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
121 089C-C-05800	508 CLOVER LEAF LN	SPIRGAL STEPHEN P	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
122 089C-C-05900	510 CLOVER LEAF LN	MORRIS STEVE E JR	Franklin						



NOTES:
1. PARCEL LINES PROVIDED BY CITY OF FRANKLIN G.I.S.
2. SITE BOUNDARY PROVIDED BY LAND SOLUTIONS COMPANY

138	089C-D00400	293 DANDRIDGE DR	ROLAND ROBERT LEE	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
139	089C-D00500	297 DANDRIDGE DR	CURLEE SUSAN M	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
140	089C-D00600	301 DANDRIDGE DR	OLSEN KAREN	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
141	089C-D00700	305 DANDRIDGE DR	VALETUTTI THOMAS	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
142	089C-D00800	309 DANDRIDGE DR	KECK LEROY A	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
143	089C-D03100	800 MCGEECHY LN	BOOKER CHARLES	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
144	089C-D03800	284 DANDRIDGE DR	MILLER DAVID C	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
145	089C-D00100	1149 CROSS CREEK DR	CRANSTON WALTER KEITH	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
146	089C-D00200	213 VANTAGE WAY	CHRISTOFFERSEN B MICHON	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
147	089C-D00300	209 VANTAGE WAY	MURPHY JOHN L	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
148	089C-D00400	205 VANTAGE WAY	WEL MICHAEL P	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
149	089C-D00500	201 VANTAGE WAY	RAMOS TIFFANY A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
150	089C-D00600	200 VANTAGE WAY	JORDAN MARGARET	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
151	089C-D00700	204 VANTAGE WAY	JOHNSON VAL	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
152	089C-D00800	208 VANTAGE WAY	BEASLEY EYERETT L JR	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
153	089C-D01000	1137 CROSS CREEK DR	HASSLER MICHAEL C	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
154	089C-D01100	1133 CROSS CREEK DR	OKERSON C ALBERT	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
155	089C-D01600	221 VANTAGE WAY	HOOS RICHARD T	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
156	089C-D01700	1146 CROSS CREEK DR	STRUNCE TODD	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
157	089C-D01800	300 RIDGETOP CT	HUGHES CARROLL L	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
158	089C-D01900	304 RIDGETOP CT	NABER CLIFFORD A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
159	089C-D02000	308 RIDGETOP CT	WINDHAM FORREST GREGORY	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
160	089C-D02100	305 RIDGETOP CT	GITHENS EILEEN S	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
161	089C-D02200	301 RIDGETOP CT	HILL SARAH	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
162	089C-E00100	1153 CROSS CREEK DR	BRASEL MIKE T	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
163	089C-E00200	1151 CROSS CREEK DR	GLEASON ALAN R	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
164	089C-E00300	1159 CROSS CREEK DR	YOUNG CLAYTON S	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
165	089C-E00400	1183 CROSS CREEK DR	MINCHEW ALAN B	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
166	089C-E00500	1162 CROSS CREEK DR	PRUITT TIMOTHY A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
167	089C-E00600	405 CROSS CREEK CT	CASE STEVEN H	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
168	089C-E00700	409 CROSS CREEK CT	EVANS MICHAEL D	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
169	089C-E00800	1114 CROSS CREEK DR	WOOD CHARLES A JR	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
170	089C-E00900	416 CROSS CREEK CT	MADDUX RICHARD L	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
171	089C-E01000	414 CROSS CREEK CT	WILSON BRADLEY D	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
172	089C-E01100	412 CROSS CREEK CT	PATRICK JOSEPH M	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
173	089C-E01200	408 CROSS CREEK CT	WILSON BRENT A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
174	089C-E01300	404 CROSS CREEK CT	JOHNSON DAVID E	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
175	089C-E01400	400 CROSS CREEK CT	DONAHOE JOHN R	Concord	MS	37421	NC	SWCO-3	Residential	Conventional
176	089E-A00100	4229 WARREN RD	HENSON HEATHER	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
177	089E-A00200	4233 WARREN RD	REINFRIED DANA	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
178	089E-A00300	4237 WARREN RD	GLMORRE JOE H	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
179	089E-A00400	4241 WARREN RD	EBB DANIEL KENT	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
180	089E-A00500	4245 WARREN RD	KUEKER MICHAEL	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
181	089E-A00600	4249 WARREN RD	ALLINSON JOHN E	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
182	089E-A00700	4253 WARREN RD	THOMPSON TIMOTHY W	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
183	089E-A00800	4257 WARREN RD	ROMEO CLAUDIO	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
184	089E-A00900	4261 WARREN RD	VALLEY VIEW DEV INC	Franklin	TN	37067	MGA-1	SWCO-3	Vacant	Conventional
185	089E-A01000	4259 WARREN RD	COGHLAN PATRICK W	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
186	089E-B00100	4201 WARREN CT	KRENGEL NORMAN K	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
187	089E-B00600	4210 WARREN CT	EDGE SAMUEL S	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
188	089E-B00700	4208 WARREN CT	BROWN ROGER LEE	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
189	089E-B00800	4202 WARREN CT	REEVES TOMMY L	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
190	089E-B00900	4220 WARREN RD	CARLAND ROBERT MORGAN	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
191	089E-B01000	4218 WARREN RD	CAMERON JAMES	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
192	089E-B01100	4216 WARREN RD	NEWMAN ANDREW J	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
193	089F-A00300	S CAROTHERS RD	FALCON CREEK HOMEOWNERS ASSOC INC	Franklin	TN	37067	R-3 (COF)	MECO-6	Open Space	Conventional
194	089F-A01000	302 CROOKED OAK CT	GREER WILLIAM P	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
195	089F-A01100	304 CROOKED OAK CT	SCRIPPS JACOB	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
196	089F-A01200	306 CROOKED OAK CT	ROE MITCHELL GREGG	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
197	089F-A01300	308 CROOKED OAK CT	NANCE MATTHEW	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
198	089F-A01600	314 CROOKED OAK CT	NIX CLYDE M	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
199	089F-A01700	316 CROOKED OAK CT	ASADER GRIGIS Z	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
200	089F-A01800	318 CROOKED OAK CT	SANISTER DEBORAH EVANS	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
201	089F-A01900	320 CROOKED OAK CT	CHEN JAN Z	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
202	089F-A02000	317 CROOKED OAK CT	ZIMMERMAN PHILP M	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
203	089F-A02100	315 CROOKED OAK CT	FLAG CRAIG F	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
204	089F-A02200	313 CROOKED OAK CT	UHLER LESTER H	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
205	089F-A02300	311 CROOKED OAK CT	MCGEE AMY B	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
206	089F-A02400	309 CROOKED OAK CT	HOSFIELD HAROLD DEAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
207	089F-A02500	307 CROOKED OAK CT	MARTIN MARY LOU	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
208	089F-A02700	303 CROOKED OAK CT	YOUNG RUSSELL	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
209	089F-A02800	301 CROOKED OAK CT	FARKAS SUSAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
210	089F-A02900	1062 MEANDERING WAY	BROWN AARON L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
211	089F-A03000	1068 MEANDERING WAY	CLARAMITARO JORDAN L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
212	089F-A03300	1070 MEANDERING WAY	DUFRECHOU SCOTT J	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
213	089F-A03400	2330 SURREY LN	ARAUJO FRANK JR	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
214	089F-A03500	2332 SURREY LN	RAINES DANIEL R	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
215	089F-A03600	2334 SURREY LN	LAYMAN ROGER W	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
216	089F-A03700	2336 SURREY LN	DALTON AUDREY	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
217	089F-A03800	2338 SURREY LN	SEVERS MICHAEL E	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
218	089F-A04000	2337 SURREY LN	ELSWICK ROBERT A	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
219	089F-A04100	2335 SURREY LN	COBB REBECCA DAWN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
220	089F-A04200	2333 SURREY LN	MUNGICAL DON	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
221	089F-A04300	2331 SURREY LN	PAWA LUKE D	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
222	089F-A04400	2329 SURREY LN	BIES MICHAEL C	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
223	089F-A04500	2323 SURREY LN	WHITE RONALD L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
224	089F-A04700	2319 SURREY LN	SHELTON CHARLES V	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
225	089F-A04800	2317 SURREY LN	DALESSANDRO FRED J	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
226	089F-A04900	2315 SURREY LN	CHESSMAN CHRISTINE M TR	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
227	089F-A05100	3009 BENT TREE RD	TUTT RONALD	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
228	089F-A05200	3007 BENT TREE RD	AHN BYUNG PIL	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
229	089F-A05300	503 CLOVER LEAF LN	ODEN SETH A	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
230	089F-A05400	3005 BENT TREE RD	KILLAWEE SUSAN L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
231	089F-A07100	1063 MEANDERING WAY	ZALUD LAWRENCE R	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
232	089F-A07800	1065 MEANDERING WAY	SMITH BRIAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
233	089F-A07900	1067 MEANDERING WAY	WATERS MICHAEL	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
234	089F-A08000	1069 MEANDERING WAY	LOCKWOOD PROP LLC	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
235	089F-A08100	1071 MEANDERING WAY	PITTS GLENN S	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
236	089F-A08200	1073 MEANDERING WAY	HUYNH KHANH T	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
237	089F-A08400	1071 MEANDERING WAY	ROBINSON ROBERT L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
238	089F-A08500	2320 SURREY LN	BERNARD LINDA M	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
239	089F-A08600	3016 BENT TREE RD	JENKINS KENNETH	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
240	089F-A08700	3014 BENT TREE RD	MANIER M LISA	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
241	089F-A08800	3012 BENT TREE RD	SAWYER BERNICE B	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
242	089F-A08900	3010 BENT TREE RD	SMITH DENNIS	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
243	089F-A09000	3008 BENT TREE RD	WEST KEVIN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
244	089F-A09100	223								



NOTES:

- 1. THERE ARE NO FLOODPLAINS EXISTING ON THE SITE BASED ON FEMA MAP 47187C0220F & 47187C0214F.
- 3. AERIAL PHOTO, PARCEL LINES AND TOPOGRAPHIC INFORMATION PROVIDED BY CITY OF FRANKLIN G.I.S.
- 4. SITE BOUNDARY CALLS PROVIDED BY LAND SOLUTIONS COMPANY.
- 5. NO THIRD PARTY MINERAL RIGHTS ARE ASSOCIATED WITH THIS PROPERTY.

EXISTING TREE CANOPY

BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY THE EXISTING TREE CANOPY IS APPROXIMATELY 151 ACRES WHICH IS 66.83% OF THE TOTAL SITE

TREE CANOPY DATA

TREE AREA	EXISTING
TREE A	20,501 SF
TREE B	184,596 SF
TREE C	5,661,645 SF
TREE D	221,073 SF
TREE E	491,876 SF
TOTAL SF	6,579,691 SF

EXISTING TREE CANOPY: 6,579,691 SF
6,579,691 SF/9,844,942.09 SF = .668 (66.8%) OF TOTAL SITE

REQUIRED CANOPY PRESERVATION =
36% OF TOTAL CANOPY
6,579,691 SF * 36% = 2,368,689 SF

LEGEND

- SLOPES 14%-20%
- SLOPES >20%
- EXISTING TREE CANOPY
- STREAM BUFFER

EXISTING STORMWATER MANAGEMENT SUMMARY

TOTAL PROPERTY AREA = 226.01 ACRES
TOTAL PROPOSED DISTURBED AREA = 143.51 ACRES

SOIL TYPES: 54.6% TYPE A SOIL
25.8% TYPE B SOIL
17.2% TYPE C SOIL
0.0% TYPE D SOIL
2.4% NON-SOIL AREAS

STORMWATER NARRATIVES

BASIN A:
STORMWATER IS CURRENTLY ROUTED BY WAY OF WET WEATHER CONVEYANCES TO THE NORTHEAST CORNER OF THE SITE, WHERE IT FLOWS INTO A BLUE-LINE STREAM OFFSITE.
BASIN AREA: 53.2 AC.
OUTFALL ELEVATION: 737'

BASIN B:
STORMWATER IS CURRENTLY COLLECTED IN A POND ON THE WEST SIDE OF THE SITE WHERE IT IS CARRIED OFF SITE BY A BLUE-LINE STREAM.
BASIN AREA: 32.7 AC.
OUTFALL ELEVATION: 740'

BASIN C:
STORMWATER IS CURRENTLY ROUTED BY WAY OF A BLUE-LINE STREAM TO THE FAR WEST PROPERTY LINE. THIS BASIN IS AN EXTENSION OF THE PREVIOUS, BASIN B.
BASIN AREA: 80.8 AC.
OUTFALL ELEVATION: 694'

BASIN D:
STORMWATER IS CURRENTLY ROUTED BY WAY OF WET WEATHER CONVEYANCES TO THE SOUTH OF THE SITE ALONG S CAROTHERS ROAD, WHERE IT EVENTUALLY FLOWS INTO THE SAME STREAM AS THE FOLLOWING, BASIN E.
BASIN AREA: 15.2 AC.
OUTFALL ELEVATION: 726'

BASIN E:
STORMWATER IS CURRENTLY ROUTED BY WAY OF WET WEATHER CONVEYANCES TO THE SOUTH SIDE OF THE SITE AND EVENTUALLY FLOWS INTO THE SAME STREAM AS THE PREVIOUS, BASIN D. A BLUE-LINE STREAM COMES ONTO THIS BASIN FROM THE NORTHEAST BUT ENDS IN AN EXISTING SINKHOLE AND DRY POND, WHICH LIES TO THE NORTHEAST OF WHERE LOTS ARE TO BE DEVELOPED.
BASIN AREA: 167.0 AC.
OUTFALL ELEVATION: 673'

STATEMENT OF IMPACTS:

WATER:
WATER SERVICE WILL BE PROVIDED BY MILCROFTON UTILITY DISTRICT.
376 X 350 GPD = 131,600 GPD

SEWER:
SEWER SERVICE WILL BE PROVIDED BY THE CITY OF FRANKLIN. FOR THE PORTION OF THE SITE IN THE WAYS CREEK BASIN, CONNECTION TO THE SEWER MAIN WILL BE MADE IN SIMMONS RIDGE TO THE SOUTH. FOR THE PORTION OF THE SITE IN THE WATKINS CREEK BASIN, CONNECTION WILL BE MADE TO THE NORTH TO THE SEWER MAIN IN OCTOBER PARK ON RIDGEWAY DRIVE.

REPURIFIED (REUSE) WATER FACILITIES:
NOT AVAILABLE

STREET NETWORK:
AS SHOWN ON THE MAJOR THOROUGHFARE PLAN - SEE SHEET C 4.0 OVERALL ROW AND ACCESS PLAN INCLUDING CONNECTIVITY ELEMENTS.

THE SITE IS LOCATED SOUTH OF HIGHWAY 96 EAST WHICH IS CLASSIFIED AS A MAJOR ARTERIAL. ACCESS TO THE NORTHERN PORTION OF ASHCROFT VALLEY IS PROVIDED BY LOCAL STREETS VIA RIDGEWAY DRIVE AND STANFORD ROAD. THE NORTHERN PORTION OF THE ASHCROFT VALLEY PUD WILL BE A GATED SECLUDED NEIGHBORHOOD OF 70 HOMES WITH PRIVATELY MAINTAINED STREETS. THIS NEIGHBORHOOD WILL HAVE AN EMERGENCY CONNECTION TO THE SOUTHERN PORTION OF ASHCROFT VALLEY.

THE SOUTHERN PORTION OF ASHCROFT VALLEY WILL HAVE CONNECTIONS TO SOUTH CAROTHERS ROAD. THE PORTION OF SOUTH CAROTHERS WHICH CURRENTLY HAS A HARD 90 DEGREE BEND WILL BE RECONSTRUCTED INTO A 4-WAY INTERSECTION COMPLIANT WITH THE CITY OF FRANKLIN STREET STANDARDS.

FUTURE ROAD CONNECTIONS ARE PROVIDED AT FOUR POINTS ALONG THE PERIMETER OF THE PROPERTY FOR FUTURE CONNECTIVITY TO FUTURE DEVELOPMENT. A FULL TRAFFIC IMPACT STUDY PREPARED BY FISCHBACH TRAFFIC GROUP, LLC AND REVIEWED BY A THIRD PARTY, VOLKERT ENGINEERING, PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
THE PROPERTY HAS THREE PRIMARY DRAINAGE BASINS. ONE DRAINS NORTH TO WATKINS CREEK. ONE DRAINS WEST THROUGH CROSS CREEK SUBDIVISION AND ONE DRAINS SOUTH TOWARDS SOUTH CAROTHERS ROAD.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #2 - 2.1 MILES DRIVING DISTANCE
COLUMBIA AVE. POLICE STATION - 2.7 MILES DRIVING DISTANCE

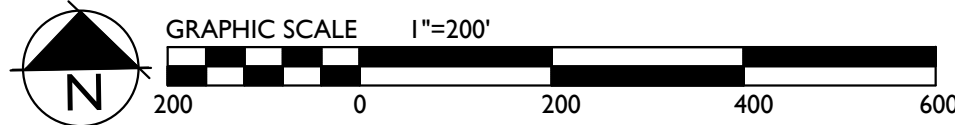
RECREATIONAL FACILITIES:
LIBERTY PARK - 3.0 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
376 HOMES X .64 STUDENTS = 238 PROJECTED STUDENTS

REFUSE COLLECTION:
PROVIDED BY THE CITY OF FRANKLIN SOLID WASTE.

RESTRICTIVE COVENANTS:
A HOME OWNER'S ASSOCIATION WILL BE ESTABLISHED PRIOR TO THE FIRST OCCUPANCY OF RESIDENTS. THE HOA WILL REGULATE ARCHITECTURAL STANDARDS AND THE MAINTENANCE OF THE COMMUNITY. THE HOA WILL MAINTAIN ALL COMMON OPEN SPACE AND RECREATIONAL AREAS. THE HOA WILL MAINTAIN ALL STREETS AND SIDEWALKS WITHIN THE GATED NEIGHBORHOOD WHERE THE STREETS WILL BE PRIVATE.

Map Unit Symbol	Map Unit Name
ArB	Armour silt loam, 2 to 5 percent slopes
ArB2	Armour silt loam, 2 to 5 percent slopes, eroded
ArC	Armour silt loam, 5 to 12 percent slopes
ArC2	Armour silt loam, 5 to 12 percent slopes, eroded
BrB2	Braxton cherty silt loam, 2 to 5 percent slopes, eroded
BrC2	Braxton cherty silt loam, 5 to 12 percent slopes, eroded
BsC3	Braxton cherty silty clay loam, 5 to 12 percent slopes, severely eroded
BsD3	Braxton cherty silty clay loam, 12 to 20 percent slopes, severely eroded
CkC	Culleoka silt loam, 5 to 12 percent slopes
CkD	Culleoka silt loam, 12 to 20 percent slopes
CkD3	Culleoka silt loam, 12 to 20 percent slopes, severely eroded
CkE	Culleoka silt loam, 20 to 35 percent slopes
CkE3	Culleoka silt loam, 20 to 35 percent slopes, severely eroded
Eg	Egam silt loam, phosphatic
Gu	Gullied land
HcC3	Hampshire silty clay loam, 5 to 12 percent slopes, severely eroded
HeB2	Hampshire-colbert silt loams, 2 to 5 percent slopes, eroded
HeC2	Hampshire-colbert silt loams, 5 to 12 percent slopes, eroded
HhC3	Hampshire-colbert silty clay loams, 5 to 12 percent slopes, severely eroded
Hu	Huntington silt loam, phosphatic
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Lp	Lindell silt loam, 0 to 2 percent slopes, occasionally flooded
MbC2	Maury silt loam, 5 to 12 percent slopes, eroded
MnE	Mimosa-Rock outcrop complex, 20 to 40 percent slopes
MoD	Ashwood-Mimosa-Rock outcrop complex, 5 to 15 percent slopes
Rc	Rockland
SrC3	Stiversville silty clay loam, 5 to 12 percent slopes, severely eroded
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Revisions:

Drawing Notes:

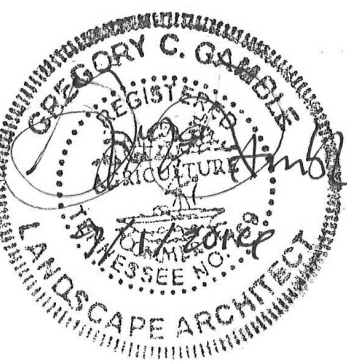


GAMBLE
DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

Date: JUNE 10, 2016

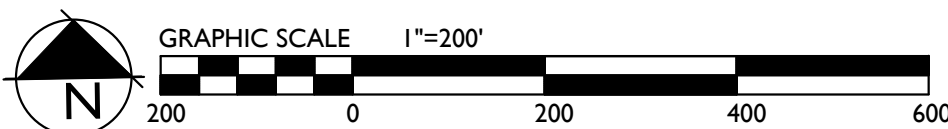
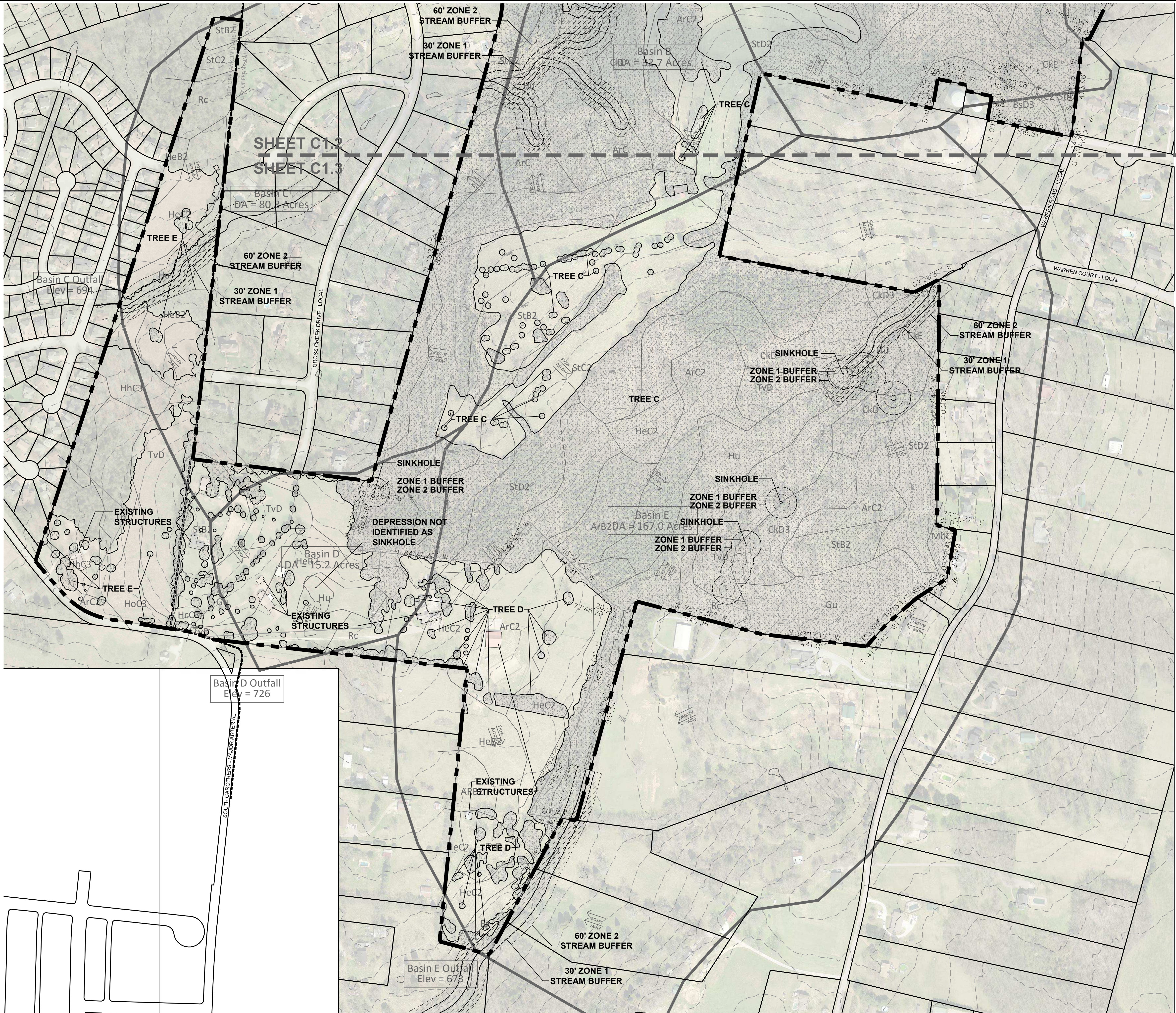
ASHCROFT VALLEY PUD SUBDIVISION
REZONING REQUEST
Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
greg@mbdc209@gmail.com
615.975.5765

OVERALL
EXISTING
CONDITIONS
PLAN

C 1.2



NOTES:

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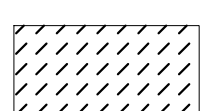
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SLOPES >20%



EXISTING TREE CANOPY



STREAM BUFFER

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Revisions:

Drawing Notes:



GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
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ASHCROFT VALLEY PUD SUBDIVISION
REZONING REQUEST
Franklin, Williamson County, Tennessee



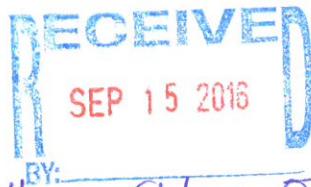
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GREG GAMBLE
gg@gmblecdp@gmail.com
615.975.5765

OVERALL
EXISTING
CONDITIONS
PLAN

C 1.3

COF 6189

1991 Beacon Hill Dr.
Franklin
TN 37067



9/12/16
Item 8
9/22/16 FMPC Mtg.

Dear Members of the City of Franklin Planning and sustainability department,

I am writing to express my concern about the planned development of Ashcroft Valley and the consequences it will bear on adjacent county neighborhoods.

Please understand that most of my neighbors in Franklin East and Cross Creek do not support a plan that brings city traffic onto our county roads.

Traffic from 70 homes in a gated community, entering and exiting on Stanford Drive will cause a danger to the 30+ young children who live on Ridgeway (yes, the number has increased, another young family has moved in, 2 babies have been born and at least one more family with 2 little ones is due to move in soon).

What guarantee do we, as residents, have that once building starts, there will be a "gated" community and the "pedestrian only" connectivity will not become roads, connecting the further 250+ homes on the Ridge Valley?

Greg Gamble is on record stating that he "understands there will be a fatality." Please prevent this from happening by

redirecting all city traffic away from our county neighborhood.

Unfortunately my husband and I will be absent from the public meeting on September 22. We have to travel out of the country to a family member's funeral.

We regret that our voices won't be heard and request that you acknowledge our concerns.

Sincerely,

Susan and Brian Capler

Susan Capler

A handwritten signature in blue ink, appearing to read "Brian Capler", written in a cursive style.



HISTORIC
FRANKLIN
TENNESSEE

City of Franklin

Connectivity Presentation

Ashcroft Valley PUD Subdivision

BOMA Work Session 10/11/2016



Connectivity Requirements (Section 5.10.4 of the Zoning Ordinance)

(1) Internal Street Connectivity

- All new Developments shall maintain internal street connectivity through the use of a connectivity index in accordance with the following standards:
 - Development shall achieve a connectivity index score of 1.65 or greater
 - Connectivity Index = Links/Nodes
 - Nodes are street intersection and cul-de-sac heads.
 - Links are stretches of road that connect nodes.

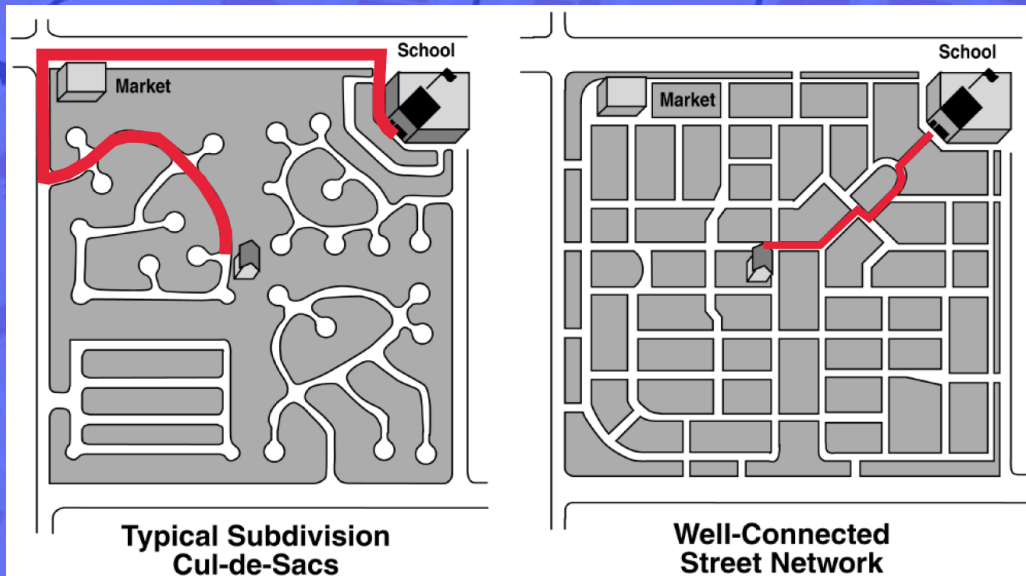
(2) External Street Connectivity

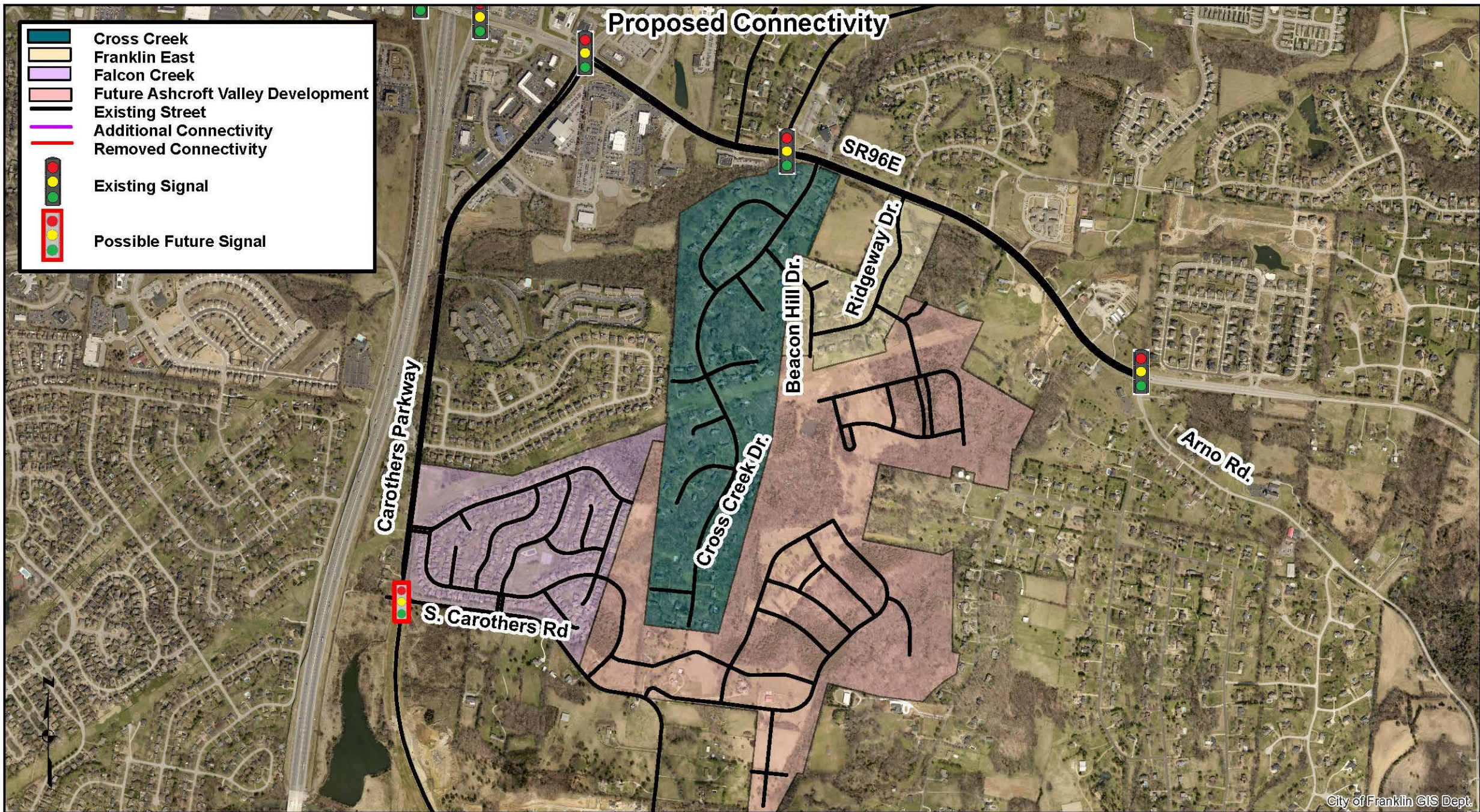
- The arrangement of streets in a development shall provide for the alignment and continuation of existing or proposed streets into adjoining lands in those cases in which the adjoin lands are undeveloped and intended for future development or in which the adjoin lands are developed and include opportunities for such connections.
- Traffic calming measures shall be integrated in the development to mitigate the impact of potential future “cut – through” traffic.
- Street rights-of-way shall be extended to or along adjoining property boundaries such that a roadway connection or street stub shall be provided for development at least every 1,500 feet for each direction (north, south, east and west) in which development abuts vacant lands. Such street stubs shall not be required to abut adjacent development lacking existing or planned street connections, floodplains, wetlands, HHO Districts, riparian buffers, required Tree Projection Zones, slopes exceeding 14 percent, or other unique site conditions preventing a street connection in the determination of the DRT.

Connectivity Requirements				
Community	Connectivity Requirements?	Are Street Stubs Required?	Are cul-de-sacs allowed?	Max. cul-de-sac length
Franklin, TN	Yes	Yes	Yes	500'
Williamson County, TN	Yes	Yes	Yes	800' (Lots Less 14,000 SF)
Nashville, TN	Yes	Yes	Generally prohibited	250'
Chattanooga, TN	Yes	Yes	Yes, Limited	<600' and provides access to < 10 lots
Boulder, CO	Yes	Yes	Yes, Limited	500'
Fort Collins, CO	Yes	Yes	Yes, Limited	660'
Cary, NC	Yes	Yes	Yes	900'
Raleigh, NC	Yes	Yes	Yes	400' for residential
Charlotte, NC	Yes	Yes	Yes, Limited	600'
Austin, TX	Yes	Yes	Yes, Limited	2000' and < 30 single-family residential dwellings

What is the purpose of connectivity requirements?

- Supports the creation of a highly connected transportation system within the City, in order to provide choices for drivers, bicyclists and pedestrians
- Connects neighborhoods to each other and to local destinations such as schools, parks and shopping centers
- Distributes traffic throughout the network and provides options for routes of travel
- Free up arterial road capacity to better serve regional long distance travel needs.
- Improves routing for transit and delivery vehicles (solid waste, recycling, mail, etc.)
- Reduces vehicles miles of travel and travel times
- Reduces emergency response times
- Promote higher levels of physical activity (walking and cycling)
- Improves air quality



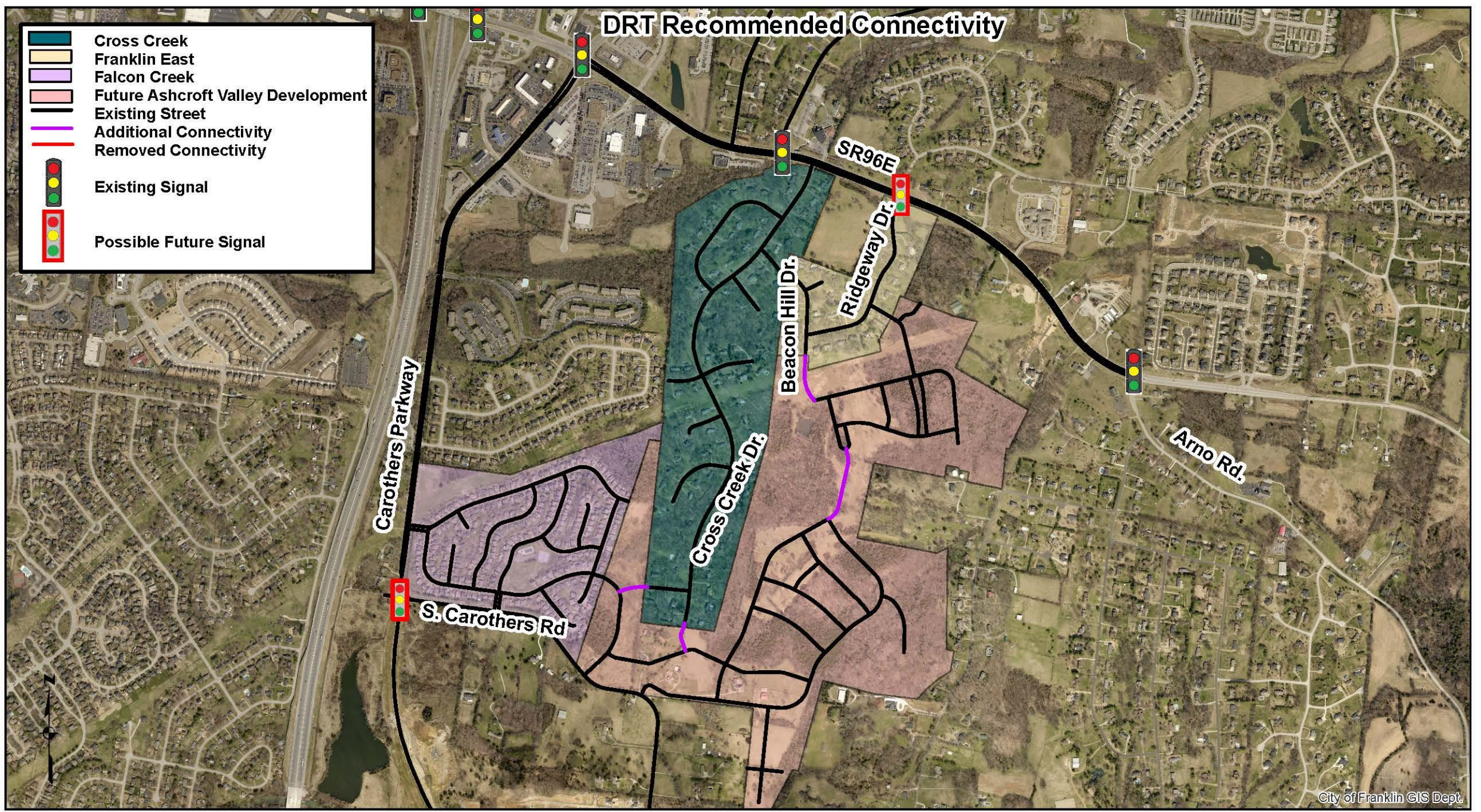


DRT Recommended Connectivity

Cross Creek
Franklin East
Falcon Creek
Future Ashcroft Valley Development
Existing Street
Additional Connectivity
Removed Connectivity

Existing Signal

Possible Future Signal



Planned - Activity Center Map 1

- Cross Creek
- Franklin East
- Falcon Creek
- Future Ashcroft Valley Development
- Future Park
- Future Neighborhood Commercial
- Existing/Future Commercial Development

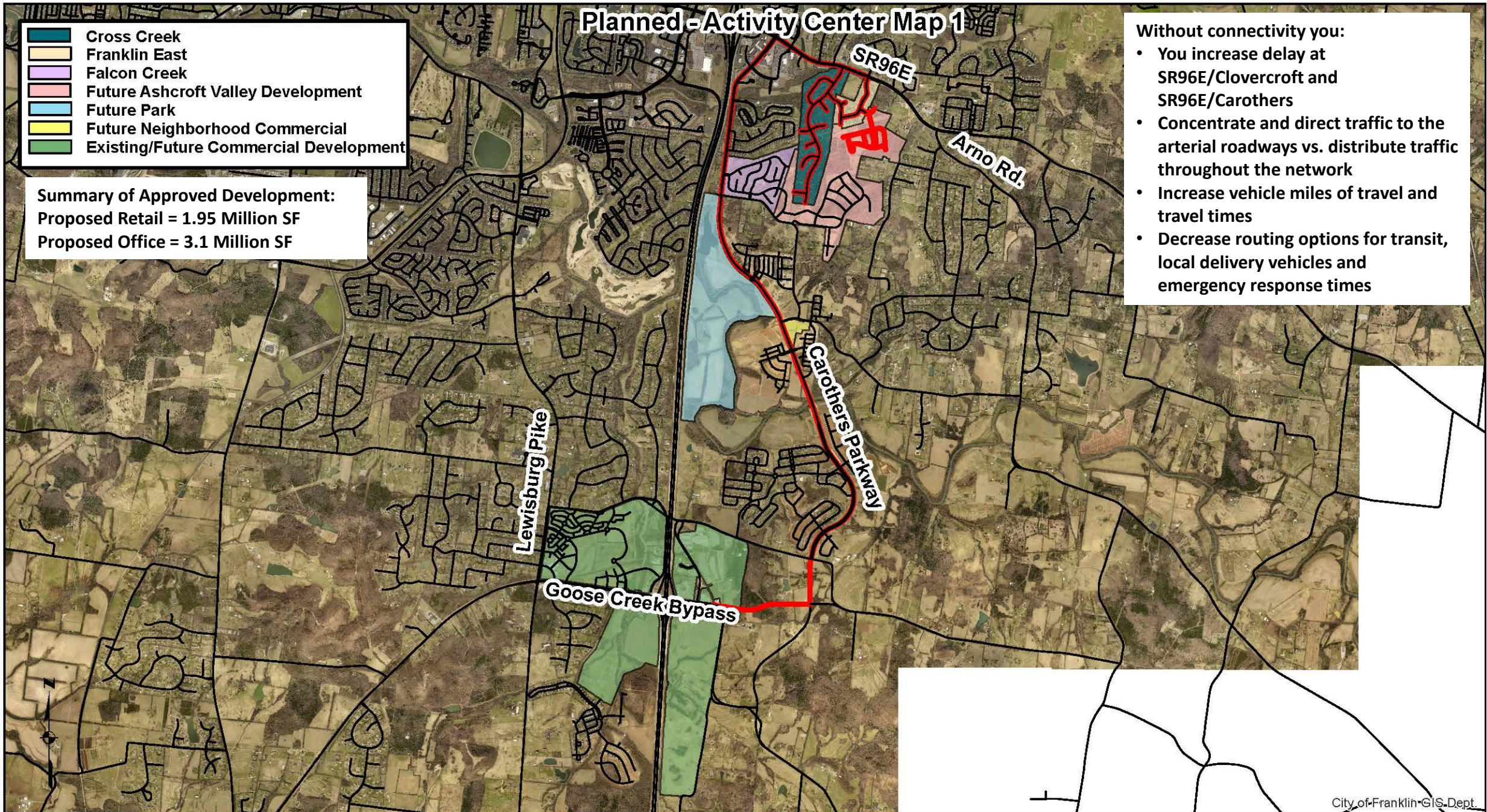
Summary of Approved Development:

Proposed Retail = 1.95 Million SF

Proposed Office = 3.1 Million SF

Without connectivity you:

- You increase delay at SR96E/Clovercroft and SR96E/Carothers
- Concentrate and direct traffic to the arterial roadways vs. distribute traffic throughout the network
- Increase vehicle miles of travel and travel times
- Decrease routing options for transit, local delivery vehicles and emergency response times



Planned - Activity Center Map 2

- Cross Creek
- Franklin East
- Falcon Creek
- Future Ashcroft Valley Development
- Future Park
- Future Neighborhood Commercial
- Existing/Future Commercial Development

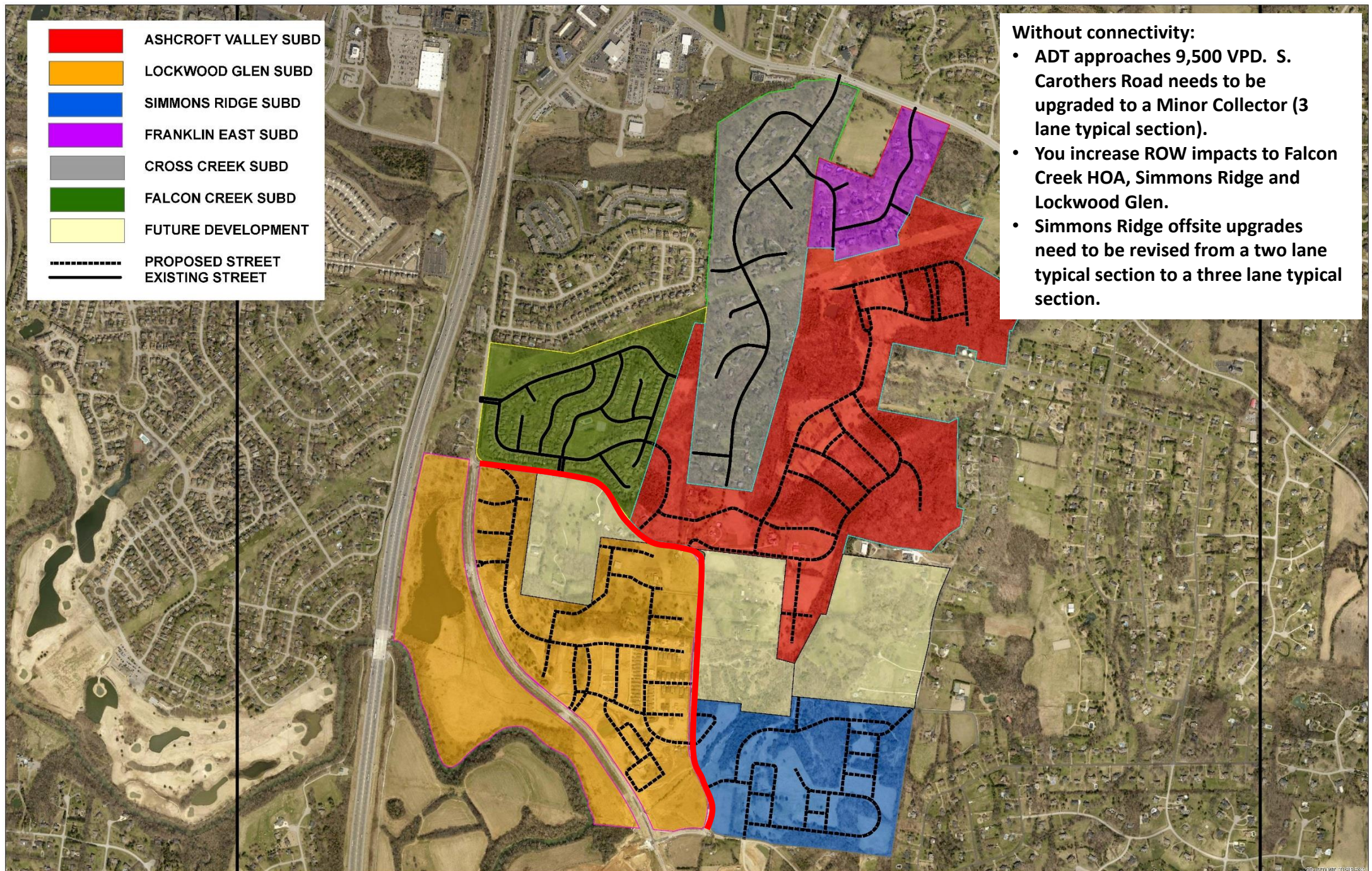
Summary of Approved Development:

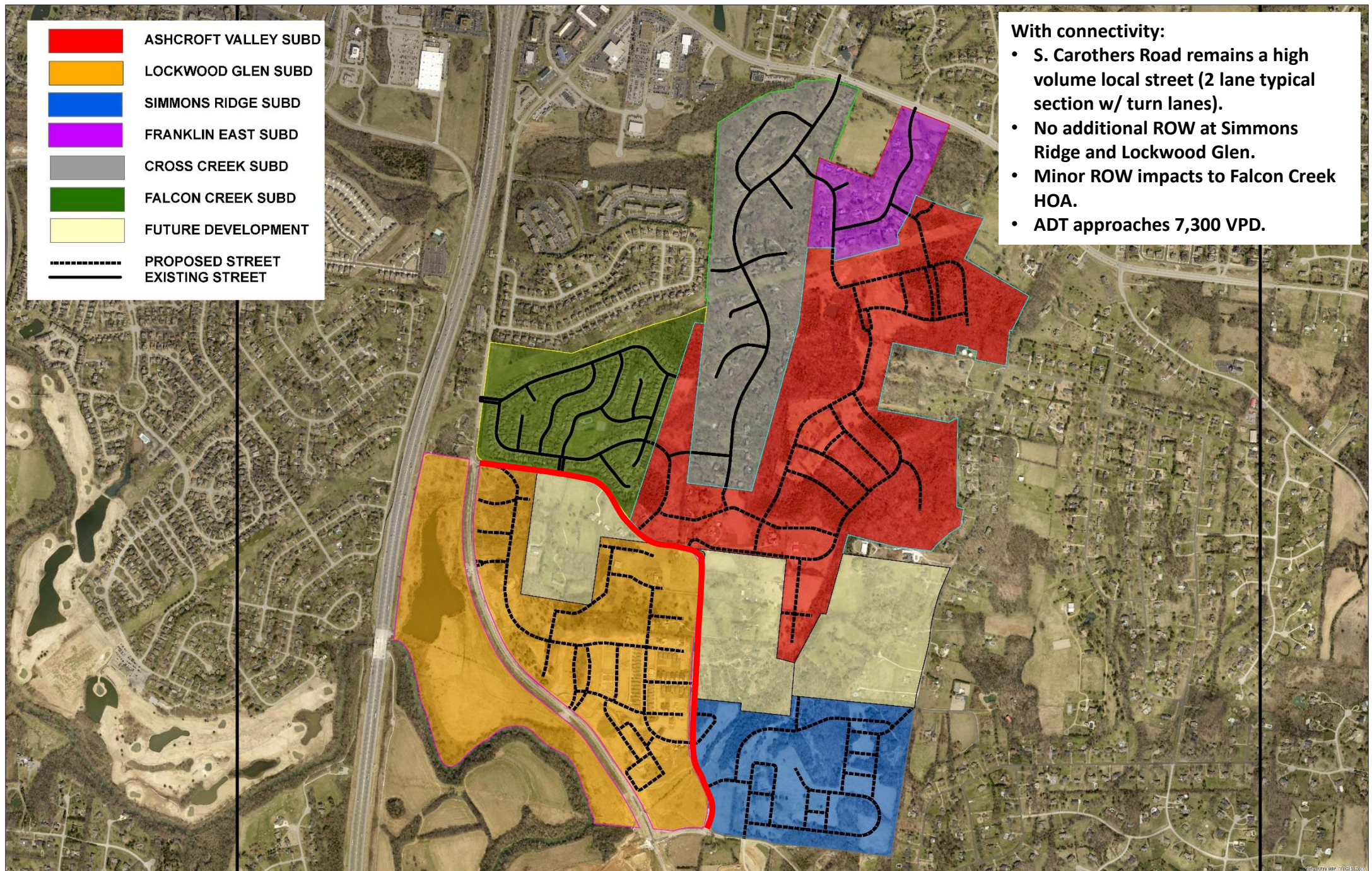
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- You decrease delay at SR96E/Clovercroft and SR96/Carothers
- Distribute traffic throughout the network
- Decrease vehicle miles of travel and travel times
- Increase routing options for transit, local delivery vehicles and emergency response times







December 9, 2016

**City of Franklin
Board of Mayor and Alderman
Franklin, Tennessee**

Regarding: Ashcroft Valley PUD Subdivision Proposal

Dear Mayor and Alderman,

My client has filed a proposal for Ashcroft Valley, a Master Planned Neighborhood with 376 homes proposed on 226 acres. On November 22, 2016, the Board of Mayor and Alderman voted to approve the Plan of Services, approve the Annexation request, and establish a zoning for the property of R1. As a result of the decision by BOMA to zone the property as R1, my client elected to defer the vote on the Development Plan to the December 13th meeting.

We have reviewed our application and the decision by the Board to rezone the property to R1. We are pleased that City will annex the property and will establish a zone for the property. Since the proposed Development Plan for Ashcroft Valley no longer complies with this base zone of R1, it will need to be withdrawn.

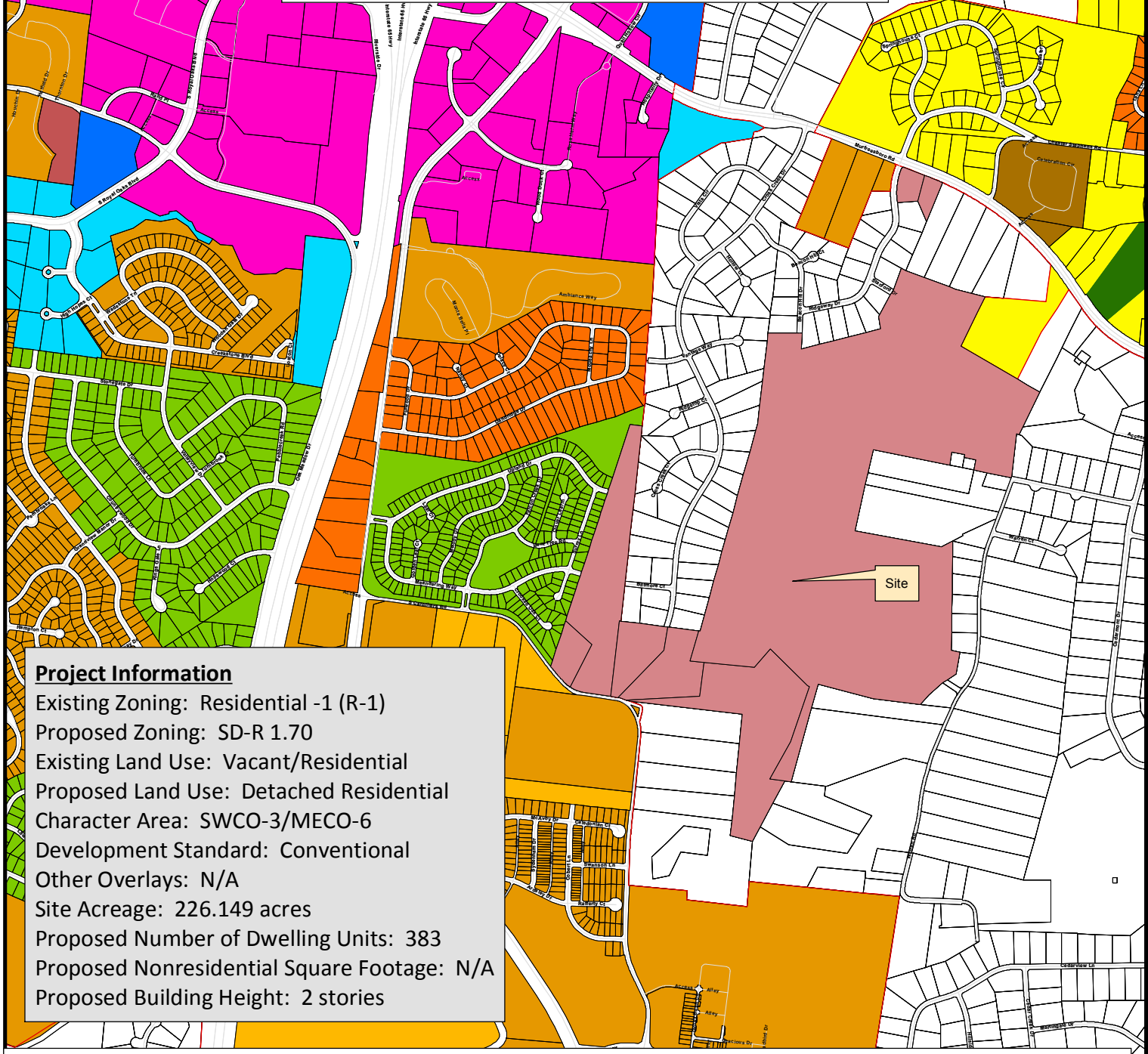
Please accept this letter as notice to withdraw the Development Plan.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Greg Gamble', is written over a light blue horizontal line.

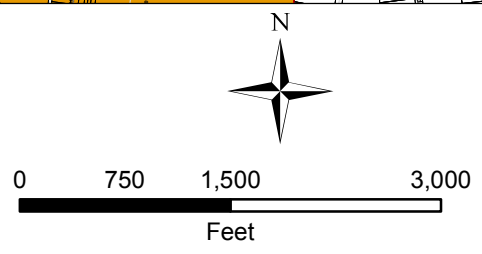
Greg Gamble
Gamble Design Collaborative

ASHCROFT VALLEY PUD SUBDIVISION, DEVELOPMENT PLAN
 RESOLUTION 2016-42
 FRANKLIN MUNICIPAL PLANNING COMMISSION
 9/22/2016



Project Information
 Existing Zoning: Residential -1 (R-1)
 Proposed Zoning: SD-R 1.70
 Existing Land Use: Vacant/Residential
 Proposed Land Use: Detached Residential
 Character Area: SWCO-3/MECO-6
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 226.149 acres
 Proposed Number of Dwelling Units: 383
 Proposed Nonresidential Square Footage: N/A
 Proposed Building Height: 2 stories

- | | |
|--|---------------------------------------|
| Ashcroft Valley Subdivision | SD-R Specific Development-Residential |
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |



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RESOLUTION 2016-42

TO BE ENTITLED: "A RESOLUTION APPROVING A DEVELOPMENT PLAN FOR ASHCROFT VALLEY PUD SUBDIVISION WITH 6 MODIFICATIONS OF DEVELOPMENT STANDARDS (CHARACTER AREA LOT SIZE, WARREN ROAD CONNECTION, BEACON HILL DRIVE STREET CONNECTION, INTERNAL STREET CONNECTION, CROSS CREEK DRIVE STREET CONNECTION, AND BILTMORE COURT STREET CONNECTION), FOR THE PROPERTY LOCATED SOUTH OF MURFREESBORO ROAD AND NORTH OF SOUTH CAROTHERS DRIVE."

WHEREAS, Glenn Adams, Rob Adams, James E. Adams Jr, George Durnin, Patti Sue Watkins, Ralph H. Peden Jr, ("Owner(s)") of property located as described below ("Property") petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee ("City"), to annex 204.081 acres adjoining the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, Jean Marie Glass and Harry Gregory Glass ("Owner(s)") of property located at 4338 and 4340 South Carothers Road ("Property") consisting of 22.068 acres, are located within the Franklin City Limits; and

WHEREAS, the BOMA has adopted a Plan of Services and annexed the Property as described in Resolution 2016-41 and Resolution 2016-40/Ordinance 2016-27; and

WHEREAS, the BOMA has, or will, approve zoning for the Property as part of Ordinance 2016-28; and

WHEREAS, the Planned Unit Development (PUD) process is a review procedure that is intended to encourage innovative land planning and design and avoid the monotony sometimes associated with large developments by:

- (a) Reducing or eliminating the inflexibility that sometimes results from strict application of zoning standards that were designed primarily for individual lots;
- (b) Allowing greater freedom in selecting the means to provide access, light, open space, and design amenities;
- (c) Encouraging a sensitive design that respects the surrounding established land use character and natural or man-made features of the site including, but not limited to, trees, historic features, streams, hillsides, and floodplains;
- (d) Promoting quality design and environmentally sensitive development by allowing development to take advantage of special site characteristics, locations, and land uses; and
- (e) Allowing deviations from certain zoning standards that would otherwise apply if not contrary to the general spirit and intent of this ordinance; and

WHEREAS, the PUD process requires the approval of a Development Plan that is reviewed and approved by BOMA, after a public hearing and a recommendation by the Franklin Municipal Planning Commission (FMPC); and

WHEREAS, in accordance with the provisions of *Tennessee Code Annotated* § 13-4-310, as amended, and subject to the exceptions set forth in said statute, the approval of the Development Plan by the BOMA will initiate a vesting period during which the development standards adopted by the City

and in effect on the date of approval shall remain the standards applicable to the approved Development Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. That the legal description of the Property included in the Development Plan is as follows:

PREMISES CONSIDERED	
Map-Parcel	Acres
079M---B02800	2.7
079M---B02900	
089---05500	201.381
089---04304	
089---04303	
089---04302	
089---03001	22.068
089---03000	
Total	226.149

LEGAL DESCRIPTION – PARCELS 28.00 AND 29.00 ON MAP 79 M GROUP B

LAND LYING IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, BEING LOTS 127 AND 128 ON THE FINAL PLAT FOR SECTION 1 OF FRANKLIN EAST, OF RECORD IN PLAT BOOK 6, PAGE 91, REGISTER'S OFFICE OF WILLIAMSON COUNTY, TENNESSEE, AND CONTAINING 2.7 ACRES MORE OR LESS.

LEGAL DESCRIPTION – PARCELS 43.02, 43.03, 43.04, 55.00 ON MAP 89

THE FOLLOWING LEGAL DESCRIPTION IS FOR LAND IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, LOCATED ON THE LANDS OF JAMES E. ADAMS, JR., OF RECORD IN DEED BOOK 2008, PAGE 702, R.O.W.C., TN, RALPH H PEDEN, JR., OF RECORD IN DEED BOOK 4590, PAGE 436, R.O.W.C., TN, PATTI SUE WATKINS, OF RECORD IN DEED BOOK 6074, PAGE 249, R.O.W.C., TN, AND GEORGE V. DURNIN, OF RECORD IN DEED BOOK 1607, PAGE 1006, R.O.W.C., TN, AND MORE PARTICULARLY DESCRIBED IN AS FOLLOW:

BEGINNING AT A POINT IN THE NORTH MARGIN OF SOUTH CAROTHERS ROAD, APPROXIMATELY 1600 FEET SOUTHEAST OF THE INTERSECTION OF FALCON CREEK DRIVE AND SAID SOUTH CAROTHERS ROAD;

THENCE, LEAVING THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD, NORTH 06 DEGREES 20 MINUTES 18 SECONDS EAST, A DISTANCE OF 716.81 FEET TO A POINT;

THENCE SOUTH 82 DEGREES 56 MINUTES 59 SECONDS EAST, A DISTANCE OF 753.05 FEET TO A POINT;

THENCE NORTH 15 DEGREES 32 MINUTES 59 SECONDS EAST, A DISTANCE OF 2,025.58 FEET TO A POINT;

THENCE NORTH 06 DEGREES 33 MINUTES 34 SECONDS EAST, A DISTANCE OF 861.42 FEET TO A POINT;

THENCE SOUTH 89 DEGREES 39 MINUTES 10 SECONDS EAST, A DISTANCE OF 319.84 FEET TO A POINT;

THENCE SOUTH 02 DEGREES 23 MINUTES 32 SECONDS WEST, A DISTANCE OF 149.73 FEET TO A POINT;

THENCE NORTH 75 DEGREES 48 MINUTES 17 SECONDS EAST, A DISTANCE OF 768.48 FEET TO A POINT;
THENCE NORTH 09 DEGREES 39 MINUTES 11 SECONDS WEST, A DISTANCE OF 117.87 FEET TO A POINT;
THENCE NORTH 29 DEGREES 14 MINUTES 05 SECONDS EAST, A DISTANCE OF 293.60 FEET TO A POINT;
THENCE NORTH 20 DEGREES 05 MINUTES 58 SECONDS EAST, A DISTANCE OF 210.10 FEET TO A POINT;
THENCE SOUTH 62 DEGREES 38 MINUTES 15 SECONDS EAST, A DISTANCE OF 48.00 FEET TO A POINT;
THENCE SOUTH 69 DEGREES 38 MINUTES 11 SECONDS EAST, A DISTANCE OF 509.70 FEET TO A POINT;
THENCE SOUTH 76 DEGREES 09 MINUTES 25 SECONDS EAST, A DISTANCE OF 277.18 FEET TO A POINT;
THENCE SOUTH 26 DEGREES 11 MINUTES 34 SECONDS WEST, A DISTANCE OF 520.34 FEET TO A POINT;
THENCE SOUTH 59 DEGREES 49 MINUTES 41 SECONDS EAST, A DISTANCE OF 862.61 FEET TO A POINT;
THENCE SOUTH 26 DEGREES 16 MINUTES 06 SECONDS WEST, A DISTANCE OF 444.04 FEET TO A POINT;
THENCE NORTH 70 DEGREES 59 MINUTES 36 SECONDS WEST, A DISTANCE OF 28.01 FEET TO A POINT;
THENCE SOUTH 06 DEGREES 10 MINUTES 51 SECONDS WEST, A DISTANCE OF 403.96 FEET TO A POINT;
THENCE SOUTH 20 DEGREES 12 MINUTES 18 SECONDS WEST, A DISTANCE OF 14.56 FEET TO A POINT;
THENCE NORTH 78 DEGREES 25 MINUTES 28 SECONDS WEST, A DISTANCE OF 356.81 FEET TO A POINT;
THENCE NORTH 09 DEGREES 56 MINUTES 19 SECONDS EAST, A DISTANCE OF 100.04 FEET TO A POINT;
THENCE NORTH 78 DEGREES 25 MINUTES 28 SECONDS WEST, A DISTANCE OF 110.05 FEET TO A POINT;
THENCE NORTH 09 DEGREES 56 MINUTES 27 SECONDS EAST, A DISTANCE OF 25.01 FEET TO A POINT;
THENCE NORTH 78 DEGREES 25 MINUTES 30 SECONDS WEST, A DISTANCE OF 125.05 FEET TO A POINT;
THENCE SOUTH 09 DEGREES 56 MINUTES 17 SECONDS WEST, A DISTANCE OF 125.05 FEET TO A POINT;
THENCE NORTH 78 DEGREES 25 MINUTES 29 SECONDS WEST, A DISTANCE OF 734.65 FEET TO A POINT;
THENCE SOUTH 12 DEGREES 44 MINUTES 58 SECONDS WEST, A DISTANCE OF 784.89 FEET TO A POINT;
THENCE SOUTH 79 DEGREES 24 MINUTES 14 SECONDS EAST, A DISTANCE OF 830.08 FEET TO A POINT;
THENCE NORTH 62 DEGREES 28 MINUTES 37 SECONDS EAST, A DISTANCE OF 119.56 FEET TO A POINT;
THENCE SOUTH 00 DEGREES 37 MINUTES 45 SECONDS WEST, A DISTANCE OF 1,031.05 FEET TO A POINT;
THENCE SOUTH 76 DEGREES 31 MINUTES 22 SECONDS EAST, A DISTANCE OF 81.00 FEET TO A POINT;
THENCE SOUTH 09 DEGREES 52 MINUTES 41 SECONDS WEST, A DISTANCE OF 206.49 FEET TO A POINT;

THENCE SOUTH 57 DEGREES 04 MINUTES 46 SECONDS WEST, A DISTANCE OF 151.05 FEET TO A POINT;
 THENCE SOUTH 49 DEGREES 16 MINUTES 17 SECONDS WEST, A DISTANCE OF 170.39 FEET TO A POINT;
 THENCE SOUTH 41 DEGREES 39 MINUTES 12 SECONDS WEST, A DISTANCE OF 123.05 FEET TO A POINT;
 THENCE NORTH 83 DEGREES 17 MINUTES 12 SECONDS WEST, A DISTANCE OF 441.91 FEET TO A POINT;
 THENCE NORTH 75 DEGREES 19 MINUTES 30 SECONDS WEST, A DISTANCE OF 540.96 FEET TO A POINT;
 THENCE SOUTH 15 DEGREES 23 MINUTES 08 SECONDS WEST, A DISTANCE OF 951.14 FEET TO A POINT;
 THENCE NORTH 82 DEGREES 39 MINUTES 38 SECONDS WEST, A DISTANCE OF 60.79 FEET TO A POINT;
 THENCE SOUTH 28 DEGREES 07 MINUTES 56 SECONDS WEST, A DISTANCE OF 646.53 FEET TO A POINT;
 THENCE NORTH 75 DEGREES 15 MINUTES 25 SECONDS WEST, A DISTANCE OF 215.00 FEET TO A POINT;
 THENCE NORTH 05 DEGREES 42 MINUTES 26 SECONDS EAST, A DISTANCE OF 1,148.85 FEET TO A POINT;
 THENCE NORTH 83 DEGREES 26 MINUTES 21 SECONDS WEST, A DISTANCE OF 1,067.76 FEET TO A POINT, SAID POINT BEING IN THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD;
 THENCE, WITH THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD, NORTH 71 DEGREES 12 MINUTES 56 SECONDS WEST, A DISTANCE OF 97.37 FEET TO A POINT;
 THENCE NORTH 81 DEGREES 09 MINUTES 29 SECONDS WEST, A DISTANCE OF 74.53 FEET TO THE POINT OF BEGINNING, AND CONTAINING 8,772,174.99 SQUARE FEET OR 201.381 ACRES.

LEGAL DESCRIPTION – PARCELS 30.00 AND 30.01 ON MAP 89

THE FOLLOWING LEGAL DESCRIPTION IS FOR LAND IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, BEING A TRACT OF LAND OWNED BY HARRY GREGORY GLASS, JEAN MARIE GILES GLASS AND GEORGIA ANN SPENCER, OF RECORD IN DEED BOOK 6156, PAGE 670, R.O.W.C., TN, AND DEED BOOK 6526, PAGE 568, R.O.W.C., TN, AND BEING MORE PARTICULARLY DESCRIBED PER A SURVEY PROVIDED BY CLINT T. ELLIOTT, TN R.L.S. NUMBER 2347, DATED NOVEMBER 16, 2015, AND AS FOLLOWS:

BEGINNING AT A POINT IN THE CENTERLINE OF SOUTH CAROTHERS ROAD, SAID POINT BEING THE SOUTHEAST CORNER OF FALCON CREEK PUD SUBDIVISION, SECTION ONE, REVISION ONE, OF RECORD IN PLAT BOOK 19, PAGE 10, R.O.W.C., TN;
 THENCE, LEAVING THE CENTERLINE OF SAID SOUTH CAROTHERS ROAD AND FOLLOWING THE EAST LINE OF SAID FALCON CREEK, NORTH 18 DEGREES 55 MINUTES 35 SECONDS EAST, A DISTANCE OF 303.81 FEET TO A POINT;
 THENCE NORTH 19 DEGREES 01 MINUTES 53 SECONDS EAST, A DISTANCE OF 159.41 FEET TO A POINT;
 THENCE NORTH 17 DEGREES 49 MINUTES 04 SECONDS EAST, A DISTANCE OF 139.57 FEET TO A POINT;
 THENCE NORTH 18 DEGREES 23 MINUTES 37 SECONDS EAST, A DISTANCE OF 301.52 FEET TO A POINT;
 THENCE NORTH 18 DEGREES 27 MINUTES 42 SECONDS EAST, A DISTANCE OF 298.99 FEET TO A POINT;
 THENCE NORTH 18 DEGREES 12 MINUTES 19 SECONDS EAST, A DISTANCE OF 113.92 FEET TO A POINT;

THENCE NORTH 18 DEGREES 15 MINUTES 25 SECONDS EAST, A DISTANCE OF 499.41 FEET TO A POINT;
 THENCE NORTH 18 DEGREES 06 MINUTES 31 SECONDS EAST, A DISTANCE OF 292.79 FEET TO A POINT;
 THENCE NORTH 17 DEGREES 52 MINUTES 06 SECONDS EAST, A DISTANCE OF 298.64 FEET TO A POINT;
 THENCE SOUTH 83 DEGREES 16 MINUTES 42 SECONDS EAST, A DISTANCE OF 129.60 FEET TO A POINT, SAID POINT BEING IN THE WEST LINE OF CROSS CREEK SUBDIVISION SECTION THREE, PHASE TWO, OF RECORD IN PLAT BOOK 9, PAGE 17, R.O.W.C., TN;
 THENCE, LEAVING THE EAST LINE OF SAID FALCON CREEK AND FOLLOWING THE WEST LINE OF SAID CROSS CREEK, SOUTH 06 DEGREES 56 MINUTES 52 SECONDS WEST, AND ALONG THE WAY FOLLOWING THE WEST LINES OF CROSS CREEK SUBDIVISION SECTION FOUR, OF RECORD IN PLAT BOOK 9, PAGE 39, R.O.W.C., TN, CROSS CREEK SUBDIVISION SECTION FIVE, OF RECORD IN PLAT BOOK 9, PAGE 49, R.O.W.C., TN, AND RALPH H. PEDEN, JR., OF RECORD IN DEED BOOK 4590, PAGE 436, R.O.W.C., TN, A TOTAL DISTANCE OF 2,579.78 FEET TO A POINT, SAID POINT BEING IN THE CENTERLINE OF SAID SOUTH CAROTHERS ROAD;
 THENCE, WITH THE CENTERLINE OF SAID SOUTH CAROTHERS ROAD, NORTH 80 DEGREES 55 MINUTES 37 SECONDS WEST, A DISTANCE OF 239.49 FEET TO A POINT;
 THENCE ALONG A CURVE TO THE RIGHT, HAVING A DELTA OF 41 DEGREES 25 MINUTES 37 SECONDS, A RADIUS OF 400.00 FEET, A TANGENT OF 151.25 FEET, AN ARC LENGTH OF 289.21 FEET, A CHORD BEARING OF NORTH 60 DEGREES 12 MINUTES 48 SECONDS WEST, AND A CHORD LENGTH OF 282.96 FEET TO A POINT;
 THENCE NORTH 39 DEGREES 30 MINUTES 00 SECONDS WEST, A DISTANCE OF 145.14 FEET TO THE POINT OF BEGINNING, AND CONTAINING 961,263.34 SQUARE FEET OR 22.068 ACRES.

SECTION II: That the attached Location Map shall serve the purpose of further delimiting the geographical boundaries as described by this Resolution.

SECTION III: That the overall entitlements for the Ashcroft Valley PUD Subdivision are as follows:

Entitlements	Ashcroft Valley PUD Subdivision
Base Zone District	Specific Development – Residential District (SD-R 1.66)
Character Area Overlay	MECO-6, SWCO-3
Other Zoning Overlays	N/A
Development Standard	Conventional
Number of Dwelling Units	376
Connectivity Index	1.47
Open Space Requirements	33.90 Acres
Number of Phases in Development	8

SECTION IV: That the Development Plan, the exhibits accompanying the Development Plan, and all conditions and restrictions placed upon the Development Plan by the Franklin Municipal Planning Commission and this Board shall be made a part of this Resolution as though copied verbatim herein,

and that a permanent record of the Development Plan, the exhibits accompanying the Development Plan, and all such conditions and restrictions shall be kept in the Franklin Planning and Sustainability Department.

SECTION V: That the following Modifications of Development Standards (MOS) were requested and acted upon by the Board of Mayor and Aldermen, after review and recommendation by the Franklin Municipal Planning Commission:

MOS 1: Character Area Lot Size Requirement Approved: _____ Denied: _____	Request to Approve. <i>Staff recommended approval.</i>
MOS 2: Warren Road Connection Approved: _____ Denied: _____	Request to Approve. <i>Staff recommended approval.</i>
MOS 3: Beacon Hill Drive Connection Approved: _____ Denied: _____	Request to Approve. <i>Staff recommended denial.</i>
MOS 4: Internal Street Connection Approved: _____ Denied: _____	Request to Approve. <i>Staff recommended denial.</i>
MOS 5: Cross Creek Drive Connection Approved: _____ Denied: _____	Request to Approve. <i>Staff recommended denial.</i>
MOS 6: Biltmore Court Connection Approved: _____ Denied: _____	Request to Approve. <i>Staff recommended denial.</i>

SECTION VI. That this Resolution shall take effect from and after its passage on its first and final reading, the health, safety, and welfare of the citizens requiring it.

ERIC S. STUCKEY
City Administrator

DR. KEN MOORE
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PREAPPLICATION CONFERENCE: _____ 6/21/2016

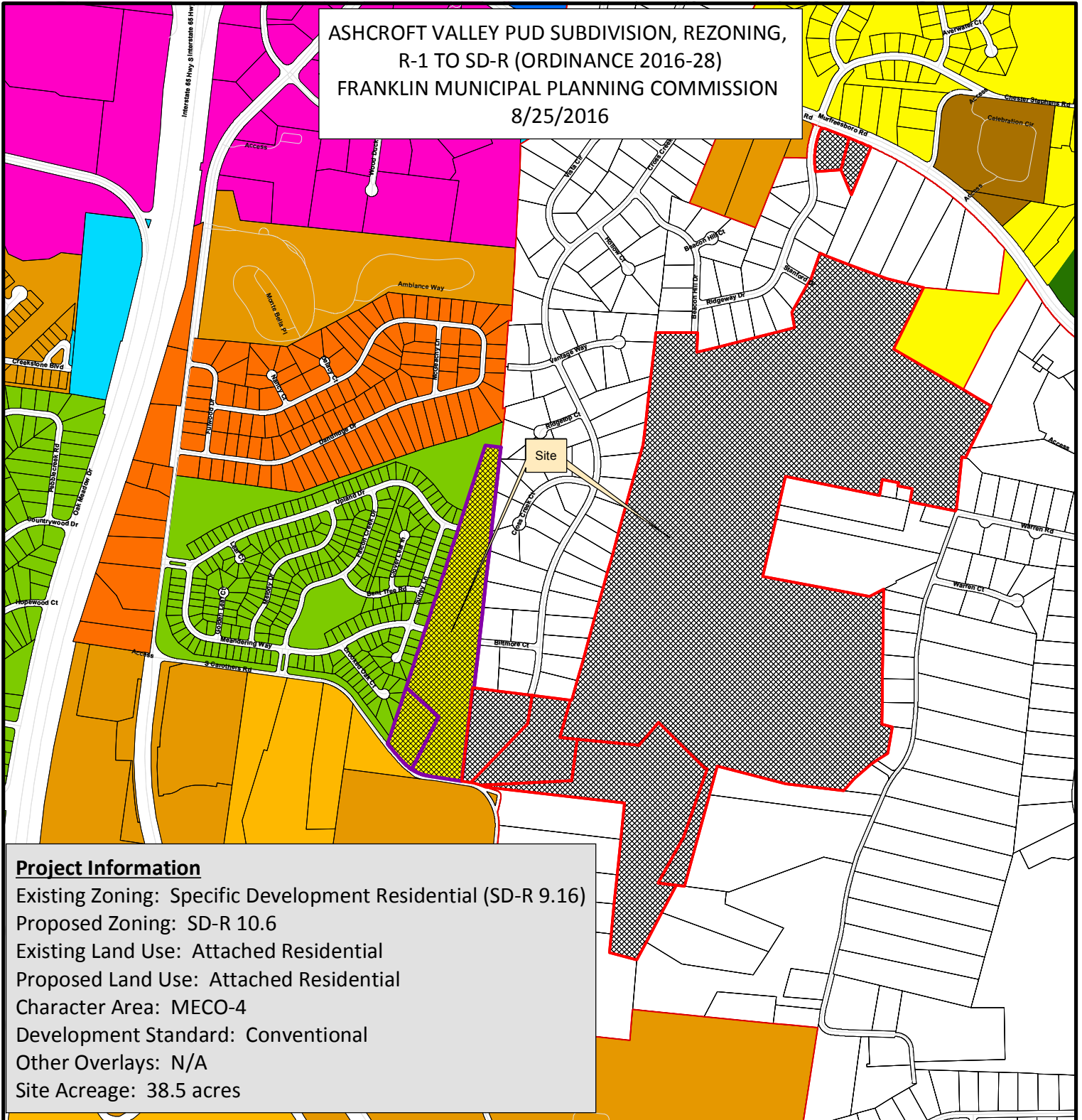
BOMA/FMPC JOINT CONCEPTUAL WORKSHOP: _____ 6/23/2016

NEIGHBORHOOD MEETING: _____ 6/21/2016

PLANNING COMMISSION RECOMMENDED _____: _____

PUBLIC HEARING AND BOMA APPROVAL: _____

ASHCROFT VALLEY PUD SUBDIVISION, REZONING,
R-1 TO SD-R (ORDINANCE 2016-28)
FRANKLIN MUNICIPAL PLANNING COMMISSION
8/25/2016



Project Information

Existing Zoning: Specific Development Residential (SD-R 9.16)
Proposed Zoning: SD-R 10.6
Existing Land Use: Attached Residential
Proposed Land Use: Attached Residential
Character Area: MECO-4
Development Standard: Conventional
Other Overlays: N/A
Site Acreage: 38.5 acres

	ANNEXED PROPERTY		SD-R Specific Development-Residential
	Glass Parcels		SD-X Specific Development-Variety
	AG Agricultural District		OR Office Residential District
	ER Estate Residential		GO General Office District
	R-1 Residential District		CC Central Commercial District
	R-2 Residential District		NC Neighborhood Commercial District
	R-3 Residential District		GC General Commercial District
	R-6 Residential District		LI Light Industrial District
	RM-10 Attached 10 Residential District		HI Heavy Industrial District
	RM-15 Attached 15 Residential District		CI Civic and Institutional District
	RM-20 Attached 20 Residential District		



0 500 1,000 2,000
Feet

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It was compiled from the most authentic information available.
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CONDITIONS OF APPROVAL:

Open Issues: 14 These issues are currently being filtered

Engineering - PUD Plan Checklist

General Issues

1. F. Development Plan

kevin.long@franklintn.gov The applicant shall address the need for a connection to Cross Creek Drive following the approval or denial of the Modification of Standards Request by BOMA, either with the required connection, or with a right-of-way dedication to allow for such a connection at an indeterminate time in the future. The applicant shall dedicate 50' right-of-way for a future street connection to Cross Creek Drive. In the event that MOS #5 is approved by BOMA, the unimproved right-of-way shall be maintained as open space by the HOA until improved upon by the City.
[Edited By Kevin Long]

2. F. Development Plan

kevin.long@franklintn.gov The applicant shall address the need for a connection to Warren Road following the approval or denial of the Modification of Standards Request by BOMA, either with the required connection or with a permanent access easement.
In the event that MOS #2 is approved by BOMA, the applicant shall dedicate a 30' access easement from Local Road G to Warren Road.
[Edited By Kevin Long]

3. F. Development Plan

kevin.long@franklintn.gov The applicant shall be required to make improvements along South Carothers Road as recommended by the traffic impact analysis and as deemed necessary to bring South Carothers Road up to the necessary standards for public safety, including but not limited to the addition of curb and gutter along with a multi-use trail. This will be addressed at the site plan stage.

4. F. Development Plan

kevin.long@franklintn.gov The applicant shall address the need for a connection to Beacon Hill Drive following the approval or denial of the Modification of Standards Request by BOMA, either with the required connection, or with a right-of-way dedication to allow for such a connection at an indeterminate time in the future. The applicant shall dedicate 50' of right-of-way for a future street connection to Beacon Hill Drive. In the event that MOS #3 is approved by BOMA, the unimproved right-of-way shall be maintained as open space by the HOA until improved upon by the City.
[Edited By Kevin Long]

5. F. Development Plan

kevin.long@franklintn.gov The applicant shall address the need for a connection between Meandering Way and Biltmore Court following the approval or denial of the Modification of Standards Request by BOMA, either with the required connection, or with a right-of-way dedication to allow for such a connection at an indeterminate time in the future. In the event that MOS #6 is approved by BOMA, the applicant shall dedicate 50' right-of-way for a future street connection between Meandering Way and Biltmore Court. The unimproved right-of-way shall be maintained as open space by the HOA until improved upon by the City.
[Edited By Kevin Long]

6. F. Development Plan

lance.fittro@franklintn.gov The previous comment, "*Per Section 5.10.4(1)(b)(i) of the Zoning Ordinance, all development shall achieve a connectivity index score of 1.65 or greater. Applicant shall provide additional connectivity, or request a Design Modification for connectivity which does not meet this standard.*" is to remain open pending BOMA approval of the requested Modification of Standards.

7. H. Stormwater Management Plan

lance.fittro@franklintn.gov Applicant shall show the location of the spring, dam, stream, and wet weather conveyance identified in the revised hydrologic determination for the southern portion of the property on the plans. Applicant shall be advised that any proposed buffer averaging shall be shown as part of a Buffer Management Plan submitted to the City's Stormwater Coordinator, Jeff Willoughby, and approved prior to the Initial Submittal of any associated Site Plan.

8. D. Statement of Impacts

carlb@franklintn.gov The review of this 9-1-2016 TIA by the COF on-call traffic consultant is on hold pending the resolution of several MOS requests by the FMPC.

Engineering - Site Plan Checklist

General Issues

9. E. Roadway Design and Plan & Profile

lance.fittro@franklintn.gov At the scale presented, the turning movements at the T-alley intersections are difficult to evaluate, but the added note regarding the additional concrete apron treatment at these intersections is acknowledged. Applicant shall work with Engineering at Site Plan stage to ensure all necessary service vehicle turning movements are accommodated at these intersections.

Planning

General Issues

10. Modifications of Standards

josh.king@franklintn.gov Applicant shall submit a revised development plan should BOMA deny any of the modification of standards related to connectivity that shows how the roadway network will connect.
[Edited By Joshua King]

josh.king@franklintn.gov Applicant shall submit a revised development plan should BOMA deny any of the modification of standards related to connectivity that shows how the roadway network will connect.

11. Off Site Improvements

josh.king@franklintn.gov Applicant shall refer to memo from Engineering Department regarding off site improvements.

Ashcroft Valley PUD Dev Plan Submittal 7.11.2016.pdf

12. Non-Buildable Lots

josh.king@franklintn.gov Applicant shall at final plat stage provide a written notification for future owners of non buildable lots 1,2, and 3 (Stanford Drive and Beacon Hill Drive) of their status of being in the City Limits of the City of Franklin. These unbuildable lots shall not be combined into the existing county lot(s).
[Edited By Joshua King]

josh.king@franklinton.gov Applicant shall at final plat stage provide a written notification for future owners of non buildable lots 1,2, and 3 (Stanford Drive and Beacon Hill Drive) of their status of being in the City Limits of the City of Franklin. These unbuildable lots shall not be combined into the existing county lot(s).

Planning (Landscape)

General Issues

13. Connectivity

larry.mizell@franklinton.gov This shall remain until FMPC makes a decision on this request.

Water/Sewer

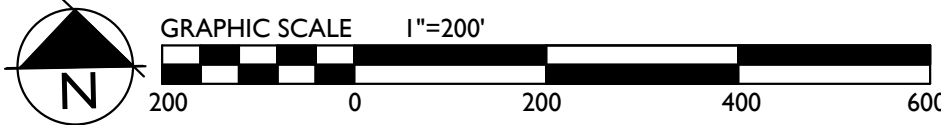
General Issues

14. Sanitary a Sewer Outfall

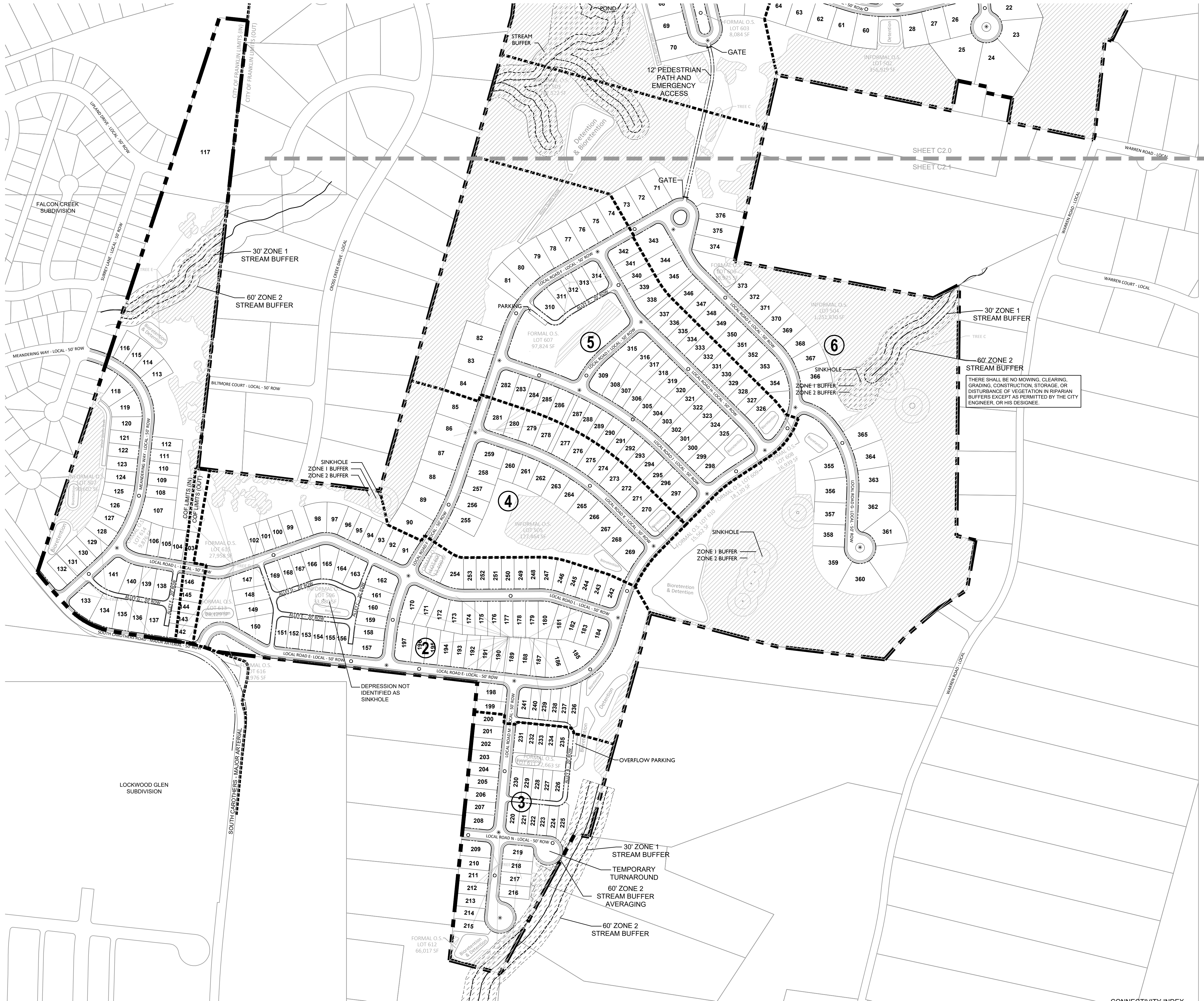
ben.mcneil@franklinton.gov Applicant failed to address the previous comment, due to the comment not being clear. The below comment will be a condition of approval. Applicant shall revise as noted below.

- The sewer system must be designed to prevent excessive sewer line depth. The sewer serving lots 103 – 107 and 125 – 146 must flow into an existing offsite system located west of lot 132. The sewer collection system serving lots 93 – 102 and 147 – 169 may also be served by the same offsite line. Revise the sewer collection system as shown on the development plan to meet these requirements.
- The applicant shall agree to make a gravity connection to Lockwood Glen, removing the existing Falcon Creek pump station and abandoning the existing infrastructure.

[Edited By Lance Fittro]



COF 6189



SITE DATA:

PROJECT NAME: ASHCROFT VALLEY PUD SUBDIVISION
PROJECT NUMBER: 6189
SUBDIVISION: NA
LOT NUMBER: 1-376, 501-507, 601-616
ADDRESS: 1101 RIDGEWAY DRIVE, MURFREESBORO ROAD, FRANKLIN, TENNESSEE
CITY: FRANKLIN
STATE: TENNESSEE
CIVIL DISTRICT: 14TH CIVIL DISTRICT
MAP, GROUP, PARCEL NUMBERS: 079 MB 002800, 079 MB 002900, 089 05500, 089 03000, 089 03001, 089 04302, 089 04303, 089 04304, 089 04304, WILLIAMSON COUNTY
EXISTING ZONING: NG (079079 MB 002800, 079 MB 002900), MGA-1 (079 05500, 089 04302, 089 04303, 089 04304), CITY OF FRANKLIN R-1 (089 03000, 089 03001)
PROPOSED ZONING: SD-R (1.67)
CHARACTER AREA OVERLAY: MECD-6
OTHER APPLICABLE OVERLAYS: NONE
APPLICABLE DEVELOPMENT STANDARD: CONVENTIONAL
TOTAL ACREAGE: 226.01 AC
TOTAL SQUARE FOOTAGE: 9,844,942.09 SF
MINIMUM REQUIRED SETBACKS: SEE LOT DIAGRAMS - SHEET C2.3
FRONT YARD: MINIMUM SETBACKS
REAR YARD: ARE ESTABLISHED
SIDE YARD: AS PART OF THE P.U.D.
APPLICANT: GAMBLE DESIGN COLLABORATIVE
ADDRESS: 144 SOUTHEAST PARKWAY, SUITE 200, FRANKLIN, TN 37064
OFFICE PHONE: 615.975.5765
EMAIL ADDRESS: greggambledesign@gmail.com
CONTACT: GREG GAMBLE
BUILDING SQUARE FOOTAGE: N/A
BUILDING HEIGHT: 2 STORY
LANDSCAPE SURFACE RATIO: 0.47
MINIMUM LANDSCAPE SURFACE RATIO: 0.30
MINIMUM PARKING REQUIREMENT: 2 SPACES PER SINGLE FAMILY HOME
MAXIMUM PARKING LIMIT: N/A
EXISTING PARKING: N/A
RESIDENTIAL DENSITY: 1.67 DUA
TREE CANOPY: 151.05 AC, 66.8 % OF EXISTING SITE
PARKLAND DEDICATION: FEE IN LIEU (246,600 SF), 35 HOMES @ 1200 SF/HOME = 42,000 SF, 339 HOMES @ 600SF/HOME = 204,600 SF, 33.90 AC (15%) TOTAL REQUIRED, 11.53 AC FORMAL REQ, 22.37 AC INFORMAL REQ.
OPEN SPACE: 1.67 UNITS/AC, 1.90 UNITS/AC, 2.03 UNITS/AC, 376 SINGLE FAMILY HOMES, 40 LOTS: 22, 50 LOTS: 198, 60-70' LOTS: 72, 90' LOTS: 83, ESTATE: 1
NONRESIDENTIAL SQUARE FOOTAGE: N/A
TOTAL ACREAGE BY USE, ENTIRE SITE: 89.7 AC RESIDENTIAL, 120.57 AC OPEN SPACE, 2.41 AC NON-BUILDABLE LOTS
TOTAL ACREAGE BY USE, PER SECTION: SECTION 1: 10.6 AC RESIDENTIAL (44 UNITS), 9.7 AC OPEN SPACE, SECTION 2: 14.6 AC RESIDENTIAL (84 UNITS), 7.2 AC OPEN SPACE, SECTION 3: 5.2 AC RESIDENTIAL (36 UNITS), 2.9 AC OPEN SPACE, SECTION 4: 8.0 AC RESIDENTIAL (33 UNITS), 4.5 AC OPEN SPACE, SECTION 5: 13.3 AC RESIDENTIAL (72 UNITS), 9.1 AC OPEN SPACE, SECTION 6: 9.4 AC RESIDENTIAL (37 UNITS), 36.3 AC OPEN SPACE, SECTION 7: 20.5 AC RESIDENTIAL (48 UNITS), 22.5 AC OPEN SPACE, SECTION 8: 7.9 AC RESIDENTIAL (22 UNITS), 15.9 AC OPEN SPACE

OPEN SPACE REQUIREMENT CHART:

MINIMUM OPEN SPACE REQUIREMENT: 15%
SITE AREA: 226.01 AC
OPEN SPACE ACREAGE REQUIRED: 33.90 AC
FORMAL OPEN SPACE REQUIRED: 34% (11.53 AC)
INFORMAL OPEN SPACE REQUIRED: 66% (22.37 AC)

KEY	CLASSIFICATION	TYPE	AREA OF OPEN SPACE
501	INFORMAL	GREEN BELT	1,086,703 SF
502	INFORMAL	GREEN BELT	356,919 SF
503	INFORMAL	GREEN BELT	1,781,272 SF
504	INFORMAL	GREEN BELT	1,251,830 SF
505	INFORMAL	GREEN BELT	139,078 SF
506	INFORMAL	GREEN BELT	33,880 SF
507	INFORMAL	GREEN BELT	90,602 SF
601	FORMAL	ENTRY	117,895 SF
602	FORMAL	PARK	25,543 SF
603	FORMAL	PARK	8,084 SF
604	FORMAL	ENTRY	24,746 SF
605	FORMAL	PARK	13,589 SF
606	FORMAL	PARK	18,975 SF
607	FORMAL	AMENITY	97,824 SF
608	FORMAL	PARK	22,185 SF
609	FORMAL	PARK	10,423 SF
610	FORMAL	PARK	10,362 SF
611	FORMAL	PARK	12,663 SF
612	FORMAL	PARK	66,017 SF
613	FORMAL	PARK	28,129 SF
614	FORMAL	PARK	9,876 SF
615	FORMAL	AMENITY	27,958 SF
616	FORMAL	PARK	9,978 SF

NON-BUILDABLE LOTS:

KEY	AREA
1	31,744 SF
2	37,038 SF
3	38,085 SF

TOTAL NON-BUILDABLE LOT AREA: 2.41 AC
TOTAL OPEN SPACE PROVIDED: 147.47 AC (65%)
TOTAL FORMAL OPEN SPACE PROVIDED: 11.75 AC
TOTAL INFORMAL OPEN SPACE PROVIDED: 108.82 AC

TREE CANOPY RETENTION:

TREE AREA	EXISTING	REMOVED	RETAINED
TREE A	20,501 SF	0 SF	20,501 SF
TREE B	184,596 SF	53,921 SF	130,675 SF
TREE C	5,661,645 SF	3,043,325 SF	2,618,320 SF
TREE D	221,073 SF	169,300 SF	51,773 SF
TREE E	491,876 SF	329,599 SF	162,277 SF
TOTAL	6,579,691 SF	3,596,145 SF	2,983,546 SF

TREE CANOPY DATA

EXISTING TREE CANOPY: 6,579,691 SF
6,579,691 SF / 9,844,942.09 SF = .668 (66.8%) OF TOTAL SITE
REQUIRED CANOPY PRESERVATION = 36% OF TOTAL CANOPY
6,579,691 SF * .36% = 2,368,889 SF
PROVIDED CANOPY PRESERVED = 2,983,546 SF (45.3%) OF TOTAL EXISTING CANOPY

TREE PRESERVATION AREA

STREAM BUFFER

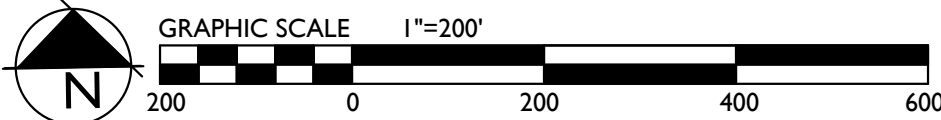
60' STREAM BUFFER

CONNECTIVITY INDEX

○ LINKS 43
* NODES 30
43 / 30 = 1.43 INDEX

MODIFICATION OF DESIGN STANDARDS REQUEST

THE APPLICANT REQUESTS A REDUCED CONNECTIVITY INDEX AS A RESULT OF THE ENVIRONMENTAL AND TOPOGRAPHICAL CONSTRAINTS OF THE NEIGHBORING PROPERTIES, AS WELL AS A LACK OF CONNECTION LOCATIONS TO EXISTING NEIGHBORHOODS ON THE REMAINING NEIGHBORING PROPERTIES.

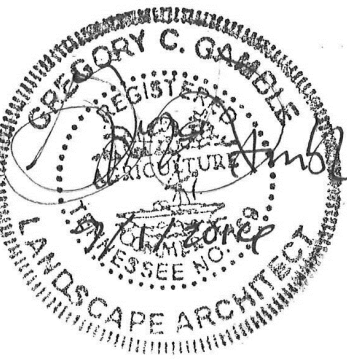


Revisions:

Drawing Notes:

GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
Date: JUNE 10, 2016

**ASHCROFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggambledesign@gmail.com
615.975.5765

**DEVELOPMENT
PLAN**

C 2.1

COF 6189

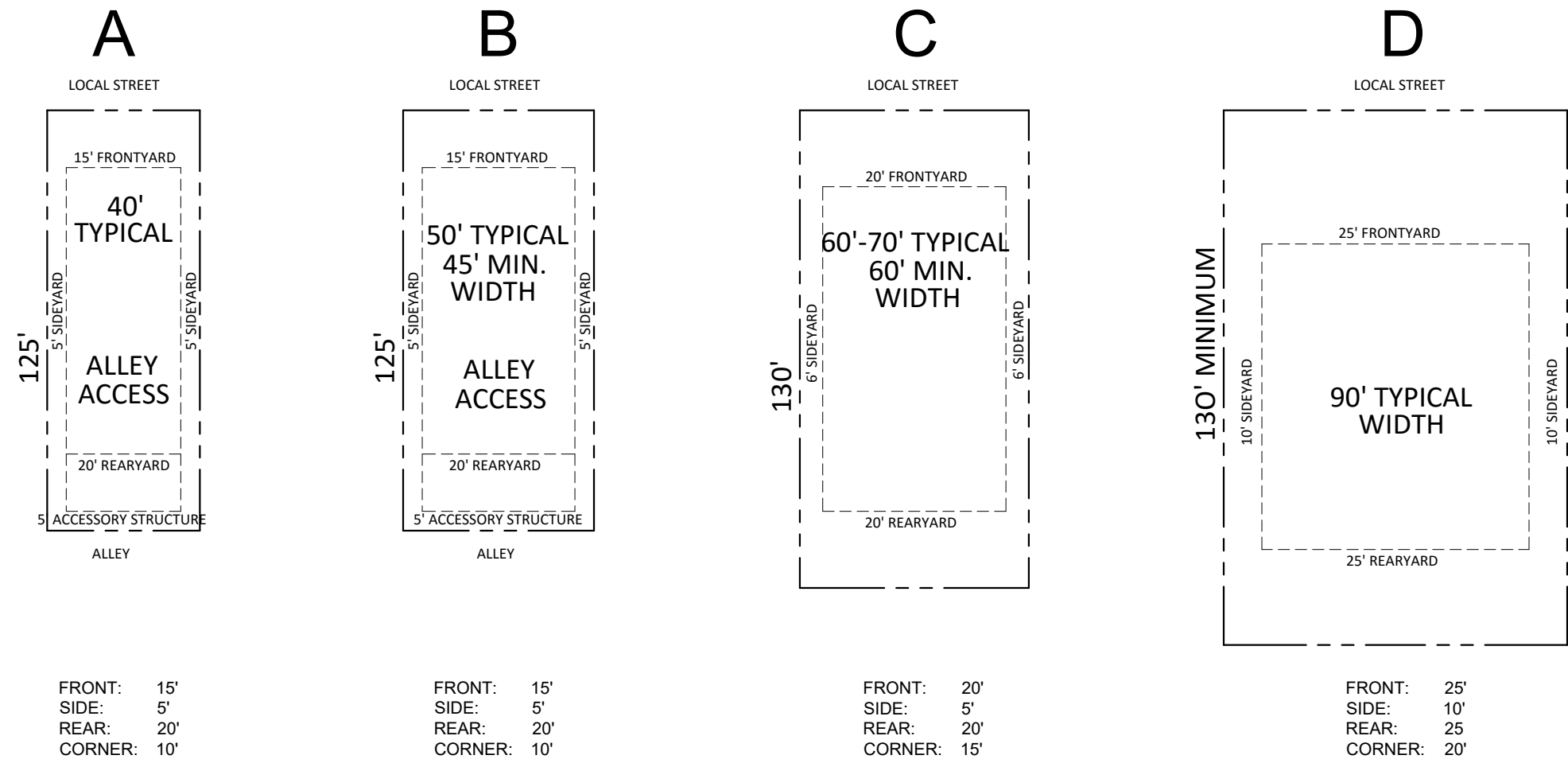
A



TYPICAL HOME ELEVATION 'A'

- HOME STYLE WITH GARAGE LOCATED AT THE REAR OF THE LOT THAT IS ACCESSED FROM AN ALLEY, OR FROM THE FRONT STREET WITH AN EXTENDED DRIVEWAY.
- ONE TO TWO STORIES IN HEIGHT.
- MATERIALS INCLUDE BRICK, SIMULATED STONE, CEMENTATIOUS SIDING, AND ARCHITECTURAL SHINGLES.
- THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE CODES DIRECTOR OR THE PLANNING COMMISSION.
- ELEVATIONS SHOWN ARE TYPICAL FOR THIS DEVELOPMENT. FINAL DESIGN PLANS SHALL BE SUBMITTED WITH THE REQUEST FOR BUILDING PERMITS AND SHALL INDICATE COMPLIANCE WITH THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS, SPECIFICALLY THE REQUIREMENT FOR EXPOSED FOUNDATIONS OR WATER TABLES/ELEVATED FINISHED FLOORS AND GARAGE DOOR SEPARATION/MAXIMUM WIDTHS.
- BUILDINGS WITH SIDE ELEVATIONS FACING A PUBLIC RIGHT-OF-WAY SHALL HAVE WINDOWS AND ARCHITECTURAL FEATURES SIMILAR TO THE FRONT ELEVATION.
- SINGLE FAMILY HOME SQUARE FOOTAGE RANGE: 1500 SF TO 2200 SF
- THE FINISHED FLOOR ELEVATION OF THE FRONT FACADE TO BE A MINIMUM OF 18 INCHES ABOVE THE FINISHED GRADE.

TYPICAL LOT DIAGRAMS AND SETBACKS



C



TYPICAL HOME ELEVATION 'C'

- HOME STYLE WITH GARAGE ACCESSED FROM THE FRONT FACING STREET. GARAGE IS RECESSED A MINIMUM OF 10 FEET FROM THE FRONT ELEVATION AND DRIVEWAYS ARE A MINIMUM OF 22' FROM THE SIDEWALK.
- ONE TO TWO STORIES IN HEIGHT.
- MATERIALS INCLUDE BRICK, SIMULATED STONE, CEMENTATIOUS SIDING, AND ARCHITECTURAL SHINGLES.
- THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE CODES DIRECTOR OR THE PLANNING COMMISSION.
- ELEVATIONS SHOWN ARE TYPICAL FOR THIS DEVELOPMENT. FINAL DESIGN PLANS SHALL BE SUBMITTED WITH THE REQUEST FOR BUILDING PERMITS AND SHALL INDICATE COMPLIANCE WITH THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS, SPECIFICALLY THE REQUIREMENT FOR EXPOSED FOUNDATIONS OR WATER TABLES/ELEVATED FINISHED FLOORS AND GARAGE DOOR SEPARATION/MAXIMUM WIDTHS.
- BUILDINGS WITH SIDE ELEVATIONS FACING A PUBLIC RIGHT-OF-WAY SHALL HAVE WINDOWS AND ARCHITECTURAL FEATURES SIMILAR TO THE FRONT ELEVATION.
- SINGLE FAMILY HOME SQUARE FOOTAGE RANGE: 2200 SF TO 4500 SF
- THE FINISHED FLOOR ELEVATION OF THE FRONT FACADE TO BE A MINIMUM OF 18 INCHES ABOVE THE FINISHED GRADE.
- FRONT FACING GARAGES ARE REQUIRED TO HAVE GARAGE DOORS NO LARGER THAN 9' IN WIDTH WITH A 2' SEPARATION BETWEEN THE DOORS.

D



TYPICAL HOME ELEVATION 'D'

- HOME STYLE FOR LOTS WITH GARAGE ACCESSED FROM THE STREET WITH SIDE LOADED GARAGE.
- ONE TO TWO STORIES IN HEIGHT.
- MATERIALS INCLUDE BRICK, SIMULATED STONE, CEMENTATIOUS SIDING, AND ARCHITECTURAL SHINGLES.
- GARAGE IS SETBACK 10 FEET FROM THE FRONT FACADE.
- DRIVEWAY IS A MINIMUM OF 22' FROM THE SIDEWALK TO THE GARAGE DOORS.
- ALL TWO CAR GARAGES SHALL HAVE TWO GARAGE DOORS WITH A MAXIMUM WIDTH OF 9' WIDE WITH A 2 FOOT MINIMUM SEPARATION BETWEEN.
- THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE CODES DIRECTOR OR THE PLANNING COMMISSION.
- ELEVATIONS SHOWN ARE TYPICAL FOR THIS DEVELOPMENT. FINAL DESIGN PLANS SHALL BE SUBMITTED WITH THE REQUEST FOR BUILDING PERMITS AND SHALL INDICATE COMPLIANCE WITH THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS, SPECIFICALLY THE REQUIREMENT FOR EXPOSED FOUNDATIONS OR WATER TABLES/ELEVATED FINISHED FLOORS AND GARAGE DOOR SEPARATION/MAXIMUM WIDTHS.
- BUILDINGS WITH SIDE ELEVATIONS FACING A PUBLIC RIGHT-OF-WAY SHAL HAVE WINDOWS AND ARCHITECTURAL FEATURES SIMILAR TO THE FRONT ELEVATION.
- SINGLE FAMILY HOME SQUARE FOOTAGE RANGE: 2800 SF TO 5000 SF
- THE FINISHED FLOOR ELEVATION OF THE FRONT FACADE TO BE A MINIMUM OF 18 INCHES ABOVE THE FINISHED GRADE.

The home elevations shown here are representative of the homes planned for Ashcroft Valley. They are the basis for design review by the City of Franklin at the time of Site Plan Submittal. Based on my professional experience, the plans presented meet or exceed the design standards set forth by the City of Franklin.

Greg Gamble, Registered Landscape Architect.

B



TYPICAL HOME ELEVATION 'B'

- HOME STYLE WITH GARAGE LOCATED AT THE REAR OF THE LOT THAT IS ACCESSED FROM AN ALLEY, OR FROM THE FRONT STREET WITH AN EXTENDED DRIVEWAY.
- ONE TO TWO STORIES IN HEIGHT.
- MATERIALS INCLUDE BRICK, SIMULATED STONE, CEMENTATIOUS SIDING, AND ARCHITECTURAL SHINGLES.
- THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE CODES DIRECTOR OR THE PLANNING COMMISSION.
- ELEVATIONS SHOWN ARE TYPICAL FOR THIS DEVELOPMENT. FINAL DESIGN PLANS SHALL BE SUBMITTED WITH THE REQUEST FOR BUILDING PERMITS AND SHALL INDICATE COMPLIANCE WITH THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS, SPECIFICALLY THE REQUIREMENT FOR EXPOSED FOUNDATIONS OR WATER TABLES/ELEVATED FINISHED FLOORS AND GARAGE DOOR SEPARATION/MAXIMUM WIDTHS.
- BUILDINGS WITH SIDE ELEVATIONS FACING A PUBLIC RIGHT-OF-WAY SHALL HAVE WINDOWS AND ARCHITECTURAL FEATURES SIMILAR TO THE FRONT ELEVATION.
- SINGLE FAMILY HOME SQUARE FOOTAGE RANGE: 1700 SF TO 3600 SF
- THE FINISHED FLOOR ELEVATION OF THE FRONT FACADE TO BE A MINIMUM OF 18 INCHES ABOVE THE FINISHED GRADE.



Revisions:

Drawing Notes:

GDC

GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

Date: JUNE 10, 2015

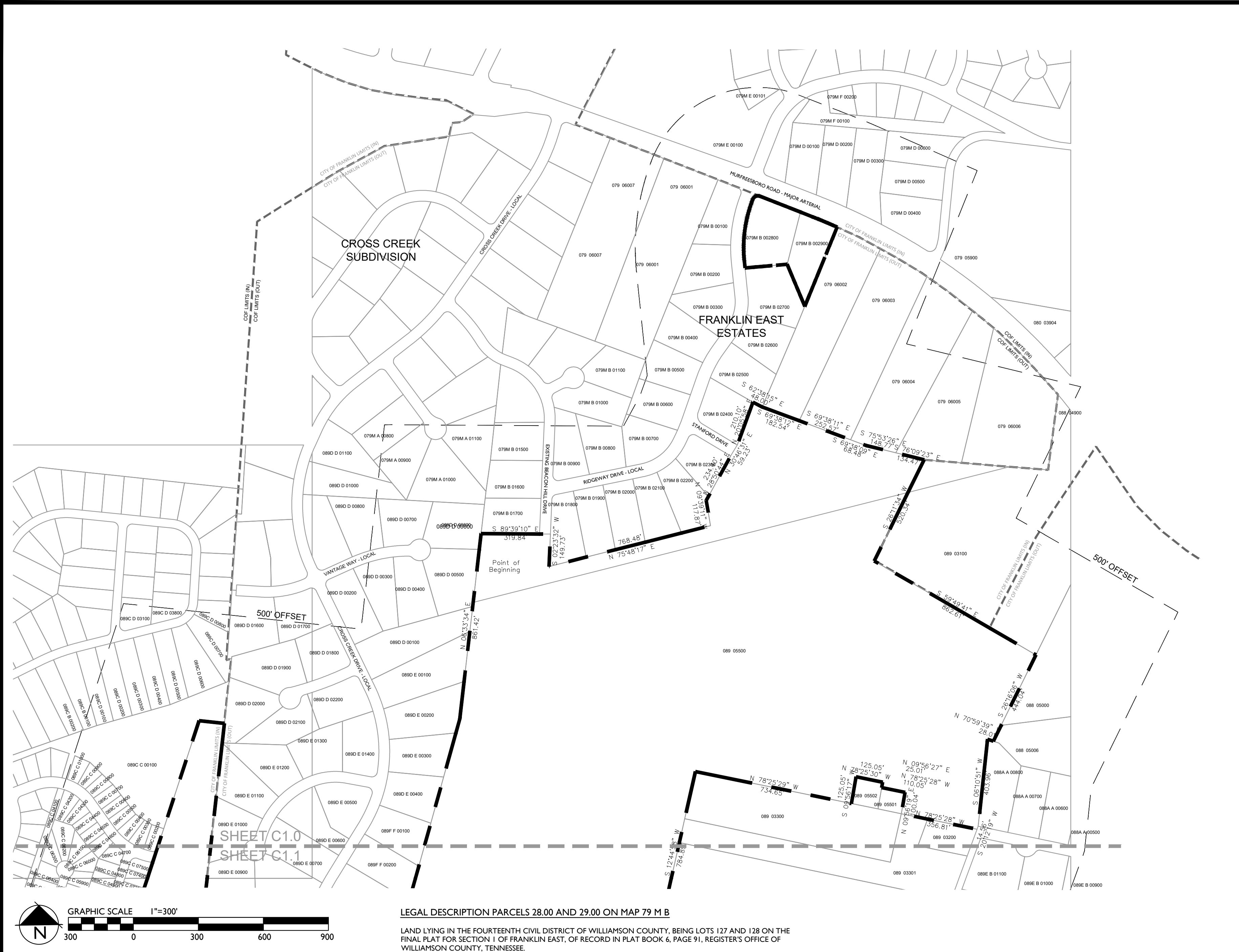
ASHCROFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
gg@gregmblecda.com
615.975.5765

TYPICAL
ARCHITECTURE

C 2.3



LEGAL DESCRIPTION PARCELS 28.00 AND 29.00 ON MAP 79 M B

LAND LYING IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, BEING LOTS 127 AND 128 ON THE FINAL PLAT FOR SECTION 1 OF FRANKLIN EAST, OF RECORD IN PLAT BOOK 6, PAGE 91, REGISTER'S OFFICE OF WILLIAMSON COUNTY, TENNESSEE.

LEGAL DESCRIPTION PARCELS 30.00, 30.01, 43.02, 43.03, 43.04, AND 55.00 ON MAP 89

THE FOLLOWING LEGAL DESCRIPTION IS FOR LAND IN THE FOURTEENTH CIVIL DISTRICT OF WILLIAMSON COUNTY, LOCATED ON THE LANDS OF JAMES E. ADAMS, JR., OF RECORD IN DEED BOOK 2008, PAGE 702, R.O.W.C., TN, JEAN MARIE GILES GLASS, OF RECORD IN DEED BOOK 6526, PAGE 568, R.O.W.C., TN, HARRY GREGORY GLASS, OF RECORD IN DEED BOOK 4156, PAGE 670, R.O.W.C., TN, RALPH H. PEDEN, JR., OF RECORD IN DEED BOOK 4590, PAGE 436, R.O.W.C., TN, PATTI SUE WATKINS, OF RECORD IN DEED BOOK 6074, PAGE 249, R.O.W.C., TN, AND GEORGE V. DURNIN, OF RECORD IN DEED BOOK 1607, PAGE 1006, R.O.W.C., TN, AND MORE PARTICULARLY DESCRIBED IN AS FOLLOWS:

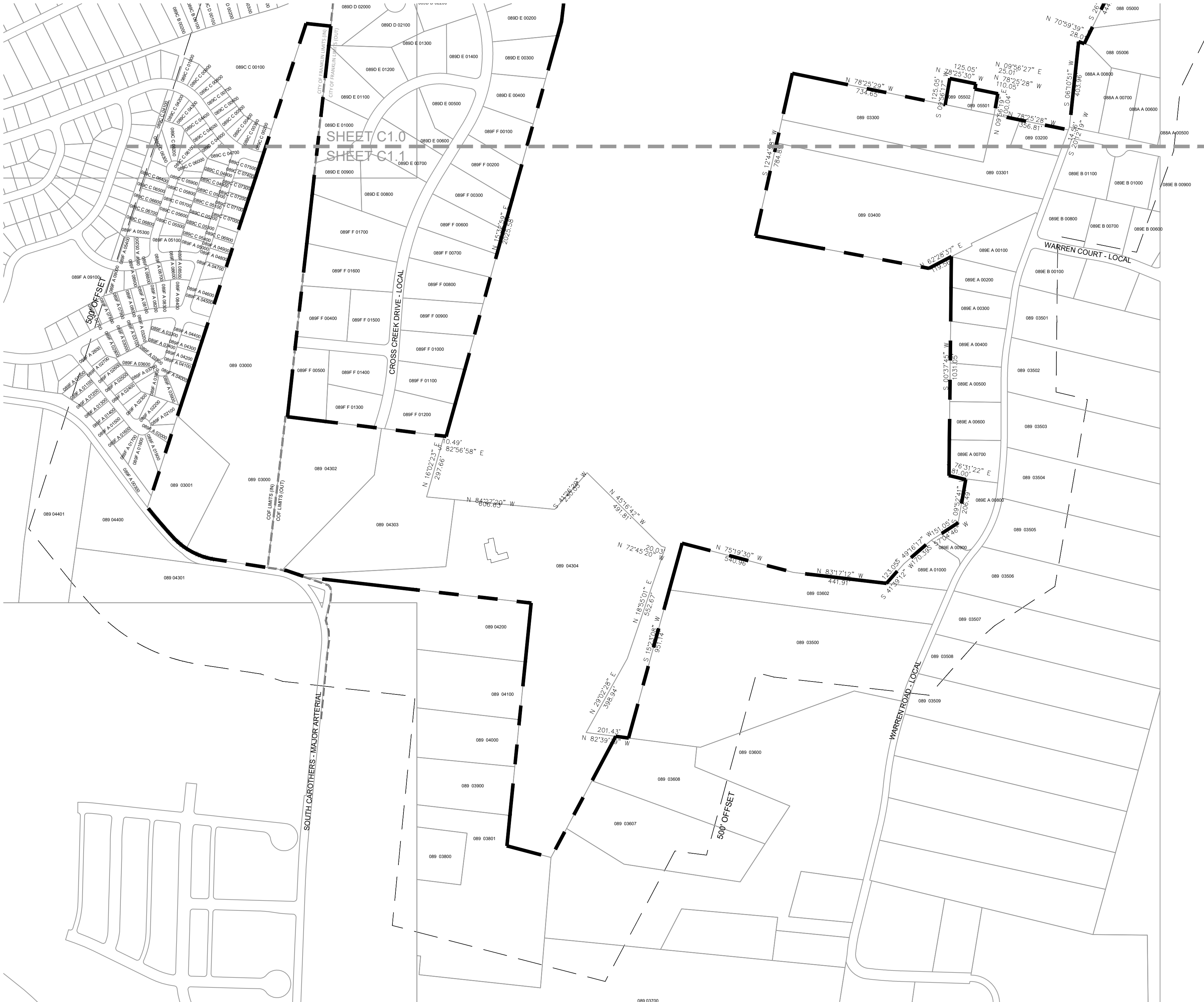
BEGINNING AT A POINT IN THE NORTH MARGIN OF SOUTH CAROTHERS ROAD, APPROXIMATELY 1200 FEET SOUTHEAST OF THE INTERSECTION OF FALCON CREEK DRIVE AND SAID SOUTH CAROTHERS ROAD; THENCE, LEAVING THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD, NORTH 18 DEGREES 09 MINUTES 26 SECONDS EAST, A DISTANCE OF 2,397.47 FEET TO A POINT; THENCE SOUTH 83 DEGREES 50 MINUTES 54 SECONDS EAST, A DISTANCE OF 117.23 FEET TO A POINT; THENCE SOUTH 06 DEGREES 20 MINUTES 18 SECONDS WEST, A DISTANCE OF 1,850.41 FEET TO A POINT; THENCE SOUTH 82 DEGREES 56 MINUTES 59 SECONDS EAST, A DISTANCE OF 753.05 FEET TO A POINT; THENCE NORTH 15 DEGREES 32 MINUTES 59 SECONDS EAST, A DISTANCE OF 2,025.58 FEET TO A POINT; THENCE NORTH 06 DEGREES 33 MINUTES 34 SECONDS EAST, A DISTANCE OF 861.42 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES 10 SECONDS EAST, A DISTANCE OF 319.84 FEET TO A POINT; THENCE SOUTH 02 DEGREES 23 MINUTES 32 SECONDS WEST, A DISTANCE OF 149.73 FEET TO A POINT; THENCE NORTH 75 DEGREES 48 MINUTES 17 SECONDS EAST, A DISTANCE OF 768.48 FEET TO A POINT; THENCE NORTH 09 DEGREES 39 MINUTES 11 SECONDS WEST, A DISTANCE OF 117.87 FEET TO A POINT; THENCE NORTH 29 DEGREES 14 MINUTES 05 SECONDS EAST, A DISTANCE OF 293.60 FEET TO A POINT; THENCE NORTH 20 DEGREES 05 MINUTES 58 SECONDS WEST, A DISTANCE OF 210.10 FEET TO A POINT; THENCE SOUTH 62 DEGREES 38 MINUTES 15 SECONDS EAST, A DISTANCE OF 48.00 FEET TO A POINT; THENCE SOUTH 69 DEGREES 38 MINUTES 11 SECONDS EAST, A DISTANCE OF 509.70 FEET TO A POINT; THENCE SOUTH 76 DEGREES 09 MINUTES 25 SECONDS EAST, A DISTANCE OF 277.18 FEET TO A POINT; THENCE SOUTH 26 DEGREES 11 MINUTES 34 SECONDS WEST, A DISTANCE OF 403.96 FEET TO A POINT; THENCE SOUTH 59 DEGREES 49 MINUTES 41 SECONDS EAST, A DISTANCE OF 862.61 FEET TO A POINT; THENCE NORTH 26 DEGREES 16 MINUTES 06 SECONDS WEST, A DISTANCE OF 444.04 FEET TO A POINT; THENCE NORTH 70 DEGREES 59 MINUTES 36 SECONDS WEST, A DISTANCE OF 280.01 FEET TO A POINT; THENCE SOUTH 06 DEGREES 00 MINUTES 31 SECONDS WEST, A DISTANCE OF 403.96 FEET TO A POINT; THENCE SOUTH 20 DEGREES 12 MINUTES 18 SECONDS WEST, A DISTANCE OF 14.56 FEET TO A POINT; THENCE NORTH 78 DEGREES 25 MINUTES 28 SECONDS WEST, A DISTANCE OF 356.81 FEET TO A POINT; THENCE NORTH 09 DEGREES 54 MINUTES 19 SECONDS EAST, A DISTANCE OF 100.04 FEET TO A POINT; THENCE NORTH 78 DEGREES 25 MINUTES 28 SECONDS WEST, A DISTANCE OF 110.05 FEET TO A POINT; THENCE NORTH 09 DEGREES 54 MINUTES 27 SECONDS EAST, A DISTANCE OF 25.01 FEET TO A POINT; THENCE NORTH 78 DEGREES 25 MINUTES 30 SECONDS WEST, A DISTANCE OF 125.05 FEET TO A POINT;

THENCE SOUTH 09 DEGREES 54 MINUTES 17 SECONDS WEST, A DISTANCE OF 125.05 FEET TO A POINT; THENCE NORTH 78 DEGREES 25 MINUTES 29 SECONDS WEST, A DISTANCE OF 734.65 FEET TO A POINT; THENCE SOUTH 12 DEGREES 44 MINUTES 58 SECONDS WEST, A DISTANCE OF 784.89 FEET TO A POINT; THENCE SOUTH 79 DEGREES 24 MINUTES 14 SECONDS EAST, A DISTANCE OF 830.08 FEET TO A POINT; THENCE NORTH 62 DEGREES 38 MINUTES 37 SECONDS EAST, A DISTANCE OF 119.56 FEET TO A POINT; THENCE SOUTH 00 DEGREES 37 MINUTES 45 SECONDS WEST, A DISTANCE OF 1,031.05 FEET TO A POINT; THENCE SOUTH 76 DEGREES 31 MINUTES 22 SECONDS EAST, A DISTANCE OF 81.00 FEET TO A POINT; THENCE SOUTH 09 DEGREES 52 MINUTES 41 SECONDS WEST, A DISTANCE OF 206.49 FEET TO A POINT; THENCE SOUTH 57 DEGREES 04 MINUTES 46 SECONDS WEST, A DISTANCE OF 151.05 FEET TO A POINT; THENCE SOUTH 49 DEGREES 16 MINUTES 17 SECONDS WEST, A DISTANCE OF 170.39 FEET TO A POINT; THENCE SOUTH 41 DEGREES 39 MINUTES 12 SECONDS WEST, A DISTANCE OF 123.05 FEET TO A POINT; THENCE NORTH 83 DEGREES 17 MINUTES 12 SECONDS WEST, A DISTANCE OF 441.91 FEET TO A POINT; THENCE NORTH 75 DEGREES 19 MINUTES 30 SECONDS EAST, A DISTANCE OF 540.96 FEET TO A POINT; THENCE SOUTH 15 DEGREES 23 MINUTES 08 SECONDS WEST, A DISTANCE OF 951.14 FEET TO A POINT; THENCE NORTH 82 DEGREES 39 MINUTES 38 SECONDS WEST, A DISTANCE OF 60.79 FEET TO A POINT; THENCE SOUTH 82 DEGREES 07 MINUTES 56 SECONDS WEST, A DISTANCE OF 646.53 FEET TO A POINT; THENCE NORTH 28 DEGREES 15 MINUTES 25 SECONDS WEST, A DISTANCE OF 215.50 FEET TO A POINT; THENCE NORTH 05 DEGREES 42 MINUTES 26 SECONDS EAST, A DISTANCE OF 1,148.85 FEET TO A POINT; THENCE NORTH 83 DEGREES 26 MINUTES 21 SECONDS WEST, A DISTANCE OF 1,067.76 FEET TO A POINT, SAID POINT BEING IN THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD; THENCE, WITH THE NORTH MARGIN OF SAID SOUTH CAROTHERS ROAD, NORTH 71 DEGREES 12 MINUTES 56 SECONDS WEST, A DISTANCE OF 97.37 FEET TO A POINT; THENCE NORTH 81 DEGREES 09 MINUTES 29 SECONDS WEST, A DISTANCE OF 342.75 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT, HAVING A DELTA OF 38 DEGREES 34 MINUTES 48 SECONDS, A RADIUS OF 332.15 FEET, A TANGENT OF 116.25 FEET, AN ARC LENGTH OF 223.65 FEET, A CHORD BEARING OF NORTH 61 DEGREES 58 MINUTES 32 SECONDS WEST, AND A CHORD LENGTH OF 219.45 FEET TO A POINT;

THENCE ALONG A CURVE TO THE RIGHT, HAVING A DELTA OF 94 DEGREES 21 MINUTES 00 SECONDS, A RADIUS OF 2,458.63 FEET, A TANGENT OF 93.38 FEET, AN ARC LENGTH OF 186.47 FEET, A CHORD BEARING OF NORTH 40 DEGREES 36 MINUTES 59 SECONDS WEST, AND A CHORD LENGTH OF 186.62 FEET TO THE POINT OF BEGINNING, AND CONTAINING 9,726.7712 SQUARE FEET OR 223.296 ACRES.

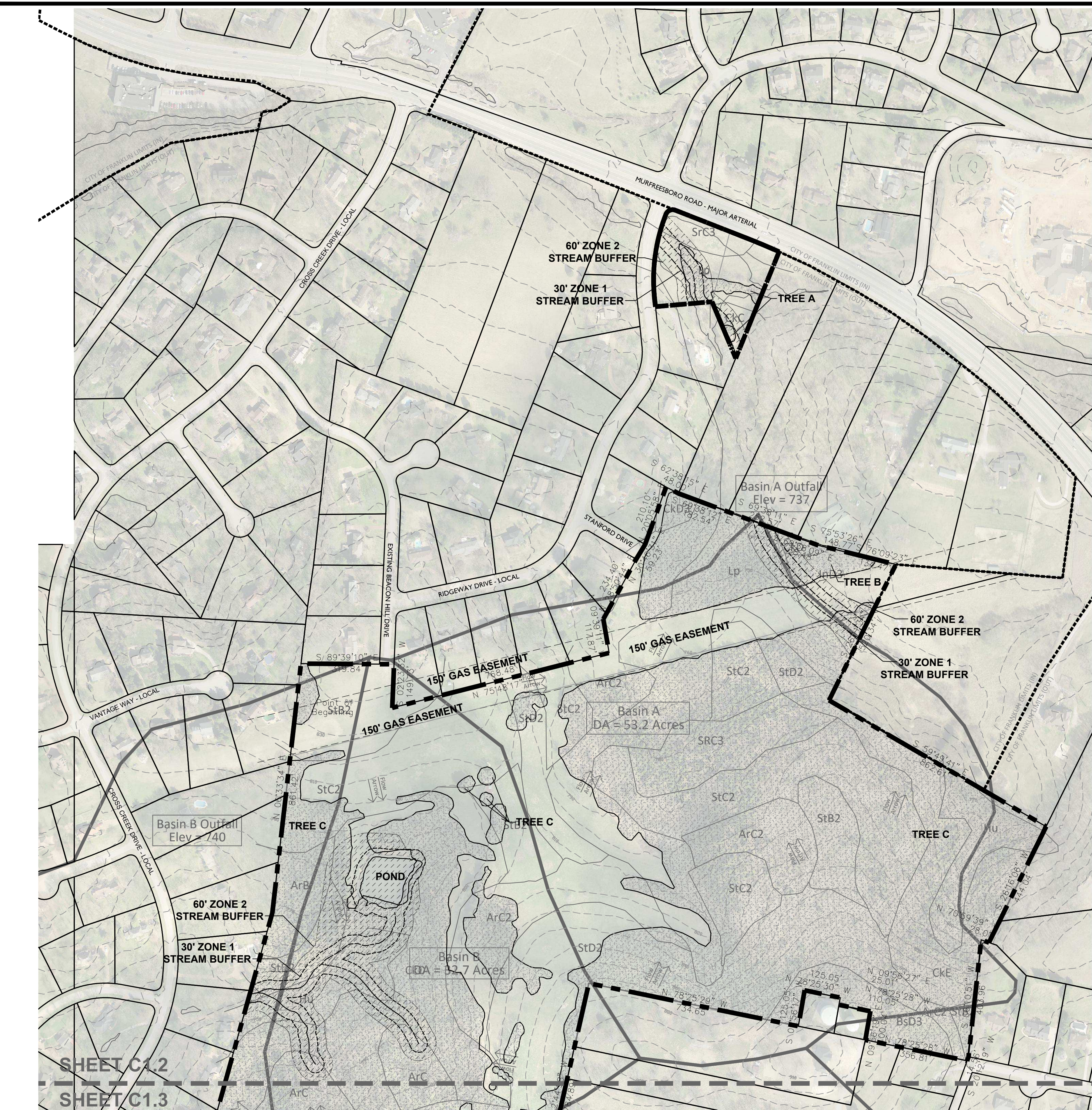
500' NEIGHBORS LIST:

PARCEL ID	OWNER ADDRESS	OWNER	CITY	STATE	ZIP	ZONE	CHARACTER AREA	LAND-USE	DEV STANDARD
1 089F-A01400	310 CROOKED OAK CT	AHR I TN LLC	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
2 089F-A03100	1066 MEANDERING WAY	AMH 2014-3 BORROWER LLC	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
3 089F-A03900	2339 SURREY LN	AHR I TN LLC	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
4 089C-C05000	2306 SURREY LN	CAFFYN-PARSONS RYAN R	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
5 089F-A03000	1064 MEANDERING WAY	CAFFYN-PARSONS RYAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
6 089-05500	MURFREESBORO RD	ADAMS JAMES E JR	Brentwood	TN	37027	MGA-1	SWCO-3	Vacant	Conventional
7 089C-C00200	2073 UPLAND DR	RIDINGS DANIEL SCOTT	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
8 089C-C07300	2305 SURREY LN	RIDINGS DAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
9 089F-A02600	305 CROOKED OAK CT	CONROY PATRICK	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
10 089C-C07500	2301 SURREY LN	CAFFYN-PARSONS CHRISTOPHER	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
11 089C-C06500	511 CLOVER LEAF LN	ELIZER CHRISTOPHER DILON	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
12 079-05900	4100 MURFREESBORO RD	FOUNTAINS OF FRANKLIN LLC	Franklin	TN	37064	SD-X	SWCO-3	Multi-Family	Conventional
13 079-06003	MURFREESBORO RD	FRENZEL G CHARLES	Franklin	TN	37067	MGA-1	SWCO-3	Vacant	Conventional
14 079-06004	4091 MURFREESBORO RD	FRENZEL GERALD CHARLES JR	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
15 079-06005	4095 MURFREESBORO RD	GOOD WALTER EARLE SR	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
16 079M-A00900	109 HOLLOW CT	KEENAN COLUM	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
17 079M-A01000	113 HOLLOW CT	KEENAN COLUM	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
18 079M-A01100	115 HOLLOW CT	LUNA JONES W	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
19 079M-B00200	1104 RIDGEWAY DR	PEIFFER LEONARD M	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
20 079M-B00300	1108 RIDGEWAY DR	BRADSHAW ANTHONY W	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
21 079M-B00500	1112 RIDGEWAY DR	FERGUSON MATTHEW ALLEN	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
22 079M-B00600	1114 RIDGEWAY DR	LAMBERT OLIVER J	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
23 079M-B00700	1200 RIDGEWAY DR	O'CONNELL PHILIP	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
24 079M-B00800	1206 RIDGEWAY DR	RHEA KATHRYN L	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
25 079M-B00900	1210 RIDGEWAY DR	HANNIGAN PAUL D	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
26 079M-B01500	2001 BEACON HILL DR	WILLIS WADE A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
27 079M-B01600	1995 BEACON HILL DR	PRUITT JAY R	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
28 079M-B01700	1991 BEACON HILL DR	CAPLEN BRIAN GEORGE	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
29 079M-B01800	1211 RIDGEWAY DR	SUNGERLAND RUTH	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
30 079M-B01900	1209 RIDGEWAY DR	BRITTAIN THOMAS DAVID	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
31 079M-B02000	1207 RIDGEWAY DR	SHOEMAKE JULIUS S	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
32 079M-B02100	1205 RIDGEWAY DR	PACKARD DONALD A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
33 079M-B02200	1203 RIDGEWAY DR	OWENS MICHAEL A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
34 079M-B02300	1101 STANFORD DR	BURNS WILLIAM C JR	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
35 079M-B02400	1115 RIDGEWAY DR	MOEHLE MARK A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
36 079M-B02500	1111 RIDGEWAY DR	RICH DALE	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
37 079M-B02600	1109 RIDGEWAY DR	BUSELMER NORMAN T III	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
38 079M-B02700	1105 RIDGEWAY DR	GOERZEN LAURIE	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
39 079M-B02800	1101 RIDGEWAY DR	ADAMS R GLENN	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
40 079M-B02900	MURFREESBORO RD	ADAMS ROB G	Franklin	TN	37067	NC	SWCO-3	Vacant	Conventional
41 079M-D00100	4068 MURFREESBORO RD	BETTS CHRISTOPHER E	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
42 079M-D00200	4072 MURFREESBORO RD	SALAZAR MARY ELLEN	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
43 079M-D00300	4076 MURFREESBORO RD	BOZEWAH H ANDREW	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
44 079M-D00400	107 CHESTER STEPHENS CT	CAVENDER DAVID O	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
45 079M-D00500	111 CHESTER STEPHENS CT	MCQUIRE W GARY AND JANE M REV TRUST	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
46 079M-D00600	115 CHESTER STEPHENS CT	TAYLOR ROBERT P AND JAN J TAYLOR REV TRUST	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
47 079M-E00101	205 SPRINGHOUSE CIR	AWAD GEORGE	Franklin	TN	37067	R-1 (COF)	SWCO-3	Residential	Either
48 079M-F00200	102 CHESTER STEPHENS RD	BERREY THOMAS S	Franklin	TN	37067	R-1 (COF)	SWCO-2	Residential	Either
49 088-04900	4115 MURFREESBORO RD	WRIGHT GLEN EFFERSON	Franklin	TN	37067	MGA-1	SWCO-2	Residential	Either
50 088-05000	1980 CEDAR MONT DR	MIZELL TROY A	Thompson Station	TN	37179	MGA-1	SWCO-3	Est. Residential	Conventional
51 088-05001	4119 MURFREESBORO RD	CHURCH ST DUNSTANS EPISCOPAL	Franklin	TN	37213	MGA-1	SWCO-2	Residential	Either
52 088-05002	1972 CEDAR MONT DR	MIZELL TROY A	Franklin	TN	37067	MGA-1	SWCO-2	Residential	Either
53 088-05005	1982 CEDAR MONT DR	SLAUGHTER JAMES C	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
54 088-05007	MURFREESBORO RD	CEMETERY HOLY CROSS-MARSHALL	Franklin	TN	37067	MGA-1	SWCO-3	Cmc	Conventional
55 088-05008	MURFREESBORO RD	CEMETERY MARSHALL	Franklin	TN	37067	MGA-1	SWCO-3	Cmc	Conventional
56 088A-A00500	4209 WARREN RD	POMEROY DAVE GLENN JR	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
57 088A-A00600	4211 WARREN RD	DOSUMMU BASIL OLUWAJIDE	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
58 088A-A00700	4213 WARREN RD	PORTER JERRI L	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
59 088A-A00800	4215 WARREN RD	ROBERTS HALL M	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
60 089-03000	4340 S CAROTHERS RD	GLASS JEAN MARIE GILES	Franklin	TN	37067	R-1 (COF)	MECO-6	Agriculture	Conventional
61 089-03001	4338 S CAROTHERS RD	GLASS HARRY GREGORY	Franklin	TN	37067	R-1 (COF)	MECO-6	Residential	Conventional
62 089-03100	4113 MURFREESBORO RD	MIZELL TROY A	Thompson Station	TN	37179	MGA-1	SWCO-3	Est. Residential	Conventional
63 089-03200	4217 WARREN RD	HICKERSON LOU WILLIE	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
64 089-03300	4221 WARREN RD	HICKERSON ROBERT JR	Franklin	TN	37064	MGA-1	SWCO-3	Est. Residential	Conventional
65 089-03301	4223 WARREN RD	HICKERSON LOU WILLIE	Franklin	TN	37067	MGA-1	SWCO-3	Vacant	Conventional
66 089-03500	4269 WARREN RD	KING WILLIAM ROBERT	Franklin	TN	37067	MGA-1	SWCO-3	Agriculture	Conventional
67 089-03501	4240 WARREN RD	HUMPHREY ROALD	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
68 089-03502	4244 WARREN RD	OFMAN LEE	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
69 089-03503	4248 WARREN RD	LASTER KELLY D	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
70 089-03504	4252 WARREN RD	SKAGGS FRANK P IV	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
71 089-03505	4256 WARREN RD	KANDEL MARY E REVOCABLE TRUST	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
72 089-03506	4260 WARREN RD	DESANTIS DEREK T	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
73 089-03507	4264 WARREN RD	HOOD JONATHAN S	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
74 089-03508	4268 WARREN RD	MCGRATH ROBERT PAUL	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
75 089-03509	4272 WARREN RD	GREGUS JOSEPH A	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
76 089-03600	4279 WARREN RD	HOOD JAMES ROBERT	Franklin	TN	37067	MGA-1	SWCO-3	Agriculture	Conventional
77 089-03602	4261 WARREN RD	PEREZ ANDRES	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
78 089-03607	4287 WARREN RD	HOOD JAMES ROBERT JR	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
79 089-03608	4283 WARREN RD	MOORE JERRY ADDISON JR	Franklin	TN	37067	MGA-1	SWCO-3	Est. Residential	Conventional
80 089-03700	4408 S CAROTHERS RD	SIMMONS RIDGE JOINT VENTURE	Franklin	TN	37067	R-2 (COF)	MECO-6	Agriculture	Conventional
81 089-03800	4378 S CAROTHERS RD	SMITH STERLING C	Franklin	TN	37067	MGA-1	SWCO-3	Open Space	Conventional
82 089-03801	S CAROTHERS RD	SMITH STERLING C	Franklin	TN	37064	MGA-1	SWCO-3	Vacant	Conventional
83 089-03900	4372 S CAROTHERS RD	RIEDEL BERNHARD	Franklin	TN	37064	MGA-1	SWCO-3	Residential	Conventional
84 089-04000	4364 S CAROTHERS RD	HEITHCOCK JAMES G	Franklin	TN	37064	MGA-1	SWCO-3	Mixed-Use	Conventional
85 089-04200	4352 S CAROTHERS RD	ANDERSON WILMA JUNE TRUST	Franklin	TN	37064	MGA-1	SWCO-3	Est. Residential	Conventional
86 089-04301	S CAROTHERS RD	LOCKWOOD DEXTER	Franklin	TN	37067	R-2 (COF)	MECO-6	Agriculture	Conventional
87 089-04302	4348 S CAROTHERS RD	PEDEN RALPH H JR	Franklin	TN	37064	MGA-1	SWCO-3	Est. Residential	Conventional
88 089-04303	4344 S CAROTHERS RD	WATKINS PATTI SUE	Franklin	TN	37064	MGA-1	SWCO-3	Est. Residential	Conventional
89 089-04304	4350 S CAROTHERS RD	DURNIN GEORGE V	Franklin	TN	37064	MGA-1	SWCO-3	Agriculture	Conventional
90 089-04400	4341 S CAROTHERS RD	RUSSELL ROBERT	Franklin	TN	37067	ER	MECO-6	Agriculture	Conventional
91 089-04401	4335 S CAROTHERS RD	STRAIN COLLIE	Franklin	TN	37067	ER	MECO-6	Vacant	Conventional
92 089-05501	WARREN RD	MILCROFTON UTILITY DIST	Franklin	TN	37064	MGA-1	SWCO-3	Utilities	Conventional
93 089-05502	MURFREESBORO RD	MILCROFTON UTILITY DIST	Franklin	TN	37064	MGA-1	SWCO-3	Utilities	Conventional
94 089-05503	277 DANDRIDGE DR	PERKINS LUGER DAVID	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
95 089-06000	73 DANDRIDGE DR	RINKER JOHN R	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
96 089C-C01020	UPLAND DR	FIRST TN BANK NATIONAL ASSOC	Franklin	TN	37067	R-3 (COF)	MECO-6	Open Space	Conventional
97 089C-C03030	2071 UPLAND DR	HENCHY PATRICK J	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
98 089C-C04040	2069 UPLAND DR	POWELL MELISSA B	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
99 089C-C05050	2067 UPLAND DR	WHITER MEAKA R	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
100 089C-C06060	2065 UPLAND DR	WALSH DONNA S	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
101 089C-C07070	2063 UPLAND DR	RADDER MARK A	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
102 089C-C08080	2061 UPLAND DR	YOUNG REV LIVING TRUST	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
103 089C-C09090	2059 UPLAND DR	BALDING JONATHAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
104 089C-C01000	2057 UPLAND DR	CLAXTON ALAN L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
105 089C-C02010	UPLAND DR	FIRST TN BANK NATIONAL ASSOC	Franklin	TN	37067	R-3 (COF)	MECO-6	Open Space	Conventional
106 089C-C03020	UPLAND DR	WALACE JENNIFER J	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
107 089C-C04030	2046 UPLAND DR	SANCHEZ TIFANY	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
108 089C-C04040	2048 UPLAND DR	HUNTER KAREN L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
109 089C-C04050	2050 UPLAND DR	BRATTON DAVID A	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
110 089C-C04060	2052 UPLAND DR	HOOD JAMES P	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
111 089C-C04070	2300 SURREY LN	CHERRY SAUNDRA	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
112 089C-C04080	2302 SURREY LN	FRASURE DOUGLAS	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
113 089C-C04090	2304 SURREY LN	HERRON LACY	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
114 089C-C05100	2308 SURREY LN	JONES ANDREW J JR	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
115 089C-C05020	2310 SURREY LN	STOVAL DAVID W	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
116 089C-C05030	2312 SURREY LN	JAMES RONALD D	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
117 089C-C05040	2314 SURREY LN	HARTS DANIEL V	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
118 089C-C05050	502 CLOVER LEAF LN	WOODING MATTIE E	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
119 089C-C05060	504 CLOVER LEAF LN	GIESIN JAMES W	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
120 089C-C05070	506 CLOVER LEAF LN	COWMAN MATTHEW T	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
121 089C-C05080	508 CLOVER LEAF LN	SPIRGAL STEPHEN P	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
122 089C-C05090	510 CLOVER LEAF LN	MORRIS STEVE E JR	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
123 089C-C05090	51								



NOTES:
1. PARCEL LINES PROVIDED BY CITY OF FRANKLIN G.I.S.
2. SITE BOUNDARY PROVIDED BY LAND SOLUTIONS COMPANY

138	089C-D00400	293 DANDRIDGE DR	ROLAND ROBERT LEE	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
139	089C-D00500	297 DANDRIDGE DR	CURLEE SUSAN M	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
140	089C-D00600	301 DANDRIDGE DR	OLSEN KAREN	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
141	089C-D00700	305 DANDRIDGE DR	VALTUTTI THOMAS	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
142	089C-D00800	309 DANDRIDGE DR	KECK LEROY A	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
143	089C-D03100	800 MCGEECHY LN	BOOKER CHARLES	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
144	089C-D03800	284 DANDRIDGE DR	MILLER DAVID C	Franklin	TN	37067	R-2 (COF)	MECO-6	Residential	Conventional
145	089C-D00100	1149 CROSS CREEK DR	CRANSTON WALTER KEITH	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
146	089C-D00200	213 VANTAGE WAY	CHRISTOFFERSEN B MICHON	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
147	089C-D00300	209 VANTAGE WAY	MURPHY JOHN L	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
148	089C-D00400	205 VANTAGE WAY	WEL MICHAEL P	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
149	089C-D00500	201 VANTAGE WAY	RAMOS TIFFANY A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
150	089C-D00600	200 VANTAGE WAY	JORDAN MARGARET	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
151	089C-D00700	204 VANTAGE WAY	JOHNSON VAL	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
152	089C-D00800	208 VANTAGE WAY	BEASLEY EVERETT L JR	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
153	089C-D01000	1133 CROSS CREEK DR	HASSLER MICHAEL C	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
154	089C-D01100	1133 CROSS CREEK DR	OKERSON ALBERT	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
155	089C-D01600	221 VANTAGE WAY	HOOS RICHARD T	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
156	089C-D01700	1146 CROSS CREEK DR	STRUNCE TODD	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
157	089C-D01800	300 RIDGETOP CT	HUGHES CARROLL L	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
158	089C-D01900	304 RIDGETOP CT	NABER CLIFORD A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
159	089C-D02000	308 RIDGETOP CT	WINCHAM FORREST GREGORY	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
160	089C-D02100	305 RIDGETOP CT	GITHENS EILEEN S	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
161	089C-D02200	301 RIDGETOP CT	HILL SARAH	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
162	089C-E00100	1153 CROSS CREEK DR	BRASEL MIKE T	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
163	089C-E00200	1151 CROSS CREEK DR	GLEASON ALAN R	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
164	089C-E00300	1159 CROSS CREEK DR	YOUNG CLAYTON S	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
165	089C-E00400	1183 CROSS CREEK DR	MCINCHAW ALAN B	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
166	089C-E00500	1162 CROSS CREEK DR	PRUITT TIMOTHY A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
167	089C-E00600	405 CROSS CREEK CT	CASE STEVEN H	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
168	089C-E00700	409 CROSS CREEK CT	EVANS MICHAEL D	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
169	089C-E00800	1114 CROSS CREEK DR	WOOD CHARLES A JR	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
170	089C-E00900	416 CROSS CREEK CT	MADDUX RICHARD L	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
171	089C-E01000	414 CROSS CREEK CT	WILSON BRADLEY D	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
172	089C-E01100	412 CROSS CREEK CT	PATRICK JOSEPH M	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
173	089C-E01200	408 CROSS CREEK CT	WILSON BRENT A	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
174	089C-E01300	404 CROSS CREEK CT	JOHNSON DAVID E	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
175	089C-E01400	400 CROSS CREEK CT	DONAHOE JOHN R	Concord	MS	37421	NC	SWCO-3	Residential	Conventional
176	089E-A00100	4229 WARREN RD	HENSON HEATHER	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
177	089E-A00200	4233 WARREN RD	REINFRIED DANA	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
178	089E-A00300	4237 WARREN RD	GLMORF JOE H	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
179	089E-A00400	4241 WARREN RD	EBB DANIEL KEVIN	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
180	089E-A00500	4245 WARREN RD	KUEKER MICHAEL	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
181	089E-A00600	4249 WARREN RD	ALLINSON JOHN E	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
182	089E-A00700	4253 WARREN RD	THOMPSON TIMOTHY W	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
183	089E-A00800	4257 WARREN RD	ROMEO CLAUDIO	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
184	089E-A00900	4261 WARREN RD	VALLEY VIEW DEV INC	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
185	089E-A01000	4259 WARREN RD	COGHLAN PATRICK W	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
186	089E-B00100	4201 WARREN CT	KRENGEL NORMAN K	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
187	089E-B00600	4210 WARREN CT	EDGE SAMUEL S	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
188	089E-B00700	4208 WARREN CT	BROWN ROGER LEE	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
189	089E-B00800	4202 WARREN CT	REEVES TOMMY	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
190	089E-B00900	4220 WARREN RD	CARLAND ROBERT MORGAN	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
191	089E-B01000	4218 WARREN RD	CAMERON JAMES	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
192	089E-B01100	4216 WARREN RD	NEWMAN ANDREW J	Franklin	TN	37067	MGA-1	SWCO-3	Residential	Conventional
193	089E-A00300	S CAROTHERS RD	FALCON CREEK HOMEOWNERS ASSOC INC	Franklin	TN	37067	R-3 (COF)	MECO-6	Open Space	Conventional
194	089F-A01000	302 CROOKED OAK CT	GREER WILLIAM P	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
195	089F-A01100	304 CROOKED OAK CT	SCRIPPSHIRE JACOB	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
196	089F-A01200	306 CROOKED OAK CT	ROE MITCHELL GREGG	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
197	089F-A01300	308 CROOKED OAK CT	NANCE MATTHEW	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
198	089F-A01600	314 CROOKED OAK CT	NIX CLYDE M	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
199	089F-A01700	316 CROOKED OAK CT	ASADER GREGG S	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
200	089F-A01800	318 CROOKED OAK CT	SANISTER DEBORAH EVANS	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
201	089F-A01900	320 CROOKED OAK CT	CHEN JAN Z	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
202	089F-A02000	317 CROOKED OAK CT	ZIMMERMAN PHILIP M	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
203	089F-A02100	315 CROOKED OAK CT	FLAGG CRAIG F	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
204	089F-A02200	313 CROOKED OAK CT	UHLER LESTER H	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
205	089F-A02300	311 CROOKED OAK CT	MCSEE AMY B	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
206	089F-A02400	309 CROOKED OAK CT	HOSHIED HAROLD DEAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
207	089F-A02500	307 CROOKED OAK CT	MARTIN MARY LOU	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
208	089F-A02700	303 CROOKED OAK CT	YOUNG RUSSELL	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
209	089F-A02800	301 CROOKED OAK CT	FARKAS SUSAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
210	089F-A02900	1062 MEANDERING WAY	BROWN AARON L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
211	089F-A03000	1068 MEANDERING WAY	CLARABITTO JORDAN L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
212	089F-A03300	1070 MEANDERING WAY	DUFRECHOU SCOTT J	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
213	089F-A03400	2330 SURREY LN	ARAUJO FRANK JR	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
214	089F-A03500	2332 SURREY LN	RAINES DANIEL R	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
215	089F-A03600	2334 SURREY LN	LAYMAN ROGER W	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
216	089F-A03700	2336 SURREY LN	DALTON AUDREY	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
217	089F-A03800	2338 SURREY LN	SEEVERS MICHAEL E	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
218	089F-A04000	2337 SURREY LN	ELSWICK ROBERT A	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
219	089F-A04100	2335 SURREY LN	COBB REBECCA DAWN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
220	089F-A04200	2333 SURREY LN	MUNSCAL DON	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
221	089F-A04300	2331 SURREY LN	PAIVA LUISE D	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
222	089F-A04400	2329 SURREY LN	BIES MICHAEL C	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
223	089F-A04500	2323 SURREY LN	WHITE RONALD L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
224	089F-A04700	2319 SURREY LN	SHELTON CHARLES V	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
225	089F-A04800	2317 SURREY LN	DALESSANDRO FRED J	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
226	089F-A04900	2315 SURREY LN	CHESSMAN CHRISTINE M TR	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
227	089F-A05100	3008 BENT TREE RD	TUTT RONALD	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
228	089F-A05200	3007 BENT TREE RD	AHN BYUNG PIL	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
229	089F-A05300	503 CLOVER LEAF LN	ODEN SETH A	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
230	089F-A05400	3005 BENT TREE RD	KILLAWEE SUSAN L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
231	089F-A07100	1063 MEANDERING WAY	ZALUD LAWRENCE R	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
232	089F-A07800	1065 MEANDERING WAY	SMITH BRIAN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
233	089F-A07900	1067 MEANDERING WAY	WATERS MICHAEL	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
234	089F-A08000	1069 MEANDERING WAY	LOCKWOOD PROP LLC	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
235	089F-A08100	1071 MEANDERING WAY	PITTS GLENN S	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
236	089F-A08200	1073 MEANDERING WAY	HUYNH KHANH	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
237	089F-A08400	1071 MEANDERING WAY	ROBINSON ROBERT L	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
238	089F-A08500	2320 SURREY LN	BERNARD LINDA M	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
239	089F-A08600	3016 BENT TREE RD	JENKINS KENNETH	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
240	089F-A08700	3014 BENT TREE RD	MANIER M LISA	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
241	089F-A08800	3012 BENT TREE RD	SAWYER BERNICE B	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
242	089F-A08900	3010 BENT TREE RD	SMITH DENNIS E	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
243	089F-A09000	3008 BENT TREE RD	WEST KEVIN	Franklin	TN	37067	R-3 (COF)	MECO-6	Residential	Conventional
244	089F-A09100	2231 FALCON CREEK DR	FALCON CREEK HOMEOWNERS ASSOC INC	Franklin	TN	37067	R-3 (COF)	MECO-6	Open Space	Conventional
245	089F-F00100	1176 CROSS CREEK DR	SYBERT JAMES G	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
246	089F-F00200	1178 CROSS CREEK DR	MONTEATH DAVID B	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
247	089F-F00300	1182 CROSS CREEK DR	HELTON MICHAEL GLENN	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
248	089F-F00400	504 BLTMOORE CT	DEBOLT SHARON	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
249	089F-F00500	505 BLTMOORE CT	HORECKA DANIEL P	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
250	089F-F00600	501 BLTMOORE CT	JOSLIN REBECCA P	Franklin	TN	37064	NC	SWCO-3	Residential	Conventional
251	089F-F00700	1190 CROSS CREEK DR	JAMESON ZACHARY	Pasadena	CA	91101	NC	SWCO-3	Residential	Conventional
252	089F-F00800	1191 CROSS CREEK DR	STYLYS LAWRENCE G	Franklin	TN	37067	NC	SWCO-3	Residential	Conventional
253	089F-F00900	1187 CROSS CREEK DR	BYRNE DANIEL W	Franklin	TN					



NOTES:

1. THERE ARE NO FLOODPLAINS EXISTING ON THE SITE BASED ON FEMA MAP 47187C0220F & 47187C0214F.
3. AERIAL PHOTO, PARCEL LINES AND TOPOGRAPHIC INFORMATION PROVIDED BY CITY OF FRANKLIN G.I.S.
4. SITE BOUNDARY CALLS PROVIDED BY LAND SOLUTIONS COMPANY.
5. NO THIRD PARTY MINERAL RIGHTS ARE ASSOCIATED WITH THIS PROPERTY.

EXISTING TREE CANOPY

BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY THE EXISTING TREE CANOPY IS APPROXIMATELY 151 ACRES WHICH IS 66.83% OF THE TOTAL SITE

TREE CANOPY DATA

TREE AREA	EXISTING
TREE A	20,501 SF
TREE B	184,596 SF
TREE C	5,661,645 SF
TREE D	221,073 SF
TREE E	491,876 SF
TOTAL SF	6,579,691 SF

EXISTING TREE CANOPY: 6,579,691 SF
6,579,691 SF/9,844,942.09 SF = .668 (66.8%) OF TOTAL SITE

REQUIRED CANOPY PRESERVATION =
36% OF TOTAL CANOPY
6,579,691 SF * 36% = 2,368,689 SF

LEGEND

	SLOPES 14%-20%
	SLOPES >20%
	EXISTING TREE CANOPY
	STREAM BUFFER

EXISTING STORMWATER MANAGEMENT SUMMARY

TOTAL PROPERTY AREA = 226.01 ACRES
TOTAL PROPOSED DISTURBED AREA = 143.51 ACRES

SOIL TYPES: 54.6% TYPE A SOIL
25.8% TYPE B SOIL
17.2% TYPE C SOIL
0.0% TYPE D SOIL
2.4% NON-SOIL AREAS

STORMWATER NARRATIVES

BASIN A:
STORMWATER IS CURRENTLY ROUTED BY WAY OF WET WEATHER CONVEYANCES TO THE NORTHEAST CORNER OF THE SITE, WHERE IT FLOWS INTO A BLUE-LINE STREAM OFFSITE.
BASIN AREA: 53.2 AC.
OUTFALL ELEVATION: 737'

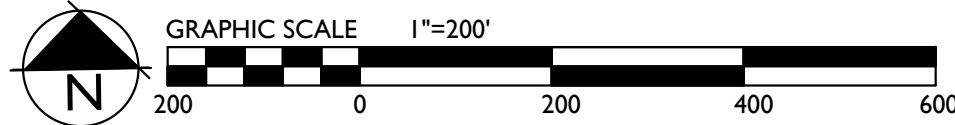
BASIN B:
STORMWATER IS CURRENTLY COLLECTED IN A POND ON THE WEST SIDE OF THE SITE WHERE IT IS CARRIED OFF SITE BY A BLUE-LINE STREAM.
BASIN AREA: 32.7 AC.
OUTFALL ELEVATION: 740'

BASIN C:
STORMWATER IS CURRENTLY ROUTED BY WAY OF A BLUE-LINE STREAM TO THE FAR WEST PROPERTY LINE. THIS BASIN IS AN EXTENSION OF THE PREVIOUS, BASIN B.
BASIN AREA: 80.8 AC.
OUTFALL ELEVATION: 694'

BASIN D:
STORMWATER IS CURRENTLY ROUTED BY WAY OF WET WEATHER CONVEYANCES TO THE SOUTH OF THE SITE ALONG S CAROTHERS ROAD, WHERE IT EVENTUALLY FLOWS INTO THE SAME STREAM AS THE FOLLOWING, BASIN E.
BASIN AREA: 15.2 AC.
OUTFALL ELEVATION: 726'

BASIN E:
STORMWATER IS CURRENTLY ROUTED BY WAY OF WET WEATHER CONVEYANCES TO THE SOUTH SIDE OF THE SITE AND EVENTUALLY FLOWS INTO THE SAME STREAM AS THE PREVIOUS, BASIN D. A BLUE-LINE STREAM COMES ONTO THIS BASIN FROM THE NORTHEAST BUT ENDS IN AN EXISTING SINKHOLE AND DRY POND, WHICH LIES TO THE NORTHEAST OF WHERE LOTS ARE TO BE DEVELOPED.
BASIN AREA: 167.0 AC.
OUTFALL ELEVATION: 673'

Map Unit Symbol	Map Unit Name
ArB	Armour silt loam, 2 to 5 percent slopes
ArB2	Armour silt loam, 2 to 5 percent slopes, eroded
ArC	Armour silt loam, 5 to 12 percent slopes
ArC2	Armour silt loam, 5 to 12 percent slopes, eroded
BrB2	Braxton cherty silt loam, 2 to 5 percent slopes, eroded
BrC2	Braxton cherty silt loam, 5 to 12 percent slopes, eroded
BsC3	Braxton cherty silty clay loam, 5 to 12 percent slopes, severely eroded
BsD3	Braxton cherty silty clay loam, 12 to 20 percent slopes, severely eroded
CkC	Culleoka silt loam, 5 to 12 percent slopes
CkD	Culleoka silt loam, 12 to 20 percent slopes
CkD3	Culleoka silt loam, 12 to 20 percent slopes, severely eroded
CkE	Culleoka silt loam, 20 to 35 percent slopes
CkE3	Culleoka silt loam, 20 to 35 percent slopes, severely eroded
Eg	Egam silt loam, phosphatic
Gu	Gullied land
HcC3	Hampshire silty clay loam, 5 to 12 percent slopes, severely eroded
HeB2	Hampshire-colbert silt loams, 2 to 5 percent slopes, eroded
HeC2	Hampshire-colbert silt loams, 5 to 12 percent lopes, eroded
HhC3	Hampshire-colbert silty clay loams, 5 to 12 percent slopes, severely eroded
Hu	Huntington silt loam, phosphatic
InD3	Inman silty clay loam, 12 to 20 percent slopes, severely eroded
Lp	Lindell silt loam, 0 to 2 percent slopes, occasionally flooded
MbC2	Maury silt loam, 5 to 12 percent slopes, eroded
MnE	Mimosa-Rock outcrop complex, 20 to 40 percent slopes
MoD	Ashwood-Mimosa-Rock outcrop complex, 5 to 15 percent slopes
Rc	Rockland
SrC3	Stiversville clay loam, 5 to 12 percent slopes, severely eroded
SrD3	Stiversville clay loam, 12 to 20 percent slopes, severely eroded
StB2	Stiversville silt loam, 2 to 5 percent slopes, eroded
StC2	Stiversville silt loam, 5 to 12 percent slopes, eroded
StD2	Stiversville silt loam, 12 to 20 percent slopes, eroded
TvD	Talbott very rocky soils, 2 to 15 percent slopes



Revisions:

Drawing Notes:



GAMBLE

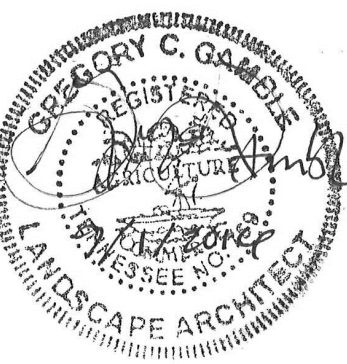
DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND

LANDSCAPE ARCHITECTURE

Date: JUNE 10, 2016

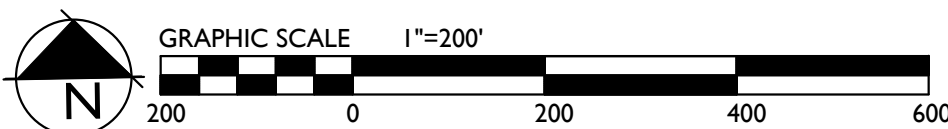
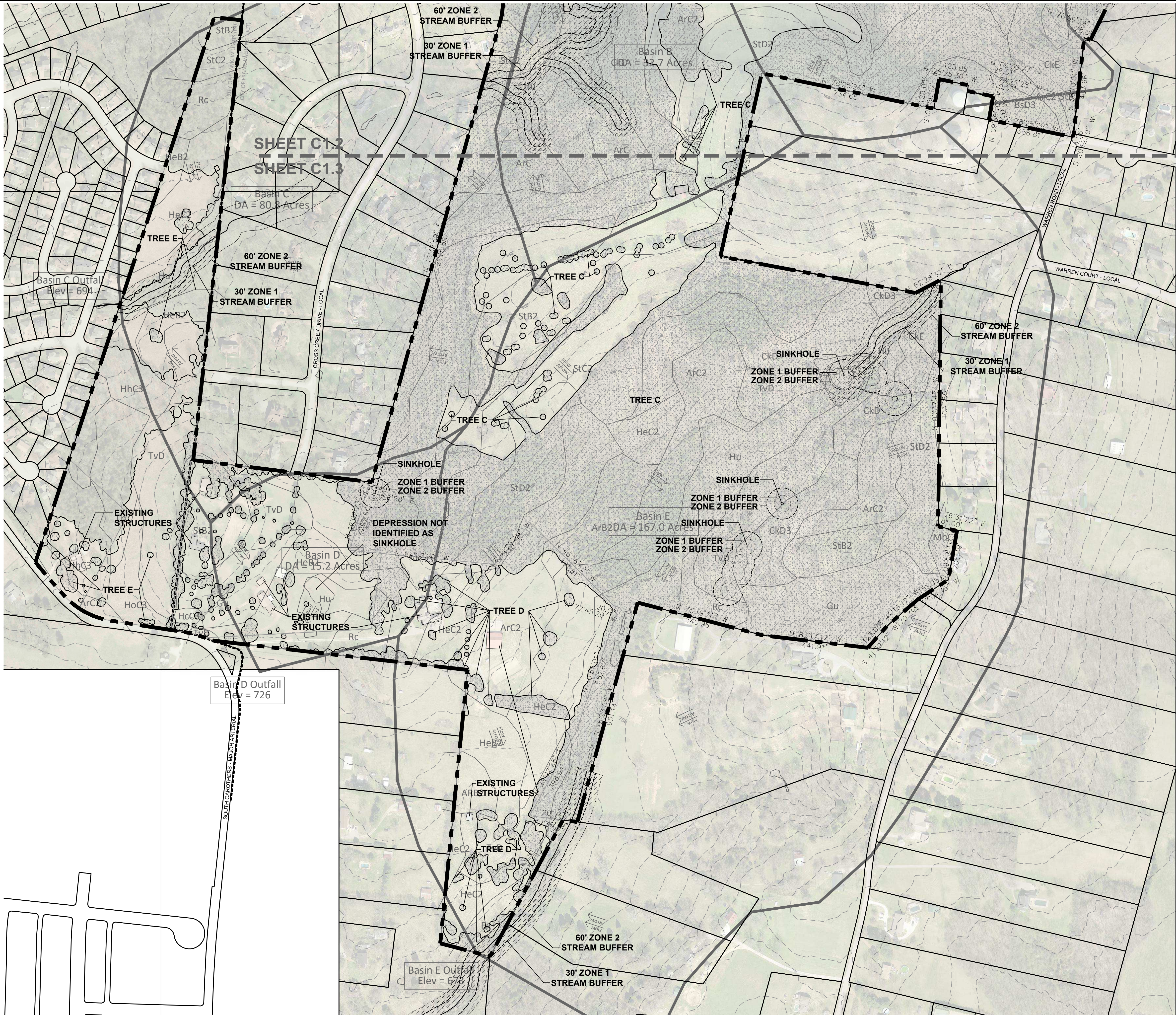
ASHCROFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
gg@gamblecdp@gmail.com
615.975.5765

OVERALL
EXISTING
CONDITIONS
PLAN

C 1.2



NOTES:

1. THERE ARE NO FLOODPLAINS EXISTING ON THE SITE BASED ON FEMA MAP 47187C0220F & 47187C0214F.
2. AERIAL PHOTO, PARCEL LINES AND TOPOGRAPHIC INFORMATION PROVIDED BY CITY OF FRANKLIN G.I.S.
3. SITE BOUNDARY CALLS PROVIDED BY LAND SOLUTIONS COMPANY.
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EXISTING TREE CANOPY

BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY THE EXISTING TREE CANOPY IS APPROXIMATELY 151 ACRES WHICH IS 66.83% OF THE TOTAL SITE

TREE CANOPY DATA	
TREE AREA	EXISTING
TREE A	20,501 SF
TREE B	184,596 SF
TREE C	5,661,645 SF
TREE D	221,073 SF
TREE E	491,878 SF
TOTAL SF	6,579,691 SF

EXISTING TREE CANOPY: 6,579,691 SF
6,579,691 SF/9,844,942.09 SF = .668 (66.8%) OF TOTAL SITE

REQUIRED CANOPY PRESERVATION =
36% OF TOTAL CANOPY
6,579,691 SF * 36% = 2,368,689 SF

LEGEND

	SLOPES 14%-20%
	SLOPES >20%
	EXISTING TREE CANOPY
	STREAM BUFFER

Map Unit Symbol	Map Unit Name
ArB	Armour silt loam, 2 to 5 percent slopes
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TvD	Talbott very rocky soils, 2 to 15 percent slopes

Revisions:

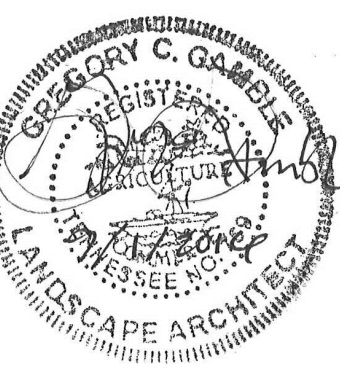
Drawing Notes:



GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
Date: JUNE 10, 2016

ASHCROFT VALLEY PUD SUBDIVISION DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee

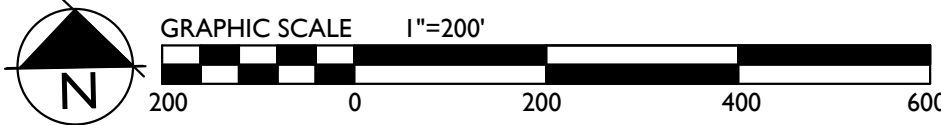


GAMBLE DESIGN COLLABORATIVE
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GREG GAMBLE
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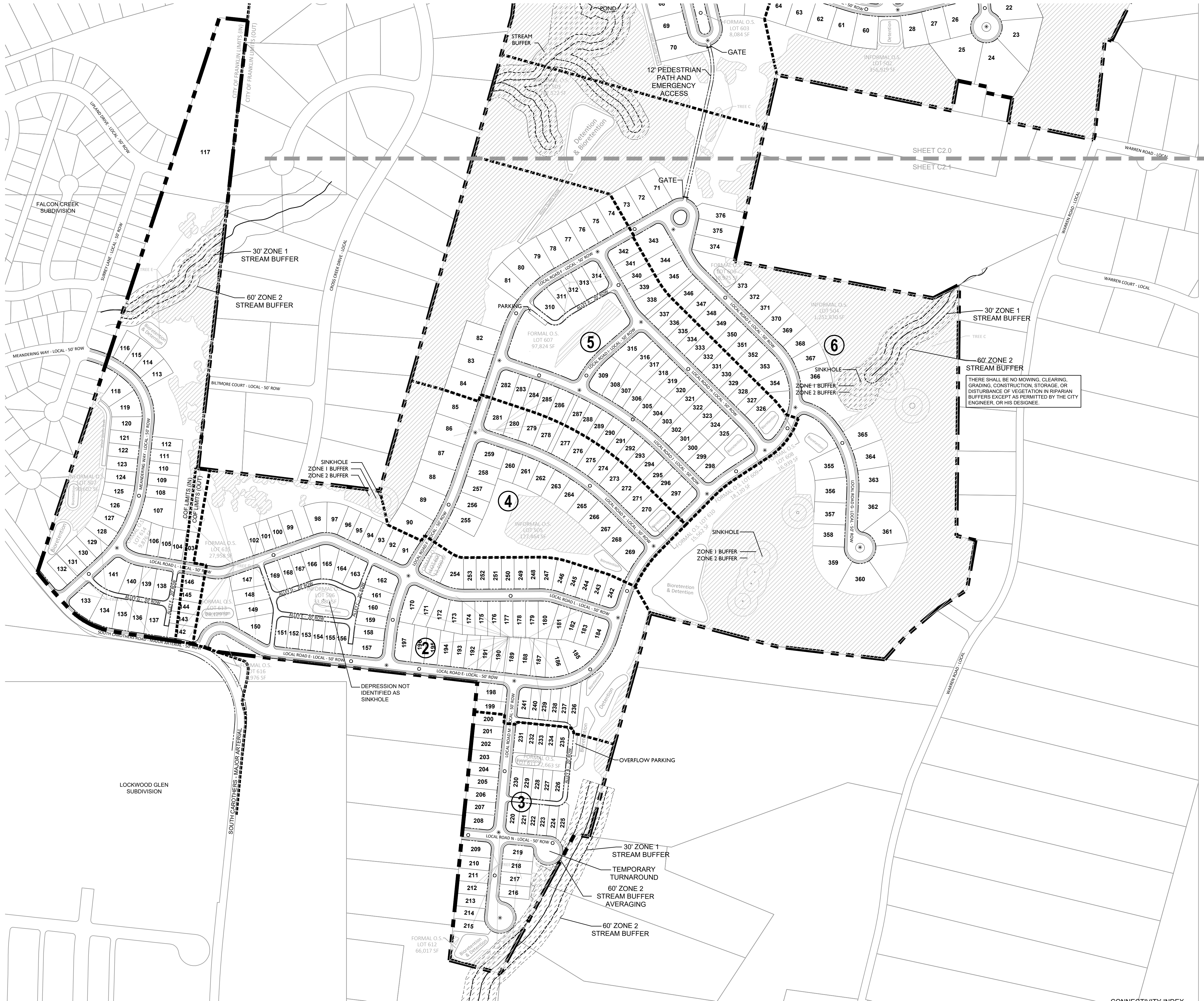
OVERALL
EXISTING
CONDITIONS
PLAN

C 1.3

COF 6189



COF 6189



SITE DATA:
PROJECT NAME: ASHCROFT VALLEY PUD SUBDIVISION
PROJECT NUMBER: 6189
SUBDIVISION: NA
LOT NUMBER: 1-376, 501-507, 601-616
ADDRESS: 1101 RIDGEWAY DRIVE, MURFREESBORO ROAD
CITY: FRANKLIN
STATE: WILLIAMSON
CIVIL DISTRICT: TENNESSEE
MAP, GROUP, PARCEL NUMBERS: 079 MB 002800, 079 MB 002900, 089 05500, 089 03000, 089 03001, 089 04302, 089 04303, 089 04304, WILLIAMSON COUNTY
EXISTING ZONING: NG (079079 MB 002800, 079 MB 002900), MGA-1 (079 05500, 089 04302, 089 04303, 089 04304)
CITY OF FRANKLIN: R-1 (089 03000, 089 03001)
SD-R (1.67)
MECO-6
NONE
CONVENTIONAL
TOTAL ACREAGE: 226.01 AC
TOTAL SQUARE FOOTAGE: 9,844,942.09 SF
MINIMUM REQUIRED SETBACKS: SEE LOT DIAGRAMS - SHEET C2.3
FRONT YARD: MINIMUM SETBACKS
REAR YARD: ARE ESTABLISHED
SIDE YARD: AS PART OF THE P.U.D.
APPLICANT: GAMBLE DESIGN COLLABORATIVE
ADDRESS: 144 SOUTHEAST PARKWAY, SUITE 200, FRANKLIN, TN 37064
OFFICE PHONE: 615.975.5765
EMAIL ADDRESS: greggambledesign@gmail.com
CONTACT: GREG GAMBLE
BUILDING SQUARE FOOTAGE: N/A
BUILDING HEIGHT: 2 STORY
LANDSCAPE SURFACE RATIO: 0.47
MINIMUM LANDSCAPE SURFACE RATIO: 0.30
MINIMUM PARKING REQUIREMENT: 2 SPACES PER SINGLE FAMILY HOME
MAXIMUM PARKING LIMIT: N/A
EXISTING PARKING: 1.67 DIA
RESIDENTIAL DENSITY: 151.05 AC, 66.8 % OF EXISTING SITE
TREE CANOPY: FEE IN LIEU (246,600 SF)
PARKLAND DEDICATION: 35 HOMES @ 1200 SF/HOME = 42,000 SF
339 HOMES @ 600SF/HOME = 204,600 SF
33.90 AC (15%) TOTAL REQUIRED
11.53 AC FORMAL REQ.
22.37 AC INFORMAL REQ.
OVERALL DENSITY: 1.67 UNITS/AC
NET DENSITY (MINUS ROW): 1.90 UNITS/AC
NET DENSITY (MINUS ROW AND STREAM BUFFERS): 2.03 UNITS/AC
NUMBER OF RESIDENTIAL UNITS BY USE TYPE: 376 SINGLE FAMILY HOMES
40 LOTS: 22
50 LOTS: 198
60-70 LOTS: 72
90 LOTS: 83
ESTATE: 1
NONRESIDENTIAL SQUARE FOOTAGE: N/A
TOTAL ACREAGE BY USE, ENTIRE SITE: 89.7 AC RESIDENTIAL
2.41 AC NON-BUILDABLE LOTS
SECTION 1: 10.6 AC RESIDENTIAL (44 UNITS)
SECTION 2: 9.7 AC OPEN SPACE
SECTION 3: 14.6 AC RESIDENTIAL (84 UNITS)
SECTION 4: 7.2 AC OPEN SPACE
SECTION 5: 5.2 AC RESIDENTIAL (36 UNITS)
SECTION 6: 2.9 AC OPEN SPACE
SECTION 7: 8.0 AC RESIDENTIAL (33 UNITS)
SECTION 8: 4.5 AC OPEN SPACE
SECTION 9: 13.3 AC RESIDENTIAL (72 UNITS)
SECTION 10: 9.1 AC OPEN SPACE
SECTION 11: 9.4 AC RESIDENTIAL (37 UNITS)
SECTION 12: 3.3 AC OPEN SPACE
SECTION 13: 20.5 AC RESIDENTIAL (48 UNITS)
SECTION 14: 22.3 AC OPEN SPACE
SECTION 15: 7.9 AC RESIDENTIAL (22 UNITS)
SECTION 16: 15.9 AC OPEN SPACE
TOTAL ACREAGE BY USE, PER SECTION:

OPEN SPACE REQUIREMENT CHART:
MINIMUM OPEN SPACE REQUIREMENT: 15%
SITE AREA: 226.01 AC
OPEN SPACE ACREAGE REQUIRED: 33.90 AC
FORMAL OPEN SPACE REQUIRED: 34% (11.53 AC)
INFORMAL OPEN SPACE REQUIRED: 66% (22.37 AC)

KEY	CLASSIFICATION	TYPE	AREA OF OPEN SPACE
501	INFORMAL	GREEN BELT	1,086,703 SF
502	INFORMAL	GREEN BELT	356,919 SF
503	INFORMAL	GREEN BELT	1,781,272 SF
504	INFORMAL	GREEN BELT	1,251,830 SF
505	INFORMAL	GREEN BELT	139,078 SF
506	INFORMAL	GREEN BELT	33,880 SF
507	INFORMAL	GREEN BELT	90,602 SF
601	FORMAL	ENTRY	117,885 SF
602	FORMAL	PARK	25,543 SF
603	FORMAL	PARK	8,084 SF
604	FORMAL	ENTRY	24,746 SF
605	FORMAL	PARK	13,589 SF
606	FORMAL	PARK	18,975 SF
607	FORMAL	AMENITY	97,824 SF
608	FORMAL	PARK	22,185 SF
609	FORMAL	PARK	10,423 SF
610	FORMAL	PARK	10,362 SF
611	FORMAL	PARK	12,663 SF
612	FORMAL	PARK	66,017 SF
613	FORMAL	PARK	28,129 SF
614	FORMAL	PARK	9,876 SF
615	FORMAL	AMENITY	27,958 SF
616	FORMAL	PARK	9,978 SF

NON-BUILDABLE LOTS:

KEY	AREA
1	31,744 SF
2	37,038 SF
3	38,085 SF

TOTAL NON-BUILDABLE LOT AREA: 2.41 AC
TOTAL OPEN SPACE PROVIDED: 147.47 AC (65%)
TOTAL FORMAL OPEN SPACE PROVIDED: 11.75 AC
TOTAL INFORMAL OPEN SPACE PROVIDED: 108.82 AC

TREE CANOPY RETENTION:

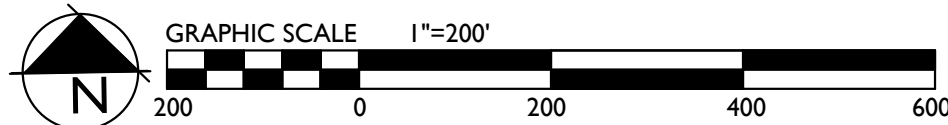
TREE AREA	EXISTING	REMOVED	RETAINED
TREE A	20,501 SF	0 SF	20,501 SF
TREE B	184,596 SF	53,921 SF	130,675 SF
TREE C	5,661,645 SF	3,043,325 SF	2,618,320 SF
TREE D	221,073 SF	169,300 SF	51,773 SF
TREE E	491,876 SF	329,599 SF	162,277 SF
TOTAL	6,579,691 SF	3,596,145 SF	2,983,546 SF

TREE CANOPY DATA
EXISTING TREE CANOPY: 6,579,691 SF
6,579,691 SF / 9,844,942.09 SF = .668 (66.8%) OF TOTAL SITE
REQUIRED CANOPY PRESERVATION = 36% OF TOTAL CANOPY
6,579,691 SF * .36% = 2,368,889 SF
PROVIDED CANOPY PRESERVED = 2,983,546 SF (45.3%) OF TOTAL EXISTING CANOPY

STREAM BUFFER
60' STREAM BUFFER

CONNECTIVITY INDEX
O LINKS 43
* NODES 30
43 / 30 = 1.43 INDEX

MODIFICATION OF DESIGN STANDARDS REQUEST
THE APPLICANT REQUESTS A REDUCED CONNECTIVITY INDEX AS A RESULT OF THE ENVIRONMENTAL AND TOPOGRAPHICAL CONSTRAINTS OF THE NEIGHBORING PROPERTIES, AS WELL AS A LACK OF CONNECTION LOCATIONS TO EXISTING NEIGHBORHOODS ON THE REMAINING NEIGHBORING PROPERTIES.



Revisions:

Drawing Notes:

GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
Date: JUNE 10, 2016

ASHCROFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

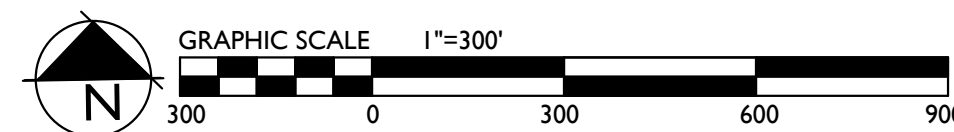


GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggambledesign@gmail.com
615.975.5765

DEVELOPMENT
PLAN

C 2.1

COF 6189



A



TYPICAL HOME ELEVATION 'A'

- HOME STYLE WITH GARAGE LOCATED AT THE REAR OF THE LOT THAT IS ACCESSED FROM AN ALLEY, OR FROM THE FRONT STREET WITH AN EXTENDED DRIVEWAY.
- ONE TO TWO STORIES IN HEIGHT.
- MATERIALS INCLUDE BRICK, SIMULATED STONE, CEMENTATIOUS SIDING, AND ARCHITECTURAL SHINGLES.
- THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE CODES DIRECTOR OR THE PLANNING COMMISSION.
- ELEVATIONS SHOWN ARE TYPICAL FOR THIS DEVELOPMENT. FINAL DESIGN PLANS SHALL BE SUBMITTED WITH THE REQUEST FOR BUILDING PERMITS AND SHALL INDICATE COMPLIANCE WITH THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS, SPECIFICALLY THE REQUIREMENT FOR EXPOSED FOUNDATIONS OR WATER TABLES/ELEVATED FINISHED FLOORS AND GARAGE DOOR SEPARATION/MAXIMUM WIDTHS.
- BUILDINGS WITH SIDE ELEVATIONS FACING A PUBLIC RIGHT-OF-WAY SHALL HAVE WINDOWS AND ARCHITECTURAL FEATURES SIMILAR TO THE FRONT ELEVATION.
- SINGLE FAMILY HOME SQUARE FOOTAGE RANGE: 1500 SF TO 2200 SF
- THE FINISHED FLOOR ELEVATION OF THE FRONT FACADE TO BE A MINIMUM OF 18 INCHES ABOVE THE FINISHED GRADE.

C



TYPICAL HOME ELEVATION 'C'

- HOME STYLE WITH GARAGE ACCESSED FROM THE FRONT FACING STREET. GARAGE IS RECESSED A MINIMUM OF 10 FEET FROM THE FRONT ELEVATION AND DRIVEWAYS ARE A MINIMUM OF 22' FROM THE SIDEWALK.
- ONE TO TWO STORIES IN HEIGHT.
- MATERIALS INCLUDE BRICK, SIMULATED STONE, CEMENTATIOUS SIDING, AND ARCHITECTURAL SHINGLES.
- THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE CODES DIRECTOR OR THE PLANNING COMMISSION.
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- BUILDINGS WITH SIDE ELEVATIONS FACING A PUBLIC RIGHT-OF-WAY SHALL HAVE WINDOWS AND ARCHITECTURAL FEATURES SIMILAR TO THE FRONT ELEVATION.
- SINGLE FAMILY HOME SQUARE FOOTAGE RANGE: 2200 SF TO 4500 SF
- THE FINISHED FLOOR ELEVATION OF THE FRONT FACADE TO BE A MINIMUM OF 18 INCHES ABOVE THE FINISHED GRADE.
- FRONT FACING GARAGES ARE REQUIRED TO HAVE GARAGE DOORS NO LARGER THAN 9' IN WIDTH WITH A 2' SEPARATION BETWEEN THE DOORS.

B

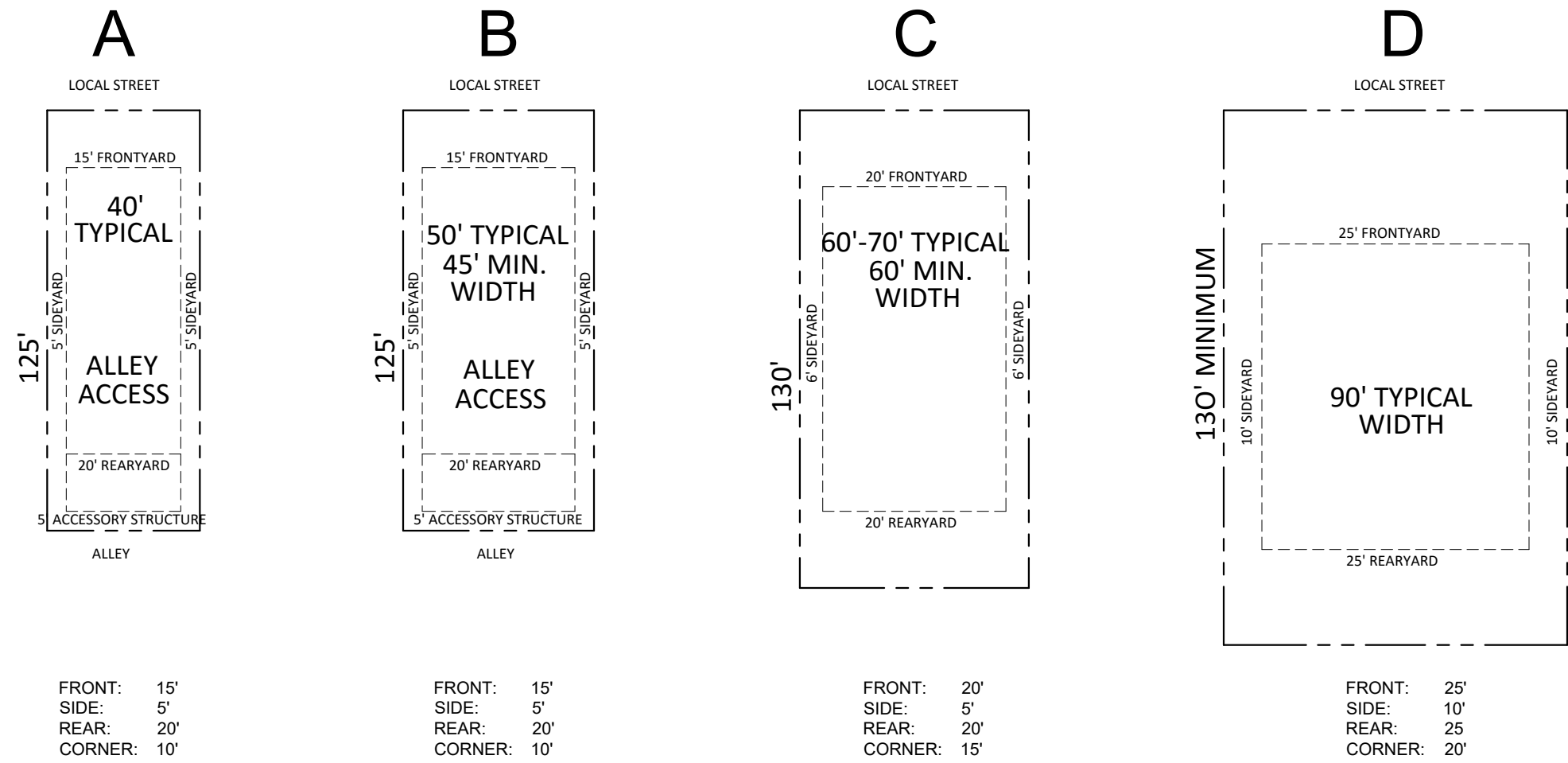


TYPICAL HOME ELEVATION 'B'

- HOME STYLE WITH GARAGE LOCATED AT THE REAR OF THE LOT THAT IS ACCESSED FROM AN ALLEY, OR FROM THE FRONT STREET WITH AN EXTENDED DRIVEWAY.
- ONE TO TWO STORIES IN HEIGHT.
- MATERIALS INCLUDE BRICK, SIMULATED STONE, CEMENTATIOUS SIDING, AND ARCHITECTURAL SHINGLES.
- THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE CODES DIRECTOR OR THE PLANNING COMMISSION.
- ELEVATIONS SHOWN ARE TYPICAL FOR THIS DEVELOPMENT. FINAL DESIGN PLANS SHALL BE SUBMITTED WITH THE REQUEST FOR BUILDING PERMITS AND SHALL INDICATE COMPLIANCE WITH THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS, SPECIFICALLY THE REQUIREMENT FOR EXPOSED FOUNDATIONS OR WATER TABLES/ELEVATED FINISHED FLOORS AND GARAGE DOOR SEPARATION/MAXIMUM WIDTHS.
- BUILDINGS WITH SIDE ELEVATIONS FACING A PUBLIC RIGHT-OF-WAY SHALL HAVE WINDOWS AND ARCHITECTURAL FEATURES SIMILAR TO THE FRONT ELEVATION.
- SINGLE FAMILY HOME SQUARE FOOTAGE RANGE: 1700 SF TO 3600 SF
- THE FINISHED FLOOR ELEVATION OF THE FRONT FACADE TO BE A MINIMUM OF 18 INCHES ABOVE THE FINISHED GRADE.



TYPICAL LOT DIAGRAMS AND SETBACKS



D



TYPICAL HOME ELEVATION 'D'

- HOME STYLE FOR LOTS WITH GARAGE ACCESSED FROM THE STREET WITH SIDE LOADED GARAGE.
- ONE TO TWO STORIES IN HEIGHT.
- MATERIALS INCLUDE BRICK, SIMULATED STONE, CEMENTATIOUS SIDING, AND ARCHITECTURAL SHINGLES.
- GARAGE IS SETBACK 10 FEET FROM THE FRONT FACADE.
- DRIVEWAY IS A MINIMUM OF 22' FROM THE SIDEWALK TO THE GARAGE DOORS.
- ALL TWO CAR GARAGES SHALL HAVE TWO GARAGE DOORS WITH A MAXIMUM WIDTH OF 9' WIDE WITH A 2 FOOT MINIMUM SEPARATION BETWEEN.
- THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE CODES DIRECTOR OR THE PLANNING COMMISSION.
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- BUILDINGS WITH SIDE ELEVATIONS FACING A PUBLIC RIGHT-OF-WAY SHAL HAVE WINDOWS AND ARCHITECTURAL FEATURES SIMILAR TO THE FRONT ELEVATION.
- SINGLE FAMILY HOME SQUARE FOOTAGE RANGE: 2800 SF TO 5000 SF
- THE FINISHED FLOOR ELEVATION OF THE FRONT FACADE TO BE A MINIMUM OF 18 INCHES ABOVE THE FINISHED GRADE.

The home elevations shown here are representative of the homes planned for Ashcroft Valley. They are the basis for design review by the City of Franklin at the time of Site Plan Submittal. Based on my professional experience, the plans presented meet or exceed the design standards set forth by the City of Franklin.

Greg Gamble, Registered Landscape Architect.

Revisions:

Drawing Notes:

GDC

GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

Date: JUNE 10, 2015

ASHCROFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
gg@gregmblecda.com
615.975.5765

TYPICAL
ARCHITECTURE

C 2.3

PRELIMINARY STORMWATER MANAGEMENT SUMMARY

Total Property Area = 226.01 Acres
Total Disturbed Area = 143.51 Acres

Soil Types: 54.6% Type A Soil
25.8% Type B Soil
17.2% Type C Soil
0.0% Type D Soil
2.4% Non-Soil Areas

Post-Treatment Stormwater Narrative
Stormwater to be treated via a combination of Bioretention, Water Quality Swales, and Detention Ponds and then released into a Stream or Wet Weather Conveyance.

Basin Area 1
Total Drainage Area = 40.0 Acres
Subbasin A-1: 3.7 Acres
Treatment: Bioretention
Subbasin A-2: 4.3 Acres
Treatment: Bioretention
Subbasin B-1: 6.9 Acres
Treatment: Bioretention
Subbasin B-2: 6.2 Acres
Treatment: Detention Pond
Subbasin C: 9.0 Acres
Treatment: Bioretention

All Subbasins combine and are treated with an additional 9.8 Acres in a Bioretention/Detention Pond

Basin Area 2
Total Drainage Area = 15.3 Acres
Subbasin A: 5.6 Acres
Treatment: Bioretention
Subbasin B: 7.0 Acres
Treatment: Bioretention
Subbasin C: 2.7 Acres
Treatment: Water Quality Swale

Basin Area 3
Drainage Area = 9.3 Acres
Treatment: Bioretention/Detention Pond

Basin Area 4
Total Drainage Area = 69.0 Acres
Subbasin A: 11.0 Acres
Treatment: Bioretention
Subbasin B-1: 9.3 Acres
Treatment: Bioretention
Subbasin B-2: 4.3 Acres
Treatment: Bioretention
Subbasin C: 6.3 Acres
Treatment: Bioretention
Subbasin D: 10.7 Acres
Treatment: Bioretention
Subbasin E: 9.1 Acres
Treatment: Bioretention

All Subbasins combine and are treated with an additional 18.3 Acres in a Bioretention/Detention Pond

Basin Area 5
Total Drainage Area = 33.1 Acres
Subbasin A: 6.7 Acres
Treatment: Bioretention
Subbasin B-1: 4.9 Acres
Treatment: Bioretention
Subbasin B-2: 7.9 Acres
Treatment: Bioretention
Subbasin B-3: 4.7 Acres
Treatment: Bioretention
Subbasin C: 6.1 Acres
Treatment: Bioretention
Subbasin D: 2.8 Acres
Treatment: Bioretention

All Subbasins combine and are treated in a Detention Pond

Basin Area 6
Drainage Area = 3.7 Acres
Treatment: Bioretention Pond

Basin Area 7
Total Drainage Area = 6.8 Acres
Subbasin A: 4.8 Acres
Treatment: Bioretention
Subbasin B: 2.0 Acres
Treatment: Bioretention

Basin Area 8
Total Drainage Area = 6.4 Acres
Subbasin A: 5.3 Acres
Treatment: Bioretention
Subbasin B: 1.1 Acres
Treatment: Water Quality Swale



- Grading & Drainage General Notes**
- Grading Permit is required for any project disturbing more than 10,000 sf, adding more than 5,000 sf of impervious surface or for any site grading requiring stockpiling of material.
 - The Developer shall provide the 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 tests shall be rectified.
 - 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.
 - Drainage facilities including, but not limited to, culverts, detention basins and ditches, as well as the roadway sub-grade, base stone and binder & 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 streets and drainage systems will not be granted until all work has been completed in accordance with the approved plans.
 - Locating and coordination for the relocation of existing utilities is the responsibility of the contractor. Tennessee's One-Call and the 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.

Post-Treatment Stormwater Narrative
Stormwater to be treated via a combination of Bioretention, Water Quality Swales, and Detention Ponds and then released into a Stream or Wet Weather Conveyance.

Statement of Impact
Post Construction Stormwater will have no additional impact on the surrounding drainage basins. Stormwater BMPs will be used to maintain or decrease existing stormwater flows.

Stream Buffer Note:
There shall be no mowing, clearing, grading, construction, storage, or disturbance of vegetation except as permitted by the City Engineer, or his designee.

Grading & Drainage Data Chart

Site Area: 226.01 Ac.
Impervious Area: 61.98 Ac.
Disturbed Area: 143.51 Ac.

Impervious Area Calculations:

The impervious area assumed for each lot type includes building, patio, & driveway.

90' Lot Type: 83 units x 5000 sq.ft. = 9.53 Ac.
70' Lot Type: 72 units x 3800 sq.ft. = 6.28 Ac.
50' Lot Type: 198 units x 3600 sq.ft. = 16.36 Ac.
40' Lot Type: 22 units x 2400 sq.ft. = 1.21 Ac.

ROW Area (includes road & sidewalks) = 28.60 Ac.

Revisions:

Drawing Notes:



GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

Date: JULY 11, 2016

**ASHCROFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee



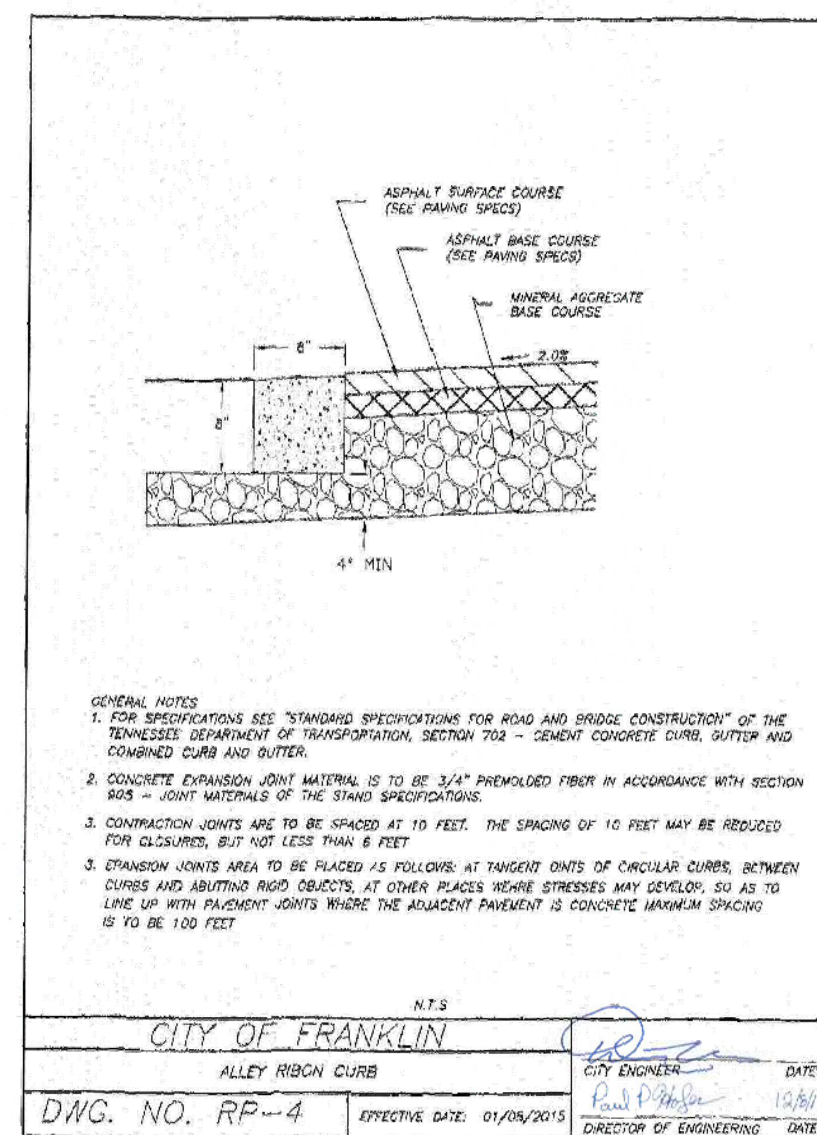
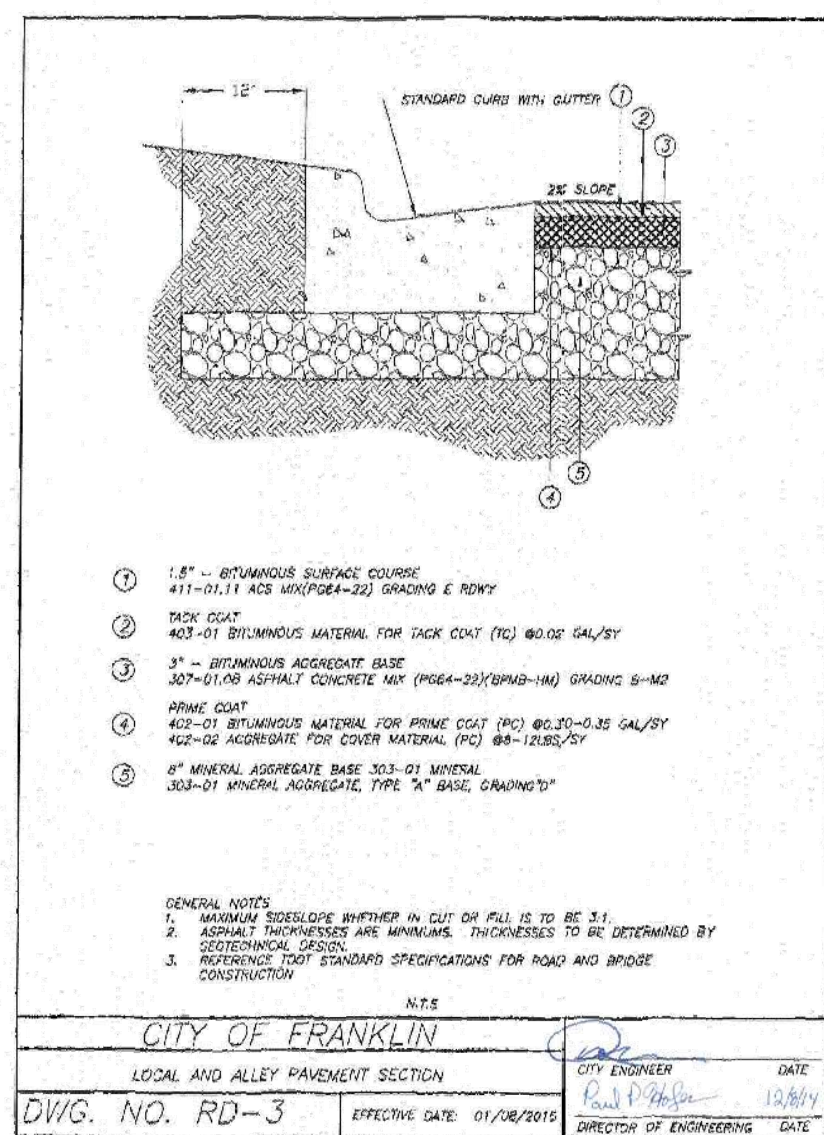
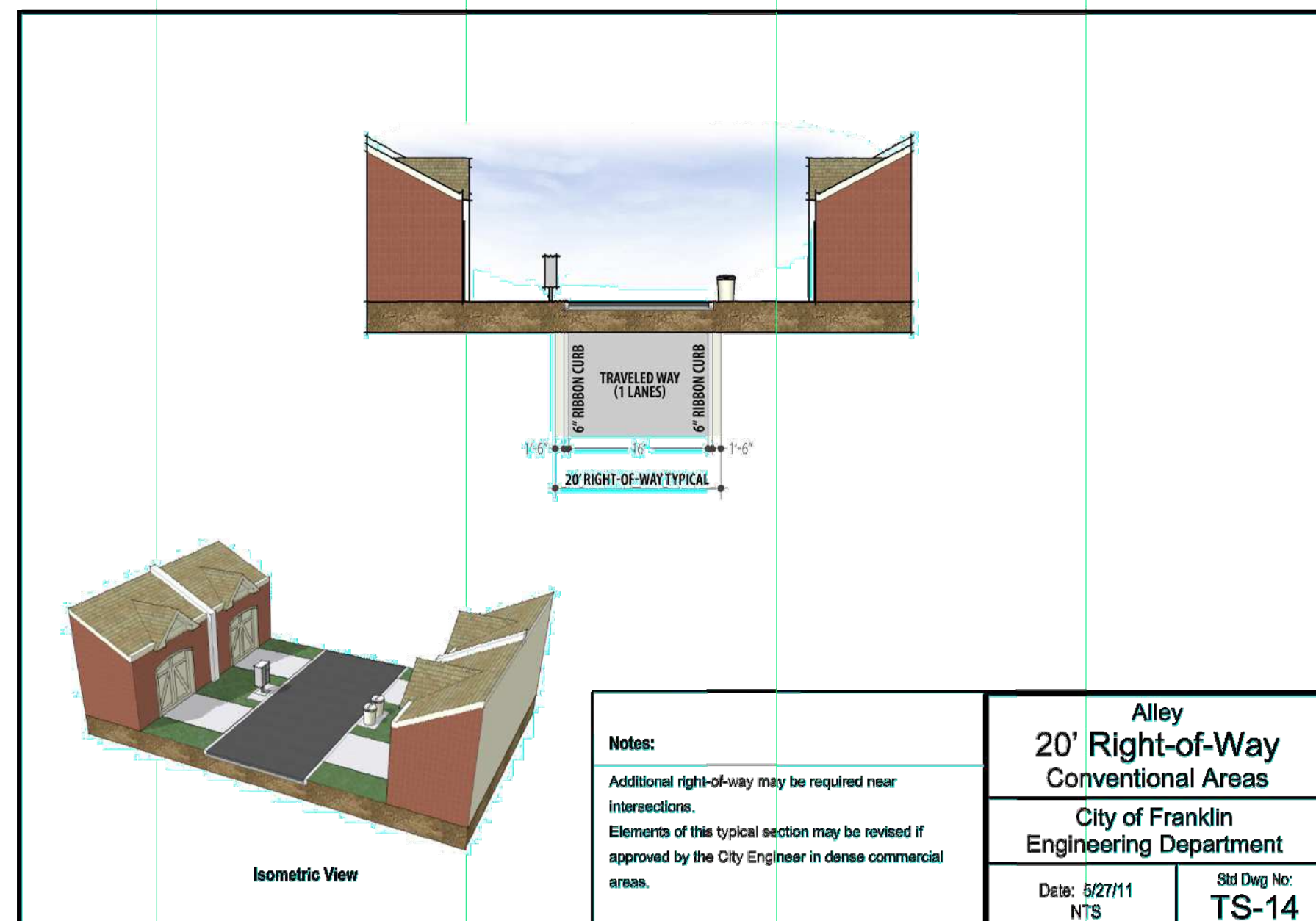
GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
ggamble20@gmail.com
615.975.5765

**GRADING &
DRAINAGE
PLAN**

C 3.0

COF 6189

1. **Introduction**

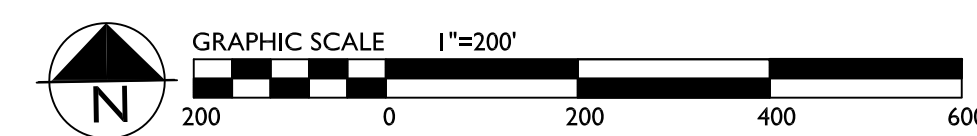


1. Prior to beginning any construction, the Developer and/or Contractor shall obtain all necessary permits as required by law. Such permits may include, but are not limited to, those required by State of Tennessee, Williamson County and other City of Franklin agencies.
2. All off-site work within the public right-of-way shall require an approved traffic control plan which complies with the MUTCD (Manual on Uniform Traffic Control Devices) for all street, road, alley or right-of-way of any utility or temporary construction easement of the City of Franklin by any entity unless 72-hour notice has been given to the City of Franklin Traffic Operations Department. The contractor shall have an approved traffic control plan on-site 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 & Street Technical Standards.
4. An authorized representative of the City shall make a final inspection of the project after completion to determine the quality 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.
5. Locating and coordination for the relocation of existing utilities is the responsibility of the contractor. The Tennessee One-Call and the 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.
6. All temporary striping shall conform to "Standard Specifications for Road and Street 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's "Standard Specifications and the City of Franklin Transportation & Street Technical Standards.

Stream Buffer Note:
There shall be no mowing, clearing, grading, construction, storage, or disturbance of vegetation except as permitted by the City Engineer, or his designee.

Connectivity Index: 1.43
Links (○): 43
Nodes (*): 30
 $43/30 = 1.43$

MODIFICATION OF DESIGN STANDARDS REQUEST
THE APPLICANT REQUESTS A REDUCED CONNECTIVITY INDEX AS A RESULT OF THE ENVIRONMENTAL AND TOPOGRAPHICAL CONSTRAINTS OF THE NEIGHBORING PROPERTIES, AS WELL AS A LACK OF CONNECTION LOCATIONS TO EXISTING NEIGHBORHOODS ON THE REMAINING NEIGHBORING PROPERTIES.



Revisions:

Drawing Notes:



ASHCROFT VALLEY PUD SUBDIVISION DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggambledesign@gmail.com
615.975.5765

OVERALL ROW & ACCESS PLAN

CC 4.0

COF 6189



Statement of Impacts
The proposed Ashcroft Valley development is located between Major Arterials Highway 96 E and S Carothers Road. The northern portion of the site consists of 70 homes and will connect to Highway 96 E via Local Roads Stanford Drive and Ridgeway Drive. The southern portion of the site consists of 306 homes and will connect directly to S Carothers Road in two places, one by reconstructing the existing 30 degree curve and intersecting into the new, wider curve and the other by extending Meandering Way through the site.

Impact on Local Streets

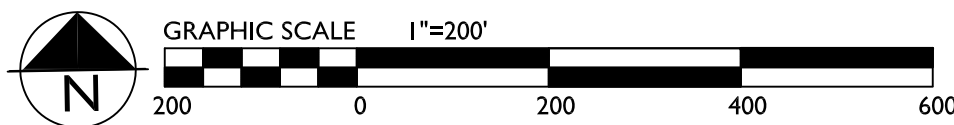
- At the intersection with Highway 96 E, the northbound approach of Ridgeway Drive should be widened to include two northbound turn lanes.
- At the intersection with Ridgeway Drive, an eastbound right turn lane should be provided on Highway 96 E. This turn lane should include at least 150 feet of storage and should be designated and constructed according to AASHTO standards.
- The western project access on S. Carothers Road should be constructed to include one entering lane and one existing lane.
- The eastern project access on S. Carothers Road should be constructed to include one entering lane and two exiting lanes.
- A northbound right turn lane should be provided on Carothers Parkway at the intersection with S. Carothers Road.
- A separate westbound left turn lane should be provided on S. Carothers Road at the intersection with Carothers Parkway.

TIA Report prepared by Fischbach Transportation Group, LLC

- R.O.W & Access General Notes**
- 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.
 - 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 easement of 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 onsite during construction.
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 - 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.
 - Locating and coordination for the relocation of existing utilities is the responsibility of the contractor. Tennessee's One-Call and the 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.
 - 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.
 - 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 Specifications (TDOT), and to the City of Franklin Transportation & Street Technical Standards.
- Stream Buffer Note:**
There shall be no mowing, clearing, grading, construction, storage, or disturbance of vegetation except as permitted by the City Engineer, or his designee.

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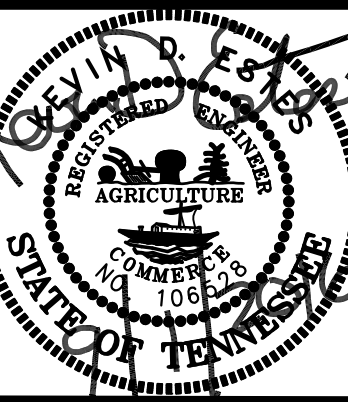


Revisions:

Drawing Notes:

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Date: JULY 11, 2016

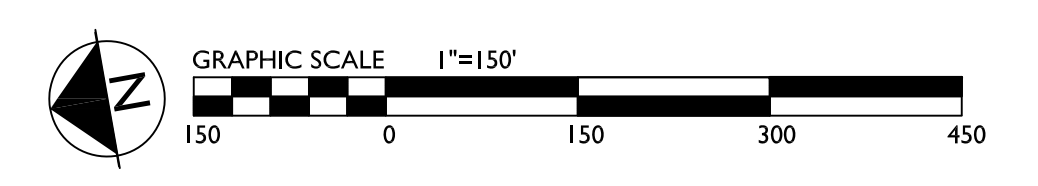
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Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
ggamble209@gmail.com
615.975.5765

OVERALL
ROW &
ACCESS
PLAN

C 4.1



Apparatus Specifications
Number of Front Axles 1
Front Track Width = 8'
Wheels on Each Front Axle = 2
Number of Rear Axles = 2
Rear Track Width = 8'
Wheel Base = 21.316'
(Front Axle to Front Rear Axle)
Rear Axle Spacing = 4.417'
Body Length = 50.0417'
Width = 8.333'
Rear Overhang = 22.1424'
Body Style = Fire Truck
Turning Radius Wall to Wall = 42'

Alley Apron to be installed at all T-Alley intersections to COF Standards to allow for increased Emergency Vehicle turning radii.

Alley Apron to be installed at all T-Alley intersections to COF Standards to allow for increased Emergency Vehicle turning radii.

Revisions:

Drawing Notes:

GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
Date: JULY 11, 2016

**ASHCROFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
gg@gamble20p@gmail.com
615.975.5765

**AUTOTURN
PLAN**

C 4.2

COF 6189



Stream Buffer Note:
There shall be no mowing, clearing, grading, construction, storage, or disturbance of vegetation except as permitted by the City Engineer, or his designee.

C 5.0



F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

Traffic Impact Study

Ashcroft Valley Residential Development
Highway 96E and S. Carothers Road
Franklin, TN

Prepared September 2016
For Land Solutions Company

FTG, LLC
P.O. Box 682736
Franklin, TN 37068
(615) 771-8022 phone
Gillian@FTGtraffic.com

Traffic Impact Study

Ashcroft Valley Residential Development Highway 96E and S. Carothers Road

Franklin, Tennessee

Prepared September 2016

PREPARED FOR:

Land Solutions, LLC
2925 Berry Hill Rd
Nashville, TN 37204

PREPARED BY:

Ms. Gillian L. Fischbach, P.E., PTOE
Fischbach Transportation Group (FTG, LLC)
P.O. Box 682736
Franklin, TN 37068
Phone: (615) 771-8022
FTG Project Number: 10647



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1. INTRODUCTION

This traffic study has been prepared in order to identify the traffic impacts of a single-family residential development that is proposed to be constructed between Highway 96E and S. Carothers Road in Franklin, Tennessee.

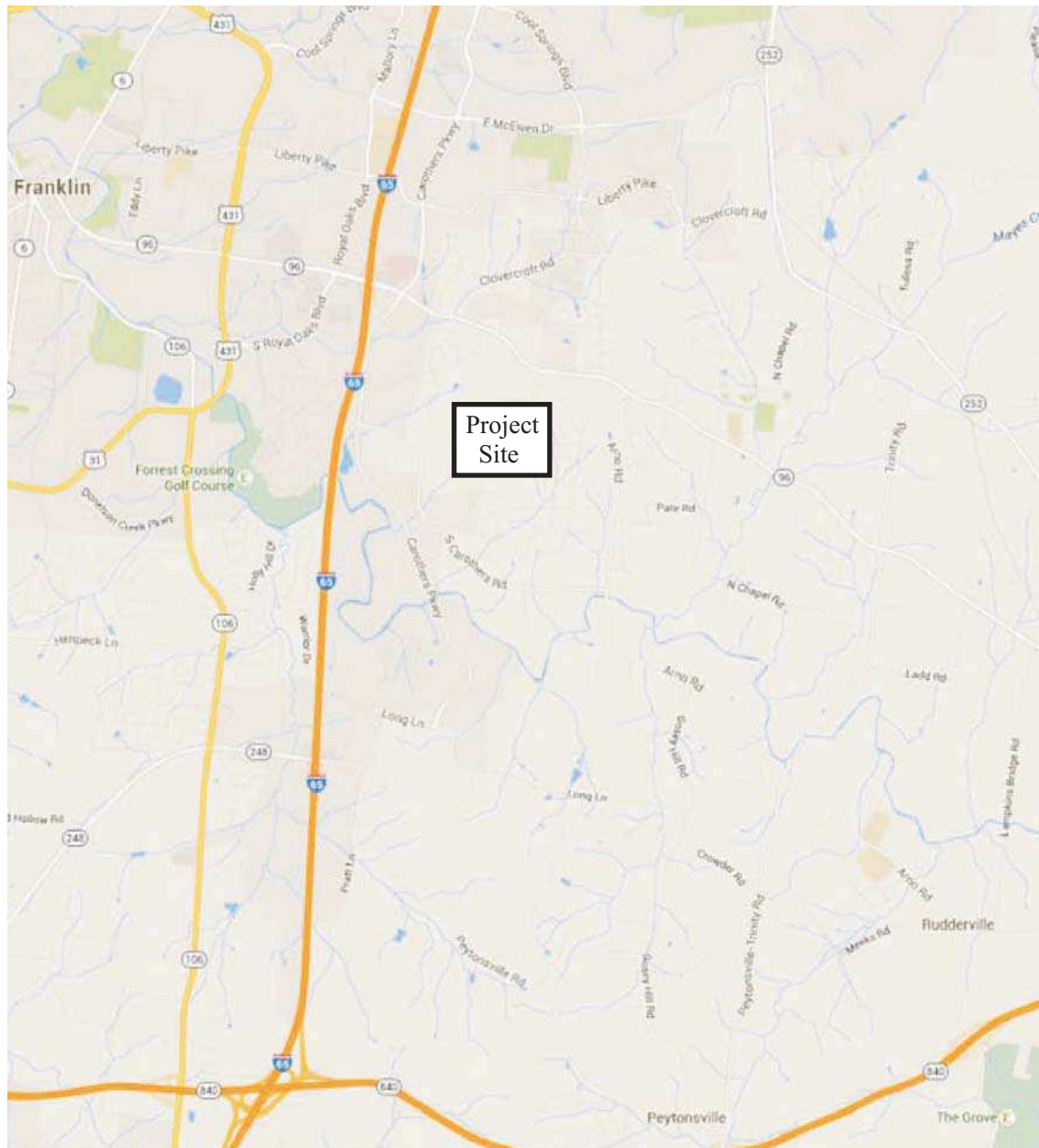
For the purposes of this study, existing and background traffic volumes were established, and capacity analyses were conducted for these conditions. Also, trip generation calculations were performed, and the trips which are expected to be generated by the proposed project were distributed to the roadway system and added to the background traffic volumes. The roadways and intersections which provide access to the site were then re-evaluated to determine the traffic impacts of the proposed project. Access needs for the project were evaluated, and the necessary roadway and/or traffic control improvements were identified. This report presents the results of these analyses and the subsequent recommendations.

2. PROJECT DESCRIPTION

The location of the proposed project is shown in [Figure 1](#). As shown, the project site is located between Highway 96E and S. Carothers Road in Franklin, Tennessee. The current project site plans are shown in [Figures 2A and 2B](#).

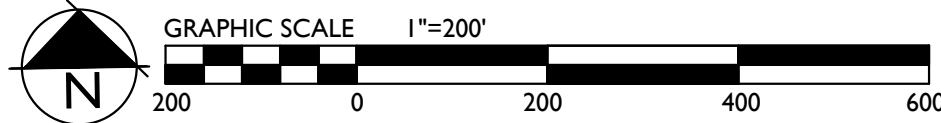
As shown, the northern portion of the project site includes 70 single-family homes. Access for the proposed project will be provided by extending Stanford Drive into the project site. The southern portion of the project site includes 306 single-family homes, and access for the proposed project will be provided at two locations on S. Carothers Road. Also, minor access will be provided by extending Upland Drive and Meandering Way east into the project site.

F i s c h b a c h
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Traffic Engineering and Planning



No Scale

Figure 1.
Location of the Project Site



BUILDABLE LOTS:	
AREA	
31,744 SF	
37,036 SF	
36,085 SF	

TOTAL NON-BUILDABLE LOT AREA: 2.41 AC
 TOTAL OPEN SPACE PROVIDED: 121.47 AC (54%)
 TOTAL FORMAL OPEN SPACE PROVIDED: 12.65 AC
 TOTAL INFORMAL OPEN SPACE PROVIDED: 108.82 AC

STREAM BUFFER

 60' STREAM BUFFER

MODIFICATION OF DESIGN STANDARDS REQUEST

RESTRICTIVE COVENANTS: A HOME OWNER'S ASSOCIATION WILL BE ESTABLISHED PRIOR TO THE FIRST OCCUPANCY OF RESIDENTS. THE HOA WILL REGULATE ARCHITECTURAL STANDARDS AND THE MAINTENANCE OF THE COMMUNITY. THE HOA WILL MAINTAIN ALL COMMON OPEN SPACE AND RECREATIONAL AREAS. THE HOA WILL MAINTAIN ALL STREETS AND SIDEWALKS WITHIN THE GATED NEIGHBORHOOD WHERE THE STREETS WILL BE PRIVATE.

OVERALL DENSITY: 1.60 UNITS/AC
 NET DENSITY (MINUS ROW): 1.90 UNITS/AC
 NET DENSITY (MINUS ROW AND STREAM BUFFERS): 2.03 UNITS/AC
 NUMBER OF RESIDENTIAL UNITS BY USE TYPE:

376 SINGLE FAMILY HOMES	1.60 UNITS/AC
40 LOTS: 22	1.90 UNITS/AC
50 LOTS: 18	2.03 UNITS/AC
60-70 LOTS: 72	
90 LOTS: 83	
ESTATE: 1	

NONRESIDENTIAL SPACE FOOTAGE:
 TOTAL ACREAGE BY USE, ENTIRE SITE:

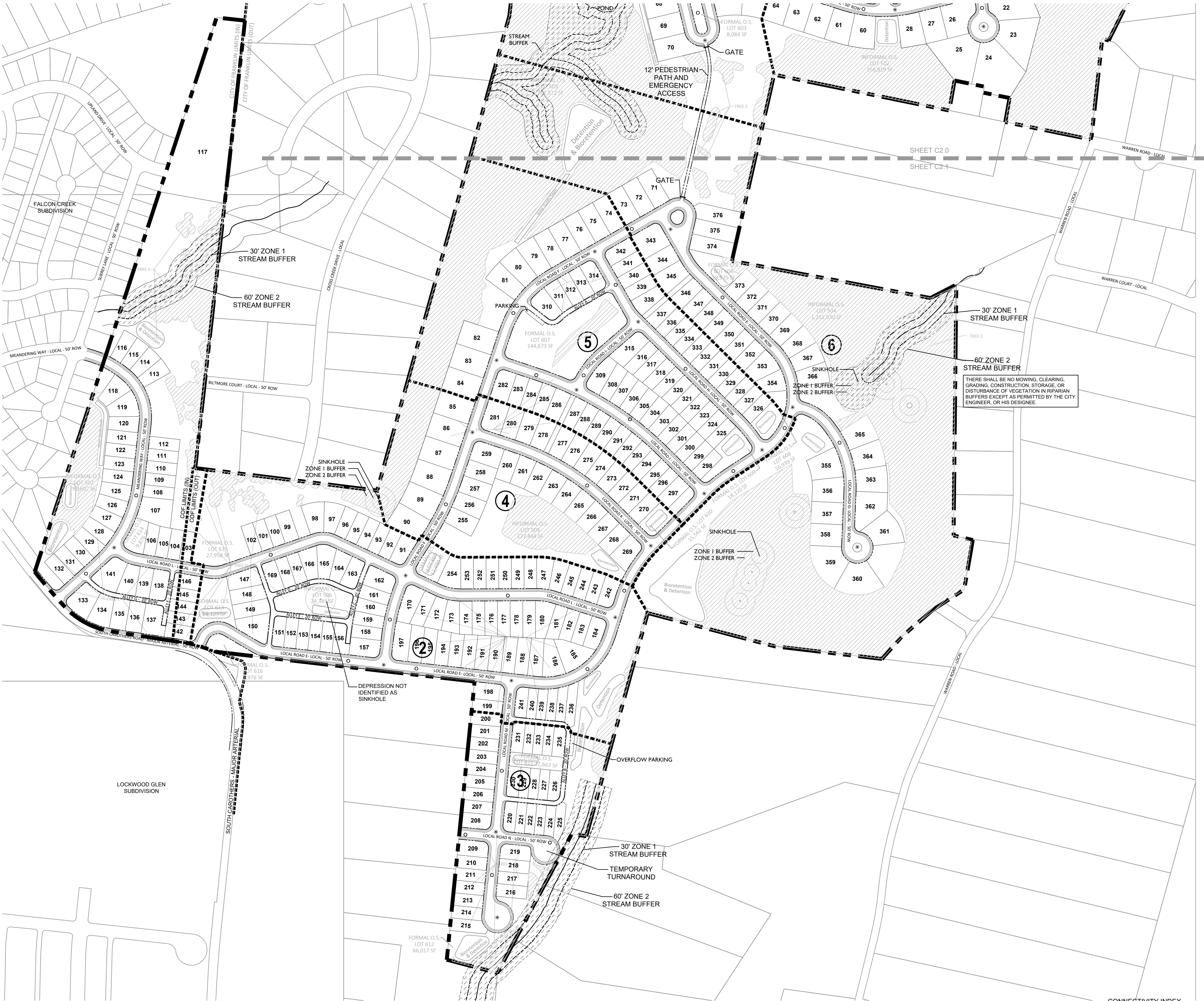
89.7 AC RESIDENTIAL	
108.4 AC OPEN SPACE	
2.41 AC NON-BUILDABLE LOTS	
SECTION 1	
10.8 AC RESIDENTIAL (44 UNITS)	
9.7 AC OPEN SPACE	
SECTION 2	
14.6 AC RESIDENTIAL (84 UNITS)	
7.2 AC OPEN SPACE	
SECTION 3	
5.2 AC RESIDENTIAL (36 UNITS)	
2.9 AC OPEN SPACE	
SECTION 4	
8.0 AC RESIDENTIAL (33 UNITS)	
4.5 AC OPEN SPACE	
SECTION 5	
13.3 AC RESIDENTIAL (72 UNITS)	
9.1 AC OPEN SPACE	
SECTION 6	
9.4 AC RESIDENTIAL (37 UNITS)	
36.3 AC OPEN SPACE	
SECTION 7	
20.5 AC RESIDENTIAL (48 UNITS)	
22.8 AC OPEN SPACE	
SECTION 8	
7.9 AC RESIDENTIAL (22 UNITS)	
15.9 AC OPEN SPACE	

TOTAL ACREAGE BY USE, PER SECTION:

**HOFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee



C 2.0



SITE DATA:

PROJECT NAME:
PROJECT NUMBER:
SUBDIVISION:
LOT NUMBER:
ADDRESS:

CITY:
COUNTY:
STATE:
CIVIL DISTRICT:
MAP, GROUP, PARCEL NUMBERS:

ASHCROFT VALLEY PUD SUBDIVISION
6189
NA
1-376, 501-507, 601-616
1101 RIDGEWAY DRIVE,
MURFREESBORO ROAD
FRANKLIN
TENNESSEE
14TH CIVIL DISTRICT
079 MB 002800
079 MB 002900
089 03500
089 03000
089 03001
089 04302
089 04303
089 04304
WILLIAMSON COUNTY
NC (079679 MB 002800, 079 MB 002900),
MGA-1 (079 05500, 089 04302, 089 04303,
089 04304)
CITY OF FRANKLIN
R-1 (089 03000, 089 03001)
SD-R (1.67)
MECO-6
NONE
CONVENTIONAL
226.01 AC
9,844,942.09 SF

EXISTING ZONING:

PROPOSED ZONING:
CHARACTER AREA OVERLAY:
OTHER APPLICABLE OVERLAYS:
APPLICABLE DEVELOPMENT STANDARD:
TOTAL ACREAGE:
TOTAL SQUARE FOOTAGE:

MINIMUM REQUIRED SETBACKS:
FRONT YARD:
REAR YARD:
SIDE YARD:

APPLICANT:
ADDRESS:

OFFICE PHONE
EMAIL ADDRESS
CONTACT

BUILDING SQUARE FOOTAGE:
BUILDING HEIGHT:
LANDSCAPE SURFACE RATIO:
MINIMUM LANDSCAPE SURFACE RATIO:
MINIMUM PARKING REQUIREMENT:
EXISTING PARKING:
RESIDENTIAL DENSITY:
TREE CANOPY:
PARKLAND DEDICATION:

SEE LOT DIAGRAMS - SHEET C2.3
MINIMUM SETBACKS
NONE
CONVENTIONAL
226.01 AC
9,844,942.09 SF

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TN 37064
615.975.5765
greggambledesign@gmail.com
GREG GAMBLE

OPEN SPACE:

OVERALL DENSITY:
NET DENSITY (MINUS ROW):
NET DENSITY (MINUS ROW AND STREAM BUFFERS):
NUMBER OF RESIDENTIAL UNITS BY USE TYPE:

1.67 UNITS/AC
1.90 UNITS/AC
2.03 UNITS/AC
376 SINGLE FAMILY HOMES
40' LOTS: 22
50' LOTS: 198
60'-70' LOTS: 72
90' LOTS: 83
ESTATE: 1
N/A
89.7 AC RESIDENTIAL
108.4 AC OPEN SPACE
2.41 AC NON-BUILDABLE LOTS
SECTION 1
10.8 AC RESIDENTIAL (44 UNITS)
9.7 AC OPEN SPACE
SECTION 2
14.6 AC RESIDENTIAL (84 UNITS)
7.2 AC OPEN SPACE
SECTION 3
5.2 AC RESIDENTIAL (36 UNITS)
2.9 AC OPEN SPACE
SECTION 4
8.0 AC RESIDENTIAL (33 UNITS)
4.5 AC OPEN SPACE
SECTION 5
13.3 AC RESIDENTIAL (72 UNITS)
9.1 AC OPEN SPACE
SECTION 6
9.4 AC RESIDENTIAL (37 UNITS)
36.3 AC OPEN SPACE
SECTION 7
20.5 AC RESIDENTIAL (48 UNITS)
22.8 AC OPEN SPACE
SECTION 8
17.9 AC RESIDENTIAL (22 UNITS)
15.9 AC OPEN SPACE

NONRESIDENTIAL SQUARE FOOTAGE:
TOTAL ACREAGE BY USE, ENTIRE SITE:

TOTAL ACREAGE BY USE, PER SECTION:

OPEN SPACE REQUIREMENT CHART:

MINIMUM OPEN SPACE REQUIREMENT: 15%
SITE AREA: 226.01 AC
OPEN SPACE ACREAGE REQUIRED: 33.90 AC
FORMAL OPEN SPACE REQUIRED: 34% (11.53 AC)
INFORMAL OPEN SPACE REQUIRED: 66% (22.37 AC)

OPEN SPACE PROVIDED:

KEY CLASSIFICATION	TYPE	AREA OF OPEN SPACE
501	INFORMAL GREEN BELT	1,086,703 SF
502	INFORMAL GREEN BELT	356,919 SF
503	INFORMAL GREEN BELT	1,781,272 SF
504	INFORMAL GREEN BELT	1,251,830 SF
505	INFORMAL GREEN BELT	139,078 SF
506	INFORMAL GREEN BELT	33,880 SF
507	INFORMAL GREEN BELT	90,802 SF
601	FORMAL ENTRY	117,895 SF
602	FORMAL PARK	25,543 SF
603	FORMAL PARK	8,084 SF
604	FORMAL ENTRY	24,746 SF
605	FORMAL PARK	13,589 SF
606	FORMAL PARK	18,975 SF
607	FORMAL PARK	144,673 SF
608	FORMAL PARK	22,185 SF
609	FORMAL PARK	10,423 SF
610	FORMAL PARK	10,362 SF
611	FORMAL PARK	12,693 SF
612	FORMAL PARK	66,017 SF
613	FORMAL PARK	28,129 SF
614	FORMAL PARK	9,876 SF
615	FORMAL PARK	27,858 SF
616	FORMAL PARK	9,976 SF

NON-BUILDABLE LOTS:

KEY AREA	AREA
1	31,744 SF
2	37,036 SF
3	36,085 SF

TOTAL NON-BUILDABLE LOT AREA: 2.41 AC
TOTAL OPEN SPACE PROVIDED: 121.47 AC (54%)
TOTAL FORMAL OPEN SPACE PROVIDED: 12.65 AC
TOTAL INFORMAL OPEN SPACE PROVIDED: 108.82 AC

TREE CANOPY RETENTION:

TREE AREA	EXISTING	REMOVED	RETAINED
TREE A	20,501 SF	0 SF	20,501 SF
TREE B	184,596 SF	53,921 SF	130,675 SF
TREE C	5,961,646 SF	3,943,325 SF	2,018,320 SF
TREE D	221,073 SF	169,300 SF	51,773 SF
TREE E	491,876 SF	329,599 SF	162,277 SF
TOTAL	6,579,691 SF	3,596,145 SF	2,983,546 SF

TREE CANOPY DATA

EXISTING TREE CANOPY: 6,579,691 SF
6,579,691 SF/9,844,942.09 SF = .668 (66.8%) OF TOTAL SITE

REQUIRED CANOPY PRESERVATION =
36% OF TOTAL CANOPY
6,579,691 SF * 36% = 2,368,689 SF

PROVIDED CANOPY PRESERVED =
2,983,546 SF (45.3%) OF TOTAL EXISTING CANOPY

TREE PRESERVATION AREA

STREAM BUFFER

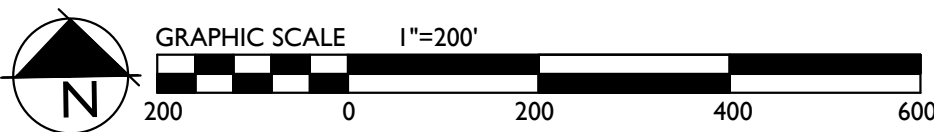
60' STREAM BUFFER

CONNECTIVITY INDEX

○ LINKS 44
* NODES 30
44 / 30 = 1.47 INDEX

MODIFICATION OF DESIGN STANDARDS REQUEST

THE APPLICANT REQUESTS A REDUCED CONNECTIVITY INDEX AS A RESULT OF THE ENVIRONMENTAL AND TOPOGRAPHICAL CONSTRAINTS OF THE NEIGHBORING PROPERTIES, AS WELL AS A LACK OF CONNECTION LOCATIONS TO EXISTING NEIGHBORHOODS ON THE REMAINING NEIGHBORING PROPERTIES.



Revisions:

Drawing Notes:



GAMBLE
DESIGN COLLABORATIVE

DESIGN PLANNING AND
LANDSCAPE ARCHITECTURE
Date: JUNE 10, 2016

**ASHCROFT VALLEY PUD SUBDIVISION
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggambledesign@gmail.com
615.975.5765

**DEVELOPEMENT
PLAN**

C 2.1

COF 6189

3. EXISTING CONDITIONS

3.1 PEAK HOUR TRAFFIC VOLUMES

In order to provide data for the traffic impact analysis, peak hour traffic volumes were counted at the following locations:

1. Highway 96E and Carothers Parkway
2. Highway 96E and Clovercroft Road
3. Highway 96E and Cross Creek Drive
4. Highway 96E and Ridgeway Drive / Chester Stevens Road
5. Highway 96E and Arno Road
6. Carothers Parkway and S. Carothers Road
7. S. Carothers Road in the vicinity of the project site.

This data was collected during the morning and afternoon peak hours on typical weekdays in March 2015 and February 2016 when schools were in session. The raw traffic volumes are included in [Appendix A](#). The existing laneage at the intersections within the study area is shown in [Figure 3](#), and the existing peak hour traffic volumes are shown in [Figure 4](#).

Using the existing peak hour traffic volumes shown in [Figure 4](#), capacity analyses were conducted for the intersections counted. Specifically, in order to identify current peak hour levels of operation within the study area, the capacity calculations were performed according to the methods outlined in the [Highway Capacity Manual 2010](#) (HCM2010). These analyses result in the determination of a Level of Service (LOS), which is a measure of evaluation is used to describe how well an intersection or roadway operates. LOS A represents free flow traffic operations, and LOS F suggests that the traffic demand exceeds the available capacity. In an urbanized area, LOS D is typically considered to be the minimum acceptable LOS. [Table 1](#) presents the descriptions of LOS for signalized intersections, and [Table 2](#) presents the descriptions of LOS for unsignalized intersections.

The results of the capacity analyses for the existing peak hour traffic volumes are shown in [Table 3](#), and [Appendix B](#) includes the capacity analyses worksheets. These analyses indicate that the existing operations at the signalized intersections within the study area are dominated by the significant westbound through volumes on Highway 96E during the AM peak hour and reciprocal eastbound through volumes during the PM peak hour. For the signalized intersection of Highway 96E and Arno Road, the analyses and field observations indicate that the northbound left turn queue is significantly long during the AM peak hour, and the eastbound through and right turn queues are significantly long during the PM peak hour. Also, it is important to note that the significant eastbound and westbound volumes on Highway 96E, west of Arno Road, are split approximately evenly at the intersection with Arno Road. Specifically, during the AM peak hour, the westbound through volume and the northbound right turn volume are approximately equal. Reciprocally, during the PM peak hour, the eastbound through volume and right turn volume are approximately equal.

At the unsignalized intersections with Cross Creek Drive and Ridgeway Drive / Chester Stevens Road, most of the critical turning movements operate at acceptable LOS during both peak hours. Because of the significant traffic volumes on Highway 96E, the turning movements from the side streets operate at poor LOS, although the northbound and southbound vehicle queues are relatively short.

At the unsignalized intersection of Carothers Parkway and S. Carothers Road, all of the critical turning movements operate at acceptable LOS during both peak hours.

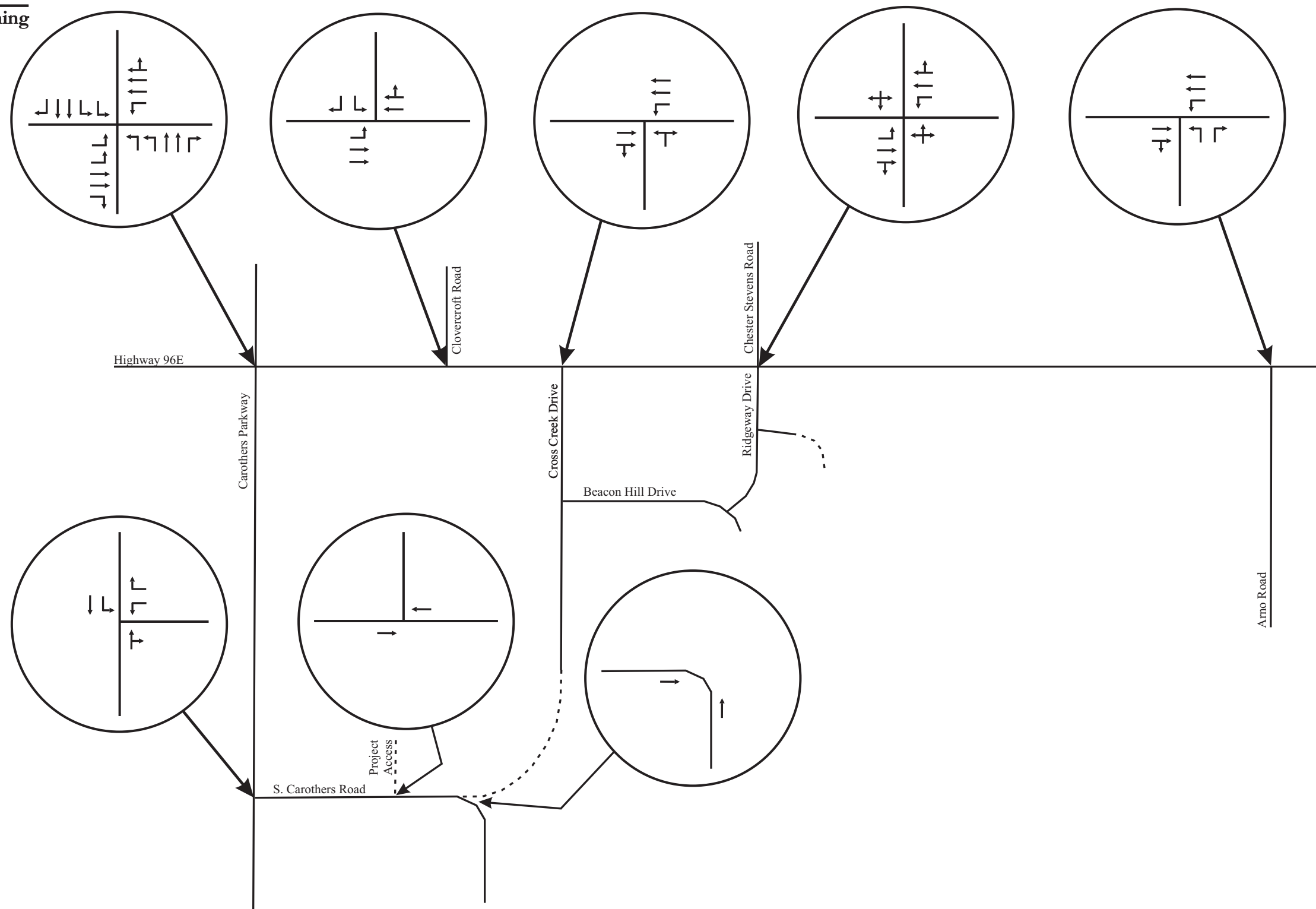
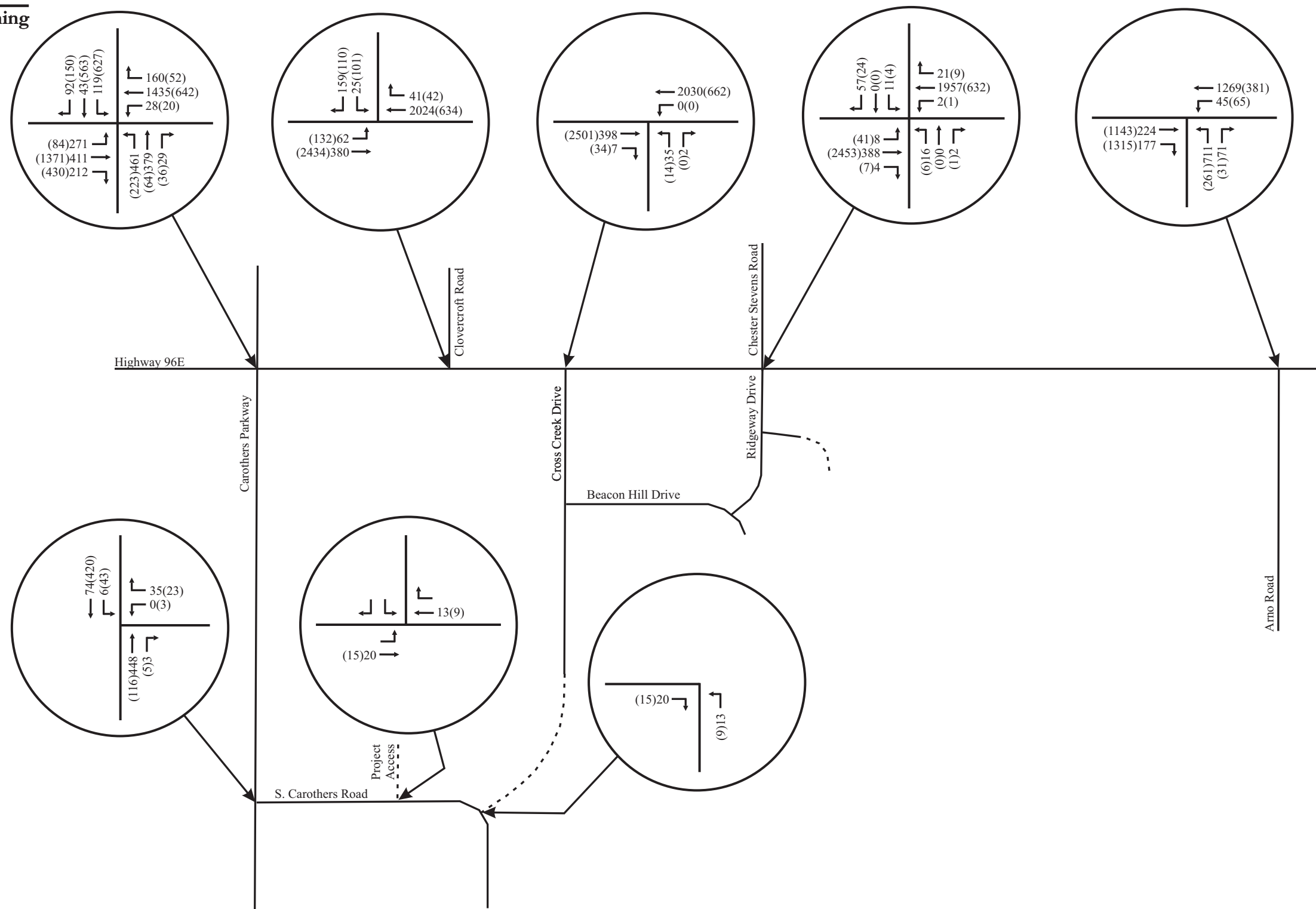


Figure 3.
Existing Laneage within the Study Area

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning



No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 4.
Existing Peak Hour Traffic Volumes

TABLE 1. DESCRIPTIONS OF LOS FOR SIGNALIZED INTERSECTIONS

Level of Service	Description	Average Control Delay per Vehicle (sec)
A	Operations with very low control delay. Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 10
B	Operations with stable flows. This generally occurs with good progression, short cycle lengths, or both. More vehicles stop than for LOS A, causing higher levels of average delay.	> 10 and ≤ 20
C	Operations with stable flow. Occurs with fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	> 20 and ≤ 35
D	Approaching unstable flow. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop.	> 35 and ≤ 55
E	Unstable flow. In many cases, this is considered to be the limit for acceptable delay. These high delays generally indicate poor progression, long cycle lengths, and high v/c ratios.	> 55 and ≤ 80
F	Unacceptable delay. This condition often occurs with oversaturation or with high v/c ratios. Poor progression and long cycle lengths may also cause such delay levels.	> 80

Source: Highway Capacity Manual 2010 (HCM2010)

TABLE 2. DESCRIPTIONS OF LOS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Description	Average Control Delay (sec/veh)
A	Minimal delay	≤ 10
B	Brief delay	> 10 and ≤ 15
C	Average delay	> 15 and ≤ 25
D	Significant delay	> 25 and ≤ 35
E	Long delay	> 35 and ≤ 50
F	Extreme delay	> 50

Source: Highway Capacity Manual 2010 (HCM 2010)

TABLE 3. EXISTING PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	95 TH %-ILE QUEUE	LEVEL OF SERVICE	95 TH %-ILE QUEUE
Highway 96E and Carothers Parkway (signalized)	Eastbound Left Turns	LOS F	111 feet	LOS A	18 feet
	Eastbound Thrus	LOS A	64 feet	LOS C	346 feet
	Eastbound Right Turns	LOS A	28 feet	LOS B	142 feet
	Westbound Left Turns	LOS A	7 feet	LOS A	9 feet
	Westbound Thru/Right Turns	LOS B	267 feet	LOS A	49 feet
	Northbound Left Turns	LOS B	93 feet	LOS B	54 feet
	Northbound Thrus	LOS B	71 feet	LOS B	16 feet
	Northbound Right Turns	LOS A	13 feet	LOS A	15 feet
	Southbound Left Turns	LOS B	27 feet	LOS B	136 feet
	Southbound Thrus	LOS B	12 feet	LOS B	106 feet
	Southbound Right Turns	LOS A	37 feet	LOS A	33 feet
	Overall Intersection	LOS B		LOS B	
Highway 96E and Clovercroft Road (signalized)	Eastbound Left Turns	LOS F	131 feet	LOS A	37 feet
	Eastbound Thrus	LOS A	70 feet	LOS B	1065 feet
	Westbound Thrus/Right Turns	LOS B	650 feet	LOS A	44 feet
	Southbound Left Turn Lane	LOS D	38 feet	LOS D	117 feet
	Southbound Right Turn Lane	LOS D	160 feet	LOS B	49 feet
	Overall Intersection	LOS B		LOS B	

Highway 96E and Cross Creek Drive (unsignalized)	Westbound Left Turn Lane	LOS A	1 veh	LOS D	1 veh
	Northbound Left / Right Turn Lane	LOS D	1 veh	LOS F	2 veh
Highway 96E and Ridgeway Drive / Chester Stevens Drive (unsignalized)	Eastbound Left Turn Lane	LOS C	1 veh	LOS A	1 veh
	Westbound Left Turn Lane	LOS A	1 veh	LOS C	1 veh
	Northbound Lane	LOS D	1 veh	LOS F	1 veh
	Southbound Lane	LOS E	2 veh	LOS B	1 veh
Highway 96E and Arno Road (signalized)	Eastbound Thrus / Right Turns	LOS B	82 feet	LOS C	1020 feet
	Westbound Left Turns	LOS B	43 feet	LOS F	90 veh
	Westbound Thrus	LOS D	575 feet	LOS A	53 veh
	Northbound Left Turns	LOS D	684 feet	LOS E	312 veh
	Northbound Right Turns	LOS A	24 feet	LOS B	26 veh
	Overall Intersection	LOS C		LOS C	
Carothers Parkway and S. Carothers Road (unsignalized)	Southbound Left Turns	LOS A	1 veh	LOS A	1 veh
	Westbound Left Turns	LOS B	1 veh	LOS B	1 veh
	Westbound Right Turns	LOS B	1 veh	LOS A	1 veh

3.2 TRAFFIC SIGNAL WARRANT ANALYSES

For the purposes of this study, traffic signal warrant analyses were conducted for the intersection of Carothers Parkway and S. Carothers Road. For these analyses, hourly turning movement counts were collected at this intersection in August 2016 when schools were in session. The raw traffic volumes are included in [Appendix A](#), and the hourly traffic volumes are shown in [Table 4](#).

The Federal Highway Administration has published the Manual on Uniform Traffic Control Devices (MUTCD 2010), which includes traffic signal warrants that help traffic engineering professionals to identify when a traffic signal installation is justified at a particular location. The warrants include minimum conditions that are compared to existing or projected traffic conditions, and typically, traffic signals should not be installed unless at least one of the MUTCD warrants, as described in [Appendix C](#), is met.

The Manual on Uniform Traffic Control Devices (MUTCD 2010) stipulates that the signal warrant thresholds may be reduced by 30% "...if the posted or statutory speed limit or the 85th percentile speed on the major street exceeds 40 mph..." Since a 40 mph speed limit is currently posted on Carothers Parkway, full traffic signal warrant thresholds were considered appropriate for the intersection of Carothers Parkway and S. Carothers Road.

The hourly traffic volumes at the intersection of Carothers Parkway and S. Carothers Road were compared to the full signal warrant thresholds, and the results of these analyses are included in [Table 4](#). These results indicate that the existing traffic volumes do not satisfy any of the volume-related traffic signal warrants.

TABLE 4. TRAFFIC SIGNAL WARRANT ANALYSIS

HOUR	TOTAL VEHICLES BOTH DIRECTIONS OF CAROTHERS PARKWAY	WESTBOUND VEHICLES ON S. CAROTHERS ROAD	SATISFY FULL WARRANTS?		
			Warrant 1 Condition A	Warrant 1 Condition B	Warrant 2
6:00 - 7:00 AM	233	25	---	---	---
7:00 - 8:00 AM	588	41	---	---	---
8:00 - 9:00 AM	552	38	---	---	---
9:00 - 10:00 AM	299	20	---	---	---
10:00 - 11:00 AM	305	20	---	---	---
11:00 - 12:00 N	355	22	---	---	---
12:00 - 1:00 PM	348	30	---	---	---
1:00 - 2:00 PM	334	12	---	---	---
2:00 - 3:00 PM	335	19	---	---	---
3:00 - 4:00 PM	338	18	---	---	---
4:00 - 5:00 PM	496	31	---	---	---
5:00 - 6:00 PM	621	14	---	---	---
6:00 - 7:00 PM	430	23	---	---	---

4. PROJECTION OF BACKGROUND TRAFFIC VOLUMES

In order to account for the traffic growth which will occur within the study area because of typical growth, as well as other approved developments, background traffic volumes were established for the intersections within the study area.

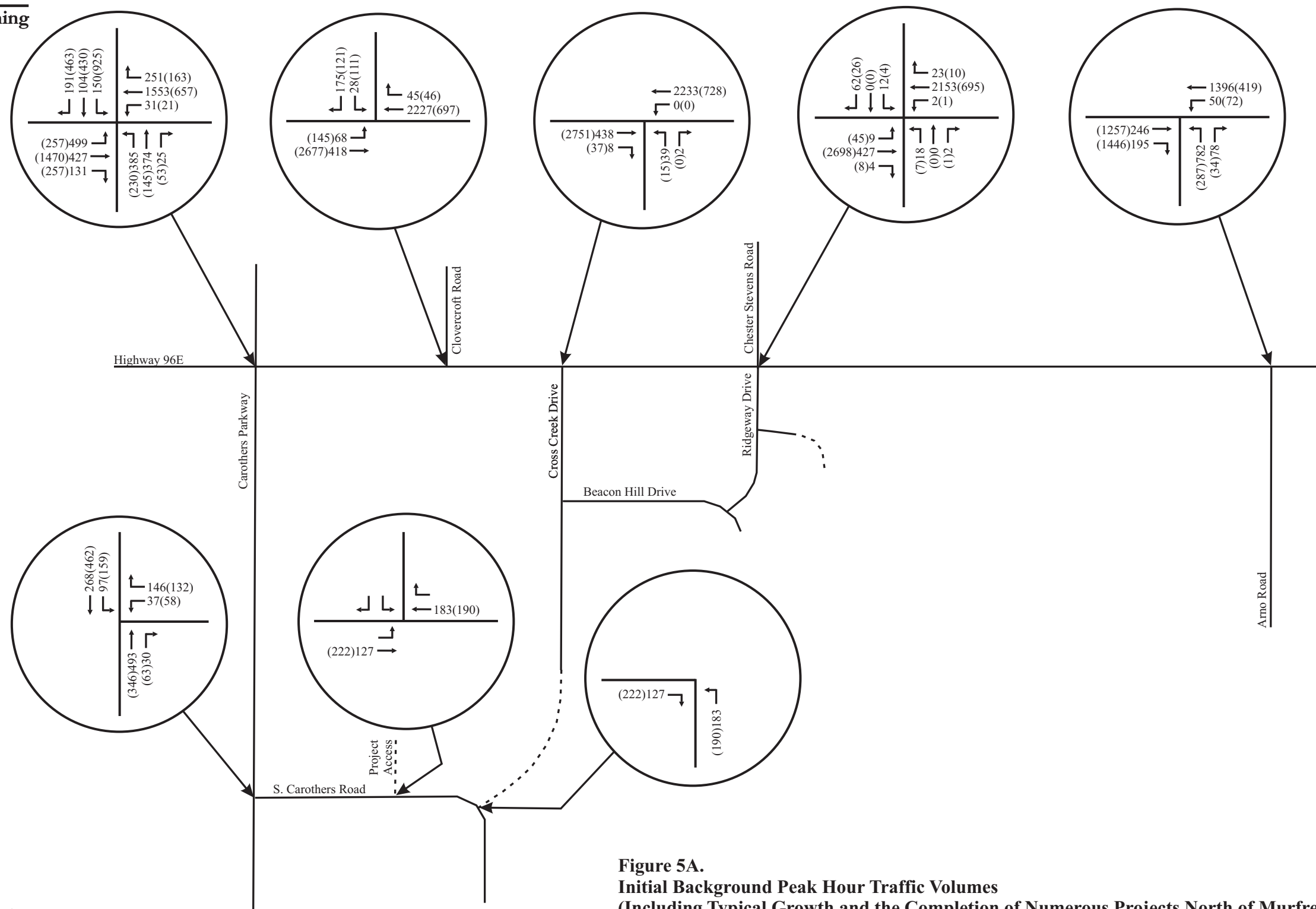
Specifically, in order to account for typical growth within the study area, consideration was given to the historical traffic volumes near the project site. The Tennessee Department of Transportation (TDOT) conducts an annual count program throughout the state. This count program includes the annual collection of average daily traffic (ADT) counts at numerous fixed locations. As shown in [Table 5](#), the daily traffic volumes within the study area have increased marginally since 2004. Based on this information, for the purposes of this study, the existing traffic volumes at the following intersections were increased by 10% to represent initial background traffic volumes, as shown in [Figure 5A](#):

1. Highway 96E and Cross Creek Drive
2. Highway 96E and Ridgeway Drive / Chester Stevens Drive
3. Carothers Parkway and S. Carothers Road

TABLE 5. HISTORICAL TRAFFIC VOLUMES IN THE STUDY AREA

Year	Station 40 Highway 96E ADT	Annual Growth	Overall Growth
2007	19,283		
2008	21,519	11.60%	
2009	19,501	-9.38%	
2010	22,312	14.41%	
2011	23,459	5.14%	
2012	23,343	-0.49%	
2013	23,968	2.68%	4.05%
Year	Station 41 Clovercroft Rd ADT	Annual Growth	Overall Growth
2007	2,570		
2008	2,862	11.36%	
2009	2,554	-10.76%	
2010	2,891	13.19%	
2011	3,092	6.95%	
2012	3,155	2.04%	
2013	3,151	-0.13%	3.77%

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning



No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 5A.
Initial Background Peak Hour Traffic Volumes
(Including Typical Growth and the Completion of Numerous Projects North of Murfreesboro Road,
as well as Nichols Bend/Lockwood Glen and Simmon's Ridge, south of Murfreesboro Road)

Also, it is important to note that background traffic volumes for the intersection of Highway 96E and Carothers Parkway were identified from the Traffic Impact Study that was prepared for the Carothers Crossing project in November 2015 by Fischbach Transportation Group (FTG, LLC). Similarly, background traffic volumes for the intersection of Carothers Parkway and S. Carothers Road were identified from the Traffic Impact Study that was prepared for the Simmons Ridge project in July 2012 by Fischbach Transportation Group (FTG, LLC). These traffic volumes are shown in [Figure 5A](#).

In addition, it is important to note that the following other projects are under construction within the study area:

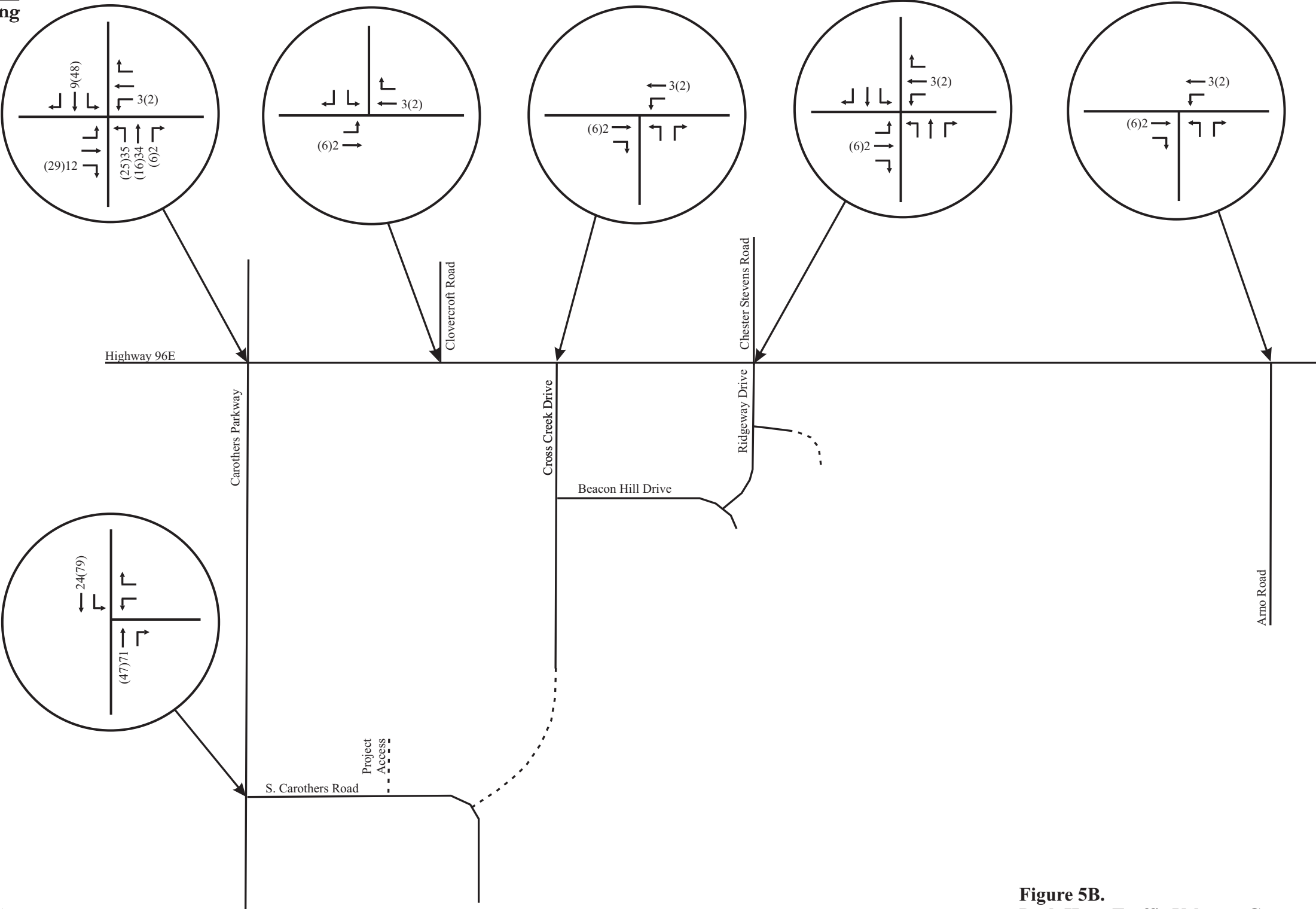
1. Echelon Residential Development, located on the east side of Carothers Parkway, south of S. Carothers Road
2. Water's Edge Residential Development, located on the west side of Carothers Parkway, south of S. Carothers Road
3. October Woods Residential Development, located on the south side of Highway 96E and the west side of Ridgeway Drive
4. Silver Grace Assisted Living Facility, which is located on the north side of Highway 96E, east of Chester Stevens Road.

[Figures 5B, 5C, 5D, and 5E](#) include the peak hour traffic volumes that are expected to be generated by these other residential projects. Information about these other projects is included in [Appendix D](#).

The peak hour traffic volumes shown in [Figures 5B, 5C, 5D, and 5E](#) were added to the traffic volumes shown in [Figure 5A](#) in order to establish the final background traffic volumes shown in [Figure 5F](#). Using the final background peak hour traffic volumes, capacity analyses were conducted for the intersections within the study area. For these analyses, it was assumed that all existing laneage and traffic control will be maintained and no improvements will be provided.

The results of the capacity analyses for the background peak hour traffic volumes are shown in [Table 6](#), and [Appendix B](#) includes the capacity analyses worksheets. These analyses indicate that decreased levels of service are expected at the signalized intersections within the study area. However, the dominant traffic patterns are expected to remain consistent with the existing conditions within the study area.

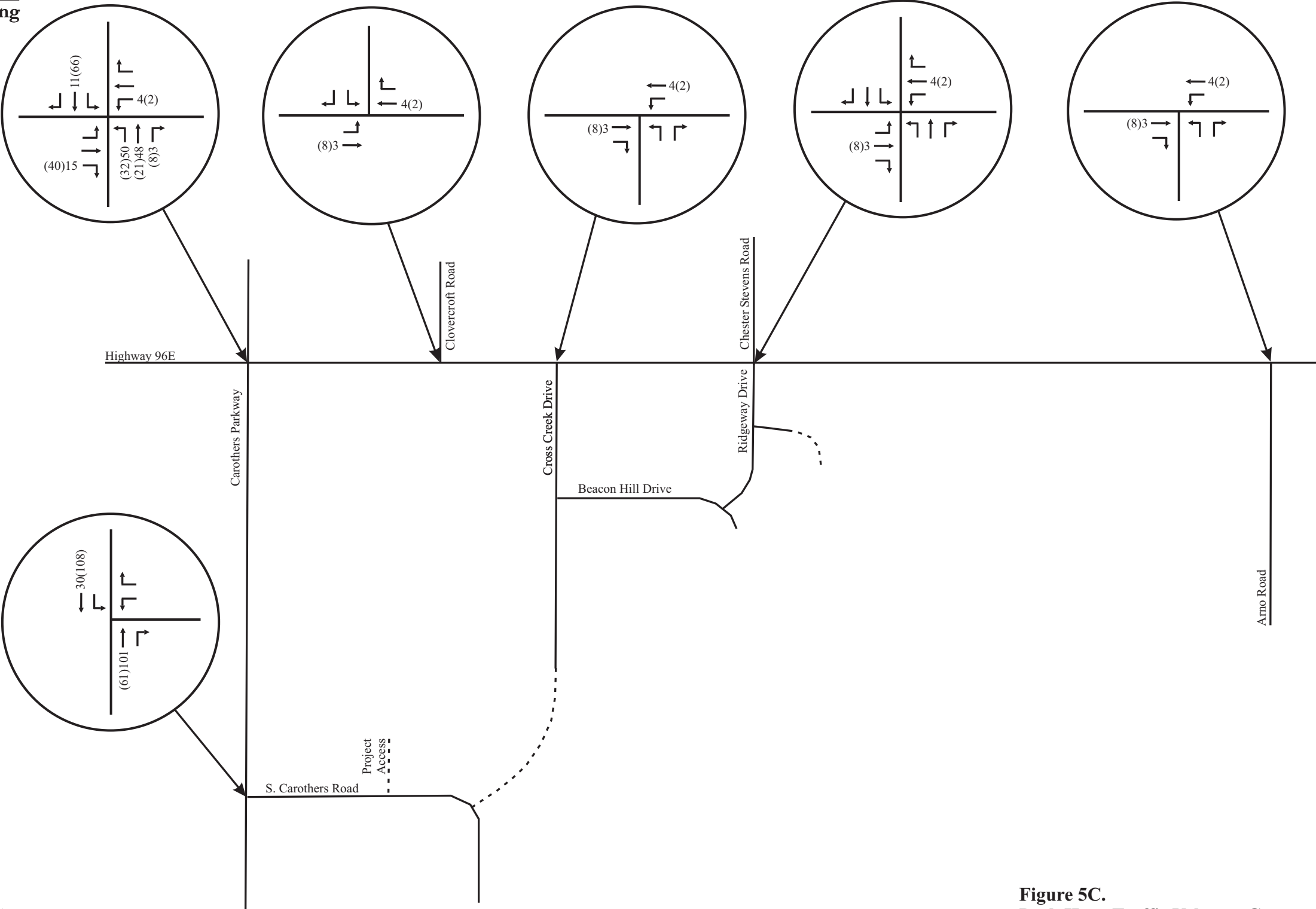
At the unsignalized intersection of Carothers Parkway and S. Carothers Road, the westbound left and right turns are expected to operate at poor LOS and with moderate vehicle queues during both peak hours.



No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

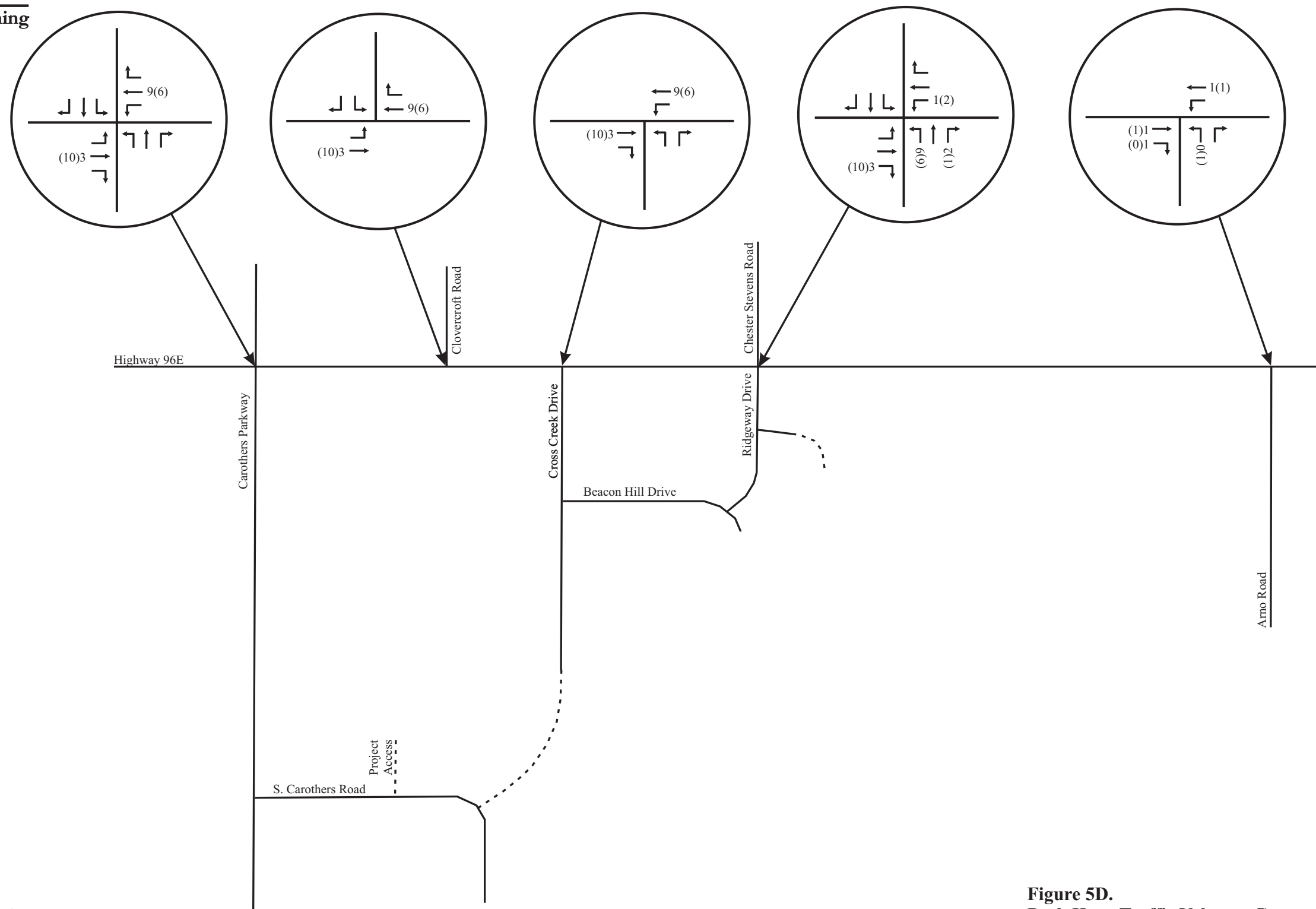
Figure 5B.
Peak Hour Traffic Volumes Generated by the
Echelon Residential Development



No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

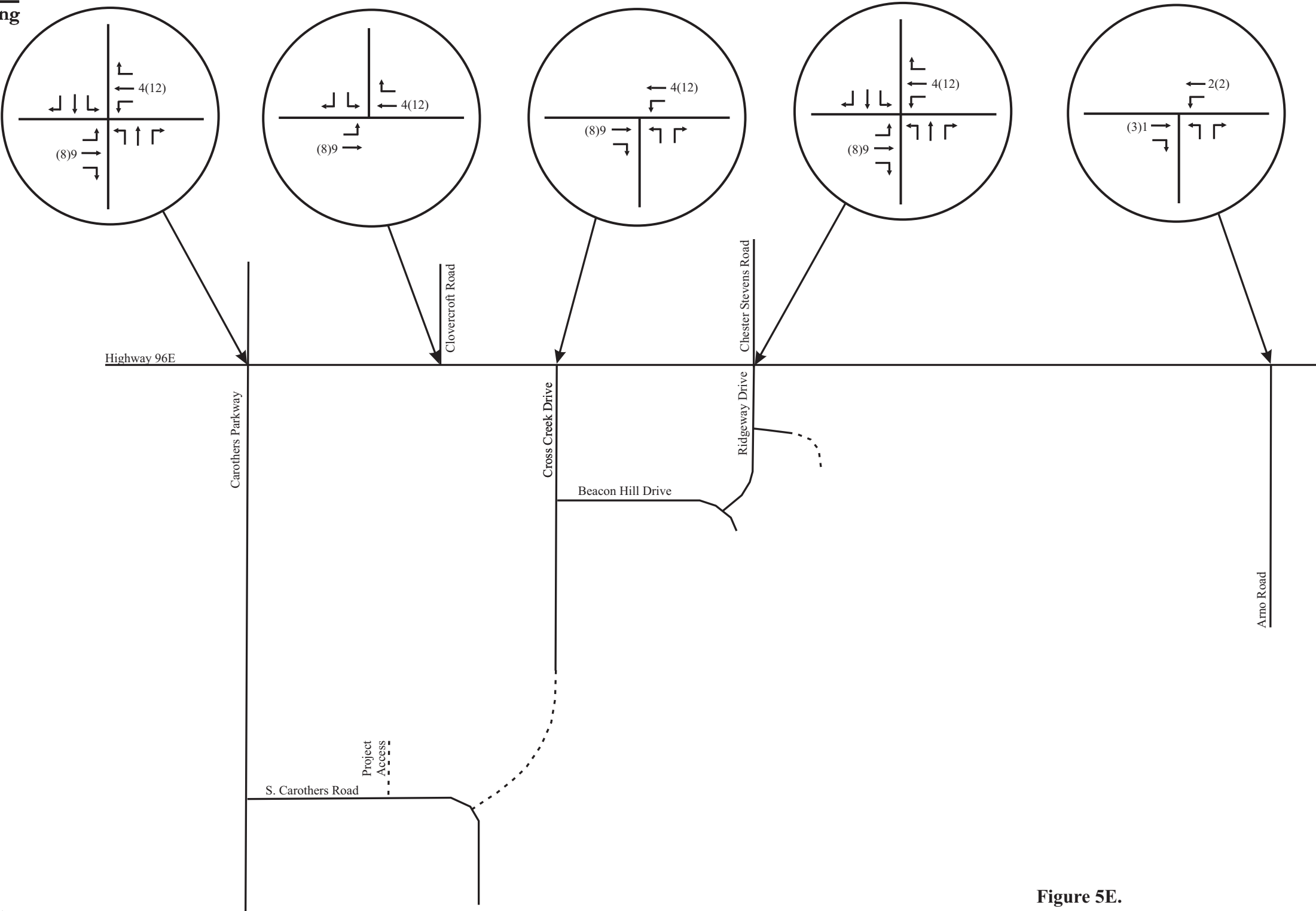
Figure 5C.
 Peak Hour Traffic Volumes Generated by the
 Water's Edge Residential Development



No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 5D.
Peak Hour Traffic Volumes Generated by the
October Woods Residential Development

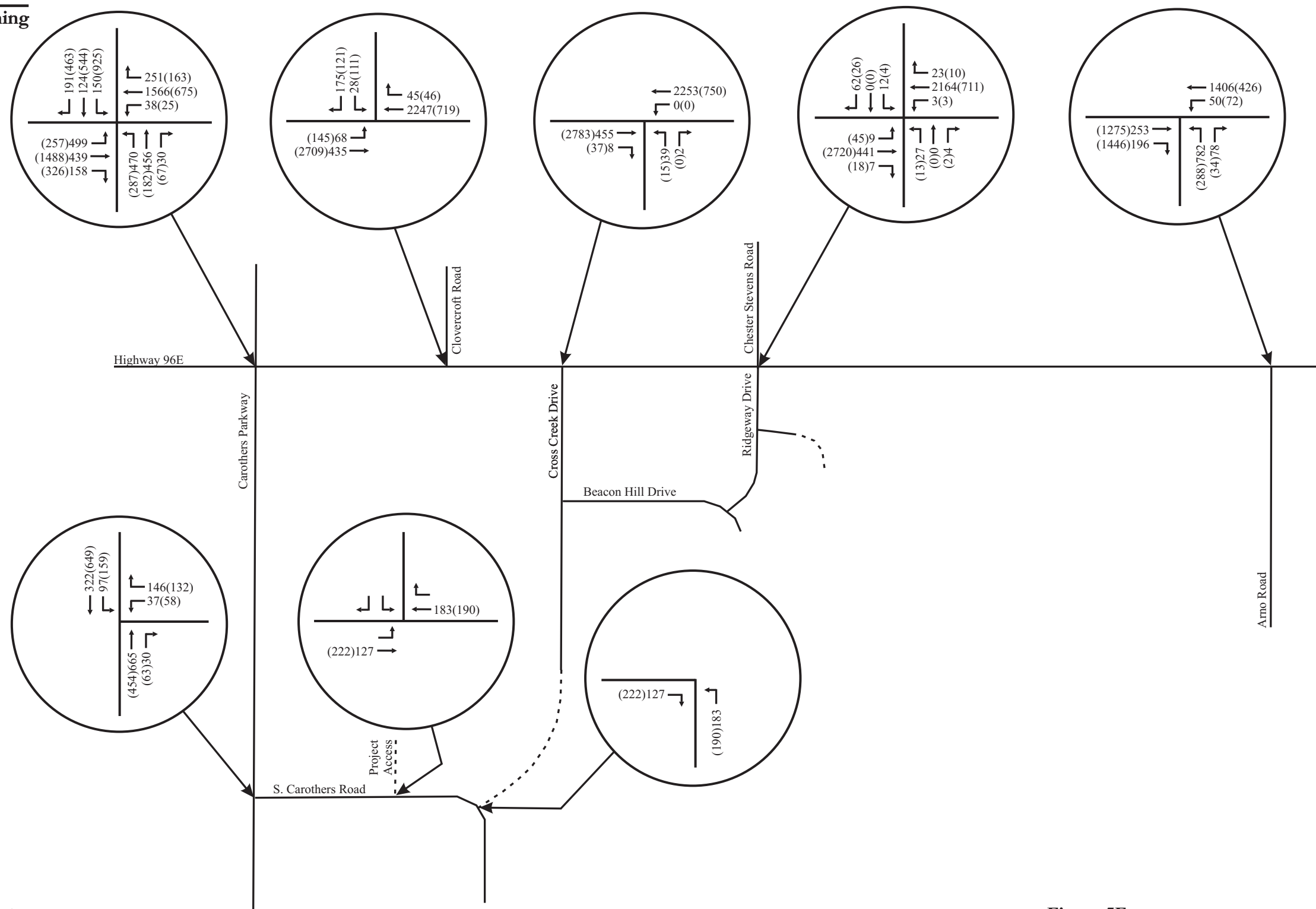


No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 5E.
Peak Hour Traffic Volumes Generated by the
Silver Grace Assisted Living Development

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Traffic Engineering and Planning



No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 5F.
Final Background Peak Hour Traffic Volumes

TABLE 6. BACKGROUND PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	95 TH %-ILE QUEUE	LEVEL OF SERVICE	95 TH %-ILE QUEUE
Highway 96E and Carothers Parkway (signalized)	Eastbound Left Turns	LOS F	187 feet	LOS C	129 feet
	Eastbound Thrus	LOS B	68 feet	LOS D	745 feet
	Eastbound Right Turns	LOS A	26 feet	LOS A	137 feet
	Westbound Left Turns	LOS A	9 feet	LOS C	30 feet
	Westbound Thru/Right Turns	LOS C	229 feet	LOS B	80 feet
	Northbound Left Turns	LOS B	83 feet	LOS C	126 feet
	Northbound Thrus	LOS B	72 feet	LOS B	65 feet
	Northbound Right Turns	LOS A	11 feet	LOS B	51 feet
	Southbound Left Turns	LOS B	29 feet	LOS E	506 feet
	Southbound Thrus	LOS A	22 feet	LOS C	186 feet
	Southbound Right Turns	LOS A	64 feet	LOS C	313 feet
	Overall Intersection	LOS D		LOS C	
Highway 96E and Clovercroft Road (signalized)	Eastbound Left Turns	LOS F	132 feet	LOS A	27 feet
	Eastbound Thrus	LOS A	34 feet	LOS C	1303 feet
	Westbound Thrus/Right Turns	LOS B	811 feet	LOS A	50 feet
	Southbound Left Turn Lane	LOS C	37 feet	LOS E	137 feet
	Southbound Right Turn Lane	LOS D	161 feet	LOS B	53 feet
	Overall Intersection	LOS B		LOS C	

Highway 96E and Cross Creek Drive (unsignalized)	Westbound Left Turn Lane	LOS A	1 veh	LOS D	1 veh
	Northbound Left / Right Turn Lane	LOS D	1 veh	LOS F	2 veh
Highway 96E and Ridgeway Drive / Chester Stevens Drive (unsignalized)	Eastbound Left Turn Lane	LOS C	1 veh	LOS A	1 veh
	Westbound Left Turn Lane	LOS A	1 veh	LOS D	1 veh
	Northbound Lane	LOS E	1 veh	LOS F	2 veh
	Southbound Lane	LOS F	3 veh	LOS C	1 veh
Highway 96E and Arno Road (signalized)	Eastbound Thrus / Right Turns	LOS B	101 feet	LOS E	1137 veh
	Westbound Left Turns	LOS B	44 feet	LOS F	118 veh
	Westbound Thrus	LOS E	629 feet	LOS A	56 veh
	Northbound Left Turns	LOS E	732 feet	LOS F	416 veh
	Northbound Right Turns	LOS A	23 feet	LOS B	29 veh
	Overall Intersection	LOS D		LOS E	
Carothers Parkway and S. Carothers Road (unsignalized)	Southbound Left Turns	LOS A	1 veh	LOS A	1 veh
	Westbound Left Turns	LOS E	1 veh	LOS F	3 veh
	Westbound Right Turns	LOS C	2 veh	LOS B	1 veh

5. IMPACTS OF PROPOSED DEVELOPMENT

5.1 TRIP GENERATION

Trip generation calculations were conducted in order to identify how much traffic will be generated by the proposed project. Trip generation data for daily and peak hour trips were identified from Trip Generation, Ninth Edition, which was published by the Institute of Transportation Engineers (ITE) in 2012. [Table 7](#) presents the daily and peak hour trip generations for the proposed homes, and these calculations are included in [Appendix E](#).

TABLE 7. TRIP GENERATION

LAND USE	SIZE	DAILY TRAFFIC	GENERATED TRAFFIC			
			AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Single-Family (LUC 210) Northern Portion	70 homes	756	15	44	48	28
Single-Family (LUC 210) Southern Portion	306 homes	2,938	56	168	181	106
TOTAL	376 homes	3,694	71	212	229	134

5.2 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For the purposes of this study, it was estimated that the trips generated by the proposed project will access the project site according to the directional distributions shown in [Figures 6A and 6B](#). The development of these distributions was based on the following factors:

- existing land use characteristics,
- the directions of approach of the existing traffic,
- the access proposed for the project, and
- the locations of population centers in the area.

The peak hour trip generations and directional distributions were used to add the site-generated trips to the roadway system. [Figures 7A and 7B](#) include the peak hour traffic volumes that are expected to be generated by the proposed project.

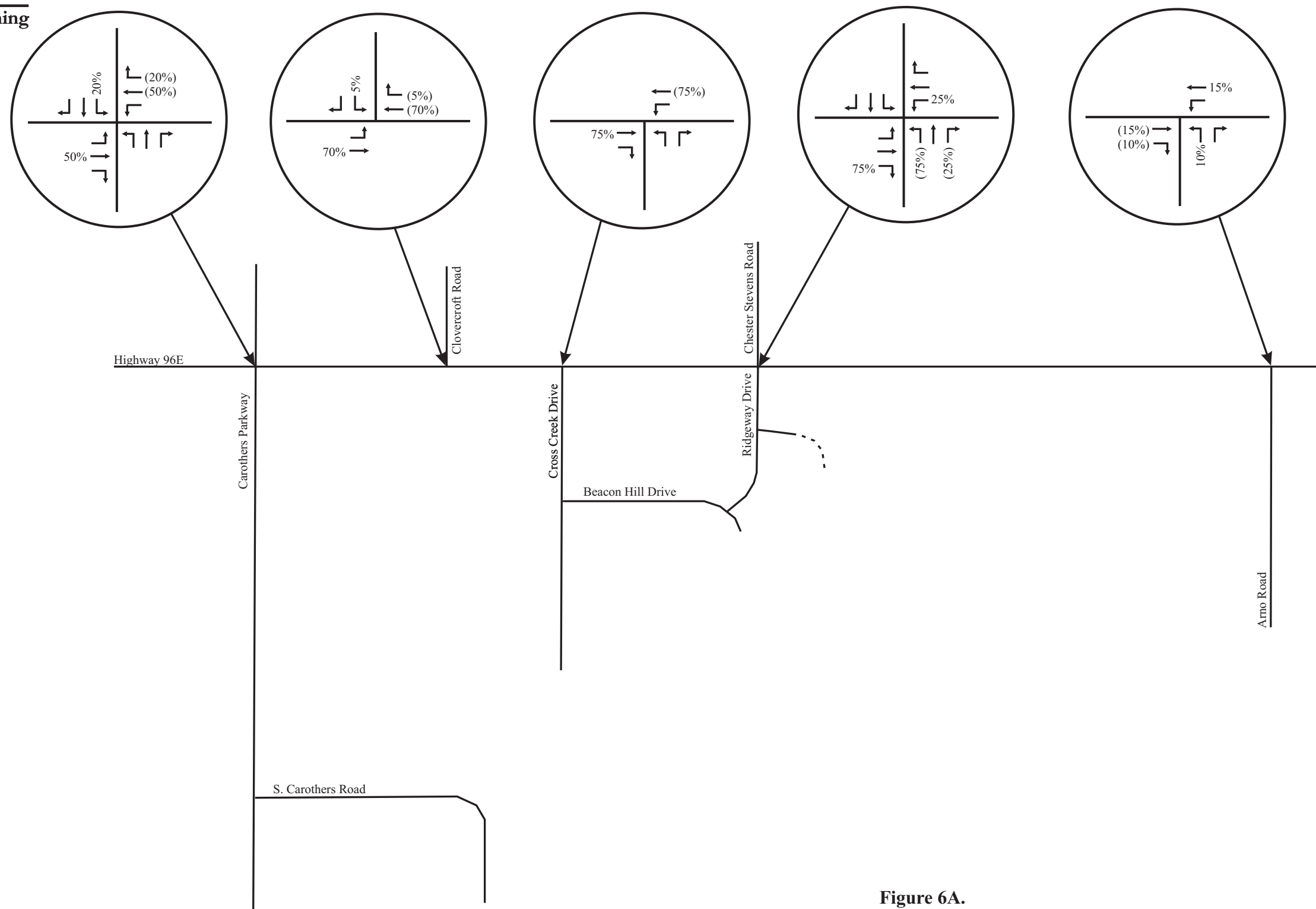


Figure 6A.
Directional Distribution of Peak Hour Traffic Volumes Generated
by the NORTHERN Portion of the Proposed Residential Project



No Scale

XX - Entering Volumes
(XX) - Exiting Volumes



No Scale

XX - Entering Volumes
(XX) - Exiting Volumes

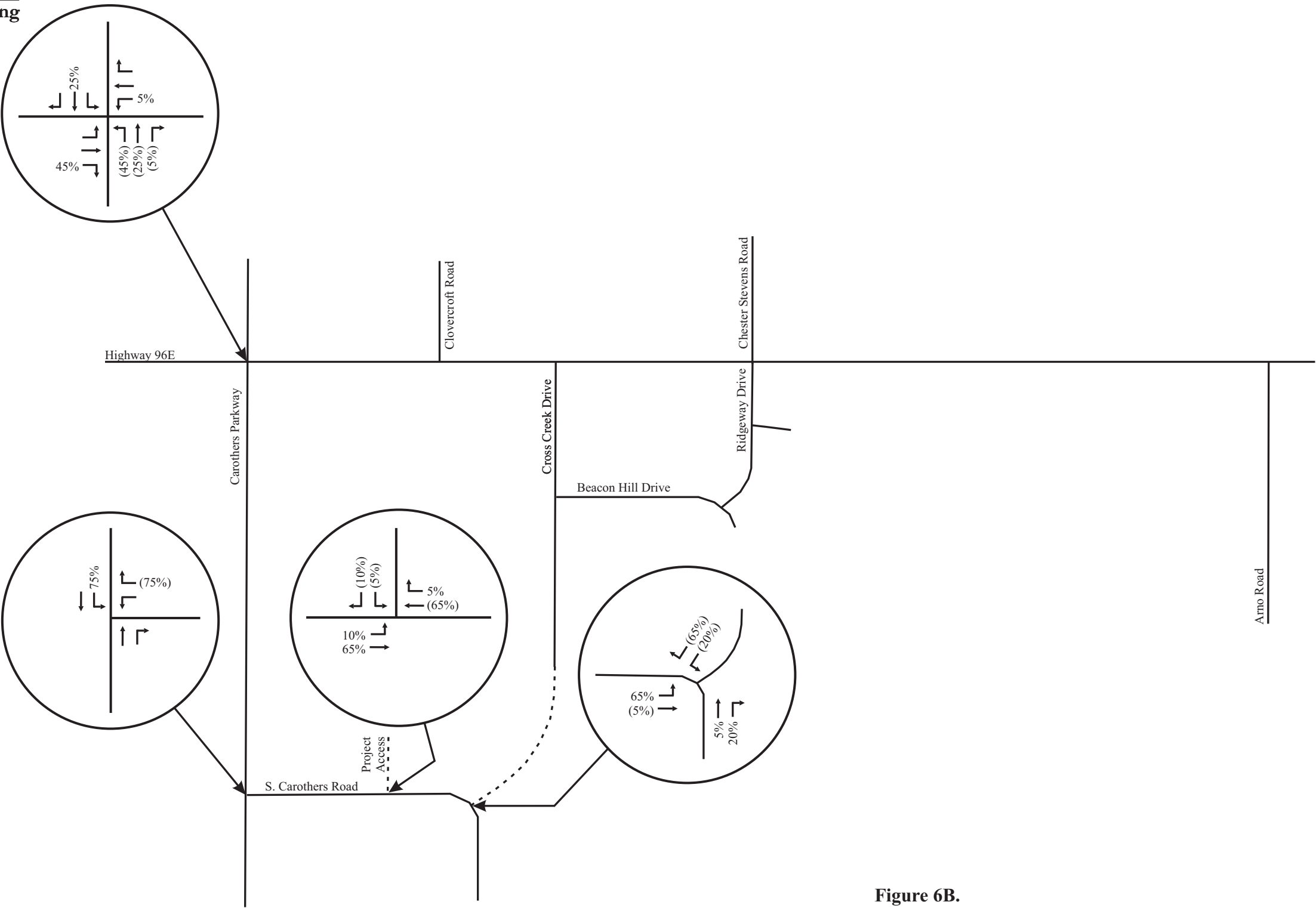
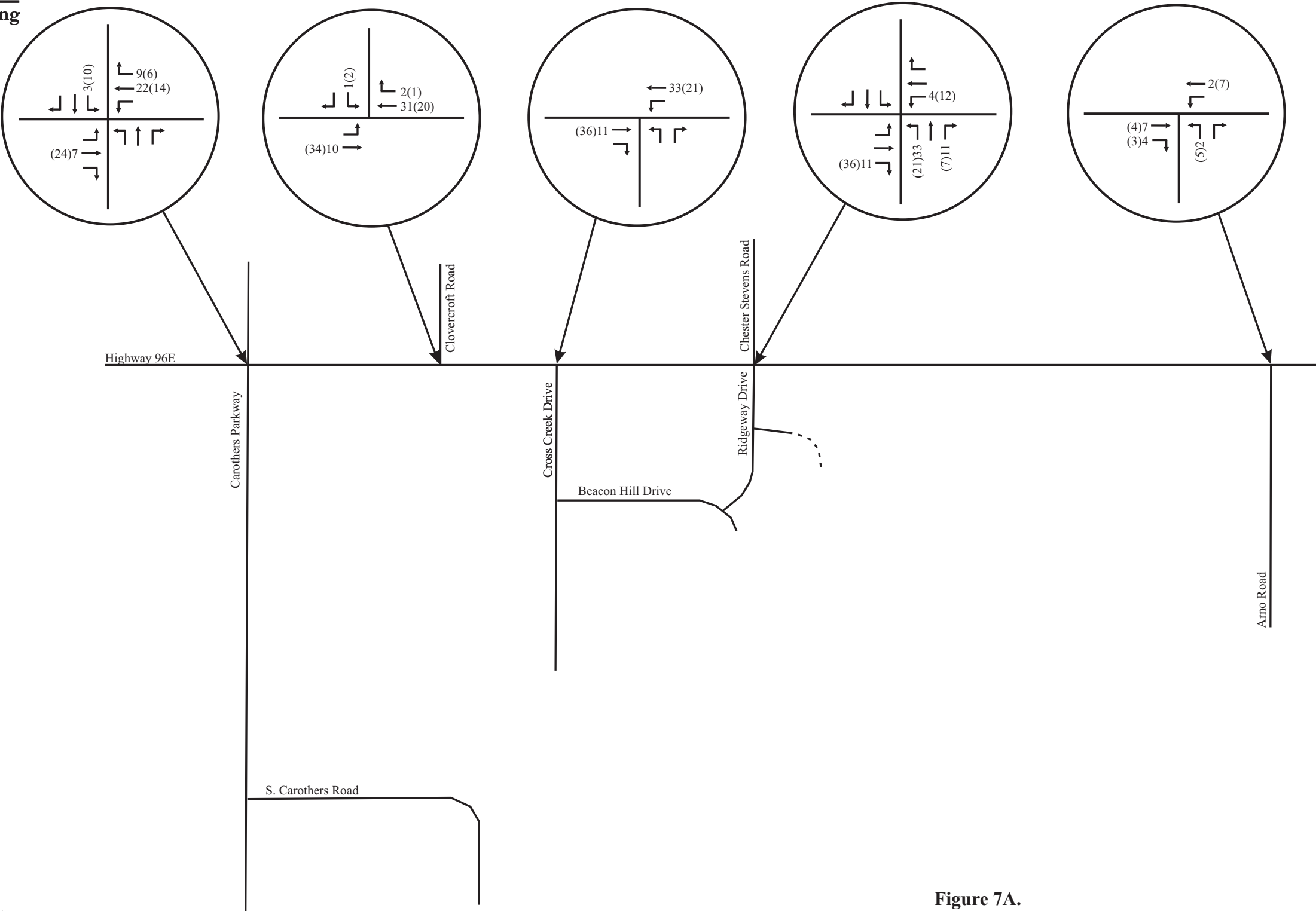


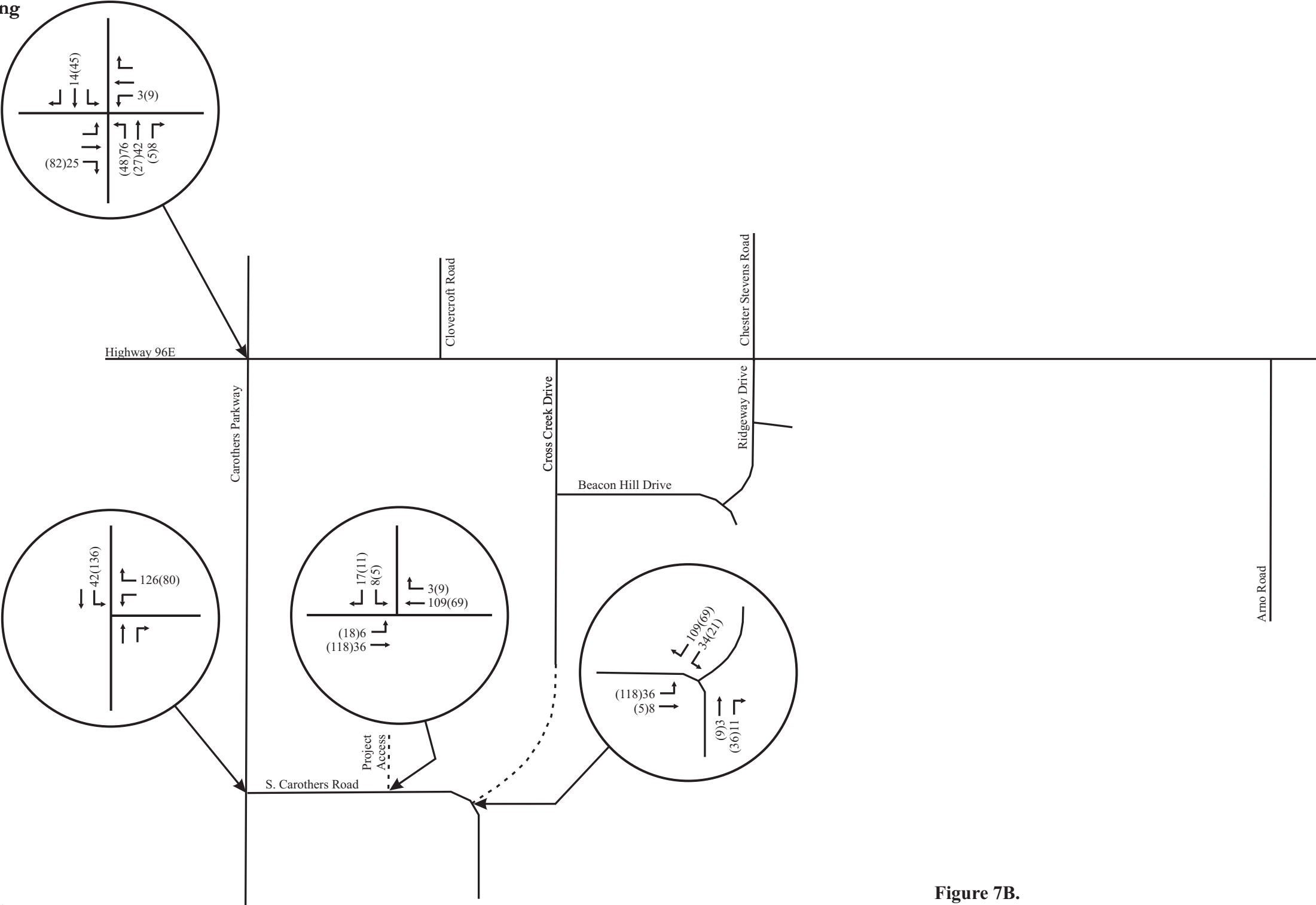
Figure 6B.
Directional Distribution of Peak Hour Traffic Volumes Generated
by the SOUTHERN Portion of the Proposed Residential Project



No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 7A.
Peak Hour Traffic Volumes Generated by the
NORTHERN Portion of the Proposed Residential Project



No Scale
 XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 7B.
 Peak Hour Traffic Volumes Generated by the
 SOUTHERN Portion of the Proposed Residential Project

5.3 CAPACITY ANALYSES

In order to identify the projected peak hour traffic volumes at the completion of the proposed project, the trips generated by the project were added to the background peak hour traffic volumes. The resulting peak hour volumes are shown in [Figure 8](#).

Using the total projected peak hour traffic volumes, capacity analyses were conducted in order to determine the impact of the project on the roadway system. Specifically, these capacity analyses were used to evaluate the need for roadway and traffic control improvements within the study area. For these analyses, the following assumptions were made:

- All existing laneage and traffic control will be maintained and no improvements will be provided.
- Stanford Drive will be extended as a two-lane local roadway.
- Each of the project accesses on S. Carothers Road will be constructed to include one entering lane and one exiting lane.

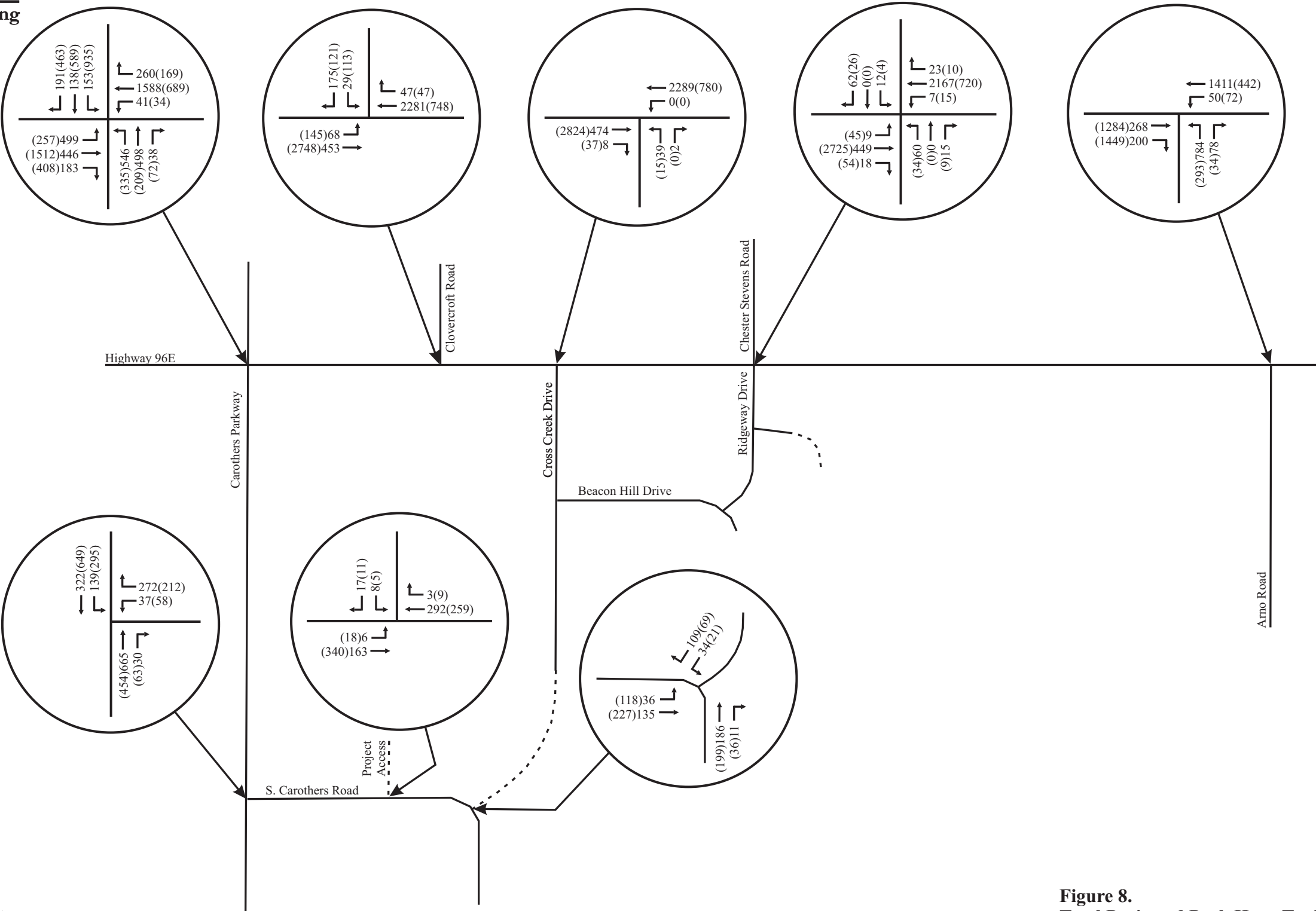
The results of the capacity analyses for the total projected peak hour traffic volumes are shown in [Table 8](#), and [Appendix B](#) includes the capacity analyses worksheets. These analyses indicate that the total projected conditions with full build-out of the project are consistent with the background conditions within the study area. Also, these analyses indicate that all of the critical turning movements at the intersections of S. Carothers Road and the project accesses will operate acceptably during both peak hours.

Further analyses were conducted to determine the need for the following dedicated turn lanes within the study area:

- A dedicated left turn lane on S. Carothers Road at the eastern (main) project access.
- A dedicated right turn lane on S. Carothers Road at the eastern (main) project access.
- A dedicated northbound right turn lane on Carothers Parkway at S. Carothers Road.
- A dedicated eastbound right turn lane on Highway 96E at Ridgeway Drive.

These analyses were based on the method outlined in *NCHRP Report 457: Engineering Study Guide for Evaluating Intersection Improvements*. The relevant charts are included in [Appendix F](#). The results of these analyses indicate that a dedicated right turn lane is not warranted for construction on S. Carothers Road at the eastern (main) project access. However, the other three dedicated turn lanes are warranted.

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning



No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 8.
Total Projected Peak Hour Traffic Volumes
at the Completion of the Proposed Project

TABLE 8. PROJECTED PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	95 TH %-ILE QUEUE	LEVEL OF SERVICE	95 TH %-ILE QUEUE
Highway 96E and Carothers Parkway (signalized)	Eastbound Left Turns	LOS F	187 feet	LOS D	168 feet
	Eastbound Thrus	LOS B	70 feet	LOS E	980 feet
	Eastbound Right Turns	LOS A	27 feet	LOS B	278 feet
	Westbound Left Turns	LOS A	10 feet	LOS F	108 feet
	Westbound Thru/Right Turns	LOS C	234 feet	LOS B	156 feet
	Northbound Left Turns	LOS B	100 feet	LOS D	209 feet
	Northbound Thrus	LOS B	78 feet	LOS C	94 feet
	Northbound Right Turns	LOS A	12 feet	LOS C	70 feet
	Southbound Left Turns	LOS B	30 feet	LOS E	681 feet
	Southbound Thrus	LOS A	24 feet	LOS C	267 feet
	Southbound Right Turns	LOS A	64 feet	LOS C	397 feet
	Overall Intersection	LOS D		LOS D	
Highway 96E and Clovercroft Road (signalized)	Eastbound Left Turns	LOS F	131 feet	LOS A	28 feet
	Eastbound Thrus	LOS A	35 feet	LOS C	1681 feet
	Westbound Thrus/Right Turns	LOS B	823 feet	LOS A	55 feet
	Southbound Left Turn Lane	LOS C	39 feet	LOS F	187 feet
	Southbound Right Turn Lane	LOS D	163 feet	LOS B	65 feet
	Overall Intersection	LOS B		LOS B	

Highway 96E and Cross Creek Drive (unsignalized)	Westbound Left Turn Lane	LOS A	0 veh	LOS D	0 veh
	Northbound Left / Right Turn Lane	LOS E	1 veh	LOS F	2 veh
Highway 96E and Ridgeway Drive / Chester Stevens Drive (unsignalized)	Eastbound Left Turn Lane	LOS C	1 veh	LOS A	1 veh
	Westbound Left Turn Lane	LOS A	1 veh	LOS D	1 veh
	Northbound Lane	LOS F	3 veh	LOS F	6 veh
	Southbound Lane	LOS F	3 veh	LOS C	1 veh
Highway 96E and Arno Road (signalized)	Eastbound Thrus / Right Turns	LOS B	102 feet	LOS E	1671 veh
	Westbound Left Turns	LOS B	44 feet	LOS F	173 veh
	Westbound Thrus	LOS E	631 feet	LOS A	74 veh
	Northbound Left Turns	LOS E	735 feet	LOS F	539 veh
	Northbound Right Turns	LOS A	24 feet	LOS B	34 veh
	Overall Intersection	LOS D		LOS E	
Carothers Parkway and S. Carothers Road (unsignalized)	Southbound Left Turns	LOS B	1 veh	LOS B	1 veh
	Westbound Left Turns	LOS F	1 veh	LOS F	6 veh
	Westbound Right Turns	LOS E	7 veh	LOS C	2 veh
S. Carothers Road and Western Project Access (unsignalized)	Eastbound Left Turns/Thrus	LOS A	1 veh	LOS A	1 veh
	Southbound Left and Right Turns	LOS B	1 veh	LOS B	1 veh
S. Carothers Road and Eastern Project Access (unsignalized)	Eastbound/Southbound Left Turns/Thrus	LOS A	1 veh	LOS A	1 veh
	Southbound/Westbound Left and Right Turns	LOS B	1 veh	LOS B	1 veh
S. Carothers Road and Eastern Project Access (unsignalized) FUTURE	Eastbound/Southbound Left Turns/Thrus	LOS A	1 veh	LOS A	1 veh
	Southbound/Westbound	LOS B	1 veh	LOS C	1 veh

	Left and Right Turns				
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5.4 FUTURE GROWTH ON S. CAROTHERS ROAD

This eastern (main) project access could be constructed by reconstructing the existing 90-degree curve as a conventional three-legged or four-legged intersection. Alternatively, the free-flowing nature of the traffic on S. Carothers Road could be preserved, and the project access could be constructed at the apex of the horizontal curve. Based on comments provided by the City of Franklin Engineering Department, the developer of the proposed project plans to preserve the free-flowing nature of the traffic on S. Carothers Road and construct the project access at the apex of the horizontal curve.

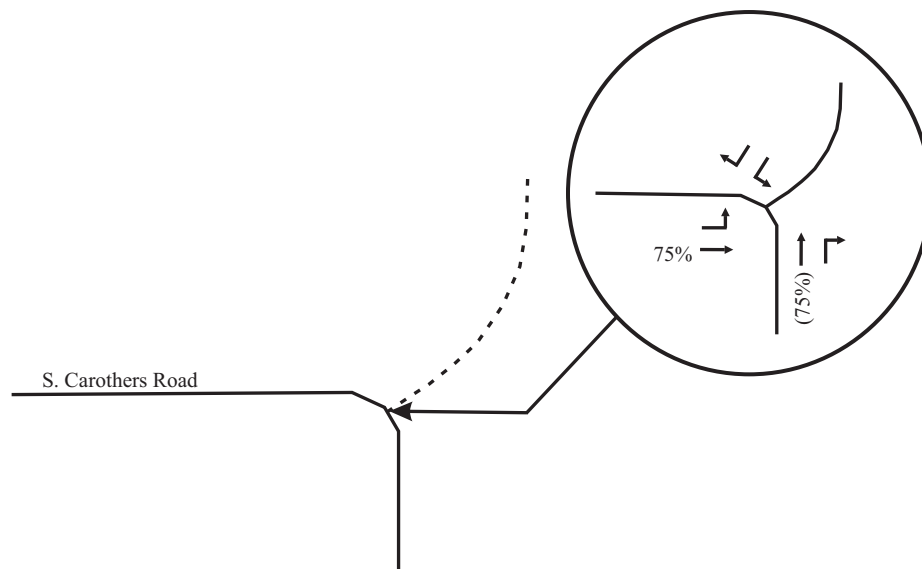
For the purposes of this study, additional analyses were conducted in order to identify how well the intersection of S. Carothers Road and the eastern (main) project access would operate if another 100 single-family homes were constructed on S. Carothers Road in the future. These 100 homes would be in addition to the approved residential projects of Simmon's Ridge, Lockwood Glen, Echelon, and Water's Edge. Trip generation data for daily and peak hour trips were identified from Trip Generation, Ninth Edition, which was published by the Institute of Transportation Engineers (ITE) in 2012. [Table 9](#) presents the daily and peak hour trip generations for 100 single-family homes that could be constructed on S. Carothers Road in the future.

TABLE 9. TRIP GENERATION (FUTURE HOMES)

LAND USE	SIZE	DAILY TRAFFIC	GENERATED TRAFFIC			
			AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Single-Family (LUC 210) Future Development	100 homes	1,050	20	60	66	39

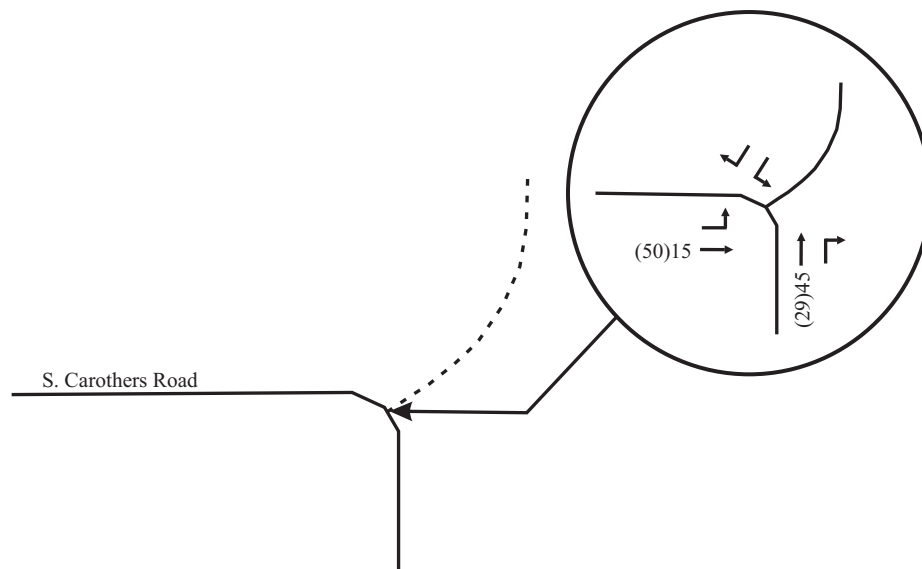
For the purposes of this study, it was estimated that the trips generated by the 100 future homes will travel through the intersection of S. Carothers Road and the eastern (main) project access for Ashcroft Valley according to the directional distribution shown in [Figure 9A](#). The peak hour trip generations and directional distribution were used to add the future trips to this intersection, and [Figure 9B](#) includes the peak hour traffic volumes that are expected to be generated by the future homes. These trips were added to the peak hour traffic volumes shown in [Figure 8](#), and the resulting peak hour volumes are shown in [Figure 9C](#).

Revised capacity analyses were conducted in order to determine the impact of 100 future homes on the intersection of S. Carothers Road and the eastern (main) project access. The results of the revised capacity analyses are shown in [Table 8](#), and [Appendix B](#) includes the capacity analyses worksheets. These analyses indicate that all of the critical turning movements at the intersection of S. Carothers Road and the eastern (main) project access will operate acceptably during both peak hours.



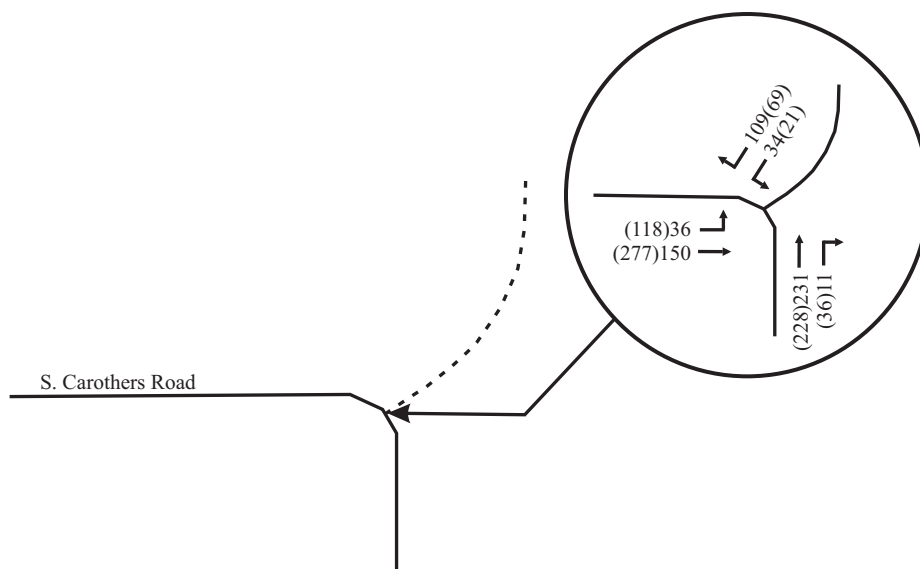
No Scale

Figure 9A.
Peak Hour Traffic Volumes Generated by 100 Future
Single-Family Homes Constructed on S. Carothers Road



No Scale

Figure 9B.
Peak Hour Traffic Volumes Generated by 100 Future
Single-Family Homes Constructed on S. Carothers Road



No Scale

Figure 9C.
Total Peak Hour Traffic Volumes with Ashcroft Valley
and 100 Future Single-Family Homes

5.5 TRAFFIC SIGNAL WARRANT ANALYSES

Based on the total projected conditions with the proposed project, as well as the residential projects that have already been approved for construction, updated traffic signal warrant analyses were conducted for the intersection of Carothers Parkway and S. Carothers Road.

Specifically, for the purposes of this study, it was estimated that the proposed Ashcroft Valley project and the approved residential projects (Simmon's Ridge, Lockwood Glen, Echelon, and Water's Edge) will include a total of 998 single-family homes, 613 townhomes, and 240 apartments, as shown below:

Ashcroft Valley (south) – 306 single-family homes

Simmons Ridge – 421 townhomes

Lockwood Glen – 347 single-family homes, 32 townhomes, and 240 apartments

Water's Edge – 211 single-family homes and 126 townhomes

Echelon – 134 single-family homes and 34 townhomes

Trip generation data for daily and peak hour trips were identified from Trip Generation, Ninth Edition, which was published by the Institute of Transportation Engineers (ITE) in 2012. [Table 10](#) presents the daily and peak hour trip generations for the homes that have been approved for construction on Carothers Parkway and S. Carothers Road.

TABLE 10. TRIP GENERATION (APPROVED AND PROPOSED HOMES)

LAND USE	SIZE	DAILY TRAFFIC	GENERATED TRAFFIC			
			AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Single-Family (LUC 210)	998 homes	9,500	187	561	628	340
Townhomes (LUC 230)	613 homes	3,562	46	224	214	105
Multi-Family (LUC 220)	240 homes	1,596	24	98	97	52
TOTAL	1,851 homes	14,658	257	883	939	527

Based on the daily trip generations shown in [Table 10](#), hourly traffic volumes entering and exiting the project sites were estimated as shown in [Table 11](#).

For the purposes of this study, it was assumed that 70% of the total traffic entering the project sites and 50% of the total traffic exiting the project sites will travel northbound and southbound on Carothers Parkway. Also, it was assumed that 20% of the total traffic exiting the project sites will travel westbound on S. Carothers Road. Based on these assumptions, the hourly traffic volumes on Carothers Parkway and S. Carothers Road were added to the existing traffic volumes in [Table 4](#) in order to establish the projected traffic volumes shown in [Table 12](#).

The results of these updated traffic signal warrant analyses are included in [Table 12](#). These results indicate that the projected traffic volumes will satisfy all of the volume-related signal warrants.

**TABLE 11. HOURLY TRAFFIC VOLUMES
EXPECTED TO BE GENERATED BY APPROVED AND PROPOSED HOMES**

HOURLY	% OF DAILY TRAFFIC	TOTAL TRAFFIC	% ENTER	ENTERING TRAFFIC	% EXIT	EXITING TRAFFIC
12:00 - 1:00 AM	0.5%	73	50%	37	50%	37
1:00 - 2:00 AM	0.5%	73	45%	33	55%	40
2:00 - 3:00 AM	1.0%	147	40%	59	60%	88
3:00 - 4:00 AM	2.0%	293	35%	103	65%	191
4:00 - 5:00 AM	3.0%	440	30%	132	70%	308
5:00 - 6:00 AM	4.0%	586	25%	147	75%	440
6:00 - 7:00 AM	5.0%	733	25%	183	75%	550
7:00 - 8:00 AM	7.8%	1,141	23%	257	77%	883
8:00 - 9:00 AM	6.0%	880	35%	308	65%	572
9:00 - 10:00 AM	5.0%	733	40%	293	60%	440
10:00 - 11:00 AM	5.0%	733	50%	366	50%	366
11:00 - 12:00 N	5.0%	733	50%	366	50%	366
12:00 - 1:00 PM	5.0%	733	50%	366	50%	366
1:00 - 2:00 PM	5.0%	733	50%	366	50%	366
2:00 - 3:00 PM	5.0%	733	50%	366	50%	366
3:00 - 4:00 PM	5.0%	733	55%	403	45%	330
4:00 - 5:00 PM	7.0%	1,026	60%	616	40%	410
5:00 - 6:00 PM	10.0%	1,466	64%	939	36%	527
6:00 - 7:00 PM	8.0%	1,173	70%	821	30%	352
7:00 - 8:00 PM	5.0%	733	80%	586	20%	147
8:00 - 9:00 PM	3.0%	440	80%	352	20%	88
9:00 - 10:00 PM	1.0%	147	75%	110	25%	37
10:00 - 11:00 PM	0.6%	88	70%	62	30%	26
11:00 - 12:00 M	0.6%	88	65%	57	35%	31

TABLE 12. TRAFFIC SIGNAL WARRANT ANALYSIS

HOURL	TOTAL VEHICLES BOTH DIRECTIONS OF CAROTHERS PARKWAY	WESTBOUND VEHICLES ON S. CAROTHERS ROAD	SATISFY FULL WARRANTS?		
			Warrant 1 Condition A	Warrant 1 Condition B	Warrant 2
6:00 - 7:00 AM	636	135	Yes	Yes	---
7:00 - 8:00 AM	1,210	218	Yes	Yes	Yes
8:00 - 9:00 AM	1,053	152	Yes	Yes	Yes
9:00 - 10:00 AM	724	108	Yes	Yes	---
10:00 - 11:00 AM	745	93	Yes	Yes	---
11:00 - 12:00 N	795	95	Yes	Yes	---
12:00 - 1:00 PM	788	103	Yes	Yes	---
1:00 - 2:00 PM	774	85	Yes	Yes	---
2:00 - 3:00 PM	775	92	Yes	Yes	---
3:00 - 4:00 PM	785	84	Yes	Yes	---
4:00 - 5:00 PM	1,132	113	Yes	Yes	Yes
5:00 - 6:00 PM	1,542	119	Yes	Yes	Yes
6:00 - 7:00 PM	1,181	93	Yes	Yes	Yes

6. CONCLUSIONS AND RECOMMENDATIONS

The analyses presented in this study indicate that the following infrastructure improvements should be provided in order to accommodate the existing, background, and total projected traffic volumes with the completion of the proposed project:

In conjunction with the northern portion of the proposed project:

1. At the intersection with Highway 96E, the northbound approach of Ridgeway Drive should be widened to include two northbound turn lanes. Specifically, the existing northbound lane should be retained as left turn lane, and a separate through/right turn lane with at least 75 feet of storage should be constructed to the east.
2. At the intersection with Ridgeway Drive, an eastbound right turn lane should be provided on Highway 96E. This turn lane should include at least 150 feet of storage and should be designed and constructed according to AASHTO standards.

In conjunction with the southern portion of the proposed project:

3. A northbound right turn lane should be provided on Carothers Parkway at the intersection with S. Carothers Road. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards.
4. A traffic signal will likely be warranted at the intersection of Carothers Parkway and S. Carothers Road as all of the approved residential projects on Carothers Parkway and S. Carothers Road are developed. If constructed, this traffic signal should be designed and constructed to include protected and permissive signal phases for southbound motorists, as well as right turn overlap signal phases for northbound and westbound approaches.
5. The western project access on S. Carothers Road should be constructed to include one entering lane and one exiting lane, striped as a shared left and right turn lane.
6. The eastern (main) project access on S. Carothers Road should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes.

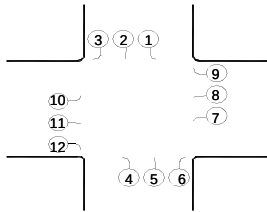
This project access could be constructed by reconstructing the existing 90-degree curve as a conventional three-legged or four-legged intersection. Alternatively, the free-flowing nature of the traffic on S. Carothers Road could be preserved, and the project access could be constructed at the apex of the horizontal curve. Based on comments provided by the City of Franklin Engineering Department, the developer of the proposed project plans to preserve the free-flowing nature of the traffic on S. Carothers Road and construct the project access at the apex of the horizontal curve. In conjunction with this configuration, a southbound/eastbound left turn lane should be provided on S. Carothers Road at the project access. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards.

Finally, in conjunction with the preparation of final construction documents for the proposed project, sight triangles should be provided to identify the sight distances which will be available, based on the specific location of the project access and its design parameters. These sight triangles should be developed based on guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book. Specifically, The Green Book indicates that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that motorists on S. Carothers Road will need to come to a stop if a vehicle turning from the project access creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the distance that motorists on the project access will need to safely complete a turn onto S. Carothers Road.

In conclusion, implementation of the above recommendations will facilitate safe and efficient traffic operations with the completion of the proposed project. However, it is important to note, that these recommendations may need to be updated if the development plan for the proposed project is modified as it is considered by the City of Franklin Staff, Planning Commission, and Board of Mayor and Aldermen.

**APPENDIX A
EXISTING TRAFFIC COUNTS**

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Highway 96 and Carothers Parkway
DATE: 29-Oct-15 Thu
RECORDER: Burns
NOTES: signalized

LOCATION	S/B Carothers Parkway			N/B Carothers Parkway			W/B Highway 96			E/B Highway 96		
TIME	1	2	3	4	5	6	7	8	9	10	11	12
6:30-6:45	27	4	4	73	25	9	2	364	21	48	75	10
6:45-7:00	21	9	16	107	48	7	4	371	24	43	101	26
7:00-7:15	40	7	25	84	60	5	8	392	21	41	96	39
7:15-7:30	25	8	29	114	83	6	6	394	45	65	105	35
7:30-7:45	35	9	17	116	93	11	12	346	39	65	97	57
7:45-8:00	31	11	21	120	103	5	5	379	39	89	116	70
8:00-8:15	28	15	25	111	100	7	5	316	37	52	93	50
8:15-8:30	27	15	22	98	53	14	6	362	39	56	137	41
4:30-4:45	187	109	53	53	17	11	8	149	25	30	350	81
4:45-5:00	167	146	29	45	14	10	7	152	16	17	337	91
5:00-5:15	158	151	42	64	26	8	5	168	12	28	342	112
5:15-5:30	135	142	27	57	10	7	3	168	11	22	348	98
5:30-5:45	167	124	52	57	14	11	5	154	13	17	344	129
5:45-6:00	143	142	27	72	18	4	8	128	19	29	323	88
6:00-6:15	108	79	25	69	23	7	2	114	11	38	289	96
6:15-6:30	95	54	33	50	20	8	8	137	19	37	296	70
TOTAL	1,394	1,025	447	1,290	707	130	94	4,094	391	677	3,449	1,093
AM PK HR	119	43	92	461	379	29	28	1,435	160	271	411	212
PM PK HR	627	563	150	223	64	36	20	642	52	84	1,371	430

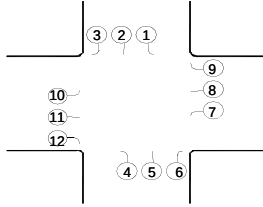
3,172 662
3,407 777
3,619 818
3,640 915
3,595 897
989
839
870
4,248 1,073
4,262 1,031
4,232 1,116
3,977 1,028
3,776 1,087
1,001
861
827

7:15-8:15
4:45-5:45

AM PK PHF	0.85	0.72	0.79	0.96	0.92	0.66	0.58	0.91	0.89	0.76	0.89	0.76
PM PK PHF	0.94	0.93	0.72	0.87	0.62	0.82	0.71	0.96	0.81	0.75	0.98	0.83

0.92
0.95

INTERSECTION TRAFFIC VOLUME COUNTS



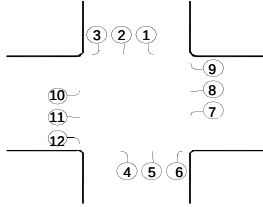
LOCATION: Murfreesboro Road and Clovercroft Road
DATE: 3-Mar-15 Tue
RECORDER: Burns
NOTES: signalized

LOCATION	S/B Clovercroft Rd			N/B			W/B Murfreesboro Rd			E/B Murfreesboro Rd		
TIME	1	2	3	4	5	6	7	8	9	10	11	12
7:00-7:15	14		31					560	11	14	88	
7:15-7:30	8		34					524	10	16	103	
7:30-7:45	1		39					495	14	13	82	
7:45-8:00	2		55					445	6	19	107	
8:00-8:15	3		37					390	4	12	104	
8:15-8:30	3		40					344	6	14	124	
8:30-8:45	6		35					393	10	17	100	
8:45-9:00	6		42					361	12	29	118	
4:00-4:15	10		18					158	5	36	395	
4:15-4:30	14		27					179	1	44	539	
4:30-4:45	18		24					147	9	34	577	
4:45-5:00	23		19					160	13	38	574	
5:00-5:15	30		34					119	8	30	624	
5:15-5:30	30		33					150	12	30	583	
5:30-5:45	20		27					150	5	43	553	
5:45-6:00	16		20					179	5	26	517	
TOTAL	204		515					4,754	131	415	5,188	
AM PK HR	25		159					2,024	41	62	380	
PM PK HR	101		110					576	42	132	2,358	
AM PK PHF	0.45		0.72					0.90	0.73	0.82	0.89	
PM PK PHF	0.84		0.81					0.90	0.81	0.87	0.94	

2,691 718
2,523 695
2,359 644
2,276 634
2,210 550
531
561
568
3,062 622
3,285 804
3,319 809
3,308 827
3,244 845
838
798
763
7:00-8:00
4:30-5:30

0.94
0.98

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Murfreesboro Road and Cross Creek Drive
DATE: 3-Mar-15 Tue
RECORDER: Burns
NOTES: unsignalized

LOCATION	S/B			N/B Cross Creek Drive			W/B Murfreesboro Rd			E/B Murfreesboro Rd		
TIME	1	2	3	4	5	6	7	8	9	10	11	12
7:00-7:15				9				479			105	3
7:15-7:30				9				541			91	
7:30-7:45				7		1		476			78	2
7:45-8:00				10		1		523			95	2
8:00-8:15				4				423			101	1
8:15-8:30				3				381			88	3
8:30-8:45				3				394			82	2
8:45-9:00				4				410			110	1
4:00-4:15				2				148			450	8
4:15-4:30				5				130			561	6
4:30-4:45				3				146			534	10
4:45-5:00				1				140			576	6
5:00-5:15				6				128			572	6
5:15-5:30				4				139			577	12
5:30-5:45				1				110			545	9
5:45-6:00				1		1	1	90			529	7
TOTAL				72		3	1	4,658			5,094	78
AM PK HR				35		2		2,019			369	7
PM PK HR				14				553			2,259	34

AM PK PHF				0.88		0.50		0.93			0.88	0.58
PM PK PHF				0.58				0.95			0.98	0.71

2,432 596

2,365 641

2,199 564

2,116 631

2,010 529

475

481

525

2,726 608

2,830 702

2,860 693

2,832 723

2,738 712

732

665

629

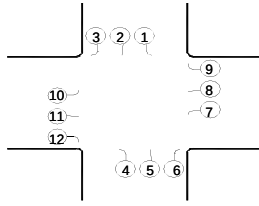
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4:30-5:30

0.95

0.98

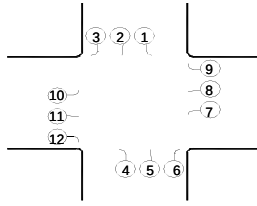
INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Murfreesboro Road and Chester Stevens Rd / Ridgeway Dr
DATE: 3-Mar-15 Tue
RECORDER: Burns
NOTES: unsignalized

LOCATION	S/B Chester Stevens Rd			N/B Ridgeway Dr			W/B Murfreesboro Rd			E/B Murfreesboro Rd				
TIME	1	2	3	4	5	6	7	8	9	10	11	12		
7:00-7:15	8		12	3		2		490	1		116		2,465	632
7:15-7:30	1		11	4				476	12	1	107	1	2,333	613
7:30-7:45	1		12	4				486	2	3	91	2	2,204	601
7:45-8:00	1		22	5			2	495	6	4	83	1	2,118	619
8:00-8:15	2		11					384		5	97	1	1,982	500
8:15-8:30	3		20	2		2		351	1	6	99			484
8:30-8:45			11	2			1	402	2	6	90	1		515
8:45-9:00			13	1		1		363	2	7	95	1		483
4:00-4:15	4	1	3	1				130		9	410	1	2,617	559
4:15-4:30			6	1				130	1	9	513	1	2,823	661
4:30-4:45	1		9	1			1	152	4	8	512	2	2,895	690
4:45-5:00	1		6	1				129	1	7	559	3	2,921	707
5:00-5:15			4	2				151	3	9	595	1	2,887	765
5:15-5:30	1		7					135	3	12	573	2		733
5:30-5:45	2		7	3		1	1	119	2	13	567	1		716
5:45-6:00	2		10					135	2	17	507			673
TOTAL	27	1	164	30		6	5	4,528	42	116	5,014	18		
AM PK HR	11		57	16		2	2	1,947	21	8	397	4	7:00-8:00	
PM PK HR	4		24	6		1	1	534	9	41	2,294	7	4:45-5:45	
AM PK PHF	0.34		0.65	0.80		0.25	0.25	0.98	0.44	0.50	0.86	0.50	0.98	
PM PK PHF	0.50		0.86	0.50		0.25	0.25	0.88	0.75	0.79	0.96	0.58	0.95	

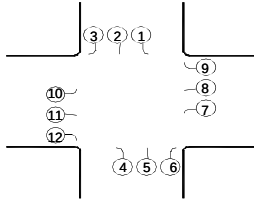
INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Murfreesboro Road and Arno Road
DATE: 3-Mar-15 Tue
RECORDER: Burns
NOTES: signalized

LOCATION	S/B			N/B Arno Road			W/B Murfreesboro Rd			E/B Murfreesboro Rd				
TIME	1	2	3	4	5	6	7	8	9	10	11	12		
7:00-7:15				174		12	30	295			47	73	2,444	631
7:15-7:30				164		25	8	340			49	29	2,321	615
7:30-7:45				206		19	4	287			47	33	2,205	596
7:45-8:00				167		15	3	322			65	30	2,096	602
8:00-8:15				163		12	5	221			72	35	2,010	508
8:15-8:30				186		18	12	184			75	24		499
8:30-8:45				177		7	7	202			63	31		487
8:45-9:00				152		3	2	264			65	30		516
4:00-4:15				67		7	6	80			251	204	2,747	615
4:15-4:30				64		10	10	91			267	225	2,920	667
4:30-4:45				50		15	10	86			274	250	3,082	685
4:45-5:00				57		15	18	93			281	316	3,158	780
5:00-5:15				59		5	22	90			289	323	3,077	788
5:15-5:30				74		8	12	96			282	357		829
5:30-5:45				71		3	13	102			273	299		761
5:45-6:00				79		3	13	104			265	235		699
TOTAL				1,910		177	175	2,857			2,665	2,494		
AM PK HR				711		71	45	1,244			208	165	7:00-8:00	
PM PK HR				261		31	65	381			1,125	1,295	4:45-5:45	
AM PK PHF				0.86		0.71	0.38	0.91			0.80	0.57	0.97	
PM PK PHF				0.88		0.52	0.74	0.93			0.97	0.91	0.95	

INTERSECTION TRAFFIC VOLUME COUNTS

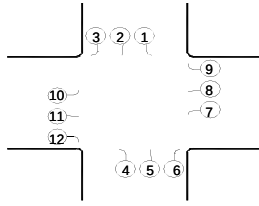


LOCATION: Carothers Parkway and S. Carothers Road
DATE: 2-Feb-16 Tue
RECORDER: Burns
NOTES: unsignalized

LOCATION	S/B Carothers Parkway			N/B Carothers Parkway			W/B S. Carothers Road			E/B		
TIME	1	2	3	4	5	6	7	8	9	10	11	12
6:30-6:45	2	15			30	1	1		10			
6:45-7:00	5	10			61				7			
7:00-7:15	3	19			70				5			
7:15-7:30	1	22			90	1	1		7			
7:30-7:45	3	22			127	1			8			
7:45-8:00	2	16			118				10			
8:00-8:15	1	16			98	1			5			
8:15-8:30		20			105	1			12			
4:30-4:45	8	74			23	1			3			
4:45-5:00	11	90			39	1			5			
5:00-5:15	7	111			24	1			7			
5:15-5:30	9	118			29	2	3		6			
5:30-5:45	16	101			24	1			5			
5:45-6:00	8	69			30	1			1			
6:00-6:15	7	65			17	1			3			
6:15-6:30	9	49			19		1		5			
TOTAL	92	817			904	13	6		99			
AM PK HR	6	74			448	3			35			
PM PK HR	43	420			116	5	3		23			

AM PK PHF	0.50	0.84			0.88	0.75			0.73			
PM PK PHF	0.67	0.89			0.74	0.63	0.25		0.82			

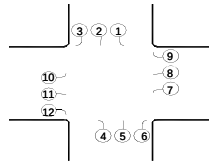
INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: S. Carothers Road and Swanson Lane
DATE: 2-Feb-16 Tue
RECORDER: Burns
NOTES: unsignalized

LOCATION	S/B S. Carothers Road			N/B S. Carothers Road			W/B			E/B Swanson Lane			
TIME	1	2	3	4	5	6	7	8	9	10	11	12	
6:30-6:45		3	1		1								30
6:45-7:00		8			1								35
7:00-7:15		1	3		2					1			32
7:15-7:30		3		1	4					1			33
7:30-7:45		5			4							1	33
7:45-8:00		2	1		1					2			
8:00-8:15		2	1		4					1			
8:15-8:30					5					4			
4:30-4:45		1	1	1	2					1			27
4:45-5:00		2			1								26
5:00-5:15		1	3		2								26
5:15-5:30		6	1	1	2					1		1	23
5:30-5:45		4	1										14
5:45-6:00		1	1		1								
6:00-6:15			2		1								
6:15-6:30			2							1			
TOTAL		39	17	3	31					12		2	
AM PK HR		17	3	1	11					2		1	6:45-7:45
PM PK HR		10	5	2	7					2		1	4:30-5:30
AM PK PHF		0.53	0.25	0.25	0.69					0.50		0.25	0.88
PM PK PHF		0.42	0.42	0.50	0.88					0.50		0.25	0.56

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Carothers Parkway and S. Carothers Road
 DATE: 23-Aug-16 Tue
 RECORDER: Burns
 NOTES: unsignalized

LOCATION	S/B Carothers Parkway			N/B Carothers Parkway			W/B S. Carothers Road			E/B		
TIME	1	2	3	4	5	6	7	8	9	10	11	12
6:00-6:15	3	23			17				1			
6:15-6:30	2	9			29				7			
6:30-6:45	1	23			45	2	1		8			
6:45-7:00		21			58		1		7			
7:00-7:15		26			87	2			5			
7:15-7:30	4	36			91		1		10			
7:30-7:45	2	29			120				9			
7:45-8:00	3	42			146		1		15			
8:00-8:15	1	24			161	1			7			
8:15-8:30	5	32			98	2			10			
8:30-8:45	3	35			76				8			
8:45-9:00	3	38			72	1			13			
9:00-9:15	1	36			39				1			
9:15-9:30	5	34			44	2			9			
9:30-9:45	1	27			37				5			
9:45-10:00	5	27			41				5			
10:00-10:15	5	28			41				5			
10:15-10:30	5	30			42				5			
10:30-10:45	4	31			42	2			5			
10:45-11:00	4	41			30				5			
11:00-11:15	10	41			42				7			
11:15-11:30	3	42			33				5			
11:30-11:45	8	39			45				5			
11:45-12:00	4	50			37	1	1		4			
12:00-12:15	3	28			50	1			6			
12:15-12:30	4	50			40				7			
12:30-12:45	7	57			32	1			7			
12:45-1:00	7	38			30				10			
1:00-1:15	9	56			33	2			2			
1:15-1:30	4	34			40		1		3			
1:30-1:45	7	39			33		1		1			
1:45-2:00	9	31			36	1			4			
2:00-2:15	8	32			32				7			
2:15-2:30	9	48			35	1			4			
2:30-2:45	9	46			32	1			4			
2:45-3:00	8	45			30	1			4			
3:00-3:15	8	43			27				4			
3:15-3:30	7	41			24				4			
3:30-3:45	12	55			39				7			
3:45-4:00	8	48			27				3			
4:00-4:15	5	57			24	2			9			
4:15-4:30	5	88			31	1			6			
4:30-4:45	11	89			29	2	1		6			
4:45-5:00	15	93			44		2		7			
5:00-5:15	7	112			39				3			
5:15-5:30	11	110			47	2			6			
5:30-5:45	16	99			45	1			2			
5:45-6:00	11	92			29				3			
6:00-6:15	13	89			34	1			7			
6:15-6:30	6	72			36				6			
6:30-6:45	9	44			39				6			
6:45-7:00	8	40			37	2	1		3			
TOTAL	317	2,440			2,447	31	11		302			
AM PK HR	11	127			525	3	1		41			
PM PK HR	49	414			175	3	2		18			

258 44
 334 47
 429 80
 509 87
 629 120
 703 142
 708 160
 670 207
 590 194
 473 147
 420 122
 368 127
 319 77
 321 94
 309 70
 323 78
 325 79
 346 82
 347 84
 360 80
 377 100
 365 83
 383 97
 390 97
 378 88
 392 101
 373 104
 350 85
 346 102
 323 82
 338 81
 349 81
 354 79
 356 97
 335 92
 357 87
 356 81
 372 76
 427 113
 452 86
 527 97
 591 131
 636 138
 661 161
 635 161
 618 176
 562 163
 497 135
 453 144
 120
 98
 91

7:30-8:30
 4:45-5:45

AM PK PHF	0.55	0.76			0.82	0.38	0.25		0.68			
PM PK PHF	0.77	0.92			0.93	0.38	0.25		0.64			

0.86
 0.94

**APPENDIX B
CAPACITY ANALYSES**

EXISTING CONDITIONS

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	271	411	212	28	1435	160	461	379	29	119	43	92
Future Volume (vph)	271	411	212	28	1435	160	461	379	29	119	43	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	5009	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.176			0.493			0.725			0.510		
Satd. Flow (perm)	636	3539	1583	918	5009	0	2620	3539	1583	1843	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230		50				33			33
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		150			1130			3000			147	
Travel Time (s)		2.3			17.1			58.4			2.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	295	447	230	30	1560	174	501	412	32	129	47	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	295	447	230	30	1734	0	501	412	32	129	47	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	27.2	27.2	27.2	27.2	27.2		22.8	22.8	22.8	22.8	22.8	22.8
Total Split (%)	54.4%	54.4%	54.4%	54.4%	54.4%		45.6%	45.6%	45.6%	45.6%	45.6%	45.6%
Maximum Green (s)	22.7	22.7	22.7	22.7	22.7		18.3	18.3	18.3	18.3	18.3	18.3
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)	22.7	22.7	22.7	22.7	22.7		18.3	18.3	18.3	18.3	18.3	18.3
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.45		0.37	0.37	0.37	0.37	0.37	0.37
v/c Ratio	1.02	0.28	0.27	0.07	0.75		0.52	0.32	0.05	0.19	0.04	0.17
Control Delay	80.8	9.1	2.5	7.0	11.5		14.9	12.2	4.8	11.8	10.3	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.8	9.1	2.5	7.0	11.5		14.9	12.2	4.8	11.8	10.3	8.7
LOS	F	A	A	A	B		B	B	A	B	B	A
Approach Delay		29.3			11.4			13.4			10.4	
Approach LOS		C			B			B			B	
90th %ile Green (s)	22.7	22.7	22.7	22.7	22.7		18.3	18.3	18.3	18.3	18.3	18.3
90th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
70th %ile Green (s)	22.7	22.7	22.7	22.7	22.7		18.3	18.3	18.3	18.3	18.3	18.3
70th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
50th %ile Green (s)	22.7	22.7	22.7	22.7	22.7		18.3	18.3	18.3	18.3	18.3	18.3
50th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
30th %ile Green (s)	22.7	22.7	22.7	22.7	22.7		18.3	18.3	18.3	18.3	18.3	18.3
30th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
10th %ile Green (s)	22.7	22.7	22.7	22.7	22.7		18.3	18.3	18.3	18.3	18.3	18.3
10th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
Stops (vph)	198	234	24	13	1053		340	252	9	77	28	44
Fuel Used(gal)	7	4	1	0	29		14	11	1	1	0	1
CO Emissions (g/hr)	502	285	43	28	1995		974	772	51	81	29	48
NOx Emissions (g/hr)	98	55	8	6	388		190	150	10	16	6	9
VOC Emissions (g/hr)	116	66	10	7	462		226	179	12	19	7	11
Dilemma Vehicles (#)	0	41	0	0	148		0	38	0	0	4	0
Queue Length 50th (ft)	~43	40	0	6	185		56	43	0	12	4	13
Queue Length 95th (ft)	#111	64	28	m7	267		93	71	13	27	12	37
Internal Link Dist (ft)		70			1050			2920			67	
Turn Bay Length (ft)												
Base Capacity (vph)	288	1606	844	416	2301		958	1295	600	674	1295	600

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.28	0.27	0.07	0.75		0.52	0.32	0.05	0.19	0.04	0.17

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 16.2

Intersection LOS: B

Intersection Capacity Utilization 71.3%

ICU Level of Service C

Analysis Period (min) 15

Description: Hwy 96 and Carothers Pkwy

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

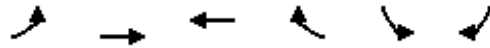
Splits and Phases: 1: Carothers Parkway & Murfreesboro Road

			
Ø2 (R)			Ø4
22.8 s			27.2 s
			
Ø6 (R)			Ø8
22.8 s			27.2 s

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016

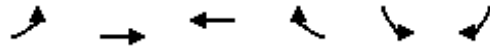


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	62	380	2024	41	25	159
Future Volume (vph)	62	380	2024	41	25	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3529	0	1770	1583
Flt Permitted	0.054				0.950	
Satd. Flow (perm)	101	3539	3529	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			16
Link Speed (mph)		45	45		40	
Link Distance (ft)		1130	160		355	
Travel Time (s)		17.1	2.4		6.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	67	413	2200	45	27	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	413	2245	0	27	173
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phase	4	4	8		6	6
Switch Phase						

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	76.0	76.0	76.0		24.0	24.0
Total Split (%)	76.0%	76.0%	76.0%		24.0%	24.0%
Maximum Green (s)	71.5	71.5	71.5		19.5	19.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None		C-Min	C-Min
Walk Time (s)	7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effect Green (s)	73.8	73.8	73.8		17.2	17.2
Actuated g/C Ratio	0.74	0.74	0.74		0.17	0.17
v/c Ratio	0.91	0.16	0.86		0.09	0.61
Control Delay	103.6	4.9	14.3		35.2	44.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	103.6	4.9	14.3		35.2	44.3
LOS	F	A	B		D	D
Approach Delay		18.6	14.3		43.1	
Approach LOS		B	B		D	
90th %ile Green (s)	71.5	71.5	71.5		19.5	19.5
90th %ile Term Code	Max	Max	Max		Coord	Coord
70th %ile Green (s)	73.3	73.3	73.3		17.7	17.7
70th %ile Term Code	Max	Max	Max		Coord	Coord
50th %ile Green (s)	75.8	75.8	75.8		15.2	15.2
50th %ile Term Code	Max	Max	Max		Coord	Coord
30th %ile Green (s)	74.8	74.8	74.8		16.2	16.2
30th %ile Term Code	Gap	Gap	Hold		Coord	Coord
10th %ile Green (s)	73.7	73.7	73.7		17.3	17.3
10th %ile Term Code	Hold	Hold	Gap		Coord	Coord
Stops (vph)	43	136	1370		22	131
Fuel Used(gal)	2	5	25		0	3
CO Emissions (g/hr)	161	339	1762		32	217
NOx Emissions (g/hr)	31	66	343		6	42
VOC Emissions (g/hr)	37	79	408		7	50
Dilemma Vehicles (#)	0	6	95		0	0
Queue Length 50th (ft)	24	46	410		15	96
Queue Length 95th (ft)	#131	70	650		38	160
Internal Link Dist (ft)		1050	80		275	
Turn Bay Length (ft)						
Base Capacity (vph)	74	2612	2606		345	321

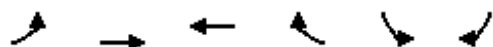
Baseline

Synchro 9 Light Report
Page 5

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.91	0.16	0.86		0.08	0.54

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 84 (84%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 74.6%

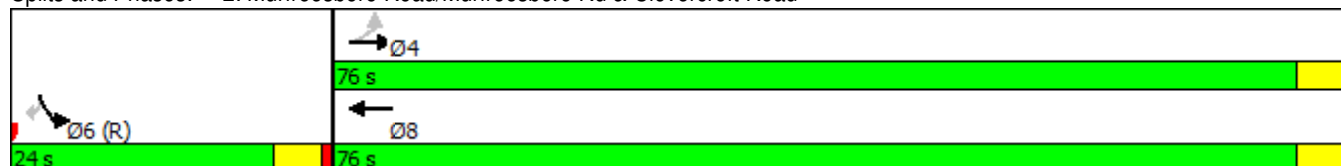
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road



Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	224	177	45	1269	711	71
Future Volume (vph)	224	177	45	1269	711	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.934					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3306	0	1770	3539	1770	1583
Flt Permitted			0.459		0.950	
Satd. Flow (perm)	3306	0	855	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	192					77
Link Speed (mph)	45			45	50	
Link Distance (ft)	1550			63	683	
Travel Time (s)	23.5			1.0	9.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	243	192	49	1379	773	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	435	0	49	1379	773	77
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						

Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	47.0		47.0	47.0	53.0	53.0
Total Split (%)	47.0%		47.0%	47.0%	53.0%	53.0%
Maximum Green (s)	42.5		42.5	42.5	48.5	48.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		None	None	Min	Min
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effect Green (s)	40.4		40.4	40.4	44.1	44.1
Actuated g/C Ratio	0.43		0.43	0.43	0.47	0.47
v/c Ratio	0.28		0.13	0.90	0.93	0.10
Control Delay	10.3		18.7	35.1	42.6	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	10.3		18.7	35.1	42.6	3.7
LOS	B		B	D	D	A
Approach Delay	10.3			34.6	39.1	
Approach LOS	B			C	D	
90th %ile Green (s)	42.5		42.5	42.5	48.5	48.5
90th %ile Term Code	Hold		Max	Max	Max	Max
70th %ile Green (s)	42.5		42.5	42.5	48.5	48.5
70th %ile Term Code	Hold		Max	Max	Max	Max
50th %ile Green (s)	42.5		42.5	42.5	48.5	48.5
50th %ile Term Code	Hold		Max	Max	Max	Max
30th %ile Green (s)	42.5		42.5	42.5	43.6	43.6
30th %ile Term Code	Hold		Max	Max	Gap	Gap
10th %ile Green (s)	31.9		31.9	31.9	32.1	32.1
10th %ile Term Code	Hold		Gap	Gap	Gap	Gap
Stops (vph)	134		28	1087	602	9
Fuel Used(gal)	7		1	23	18	0
CO Emissions (g/hr)	456		38	1616	1293	35
NOx Emissions (g/hr)	89		7	314	251	7
VOC Emissions (g/hr)	106		9	374	300	8
Dilemma Vehicles (#)	17		0	63	0	0
Queue Length 50th (ft)	49		19	425	434	0
Queue Length 95th (ft)	82		43	#575	#684	24
Internal Link Dist (ft)	1470			1	603	
Turn Bay Length (ft)						
Base Capacity (vph)	1626		394	1631	930	869

Baseline

Synchro 9 Light Report
Page 10

Lanes, Volumes, Timings

5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.27		0.12	0.85	0.83	0.09

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 93.6

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 32.1

Intersection LOS: C

Intersection Capacity Utilization 82.0%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 100

70th %ile Actuated Cycle: 100

50th %ile Actuated Cycle: 100

30th %ile Actuated Cycle: 95.1

10th %ile Actuated Cycle: 73

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Arno Road & Murfreesboro Rd

↖ Ø2	→ Ø4
53 s	47 s
	↖ Ø8
	47 s

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	1371	430	20	642	52	223	64	36	627	563	150
Future Volume (vph)	84	1371	430	20	642	52	223	64	36	627	563	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	5029	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.346			0.178			0.366			0.709		
Satd. Flow (perm)	1250	3539	1583	332	5029	0	1323	3539	1583	2562	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		34				33			141
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		150			1130			3000			147	
Travel Time (s)		2.3			17.1			58.4			2.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	91	1490	467	22	698	57	242	70	39	682	612	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	1490	467	22	755	0	242	70	39	682	612	163
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0		23.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	54.0%	54.0%	54.0%	54.0%	54.0%		46.0%	46.0%	46.0%	46.0%	46.0%	46.0%
Maximum Green (s)	22.5	22.5	22.5	22.5	22.5		18.5	18.5	18.5	18.5	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)	22.5	22.5	22.5	22.5	22.5		18.5	18.5	18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.45		0.37	0.37	0.37	0.37	0.37	0.37
v/c Ratio	0.16	0.94	0.60	0.15	0.33		0.49	0.05	0.06	0.72	0.47	0.24
Control Delay	9.1	27.0	11.3	7.3	5.8		16.4	10.3	5.4	19.0	13.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	27.0	11.3	7.3	5.8		16.4	10.3	5.4	19.0	13.5	4.3
LOS	A	C	B	A	A		B	B	A	B	B	A
Approach Delay		22.6			5.8			14.0			15.0	
Approach LOS		C			A			B			B	
90th %ile Green (s)	22.5	22.5	22.5	22.5	22.5		18.5	18.5	18.5	18.5	18.5	18.5
90th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
70th %ile Green (s)	22.5	22.5	22.5	22.5	22.5		18.5	18.5	18.5	18.5	18.5	18.5
70th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
50th %ile Green (s)	22.5	22.5	22.5	22.5	22.5		18.5	18.5	18.5	18.5	18.5	18.5
50th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
30th %ile Green (s)	22.5	22.5	22.5	22.5	22.5		18.5	18.5	18.5	18.5	18.5	18.5
30th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
10th %ile Green (s)	22.5	22.5	22.5	22.5	22.5		18.5	18.5	18.5	18.5	18.5	18.5
10th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
Stops (vph)	49	1102	234	10	347		167	40	13	506	398	31
Fuel Used(gal)	1	23	4	0	10		7	2	1	8	6	1
CO Emissions (g/hr)	59	1578	302	21	715		478	127	64	560	420	41
NOx Emissions (g/hr)	12	307	59	4	139		93	25	12	109	82	8
VOC Emissions (g/hr)	14	366	70	5	166		111	30	15	130	97	10
Dilemma Vehicles (#)	0	130	0	0	34		0	6	0	0	56	0
Queue Length 50th (ft)	7	202	66	3	46		27	6	1	85	68	4
Queue Length 95th (ft)	18	#346	142	9	49		54	16	15	136	106	33
Internal Link Dist (ft)		70			1050			2920			67	
Turn Bay Length (ft)												
Base Capacity (vph)	562	1592	780	149	2281		489	1309	606	947	1309	674

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.94	0.60	0.15	0.33		0.49	0.05	0.06	0.72	0.47	0.24

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 71.2%

ICU Level of Service C

Analysis Period (min) 15

Description: Hwy 96 and Carothers Pkwy

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

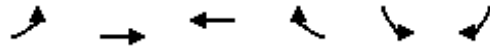
Splits and Phases: 1: Carothers Parkway & Murfreesboro Road

 Ø2 (R)	 Ø4
23 s	27 s
 Ø6 (R)	 Ø8
23 s	27 s

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016

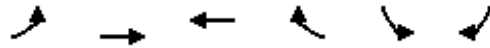


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	132	2434	634	42	101	110
Future Volume (vph)	132	2434	634	42	101	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3507	0	1770	1583
Flt Permitted	0.367				0.950	
Satd. Flow (perm)	684	3539	3507	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			18			120
Link Speed (mph)		45	45		40	
Link Distance (ft)		1130	160		355	
Travel Time (s)		17.1	2.4		6.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	143	2646	689	46	110	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	143	2646	735	0	110	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phase	4	4	8		6	6
Switch Phase						

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016

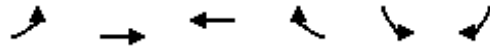


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	77.0	77.0	77.0		23.0	23.0
Total Split (%)	77.0%	77.0%	77.0%		23.0%	23.0%
Maximum Green (s)	72.5	72.5	72.5		18.5	18.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None		C-Min	C-Min
Walk Time (s)	7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effect Green (s)	79.5	79.5	79.5		11.5	11.5
Actuated g/C Ratio	0.80	0.80	0.80		0.12	0.12
v/c Ratio	0.26	0.94	0.26		0.54	0.42
Control Delay	3.8	16.0	1.8		51.0	11.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.8	16.0	1.8		51.0	11.9
LOS	A	B	A		D	B
Approach Delay		15.3	1.8		30.6	
Approach LOS		B	A		C	
90th %ile Green (s)	75.0	75.0	75.0		16.0	16.0
90th %ile Term Code	Max	Max	Hold		Coord	Coord
70th %ile Green (s)	77.7	77.7	77.7		13.3	13.3
70th %ile Term Code	Max	Max	Hold		Coord	Coord
50th %ile Green (s)	79.5	79.5	79.5		11.5	11.5
50th %ile Term Code	Max	Max	Hold		Coord	Coord
30th %ile Green (s)	81.3	81.3	81.3		9.7	9.7
30th %ile Term Code	Max	Max	Hold		Coord	Coord
10th %ile Green (s)	84.0	84.0	84.0		7.0	7.0
10th %ile Term Code	Max	Max	Hold		Coord	Coord
Stops (vph)	36	1623	86		92	19
Fuel Used(gal)	2	46	2		2	1
CO Emissions (g/hr)	106	3212	141		153	50
NOx Emissions (g/hr)	21	625	27		30	10
VOC Emissions (g/hr)	25	744	33		36	12
Dilemma Vehicles (#)	0	79	17		0	0
Queue Length 50th (ft)	14	496	26		67	0
Queue Length 95th (ft)	m37	m#1065	m44		117	49
Internal Link Dist (ft)		1050	80		275	
Turn Bay Length (ft)						
Base Capacity (vph)	543	2813	2791		327	390

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.26	0.94	0.26		0.34	0.31

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 34 (34%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 80.4%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road



Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1143	1315	65	381	261	31
Future Volume (vph)	1143	1315	65	381	261	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.920					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3256	0	1770	3539	1770	1583
Flt Permitted			0.055		0.950	
Satd. Flow (perm)	3256	0	102	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	733					34
Link Speed (mph)	45			45	50	
Link Distance (ft)	1550			63	683	
Travel Time (s)	23.5			1.0	9.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1242	1429	71	414	284	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2671	0	71	414	284	34
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						

Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	76.2		76.2	76.2	23.8	23.8
Total Split (%)	76.2%		76.2%	76.2%	23.8%	23.8%
Maximum Green (s)	71.7		71.7	71.7	19.3	19.3
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		None	None	C-Min	C-Min
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effect Green (s)	72.5		72.5	72.5	18.5	18.5
Actuated g/C Ratio	0.72		0.72	0.72	0.18	0.18
v/c Ratio	1.04		0.96	0.16	0.87	0.11
Control Delay	30.9		118.8	4.6	66.0	12.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.9		118.8	4.6	66.0	12.3
LOS	C		F	A	E	B
Approach Delay	30.9			21.3	60.3	
Approach LOS	C			C	E	
90th %ile Green (s)	71.7		71.7	71.7	19.3	19.3
90th %ile Term Code	Max		Max	Max	Coord	Coord
70th %ile Green (s)	71.7		71.7	71.7	19.3	19.3
70th %ile Term Code	Max		Max	Max	Coord	Coord
50th %ile Green (s)	71.7		71.7	71.7	19.3	19.3
50th %ile Term Code	Max		Max	Max	Coord	Coord
30th %ile Green (s)	71.7		71.7	71.7	19.3	19.3
30th %ile Term Code	Max		Max	Max	Coord	Coord
10th %ile Green (s)	75.8		75.8	75.8	15.2	15.2
10th %ile Term Code	Max		Hold	Hold	Coord	Coord
Stops (vph)	1022		41	110	235	9
Fuel Used(gal)	53		2	2	8	0
CO Emissions (g/hr)	3698		147	131	576	24
NOx Emissions (g/hr)	719		29	26	112	5
VOC Emissions (g/hr)	857		34	30	134	6
Dilemma Vehicles (#)	104		0	19	0	0
Queue Length 50th (ft)	~906		36	38	176	0
Queue Length 95th (ft)	m#1020		#90	53	#312	26
Internal Link Dist (ft)	1470			1	603	
Turn Bay Length (ft)						
Base Capacity (vph)	2562		74	2566	341	332

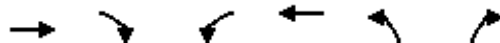
Baseline

Synchro 9 Light Report
Page 10

Lanes, Volumes, Timings

5: Arno Road & Murfreesboro Rd

7/12/2016



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.04		0.96	0.16	0.83	0.10

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 64 (64%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 32.3

Intersection LOS: C

Intersection Capacity Utilization 95.8%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

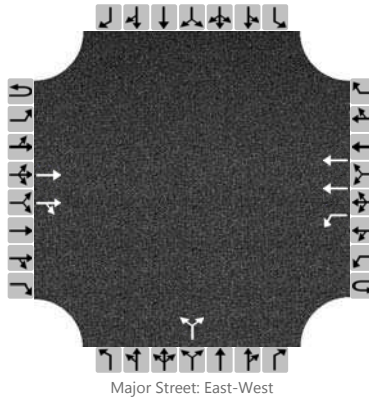
Splits and Phases: 5: Arno Road & Murfreesboro Rd

Ø2 (L)	Ø4
23.8 s	76.2 s
Ø8	
	76.2 s

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Hwy 96E and Cross Creek
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	9/16/2015	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Cross Creek Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			398	7		0	2030			35		2				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

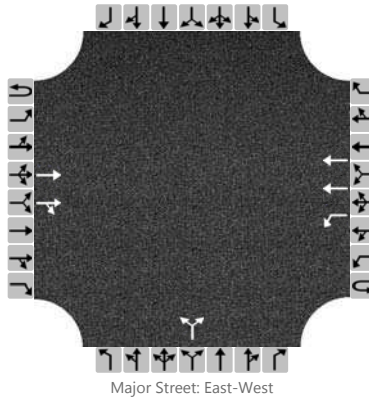
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)											39					
Capacity						1144					194					
v/c Ratio											0.20					
95% Queue Length											0.7					
Control Delay (s/veh)						8.1					28.1					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)									28.1							
Approach LOS									D							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Hwy 96E and Cross Creek
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	9/16/2015	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Cross Creek Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			2501	34		0	662			14		0				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

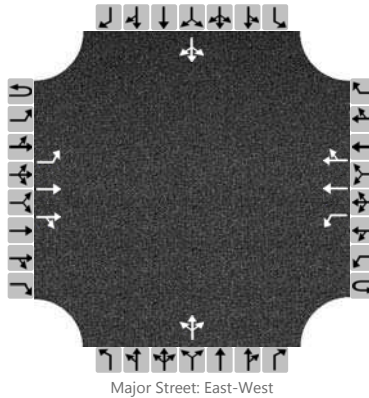
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)											14					
Capacity						171					24					
v/c Ratio											0.58					
95% Queue Length											1.7					
Control Delay (s/veh)						26.0					278.1					
Level of Service (LOS)						D					F					
Approach Delay (s/veh)									278.1							
Approach LOS									F							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Highway 96E and Ridgeway
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	9/16/2015	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Chester Stevens/Ridgeway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		8	388	4		2	1957	21		16	0	2		11	0	57
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

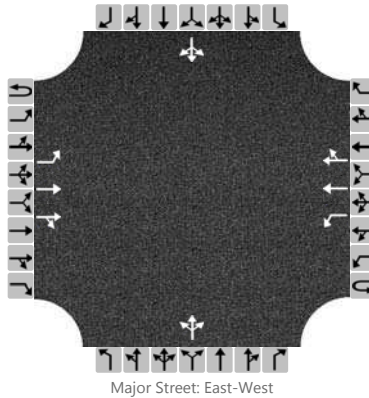
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		8				2					18				69	
Capacity		286				1170					170				157	
v/c Ratio		0.03				0.00					0.11				0.44	
95% Queue Length		0.1				0.0					0.3				2.0	
Control Delay (s/veh)		17.9				8.1					28.7				45.0	
Level of Service (LOS)		C				A					D				E	
Approach Delay (s/veh)	0.4				0.0				28.7				45.0			
Approach LOS	A				A				D				E			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Highway 96E and Ridgeway
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	9/16/2015	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Chester Stevens/Ridgeway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		41	2453	7		1	632	9		6	0	1		4	0	24
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

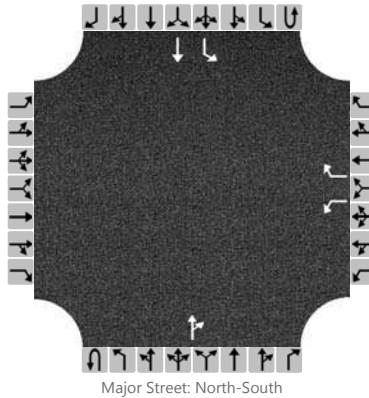
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		42				1					7					28
Capacity		943				184					26					400
v/c Ratio		0.04				0.01					0.27					0.07
95% Queue Length		0.1				0.0					0.8					0.2
Control Delay (s/veh)		9.0				24.7					192.5					14.7
Level of Service (LOS)		A				C					F					B
Approach Delay (s/veh)	0.1				0.0				192.5				14.7			
Approach LOS	A				A				F				B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Carothers and S. Carother
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Carothers Parkway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10647 (Existing)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						0		35			448	3		6	74	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

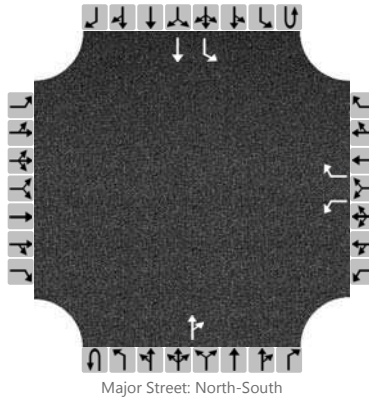
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)								40						7		
Capacity						459		561						1064		
v/c Ratio								0.07						0.01		
95% Queue Length								0.2						0.0		
Control Delay (s/veh)						12.8		11.9						8.4		
Level of Service (LOS)						B		B						A		
Approach Delay (s/veh)						11.9								0.6		
Approach LOS						B								A		

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Carothers and S. Carother
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Carothers Parkway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10647 (Existing)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						3		23			116	5		43	420	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						3		25						47		
Capacity						403		925						1466		
v/c Ratio						0.01		0.03						0.03		
95% Queue Length						0.0		0.1						0.1		
Control Delay (s/veh)						14.0		9.0						7.5		
Level of Service (LOS)						B		A						A		
Approach Delay (s/veh)					9.5								0.7			
Approach LOS					A								A			

BACKGROUND CONDITIONS

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	499	439	158	38	1566	251	470	456	30	150	124	191
Future Volume (vph)	499	439	158	38	1566	251	470	456	30	150	124	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	0			0			0			0		
Storage Lanes	2			1			0			1		
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.979			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	4979	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.222			0.479			0.666			0.468		
Satd. Flow (perm)	802	3539	1583	892	4979	0	2407	3539	1583	1691	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			81			36			36
Link Speed (mph)	45				45			35			40	
Link Distance (ft)	150				1130			3000			147	
Travel Time (s)	2.3				17.1			58.4			2.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%			0%	
Adj. Flow (vph)	542	477	172	41	1702	273	511	496	33	163	135	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	542	477	172	41	1975	0	511	496	33	163	135	208
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	24				24			24			24	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Number of Detectors	1	2	1	1	2	1		2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Left		Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20		100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm		NA	Perm	Perm	NA	Perm
Protected Phases	4				8			2			6	
Permitted Phases	4	4		8			2	2		6	6	
Detector Phase	4	4	4	8	8	2		2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effct Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40		0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	1.69	0.34	0.23	0.12	0.97		0.53	0.35	0.05	0.24	0.10	0.32
Control Delay	345.0	10.2	2.9	8.6	21.5		12.8	10.3	3.8	10.2	8.7	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	345.0	10.2	2.9	8.6	21.5		12.8	10.3	3.8	10.2	8.7	9.3
LOS	F	B	A	A	C		B	B	A	B	A	A
Approach Delay	161.5				21.2		11.3				9.4	
Approach LOS	F				C		B				A	
90th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
70th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
70th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
50th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
50th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
30th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
30th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
10th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
10th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
Stops (vph)	418	278	23	25	1497		333	291	9	93	70	103
Fuel Used(gal)	41	5	1	1	40		14	13	1	1	1	2
CO Emissions (g/hr)	2847	335	37	46	2789		972	910	52	96	72	109
NOx Emissions (g/hr)	554	65	7	9	543		189	177	10	19	14	21
VOC Emissions (g/hr)	660	78	9	11	646		225	211	12	22	17	25
Dilemma Vehicles (#)	0	49	0	0	162		0	51	0	0	14	0
Queue Length 50th (ft)	~112	42	0	8	199		48	44	0	13	10	28
Queue Length 95th (ft)	#187	68	26	m9	m#229		83	72	11	29	22	64
Internal Link Dist (ft)	70				1050		2920				67	
Turn Bay Length (ft)												
Base Capacity (vph)	320	1415	736	356	2040		962	1415	654	676	1415	654

Baseline

Synchro 9 Light Report
Page 2

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.69	0.34	0.23	0.12	0.97		0.53	0.35	0.05	0.24	0.10	0.32

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.69

Intersection Signal Delay: 53.0

Intersection LOS: D

Intersection Capacity Utilization 82.7%

ICU Level of Service E

Analysis Period (min) 15

Description: Hwy 96 and Carothers Pkwy

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

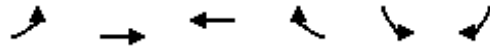
Splits and Phases: 1: Carothers Parkway & Murfreesboro Road

 Ø2 (R)	 Ø4
22.5 s	22.5 s
 Ø6 (R)	 Ø8
22.5 s	22.5 s

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016

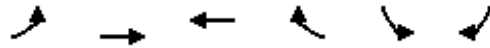


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	435	2247	45	28	175
Future Volume (vph)	68	435	2247	45	28	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3529	0	1770	1583
Flt Permitted	0.061				0.950	
Satd. Flow (perm)	114	3539	3529	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			8
Link Speed (mph)		45	45		40	
Link Distance (ft)		1130	160		355	
Travel Time (s)		17.1	2.4		6.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	74	473	2442	49	30	190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	473	2491	0	30	190
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phase	4	4	8		6	6
Switch Phase						

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016

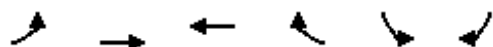


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	66.0	66.0	66.0		24.0	24.0
Total Split (%)	73.3%	73.3%	73.3%		26.7%	26.7%
Maximum Green (s)	61.5	61.5	61.5		19.5	19.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None		C-Min	C-Min
Walk Time (s)	7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effect Green (s)	65.9	65.9	65.9		15.1	15.1
Actuated g/C Ratio	0.73	0.73	0.73		0.17	0.17
v/c Ratio	0.89	0.18	0.96		0.10	0.70
Control Delay	96.9	2.7	13.2		30.5	47.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	96.9	2.7	13.2		30.5	47.1
LOS	F	A	B		C	D
Approach Delay		15.4	13.2		44.8	
Approach LOS		B	B		D	
90th %ile Green (s)	61.5	61.5	61.5		19.5	19.5
90th %ile Term Code	Max	Max	Max		Coord	Coord
70th %ile Green (s)	62.9	62.9	62.9		18.1	18.1
70th %ile Term Code	Max	Max	Max		Coord	Coord
50th %ile Green (s)	65.4	65.4	65.4		15.6	15.6
50th %ile Term Code	Max	Max	Max		Coord	Coord
30th %ile Green (s)	68.0	68.0	68.0		13.0	13.0
30th %ile Term Code	Hold	Hold	Max		Coord	Coord
10th %ile Green (s)	71.7	71.7	71.7		9.3	9.3
10th %ile Term Code	Hold	Hold	Max		Coord	Coord
Stops (vph)	49	70	1064		25	154
Fuel Used(gal)	2	4	22		0	4
CO Emissions (g/hr)	171	301	1523		34	253
NOx Emissions (g/hr)	33	58	296		7	49
VOC Emissions (g/hr)	40	70	353		8	59
Dilemma Vehicles (#)	0	17	36		0	0
Queue Length 50th (ft)	33	22	257		14	98
Queue Length 95th (ft)	#132	34	m#811		37	161
Internal Link Dist (ft)		1050	80		275	
Turn Bay Length (ft)						
Base Capacity (vph)	83	2591	2585		383	349

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.89	0.18	0.96		0.08	0.54

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 14 (16%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 15.7

Intersection LOS: B

Intersection Capacity Utilization 81.9%

ICU Level of Service D

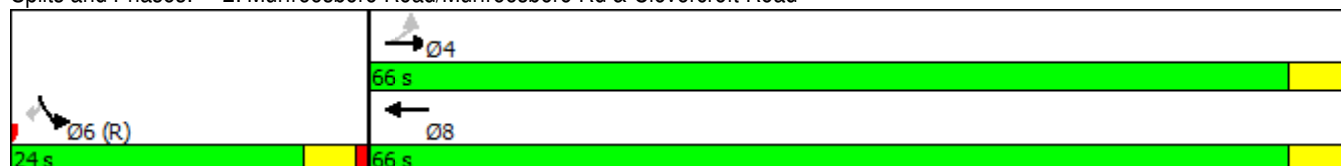
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road



Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	253	196	50	1406	782	78
Future Volume (vph)	253	196	50	1406	782	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.935					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3309	0	1770	3539	1770	1583
Flt Permitted			0.421		0.950	
Satd. Flow (perm)	3309	0	784	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	213					85
Link Speed (mph)	45			45	50	
Link Distance (ft)	1550			63	683	
Travel Time (s)	23.5			1.0	9.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	275	213	54	1528	850	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	0	54	1528	850	85
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						

Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	42.2		42.2	42.2	47.8	47.8
Total Split (%)	46.9%		46.9%	46.9%	53.1%	53.1%
Maximum Green (s)	37.7		37.7	37.7	43.3	43.3
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		None	None	C-Min	C-Min
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effect Green (s)	37.7		37.7	37.7	43.3	43.3
Actuated g/C Ratio	0.42		0.42	0.42	0.48	0.48
v/c Ratio	0.32		0.16	1.03	1.00	0.11
Control Delay	18.1		18.1	58.9	55.7	3.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.1		18.1	58.9	55.7	3.4
LOS	B		B	E	E	A
Approach Delay	18.1			57.5	50.9	
Approach LOS	B			E	D	
90th %ile Green (s)	37.7		37.7	37.7	43.3	43.3
90th %ile Term Code	Hold		Max	Max	Coord	Coord
70th %ile Green (s)	37.7		37.7	37.7	43.3	43.3
70th %ile Term Code	Hold		Max	Max	Coord	Coord
50th %ile Green (s)	37.7		37.7	37.7	43.3	43.3
50th %ile Term Code	Hold		Max	Max	Coord	Coord
30th %ile Green (s)	37.7		37.7	37.7	43.3	43.3
30th %ile Term Code	Hold		Max	Max	Coord	Coord
10th %ile Green (s)	37.7		37.7	37.7	43.3	43.3
10th %ile Term Code	Hold		Max	Max	Coord	Coord
Stops (vph)	328		31	1216	654	10
Fuel Used(gal)	10		1	33	22	1
CO Emissions (g/hr)	716		41	2276	1558	38
NOx Emissions (g/hr)	139		8	443	303	7
VOC Emissions (g/hr)	166		10	528	361	9
Dilemma Vehicles (#)	13		0	72	0	0
Queue Length 50th (ft)	58		19	~494	463	0
Queue Length 95th (ft)	101		44	#629	#732	23
Internal Link Dist (ft)	1470			1	603	
Turn Bay Length (ft)						
Base Capacity (vph)	1509		328	1482	851	805

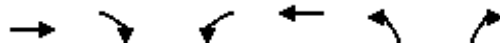
Baseline

Synchro 9 Light Report
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Lanes, Volumes, Timings

5: Arno Road & Murfreesboro Rd

7/12/2016



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.32		0.16	1.03	1.00	0.11

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 68 (76%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 49.1

Intersection LOS: D

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Arno Road & Murfreesboro Rd

 Ø2 (R)	 Ø4
47.8 s	42.2 s
	 Ø8
	42.2 s

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	257	1488	326	25	675	163	287	182	67	925	544	463
Future Volume (vph)	257	1488	326	25	675	163	287	182	67	925	544	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.971				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	4938	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.250			0.077			0.357			0.627		
Satd. Flow (perm)	903	3539	1583	143	4938	0	1290	3539	1583	2266	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192		70				15			140
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		150			1130			3000			147	
Travel Time (s)		2.3			17.1			58.4			2.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	279	1617	354	27	734	177	312	198	73	1005	591	503
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1617	354	27	911	0	312	198	73	1005	591	503
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	56.4	56.4	56.4	56.4	56.4		53.6	53.6	53.6	53.6	53.6	53.6
Total Split (%)	51.3%	51.3%	51.3%	51.3%	51.3%		48.7%	48.7%	48.7%	48.7%	48.7%	48.7%
Maximum Green (s)	51.9	51.9	51.9	51.9	51.9		49.1	49.1	49.1	49.1	49.1	49.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)	51.9	51.9	51.9	51.9	51.9		49.1	49.1	49.1	49.1	49.1	49.1
Actuated g/C Ratio	0.47	0.47	0.47	0.47	0.47		0.45	0.45	0.45	0.45	0.45	0.45
v/c Ratio	0.65	0.97	0.42	0.40	0.39		0.54	0.13	0.10	0.99	0.37	0.64
Control Delay	31.2	44.6	9.9	32.0	10.5		26.6	18.2	14.7	58.0	21.1	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	44.6	9.9	32.0	10.5		26.6	18.2	14.7	58.0	21.1	21.0
LOS	C	D	A	C	B		C	B	B	E	C	C
Approach Delay		37.5			11.1			22.3			38.7	
Approach LOS		D			B			C			D	
90th %ile Green (s)	51.9	51.9	51.9	51.9	51.9		49.1	49.1	49.1	49.1	49.1	49.1
90th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
70th %ile Green (s)	51.9	51.9	51.9	51.9	51.9		49.1	49.1	49.1	49.1	49.1	49.1
70th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
50th %ile Green (s)	51.9	51.9	51.9	51.9	51.9		49.1	49.1	49.1	49.1	49.1	49.1
50th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
30th %ile Green (s)	51.9	51.9	51.9	51.9	51.9		49.1	49.1	49.1	49.1	49.1	49.1
30th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
10th %ile Green (s)	51.9	51.9	51.9	51.9	51.9		49.1	49.1	49.1	49.1	49.1	49.1
10th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
Stops (vph)	199	1302	96	15	301		206	102	29	801	348	266
Fuel Used(gal)	4	31	2	1	12		9	5	2	20	6	5
CO Emissions (g/hr)	305	2178	151	37	816		652	376	131	1378	440	353
NOx Emissions (g/hr)	59	424	29	7	159		127	73	25	268	86	69
VOC Emissions (g/hr)	71	505	35	9	189		151	87	30	319	102	82
Dilemma Vehicles (#)	0	65	0	0	44		0	8	0	0	25	0
Queue Length 50th (ft)	75	566	65	8	83		80	42	23	355	142	194
Queue Length 95th (ft)	129	#745	137	#30	80		126	65	51	#506	186	313
Internal Link Dist (ft)		70			1050			2920			67	
Turn Bay Length (ft)												
Base Capacity (vph)	426	1669	848	67	2366		575	1579	714	1011	1579	784

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

7/12/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.97	0.42	0.40	0.39		0.54	0.13	0.10	0.99	0.37	0.64

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 32.2

Intersection LOS: C

Intersection Capacity Utilization 91.7%

ICU Level of Service F

Analysis Period (min) 15

Description: Hwy 96 and Carothers Pkwy

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

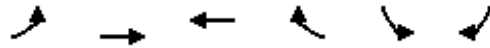
Splits and Phases: 1: Carothers Parkway & Murfreesboro Road

 Ø2 (R)	 Ø4
53.6 s	56.4 s
 Ø6 (R)	 Ø8
53.6 s	56.4 s

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016

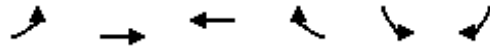


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	145	2709	719	46	111	121
Future Volume (vph)	145	2709	719	46	111	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3507	0	1770	1583
Flt Permitted	0.329				0.950	
Satd. Flow (perm)	613	3539	3507	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			17			132
Link Speed (mph)		45	45		40	
Link Distance (ft)		1130	160		355	
Travel Time (s)		17.1	2.4		6.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	158	2945	782	50	121	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	2945	832	0	121	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phase	4	4	8		6	6
Switch Phase						

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016

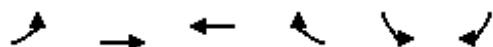


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	87.4	87.4	87.4		22.6	22.6
Total Split (%)	79.5%	79.5%	79.5%		20.5%	20.5%
Maximum Green (s)	82.9	82.9	82.9		18.1	18.1
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None		C-Min	C-Min
Walk Time (s)	7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effect Green (s)	88.2	88.2	88.2		12.8	12.8
Actuated g/C Ratio	0.80	0.80	0.80		0.12	0.12
v/c Ratio	0.32	1.04	0.30		0.59	0.44
Control Delay	3.5	33.3	1.9		57.1	12.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.5	33.3	1.9		57.1	12.1
LOS	A	C	A		E	B
Approach Delay		31.7	1.9		33.6	
Approach LOS		C	A		C	
90th %ile Green (s)	83.3	83.3	83.3		17.7	17.7
90th %ile Term Code	Max	Max	Hold		Coord	Coord
70th %ile Green (s)	86.2	86.2	86.2		14.8	14.8
70th %ile Term Code	Max	Max	Hold		Coord	Coord
50th %ile Green (s)	88.2	88.2	88.2		12.8	12.8
50th %ile Term Code	Max	Max	Hold		Coord	Coord
30th %ile Green (s)	90.2	90.2	90.2		10.8	10.8
30th %ile Term Code	Max	Max	Hold		Coord	Coord
10th %ile Green (s)	93.1	93.1	93.1		7.9	7.9
10th %ile Term Code	Max	Max	Hold		Coord	Coord
Stops (vph)	29	1224	100		102	19
Fuel Used(gal)	2	53	2		3	1
CO Emissions (g/hr)	107	3735	164		179	54
NOx Emissions (g/hr)	21	727	32		35	11
VOC Emissions (g/hr)	25	866	38		41	13
Dilemma Vehicles (#)	0	69	17		0	0
Queue Length 50th (ft)	17	~1186	34		82	0
Queue Length 95th (ft)	m27	m#1303	m50		137	53
Internal Link Dist (ft)		1050	80		275	
Turn Bay Length (ft)						
Base Capacity (vph)	491	2837	2815		291	370

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

7/12/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.32	1.04	0.30		0.42	0.36

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 16 (15%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 25.9

Intersection LOS: C

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

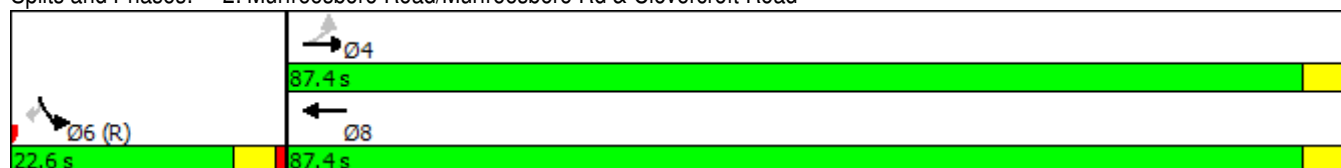
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road



Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1275	1446	72	426	288	34
Future Volume (vph)	1275	1446	72	426	288	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.920					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3256	0	1770	3539	1770	1583
Flt Permitted			0.048		0.950	
Satd. Flow (perm)	3256	0	89	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	743					37
Link Speed (mph)	45			45	50	
Link Distance (ft)	1550			63	683	
Travel Time (s)	23.5			1.0	9.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1386	1572	78	463	313	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2958	0	78	463	313	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						

Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

7/12/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	87.0		87.0	87.0	23.0	23.0
Total Split (%)	79.1%		79.1%	79.1%	20.9%	20.9%
Maximum Green (s)	82.5		82.5	82.5	18.5	18.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		None	None	C-Min	C-Min
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effect Green (s)	82.5		82.5	82.5	18.5	18.5
Actuated g/C Ratio	0.75		0.75	0.75	0.17	0.17
v/c Ratio	1.13		1.18	0.17	1.05	0.12
Control Delay	68.2		191.5	4.1	111.9	13.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	68.2		191.5	4.1	111.9	13.6
LOS	E		F	A	F	B
Approach Delay	68.2			31.1	101.5	
Approach LOS	E			C	F	
90th %ile Green (s)	82.5		82.5	82.5	18.5	18.5
90th %ile Term Code	Max		Max	Max	Coord	Coord
70th %ile Green (s)	82.5		82.5	82.5	18.5	18.5
70th %ile Term Code	Max		Max	Max	Coord	Coord
50th %ile Green (s)	82.5		82.5	82.5	18.5	18.5
50th %ile Term Code	Max		Max	Max	Coord	Coord
30th %ile Green (s)	82.5		82.5	82.5	18.5	18.5
30th %ile Term Code	Max		Max	Max	Coord	Coord
10th %ile Green (s)	82.5		82.5	82.5	18.5	18.5
10th %ile Term Code	Max		Max	Max	Coord	Coord
Stops (vph)	627		42	111	244	10
Fuel Used(gal)	73		3	2	12	0
CO Emissions (g/hr)	5099		235	134	808	28
NOx Emissions (g/hr)	992		46	26	157	5
VOC Emissions (g/hr)	1182		54	31	187	6
Dilemma Vehicles (#)	136		0	19	0	0
Queue Length 50th (ft)	~1215		~66	42	~242	0
Queue Length 95th (ft)	m#1137		#118	56	#416	29
Internal Link Dist (ft)	1470			1	603	
Turn Bay Length (ft)						
Base Capacity (vph)	2627		66	2654	297	297

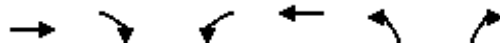
Baseline

Synchro 9 Light Report
Page 10

Lanes, Volumes, Timings

5: Arno Road & Murfreesboro Rd

7/12/2016



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.13		1.18	0.17	1.05	0.12

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 28 (25%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 66.0

Intersection LOS: E

Intersection Capacity Utilization 105.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

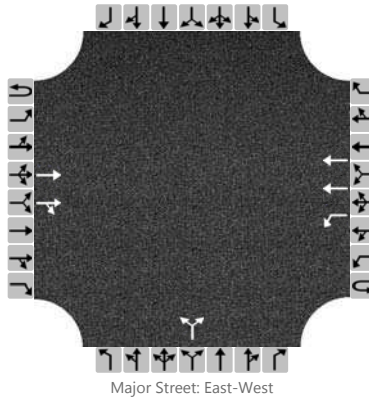
Splits and Phases: 5: Arno Road & Murfreesboro Rd

 Ø2 (L)	 Ø4
23 s	87 s
	 Ø8
	87 s

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Hwy 96E and Cross Creek
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	July 2016	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Cross Creek Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Background)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			455	8		0	2253			39		2				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

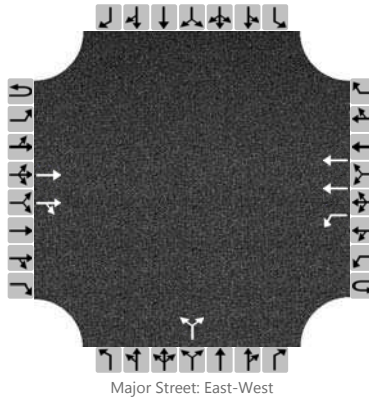
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)											43					
Capacity						1087					163					
v/c Ratio											0.26					
95% Queue Length											1.0					
Control Delay (s/veh)						8.3					34.8					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)									34.8							
Approach LOS									D							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Hwy 96E and Cross Creek
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	July 2016	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Cross Creek Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Background)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			2783	37		0	750			15		0				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

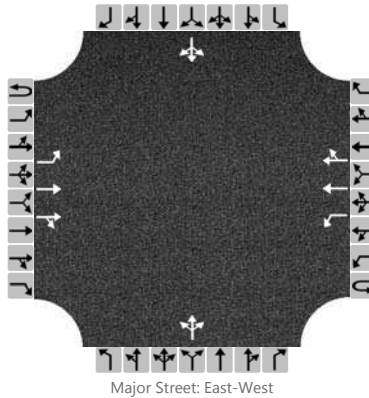
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)											15					
Capacity						131					16					
v/c Ratio											0.96					
95% Queue Length											2.3					
Control Delay (s/veh)						32.4					539.1					
Level of Service (LOS)						D					F					
Approach Delay (s/veh)									539.1							
Approach LOS									F							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Highway 96E and Ridgeway
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	July 2016	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Chester Stevens/Ridgeway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Background		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		9	441	7		3	2164	23		27	0	4		12	0	62
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

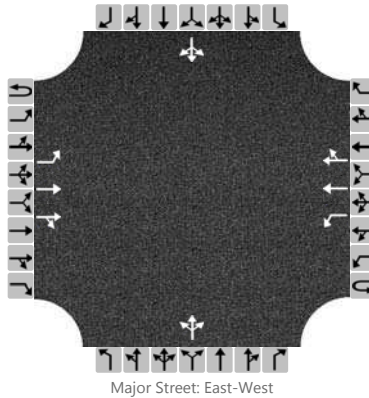
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		9				3					32				75	
Capacity		236				1115					134				124	
v/c Ratio		0.04				0.00					0.24				0.61	
95% Queue Length		0.1				0.0					0.9				3.1	
Control Delay (s/veh)		20.8				8.2					40.2				71.2	
Level of Service (LOS)		C				A					E				F	
Approach Delay (s/veh)	0.4				0.0				40.2				71.2			
Approach LOS	A				A				E				F			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Highway 96E and Ridgeway
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	July 2016	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Chester Stevens/Ridgeway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Background)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		45	2720	18		3	711	10		13	0	2		4	0	26
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

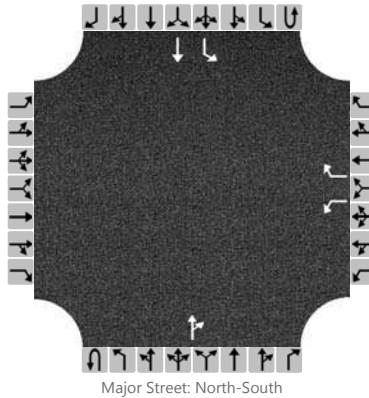
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		46				3					15				31	
Capacity		879				142					16				360	
v/c Ratio		0.05				0.02					0.91				0.09	
95% Queue Length		0.2				0.1					2.3				0.3	
Control Delay (s/veh)		9.3				31.0					506.7				16.0	
Level of Service (LOS)		A				D					F				C	
Approach Delay (s/veh)	0.2				0.1				506.7				16.0			
Approach LOS	A				A				F				C			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Carothers and S. Carother
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Carothers Parkway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10647 (Background)		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						37		146			665	30		97	322	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

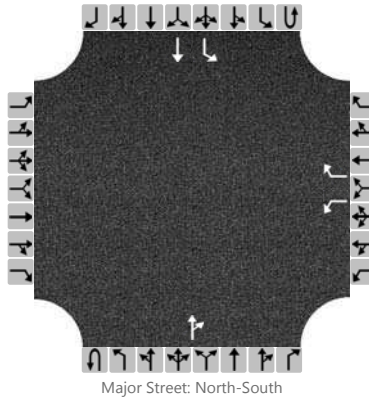
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						42		166						110		
Capacity						144		397						839		
v/c Ratio						0.29		0.42						0.13		
95% Queue Length						1.1		2.0						0.5		
Control Delay (s/veh)						40.0		20.4						9.9		
Level of Service (LOS)						E		C						A		
Approach Delay (s/veh)					24.4								2.3			
Approach LOS					C								A			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Carothers and S. Carother
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Carothers Parkway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10647 (Background)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						58		132			454	63		159	649	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						64		145						175		
Capacity						98		550						1014		
v/c Ratio						0.65		0.26						0.17		
95% Queue Length						3.2		1.1						0.6		
Control Delay (s/veh)						93.3		13.9						9.3		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)					38.2								1.8			
Approach LOS					E								A			

TOTAL PROJECTED CONDITIONS

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

9/1/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	499	446	183	41	1588	260	546	498	38	153	138	191
Future Volume (vph)	499	446	183	41	1588	260	546	498	38	153	138	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	4979	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.222			0.476			0.657			0.436		
Satd. Flow (perm)	802	3539	1583	887	4979	0	2374	3539	1583	1576	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199		83				41			36
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		150			1130			3000			147	
Travel Time (s)		2.3			17.1			58.4			2.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	542	485	199	45	1726	283	593	541	41	166	150	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	542	485	199	45	2009	0	593	541	41	166	150	208
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		2	2	2	6	6	6
Switch Phase												

Baseline

Synchro 9 Light Report
Page 1

Lanes, Volumes, Timings
1: Carothers Parkway & Murfreesboro Road

9/1/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40		0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	1.69	0.34	0.26	0.13	0.98		0.62	0.38	0.06	0.26	0.11	0.32
Control Delay	345.0	10.3	2.9	8.7	23.6		14.4	10.6	3.8	10.5	8.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	345.0	10.3	2.9	8.7	23.6		14.4	10.6	3.8	10.5	8.8	9.3
LOS	F	B	A	A	C		B	B	A	B	A	A
Approach Delay	157.0				23.2		12.3				9.5	
Approach LOS	F				C		B				A	
90th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
70th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
70th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
50th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
50th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
30th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
30th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
10th %ile Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0	18.0	18.0	18.0	18.0
10th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
Stops (vph)	418	283	25	26	1520		409	322	10	96	79	103
Fuel Used(gal)	41	5	1	1	41		17	14	1	1	1	2
CO Emissions (g/hr)	2847	341	42	49	2889		1153	998	65	99	81	109
NOx Emissions (g/hr)	554	66	8	9	562		224	194	13	19	16	21
VOC Emissions (g/hr)	660	79	10	11	669		267	231	15	23	19	25
Dilemma Vehicles (#)	0	49	0	0	161		0	55	0	0	15	0
Queue Length 50th (ft)	~112	43	0	9	203		59	48	0	13	12	28
Queue Length 95th (ft)	#187	70	27	m10	m#234		100	78	12	30	24	64
Internal Link Dist (ft)	70				1050		2920				67	
Turn Bay Length (ft)												
Base Capacity (vph)	320	1415	752	354	2041		949	1415	657	630	1415	654

Baseline

Synchro 9 Light Report
Page 2

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

9/1/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.69	0.34	0.26	0.13	0.98		0.62	0.38	0.06	0.26	0.11	0.32

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.69

Intersection Signal Delay: 52.1

Intersection LOS: D

Intersection Capacity Utilization 85.5%

ICU Level of Service E

Analysis Period (min) 15

Description: Hwy 96 and Carothers Pkwy

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

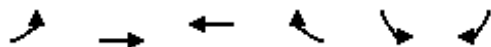
Splits and Phases: 1: Carothers Parkway & Murfreesboro Road

			
Ø2 (R)			Ø4
22.5 s			22.5 s
			
Ø6 (R)			Ø8
22.5 s			22.5 s

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

9/1/2016

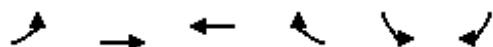


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	453	2281	47	29	175
Future Volume (vph)	68	453	2281	47	29	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3529	0	1770	1583
Flt Permitted	0.061				0.950	
Satd. Flow (perm)	114	3539	3529	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			8
Link Speed (mph)		45	45		40	
Link Distance (ft)		1130	160		355	
Travel Time (s)		17.1	2.4		6.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	74	492	2479	51	32	190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	492	2530	0	32	190
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phase	4	4	8		6	6
Switch Phase						

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

9/1/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	67.0	67.0	67.0		23.0	23.0
Total Split (%)	74.4%	74.4%	74.4%		25.6%	25.6%
Maximum Green (s)	62.5	62.5	62.5		18.5	18.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None		C-Min	C-Min
Walk Time (s)	7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effect Green (s)	66.1	66.1	66.1		14.9	14.9
Actuated g/C Ratio	0.73	0.73	0.73		0.17	0.17
v/c Ratio	0.89	0.19	0.98		0.11	0.71
Control Delay	95.3	2.7	14.9		31.0	48.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	95.3	2.7	14.9		31.0	48.1
LOS	F	A	B		C	D
Approach Delay		14.8	14.9		45.7	
Approach LOS		B	B		D	
90th %ile Green (s)	62.5	62.5	62.5		18.5	18.5
90th %ile Term Code	Max	Max	Max		Coord	Coord
70th %ile Green (s)	62.9	62.9	62.9		18.1	18.1
70th %ile Term Code	Max	Max	Max		Coord	Coord
50th %ile Green (s)	65.4	65.4	65.4		15.6	15.6
50th %ile Term Code	Max	Max	Max		Coord	Coord
30th %ile Green (s)	68.0	68.0	68.0		13.0	13.0
30th %ile Term Code	Hold	Hold	Max		Coord	Coord
10th %ile Green (s)	71.7	71.7	71.7		9.3	9.3
10th %ile Term Code	Hold	Hold	Max		Coord	Coord
Stops (vph)	49	72	1070		24	155
Fuel Used(gal)	2	4	23		0	4
CO Emissions (g/hr)	170	312	1593		34	256
NOx Emissions (g/hr)	33	61	310		7	50
VOC Emissions (g/hr)	39	72	369		8	59
Dilemma Vehicles (#)	0	18	38		0	0
Queue Length 50th (ft)	33	23	268		15	98
Queue Length 95th (ft)	#131	35	m#823		39	163
Internal Link Dist (ft)		1050	80		275	
Turn Bay Length (ft)						
Base Capacity (vph)	83	2599	2593		363	331

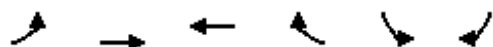
Baseline

Synchro 9 Light Report
Page 5

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

9/1/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.89	0.19	0.98		0.09	0.57

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 14 (16%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 16.9

Intersection LOS: B

Intersection Capacity Utilization 82.9%

ICU Level of Service E

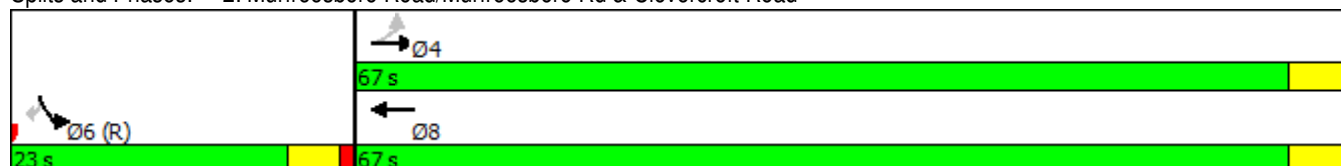
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road



Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

9/1/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	268	200	50	1411	784	78
Future Volume (vph)	268	200	50	1411	784	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.936					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3313	0	1770	3539	1770	1583
Flt Permitted			0.408		0.950	
Satd. Flow (perm)	3313	0	760	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	217					84
Link Speed (mph)	45			45	50	
Link Distance (ft)	1550			63	683	
Travel Time (s)	23.5			1.0	9.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	291	217	54	1534	852	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	508	0	54	1534	852	85
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						

Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

9/1/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	42.3		42.3	42.3	47.7	47.7
Total Split (%)	47.0%		47.0%	47.0%	53.0%	53.0%
Maximum Green (s)	37.8		37.8	37.8	43.2	43.2
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		None	None	C-Min	C-Min
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effect Green (s)	37.8		37.8	37.8	43.2	43.2
Actuated g/C Ratio	0.42		0.42	0.42	0.48	0.48
v/c Ratio	0.33		0.17	1.03	1.00	0.11
Control Delay	18.1		18.2	59.2	56.9	3.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.1		18.2	59.2	56.9	3.5
LOS	B		B	E	E	A
Approach Delay	18.1			57.8	52.1	
Approach LOS	B			E	D	
90th %ile Green (s)	37.8		37.8	37.8	43.2	43.2
90th %ile Term Code	Hold		Max	Max	Coord	Coord
70th %ile Green (s)	37.8		37.8	37.8	43.2	43.2
70th %ile Term Code	Hold		Max	Max	Coord	Coord
50th %ile Green (s)	37.8		37.8	37.8	43.2	43.2
50th %ile Term Code	Hold		Max	Max	Coord	Coord
30th %ile Green (s)	37.8		37.8	37.8	43.2	43.2
30th %ile Term Code	Hold		Max	Max	Coord	Coord
10th %ile Green (s)	37.8		37.8	37.8	43.2	43.2
10th %ile Term Code	Hold		Max	Max	Coord	Coord
Stops (vph)	366		31	1220	655	10
Fuel Used(gal)	11		1	33	23	1
CO Emissions (g/hr)	767		41	2290	1575	38
NOx Emissions (g/hr)	149		8	446	306	7
VOC Emissions (g/hr)	178		10	531	365	9
Dilemma Vehicles (#)	13		0	73	0	0
Queue Length 50th (ft)	61		19	~497	~468	0
Queue Length 95th (ft)	102		44	#631	#735	24
Internal Link Dist (ft)	1470			1	603	
Turn Bay Length (ft)						
Base Capacity (vph)	1517		319	1486	849	803

Baseline

Synchro 9 Light Report
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Lanes, Volumes, Timings

5: Arno Road & Murfreesboro Rd

9/1/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.33		0.17	1.03	1.00	0.11

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 68 (76%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 49.4

Intersection LOS: D

Intersection Capacity Utilization 89.9%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Arno Road & Murfreesboro Rd

↖ Ø2 (R)	→ Ø4
47.7 s	42.3 s
	← Ø8
	42.3 s

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

9/1/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	257	1512	408	34	689	169	335	209	72	935	589	463
Future Volume (vph)	257	1512	408	34	689	169	335	209	72	935	589	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.970				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	4933	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.239			0.055			0.324			0.599		
Satd. Flow (perm)	864	3539	1583	102	4933	0	1171	3539	1583	2165	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			173		54				11			142
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		150			1130			3000			147	
Travel Time (s)		2.3			17.1			58.4			2.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	279	1643	443	37	749	184	364	227	78	1016	640	503
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1643	443	37	933	0	364	227	78	1016	640	503
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		2	2	2	6	6	6
Switch Phase												

Baseline

Synchro 9 Light Report
Page 1

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

9/1/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	77.0	77.0	77.0	77.0	77.0		73.0	73.0	73.0	73.0	73.0	73.0
Total Split (%)	51.3%	51.3%	51.3%	51.3%	51.3%		48.7%	48.7%	48.7%	48.7%	48.7%	48.7%
Maximum Green (s)	72.5	72.5	72.5	72.5	72.5		68.5	68.5	68.5	68.5	68.5	68.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)	72.5	72.5	72.5	72.5	72.5		68.5	68.5	68.5	68.5	68.5	68.5
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.48		0.46	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.67	0.96	0.52	0.76	0.39		0.68	0.14	0.11	1.03	0.40	0.63
Control Delay	39.2	51.7	17.8	95.9	14.3		40.1	24.0	20.4	75.9	28.0	25.6
Queue Delay	0.0	5.5	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	57.2	17.8	95.9	14.3		40.1	24.0	20.4	75.9	28.0	25.6
LOS	D	E	B	F	B		D	C	C	E	C	C
Approach Delay		47.7			17.4			32.3			50.0	
Approach LOS		D			B			C			D	
90th %ile Green (s)	72.5	72.5	72.5	72.5	72.5		68.5	68.5	68.5	68.5	68.5	68.5
90th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
70th %ile Green (s)	72.5	72.5	72.5	72.5	72.5		68.5	68.5	68.5	68.5	68.5	68.5
70th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
50th %ile Green (s)	72.5	72.5	72.5	72.5	72.5		68.5	68.5	68.5	68.5	68.5	68.5
50th %ile Term Code	Max	Max	Max	Max	Max		Coord	Coord	Coord	Coord	Coord	Coord
30th %ile Green (s)	72.5	72.5	72.5	72.5	72.5		68.5	68.5	68.5	68.5	68.5	68.5
30th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
10th %ile Green (s)	72.5	72.5	72.5	72.5	72.5		68.5	68.5	68.5	68.5	68.5	68.5
10th %ile Term Code	Max	Max	Max	Hold	Hold		Coord	Coord	Coord	Coord	Coord	Coord
Stops (vph)	199	1351	173	25	326		263	117	34	822	379	260
Fuel Used(gal)	5	34	4	1	13		12	6	2	23	8	5
CO Emissions (g/hr)	334	2390	282	86	898		837	449	148	1640	536	380
NOx Emissions (g/hr)	65	465	55	17	175		163	87	29	319	104	74
VOC Emissions (g/hr)	77	554	65	20	208		194	104	34	380	124	88
Dilemma Vehicles (#)	0	49	0	0	18		0	7	0	0	20	0
Queue Length 50th (ft)	105	802	176	17	124		142	66	37	~545	215	269
Queue Length 95th (ft)	168	#980	278	#108	156		209	94	70	#681	267	397
Internal Link Dist (ft)		70			1050			2920			67	
Turn Bay Length (ft)												
Base Capacity (vph)	417	1710	854	49	2412		534	1616	728	988	1616	800

Baseline

Synchro 9 Light Report
Page 2

Lanes, Volumes, Timings

1: Carothers Parkway & Murfreesboro Road

9/1/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	61	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.00	0.52	0.76	0.39		0.68	0.14	0.11	1.03	0.40	0.63

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 42.1

Intersection LOS: D

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

Description: Hwy 96 and Carothers Pkwy

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

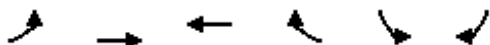
Splits and Phases: 1: Carothers Parkway & Murfreesboro Road

 Ø2 (R)	 Ø4
73 s	77 s
 Ø6 (R)	 Ø8
73 s	77 s

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

9/1/2016

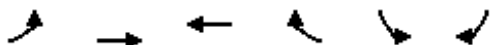


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	145	2748	748	47	113	121
Future Volume (vph)	145	2748	748	47	113	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3507	0	1770	1583
Flt Permitted	0.318				0.950	
Satd. Flow (perm)	592	3539	3507	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			17			132
Link Speed (mph)		45	45		40	
Link Distance (ft)		1130	160		355	
Travel Time (s)		17.1	2.4		6.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	158	2987	813	51	123	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	2987	864	0	123	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phase	4	4	8		6	6
Switch Phase						

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

9/1/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	127.0	127.0	127.0		23.0	23.0
Total Split (%)	84.7%	84.7%	84.7%		15.3%	15.3%
Maximum Green (s)	122.5	122.5	122.5		18.5	18.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None		C-Min	C-Min
Walk Time (s)	7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effect Green (s)	125.9	125.9	125.9		15.1	15.1
Actuated g/C Ratio	0.84	0.84	0.84		0.10	0.10
v/c Ratio	0.32	1.01	0.29		0.69	0.48
Control Delay	3.1	21.9	1.8		84.7	15.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.1	21.9	1.8		84.7	15.0
LOS	A	C	A		F	B
Approach Delay		21.0	1.8		48.6	
Approach LOS		C	A		D	
90th %ile Green (s)	122.5	122.5	122.5		18.5	18.5
90th %ile Term Code	Max	Max	Hold		Coord	Coord
70th %ile Green (s)	122.9	122.9	122.9		18.1	18.1
70th %ile Term Code	Max	Max	Hold		Coord	Coord
50th %ile Green (s)	125.3	125.3	125.3		15.7	15.7
50th %ile Term Code	Max	Max	Hold		Coord	Coord
30th %ile Green (s)	127.7	127.7	127.7		13.3	13.3
30th %ile Term Code	Max	Max	Hold		Coord	Coord
10th %ile Green (s)	131.1	131.1	131.1		9.9	9.9
10th %ile Term Code	Max	Max	Hold		Coord	Coord
Stops (vph)	25	1176	87		108	17
Fuel Used(gal)	1	47	2		3	1
CO Emissions (g/hr)	103	3289	153		229	58
NOx Emissions (g/hr)	20	640	30		45	11
VOC Emissions (g/hr)	24	762	36		53	13
Dilemma Vehicles (#)	0	52	14		0	0
Queue Length 50th (ft)	20	~1627	43		118	0
Queue Length 95th (ft)	m28	m#1681	m55		187	65
Internal Link Dist (ft)		1050	80		275	
Turn Bay Length (ft)						
Base Capacity (vph)	496	2970	2946		218	310

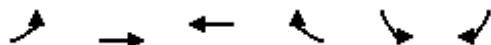
Baseline

Synchro 9 Light Report
Page 5

Lanes, Volumes, Timings

2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road

9/1/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.32	1.01	0.29		0.56	0.43

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 16 (11%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 18.7

Intersection LOS: B

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

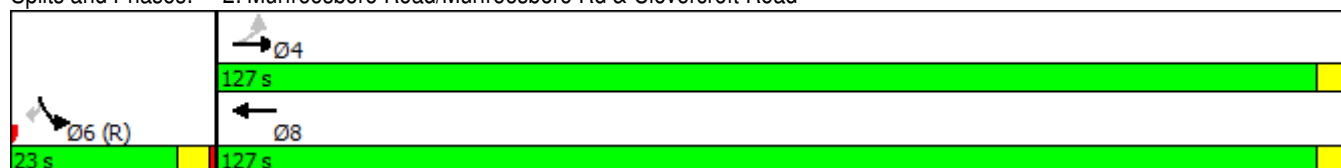
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Murfreesboro Road/Murfreesboro Rd & Clovercroft Road



Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

9/1/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	1284	1449	72	442	293	34
Future Volume (vph)	1284	1449	72	442	293	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.920					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3256	0	1770	3539	1770	1583
Flt Permitted			0.035		0.950	
Satd. Flow (perm)	3256	0	65	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	589					37
Link Speed (mph)	45			45	50	
Link Distance (ft)	1550			63	683	
Travel Time (s)	23.5			1.0	9.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1396	1575	78	480	318	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2971	0	78	480	318	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						

Lanes, Volumes, Timings
5: Arno Road & Murfreesboro Rd

9/1/2016

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	120.0		120.0	120.0	30.0	30.0
Total Split (%)	80.0%		80.0%	80.0%	20.0%	20.0%
Maximum Green (s)	115.5		115.5	115.5	25.5	25.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		None	None	C-Min	C-Min
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effect Green (s)	115.5		115.5	115.5	25.5	25.5
Actuated g/C Ratio	0.77		0.77	0.77	0.17	0.17
v/c Ratio	1.15dr		1.56	0.18	1.06	0.12
Control Delay	67.4		351.2	4.8	126.4	16.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	67.4		351.2	4.8	126.4	16.1
LOS	E		F	A	F	B
Approach Delay	67.4			53.2	114.9	
Approach LOS	E			D	F	
90th %ile Green (s)	115.5		115.5	115.5	25.5	25.5
90th %ile Term Code	Max		Max	Max	Coord	Coord
70th %ile Green (s)	115.5		115.5	115.5	25.5	25.5
70th %ile Term Code	Max		Max	Max	Coord	Coord
50th %ile Green (s)	115.5		115.5	115.5	25.5	25.5
50th %ile Term Code	Max		Max	Max	Coord	Coord
30th %ile Green (s)	115.5		115.5	115.5	25.5	25.5
30th %ile Term Code	Max		Max	Max	Coord	Coord
10th %ile Green (s)	115.5		115.5	115.5	25.5	25.5
10th %ile Term Code	Max		Max	Max	Coord	Coord
Stops (vph)	1618		42	108	252	8
Fuel Used(gal)	85		6	2	13	0
CO Emissions (g/hr)	5951		398	136	886	27
NOx Emissions (g/hr)	1158		78	27	172	5
VOC Emissions (g/hr)	1379		92	32	205	6
Dilemma Vehicles (#)	46		0	15	0	0
Queue Length 50th (ft)	~1686		~58	57	~340	0
Queue Length 95th (ft)	m#1671		#173	74	#539	34
Internal Link Dist (ft)	1470			1	603	
Turn Bay Length (ft)						
Base Capacity (vph)	2642		50	2725	300	299

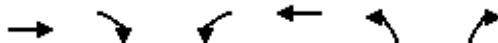
Baseline

Synchro 9 Light Report
Page 10

Lanes, Volumes, Timings

5: Arno Road & Murfreesboro Rd

9/1/2016



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.12		1.56	0.18	1.06	0.12

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 48 (32%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.56

Intersection Signal Delay: 69.7

Intersection LOS: E

Intersection Capacity Utilization 105.8%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

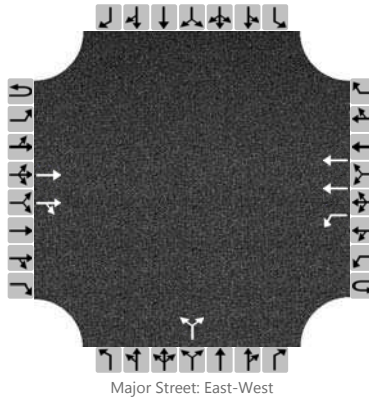
Splits and Phases: 5: Arno Road & Murfreesboro Rd

Ø2 (R)	Ø4
30 s	120 s
	Ø8
	120 s

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Hwy 96E and Cross Creek
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Cross Creek Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			474	8		0	2289			39		2				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

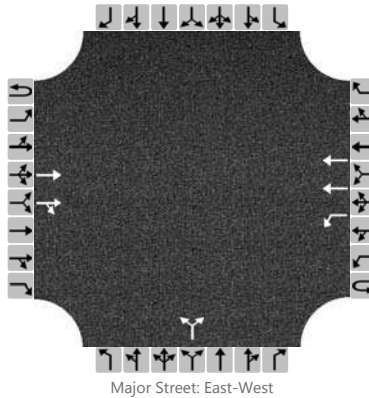
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)											43					
Capacity						1068					158					
v/c Ratio											0.27					
95% Queue Length											1.0					
Control Delay (s/veh)						8.4					36.1					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)									36.1							
Approach LOS									E							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Hwy 96E and Cross Creek
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Cross Creek Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			2824	37		0	780			15		0				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

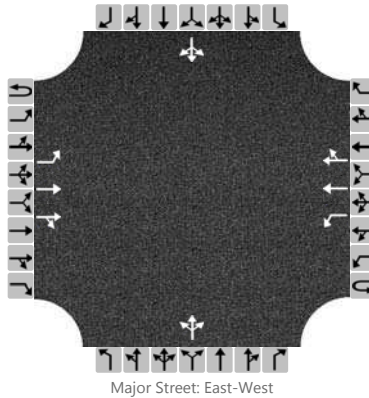
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)											15					
Capacity						126					15					
v/c Ratio											1.02					
95% Queue Length											2.4					
Control Delay (s/veh)						33.5					588.8					
Level of Service (LOS)						D					F					
Approach Delay (s/veh)									588.8							
Approach LOS									F							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Highway 96E and Ridgeway
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Chester Stevens/Ridgeway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		9	449	18		7	2167	23		60	0	15		12	0	62
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

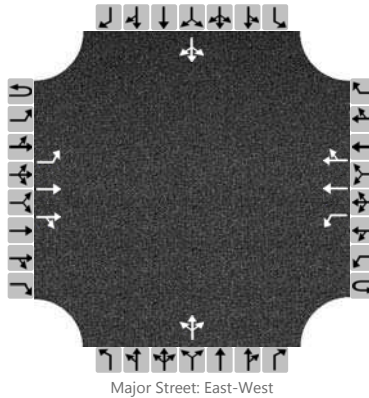
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		9				7					76				75	
Capacity		236				1097					141				122	
v/c Ratio		0.04				0.01					0.54				0.61	
95% Queue Length		0.1				0.0					2.7				3.1	
Control Delay (s/veh)		20.9				8.3					57.3				72.6	
Level of Service (LOS)		C				A					F				F	
Approach Delay (s/veh)	0.4				0.0				57.3				72.6			
Approach LOS	A				A				F				F			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Highway 96E and Ridgeway
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	Highway 96E
Analysis Year	2015	North/South Street	Chester Stevens/Ridgeway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		45	2725	54		15	720	10		34	0	9		4	0	26
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

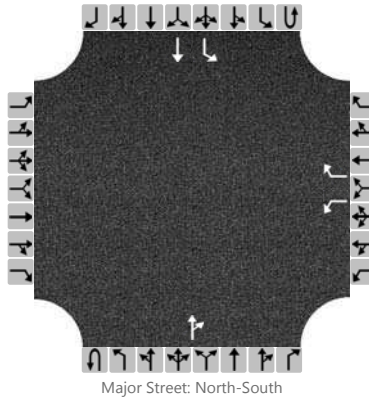
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		46				15					44				31	
Capacity		872				136					17				328	
v/c Ratio		0.05				0.11					2.59				0.09	
95% Queue Length		0.2				0.4					6.1				0.3	
Control Delay (s/veh)		9.4				34.6					1186.2				17.1	
Level of Service (LOS)		A				D					F				C	
Approach Delay (s/veh)	0.1				0.7				1186.2				17.1			
Approach LOS	A				A				F				C			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Carothers and S. Carother
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Carothers Parkway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						37		272			665	30		139	322	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

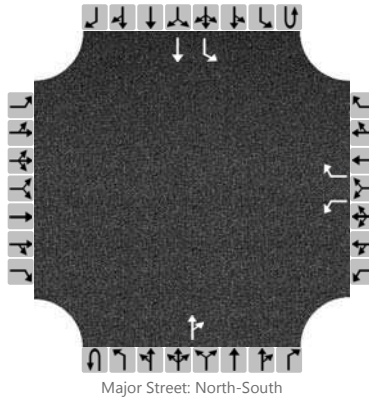
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						42		309						158		
Capacity						117		397						839		
v/c Ratio						0.36		0.78						0.19		
95% Queue Length						1.4		6.6						0.7		
Control Delay (s/veh)						51.8		39.4						10.3		
Level of Service (LOS)						F		E						B		
Approach Delay (s/veh)					40.9								3.1			
Approach LOS					E								A			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Carothers and S. Carother
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Carothers Parkway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						58		212			454	63		295	649	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

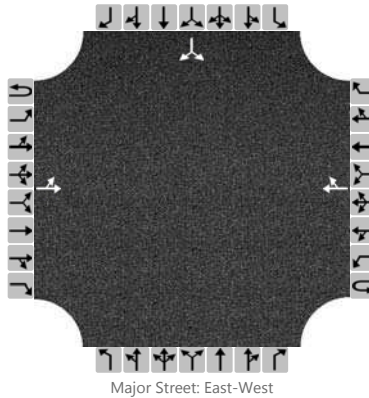
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						64		233						324		
Capacity						53		550						1014		
v/c Ratio						1.21		0.42						0.32		
95% Queue Length						5.6		2.1						1.4		
Control Delay (s/veh)						318.9		16.3						10.2		
Level of Service (LOS)						F		C						B		
Approach Delay (s/veh)					81.5								3.2			
Approach LOS					F								A			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	S. Carothers and Project
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Western Project Access
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		6	163				292	3						8		17
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

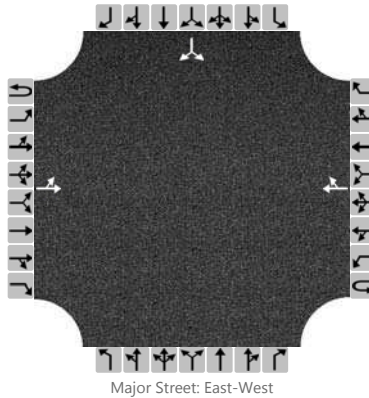
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		212													31	
Capacity		1201													569	
v/c Ratio		0.18													0.05	
95% Queue Length		0.0													0.2	
Control Delay (s/veh)		8.0													11.7	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.4												11.7			
Approach LOS	A												B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	S. Carothers and Project
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Western Project Access
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		18	340				259	9						5		11
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

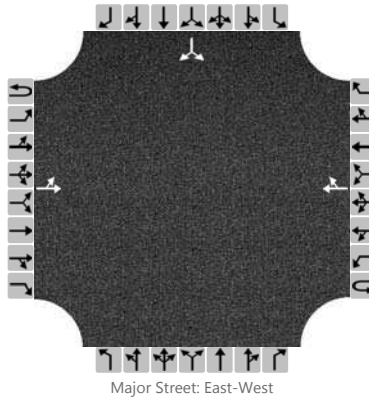
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		447													20	
Capacity		1236													507	
v/c Ratio		0.36													0.04	
95% Queue Length		0.1													0.1	
Control Delay (s/veh)		8.0													12.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.6												12.4			
Approach LOS	A												B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	S. Carothers and Project
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Main Project Access
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		36	135				186	11						34		109
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

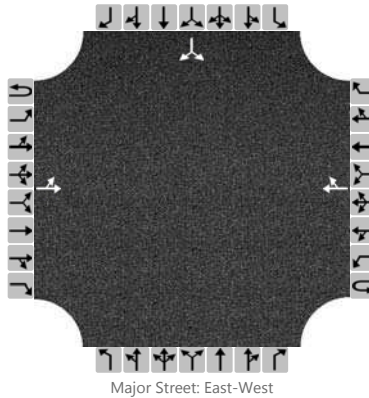
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		214													178	
Capacity		1332													690	
v/c Ratio		0.16													0.26	
95% Queue Length		0.1													1.0	
Control Delay (s/veh)		7.8													12.0	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	1.9												12.0			
Approach LOS	A												B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	S. Carothers and Project
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Main Project Access
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		118	227				199	36						21		69
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

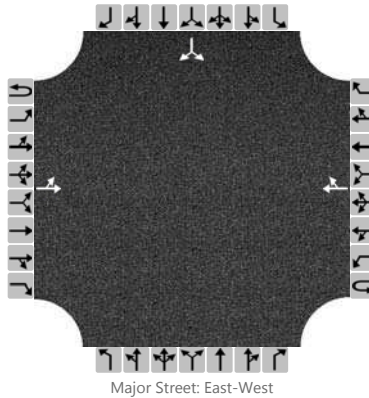
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		432													112	
Capacity		1279													522	
v/c Ratio		0.34													0.21	
95% Queue Length		0.4													0.8	
Control Delay (s/veh)		8.2													13.8	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	3.5												13.8			
Approach LOS	A												B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	S. Carothers and Project
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Main Project Access
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		36	150				231	11						34		109
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

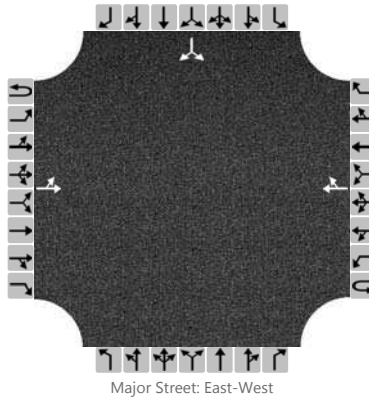
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		233													178	
Capacity		1270													632	
v/c Ratio		0.18													0.28	
95% Queue Length		0.1													1.2	
Control Delay (s/veh)		7.9													12.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	1.8												12.9			
Approach LOS	A												B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	S. Carothers and Project
Agency/Co.	FTG	Jurisdiction	Franklin, TN
Date Performed	Aug 2016	East/West Street	S. Carothers Road
Analysis Year	2016	North/South Street	Main Project Access
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10647 (Total)		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		118	277				228	36						21		69
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		494													112	
Capacity		1241													471	
v/c Ratio		0.40													0.24	
95% Queue Length		0.4													0.9	
Control Delay (s/veh)		8.3													15.0	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	3.3												15.0			
Approach LOS	A												C			

**APPENDIX C
TRAFFIC SIGNAL WARRANTS**

The Federal Highway Administration has published the Manual on Uniform Traffic Control Devices 2010 (MUTCD 2010), which includes eight traffic signal warrants that help traffic engineering professionals to identify when a traffic signal installation is justified at a particular location. These eight warrants include minimum conditions that are compared to existing or projected traffic conditions, and typically, traffic signals should not be installed unless at least one of the MUTCD warrants is met. Of the eight total signal warrants, the following are relevant to the intersection considered as part of this study:

Warrant 1, Eight-Hour Vehicular Volume

The Minimum Vehicular Volume, Condition A, is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. The Interruption of Continuous Traffic, Condition B, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Standard: The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exists for each of any eight hours of an average day:

- A. The vehicles per hour given in both of the 100% columns of Condition A in Table C1 exist on the major street and on the higher volume minor-street approaches, respectively, to the intersection, or
- B. The vehicles per hour given in both of the 100% columns of Condition B in Table C1 exist on the major street and on the higher volume minor-street approaches, respectively, to the intersection.

In applying each condition, the major street and minor street volumes shall be for the same eight hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these eight hours.

Option: If the posted or statutory speed limit or the 85th percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70% columns in Table C1 may be used in place of the 100% columns.

Standard: The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exists for each of any eight hours of an average day:

- A. The vehicles per hour given in both of the 80% columns of Condition A in Table C1 exist on the major street and on the higher volume minor-street approaches, respectively, to the intersection, and
- B. The vehicles per hour given in both of the 80% columns of Condition B in Table C1 exist on the major street and on the higher volume minor-street approaches, respectively, to the intersection.

These major street and minor street volumes shall be for the same eight hours for each condition; however, the eight hours satisfied in Condition A shall not be required to be the same eight hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of these eight hours.

TABLE C1. WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

CONDITION A – MINIMUM VEHICULAR VOLUME							
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor street approach (one direction only)		
Major Street	Minor Street	100%	80%	70%	100%	80%	70%
1 lane	1 lane	500	400	350	150	120	105
2 or more lanes	1 lane	600	480	420	150	120	105
2 or more lanes	2 or more lanes	600	480	420	200	160	140
1 lane	2 or more lanes	500	400	350	200	160	140

CONDITION B – INTERRUPTION OF CONTINUOUS TRAFFIC							
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor street approach (one direction only)		
Major Street	Minor Street	100%	80%	70%	100%	80%	70%
1 lane	1 lane	750	600	525	75	60	53
2 or more lanes	1 lane	900	720	630	75	60	53
2 or more lanes	2 or more lanes	900	720	630	100	80	70
1 lane	2 or more lanes	750	600	525	100	80	70

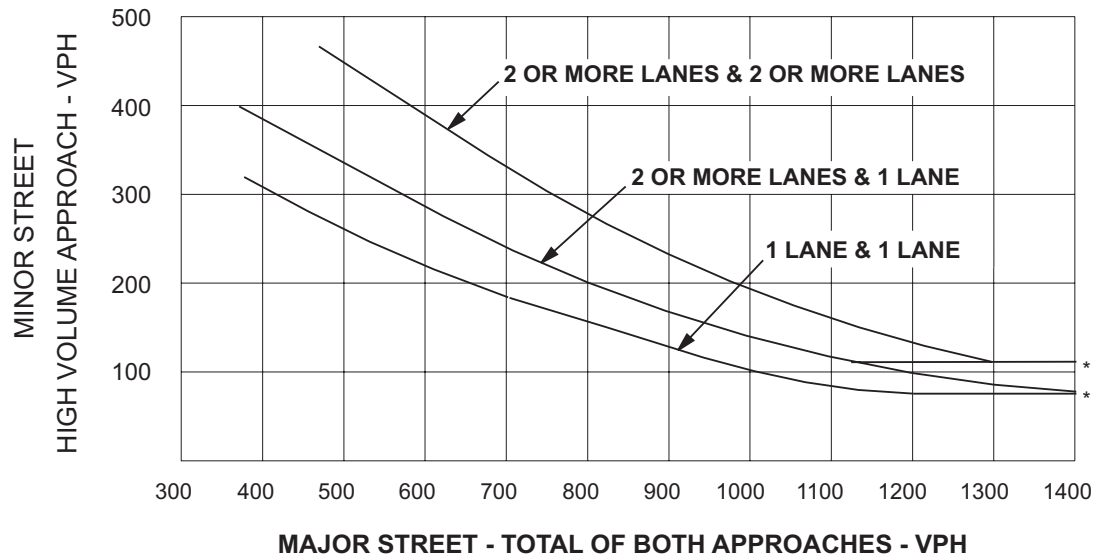
Warrant 2, Four-Hour Vehicular Volume

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic signal.

Standard: The need for a traffic control signal shall be considered if an engineering study finds that for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the applicable curve in Figure C1-Graph A for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these four hours.

Option: If the posted or statutory speed limit or the 85th percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure C1-Graph B may be used in place of Figure C1-Graph A.

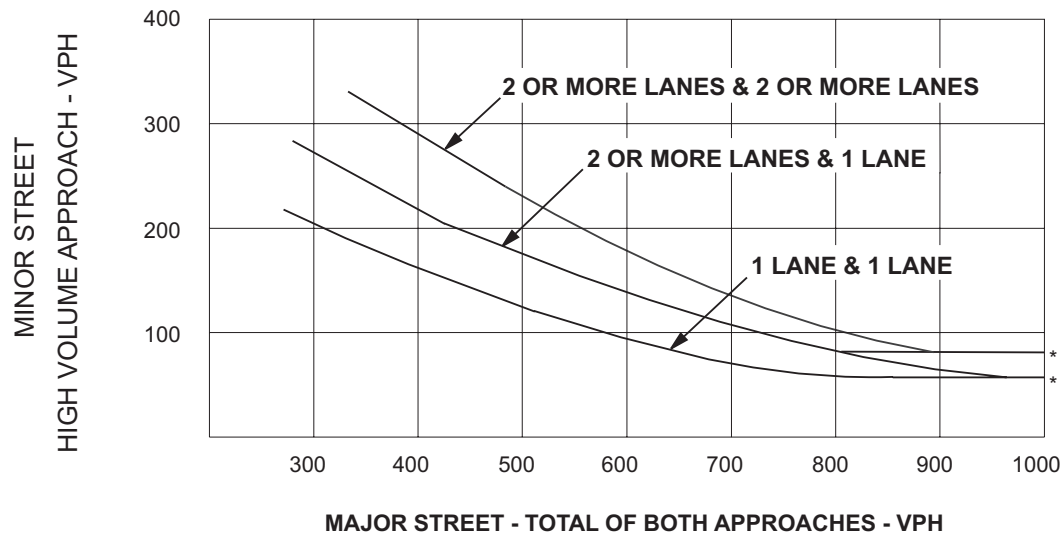
GRAPH A: FOUR HOUR VOLUME WARRANT



*NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

GRAPH B: FOUR HOUR VOLUME WARRANT

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**APPENDIX D
INFORMATION ABOUT APPROVED PROJECTS
IN THE VICINITY OF THE PROJECT SITE**

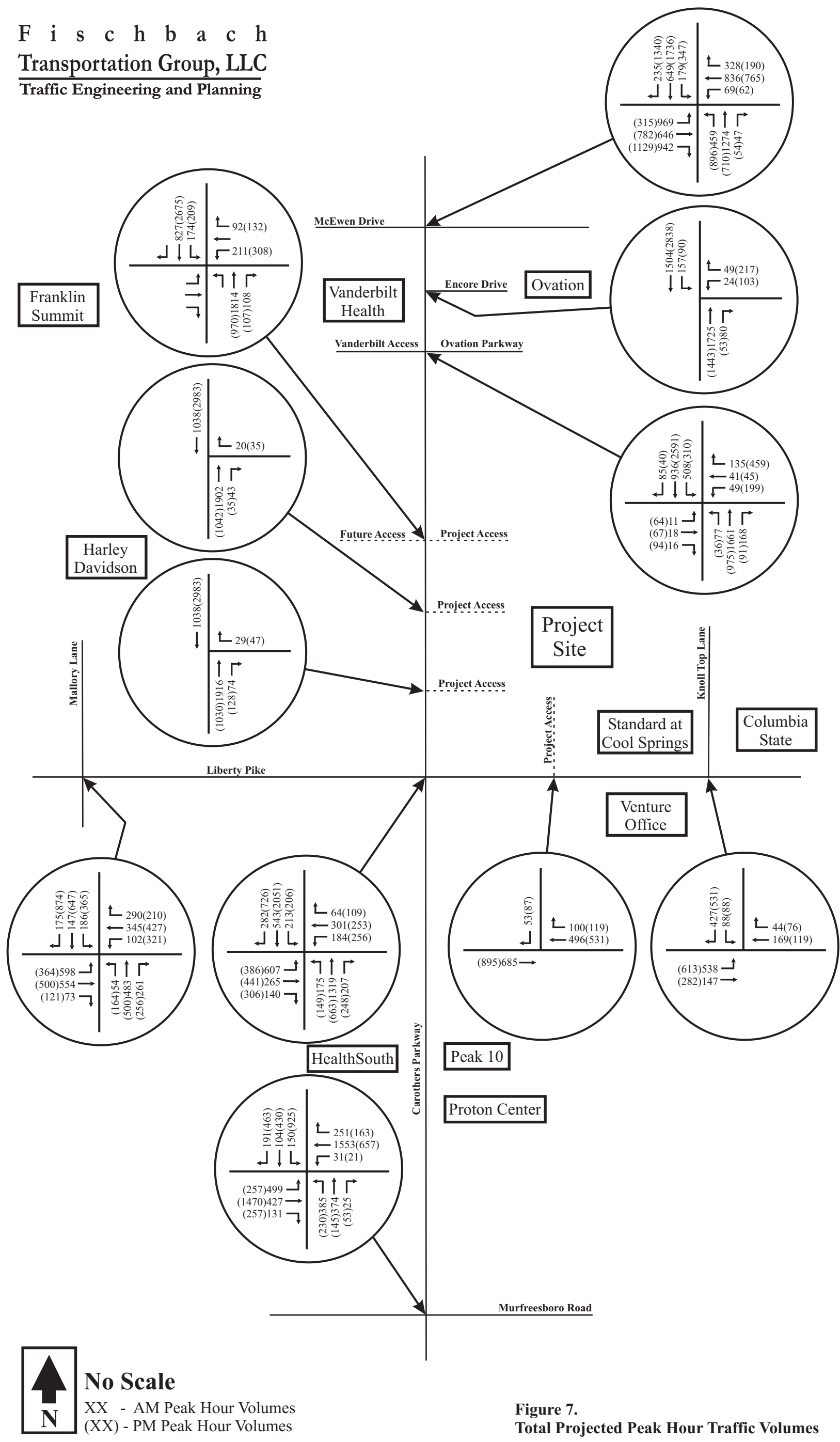


Figure 7.
Total Projected Peak Hour Traffic Volumes

F i s c h b a c h
Transportation Group, Inc.
 Traffic Engineering and Planning

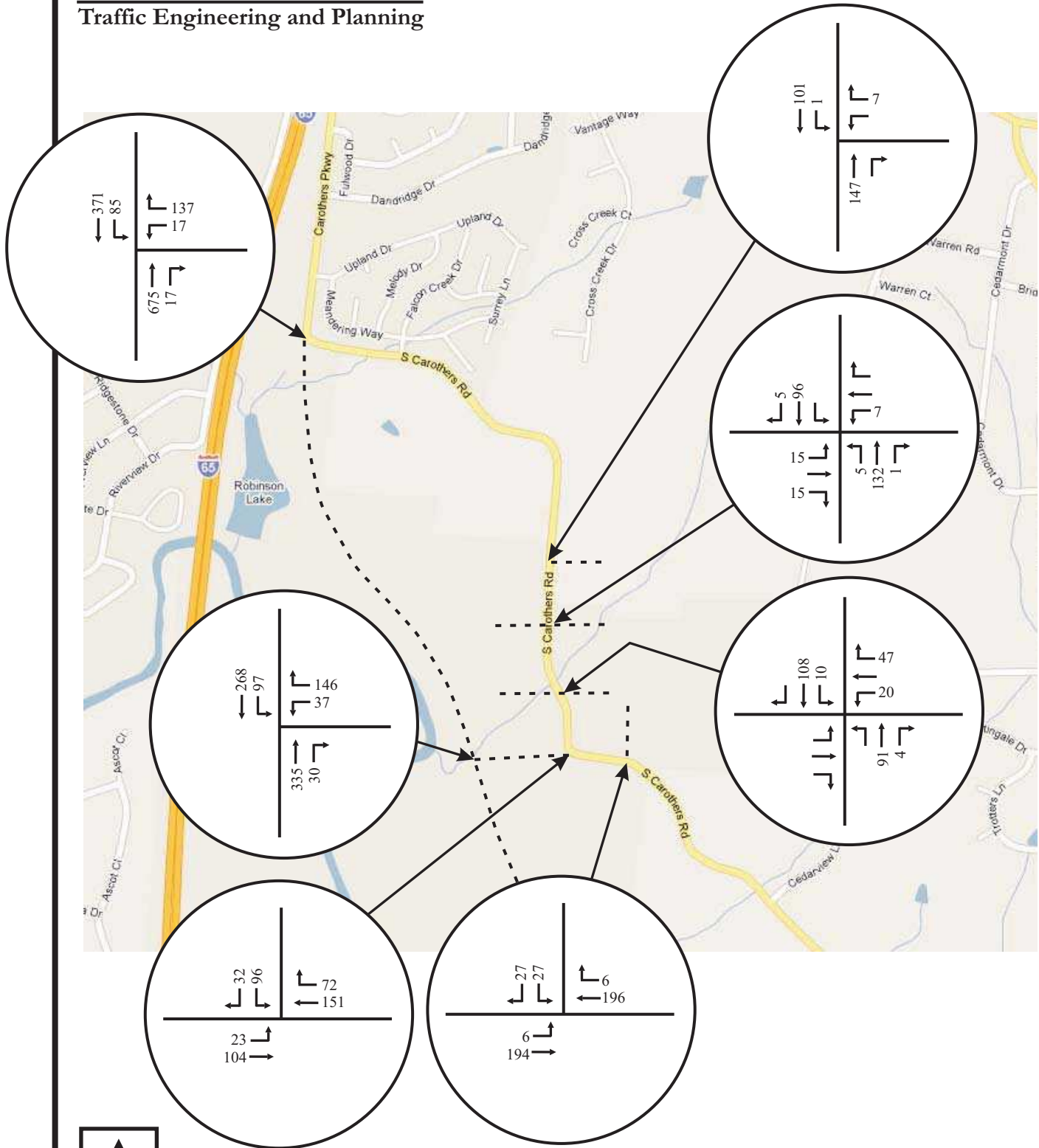


Figure 7A.
 Year 2016 AM Peak Hour
 Total Projected Peak Hour Traffic Volumes
 With Carothers Parkway

F i s c h b a c h
Transportation Group, Inc.
 Traffic Engineering and Planning

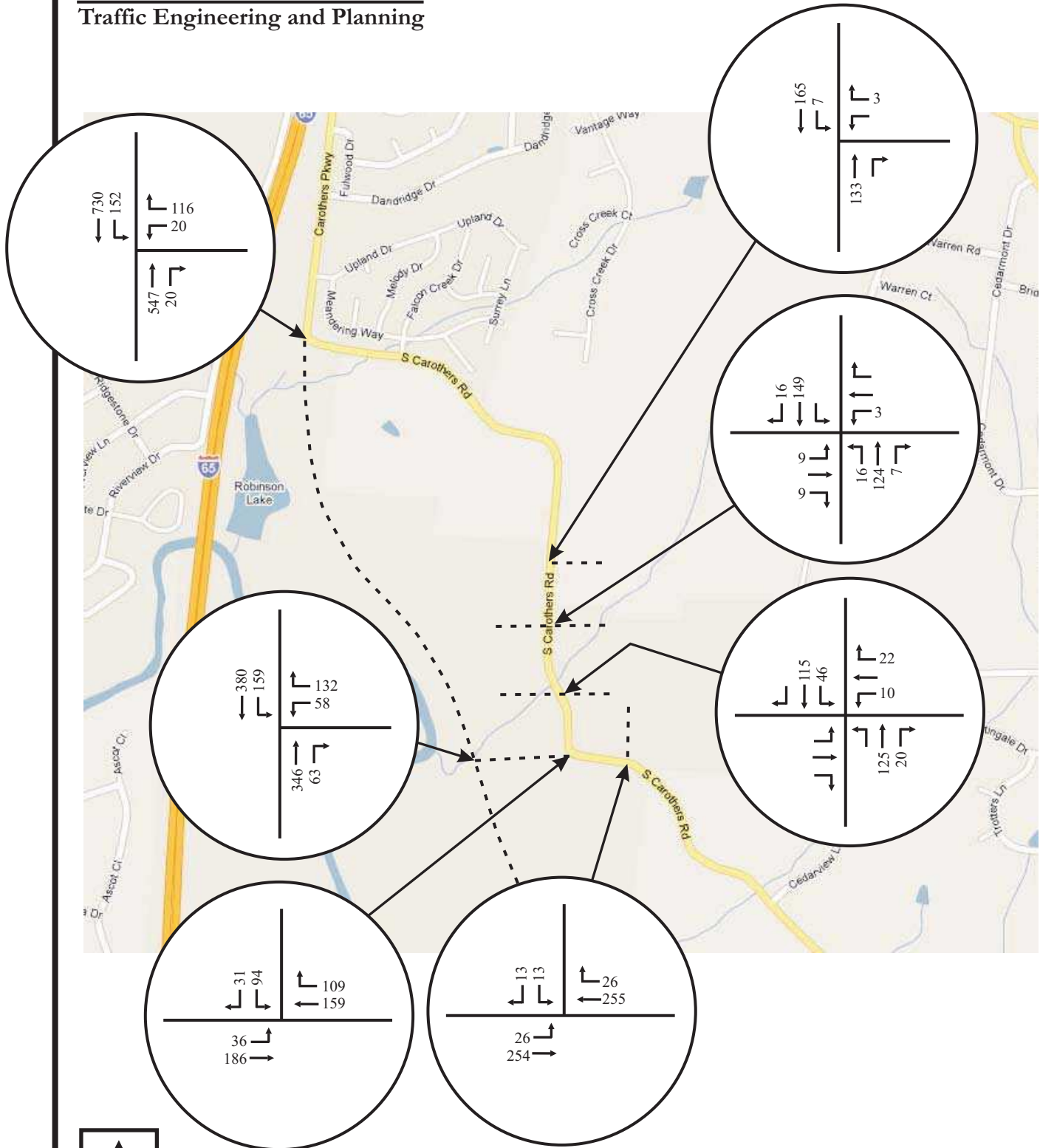
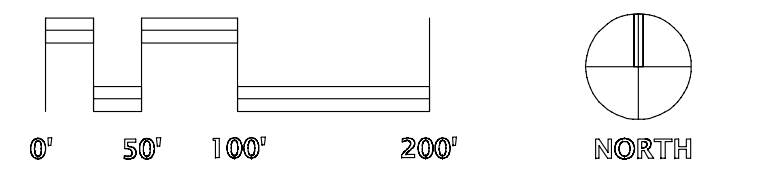
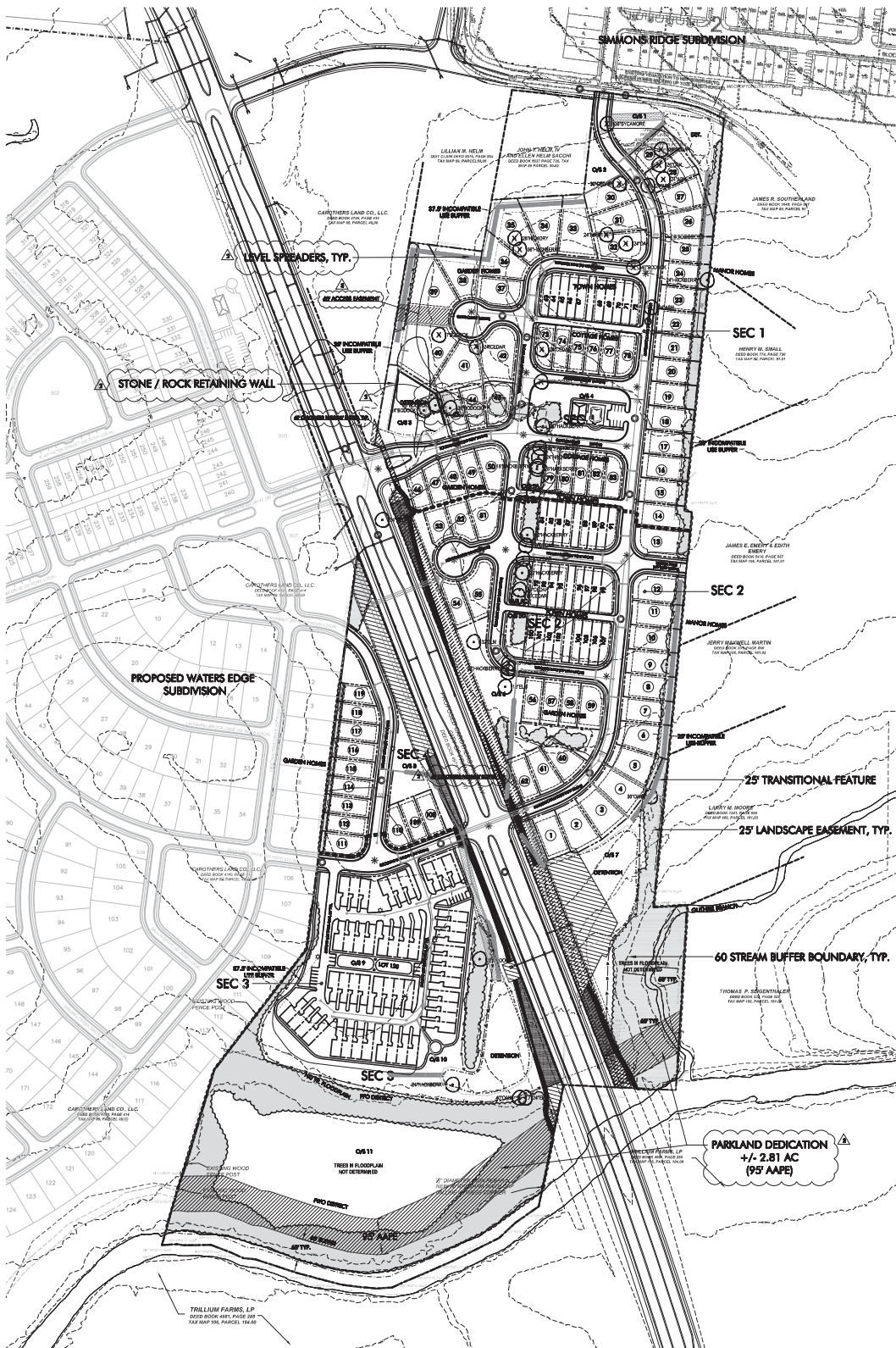


Figure 7C.
 Year 2016 PM Peak Hour
 Total Projected Peak Hour Traffic Volumes
 With Carothers Parkway





LEGEND:

- EXISTING CONTOURS
- PROPOSED CONTOURS
- PARKLAND DEDICATION AREA
- CONNECTIVITY LINK
- CONNECTIVITY NODE
- 60' STREAM BUFFER
- SF SILT FENCE
- TP TREE PROTECTION FENCE
- PRESERVED TREE CANOPY
- STREET LIGHT

PROPOSED SOUTH CAROTHERS PKWY LEGEND:

- SLOPE EASEMENT DEED BOOK 4971 PAGES 322-335
- TEMPORARY. CONSTRUCTION. EASEMENT DEED BOOK 4971 PAGES 322-335
- PERMANENT DRAINAGE EASEMENT DEED BOOK 4971 PAGES 335

- DEVELOPMENT PLAN NOTES:**
- BOUNDARY INFORMATION PROVIDED BY GRESHAM SMITH PARTNERS. TOPOGRAPHIC INFORMATION PROVIDED BY CITY OF FRANKLIN GIS DEPARTMENT.
 - THIS PROPERTY CAN BE REFERENCED AS TAX MAP 89 & 106, PARCELS 05001 & 18121.
 - THERE ARE NO HISTORICAL STRUCTURES ON THIS SITE.
 - THE PUD DEVELOPMENT PLAN WILL RESULT IN A TOTAL OF 168 PROPOSED UNITS. BASED ON AN AVERAGE OF 10 VEHICLE TRIPS PER DAY PER HOUSEHOLD UNIT, THIS WILL GENERATE A TOTAL OF 1,680 TOTAL VEHICLE TRIPS PER DAY.
 - ADEQUATE TURNING MOVEMENTS SHALL BE PROVIDED FOR UTILITY AND SERVICE VEHICLES. ALL STREETS SHALL MEET THE CITY OF FRANKLIN TRANSPORTATION AND STREET TECHNICAL STANDARDS.
 - INITIAL DISCUSSION WITH THE CITY OF FRANKLIN ENGINEERING INDICATES THERE IS ADEQUATE CAPACITY TO SERVE THE PROPOSED DEVELOPMENT WITH SEWER SERVICES.
 - ALL PUBLIC IMPROVEMENTS TO BE LOCATED WITHIN AN EASEMENT
 - THE APPLICANT WILL ENDEAVOR, TO THE EXTENT POSSIBLE, TO PRESERVE EXISTING SUITABLE TREES ALONG THE EDGES AND THE INTERIOR OF THE SITE. EXISTING TREES TO BE SAVED WILL BE FLAGGED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. DURING THE CONSTRUCTION PHASE, THREE PROTECTION FENCING SHALL BE INSTALLED NEAR THE DRIP LINE OF THE PRESERVED TREES. NO CONSTRUCTION ACTIVITY OR STORAGE SHALL OCCUR WITHIN THE TREE PROTECTION ZONES.
 - LIGHTING WILL BE PEDESTRIAN IN SCALE AND LOCATED TO ENSURE SAFE MOVEMENT OF PEDESTRIAN / VEHICLES AND FOR SECURITY PURPOSES WHILE ADHERING TO THE CITY OF FRANKLIN DESIGN STANDARDS. MIDDLE TENNESSEE ELECTRIC SHALL APPROVE STREET LIGHT STANDARDS. DIRECTIONAL LIGHTING WILL BE DESIGNED SO AS TO MINIMIZE GLARE AND REFLECTION ON ADJACENT PROPERTIES.
 - SIGNS WILL MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN ZONING ORDINANCE, CHAPTER 8.7 SIGNS. SIGN CONTROLS WILL BE ESTABLISHED, FOR THE DEVELOPMENT, TO SAFELY FACILITATE PEDESTRIAN AND VEHICULAR MOVEMENT IN AN ATTRACTIVE AND EFFICIENT MANNER. SIGNAGE WILL BE COMPATIBLE WITH THE SURROUNDINGS, WILL BE APPROPRIATE TO RESIDENTIAL SCALE AND EXPRESS THE IDENTITY OF THE DEVELOPMENT.
 - WATER FACILITIES
WATER SERVICE WILL BE COORDINATED WITH THE CITY OF FRANKLIN TO PROVIDE ADEQUATE FLOW AND CAPACITY. ALL WATER MAINS SHALL BE LOCATED IN A 20' PUBLIC UTILITY EASEMENT.
 - SEWER FACILITIES - SEWER SERVICE WILL BE COORDINATED WITH THE CITY OF FRANKLIN TO PROVIDE ADEQUATE FLOW AND CAPACITY. ALL SEWER LINES SHALL BE LOCATED IN A 20' SANITARY SEWER EASEMENT.
 - A 25' TRANSITIONAL FEATURE HAS BEEN PROVIDED ON THE EASTERN BOUNDARY OF THE PROPERTY.
 - ALL FACILITIES SHALL BE DESIGNED TO MEET ALL CITY OF FRANKLIN ORDINANCE.
 - DEVELOPMENT STANDARDS WITHIN 500' OF THE SITE ARE CONVENTIONAL.
 - SIMMONS RIDGE IS A PLANNED DEVELOPMENT TO THE NORTH OF OUR PROJECT SITE. THERE IS ALSO A FUTURE PROPOSED DEVELOPMENT TO THE WEST OF PROJECT BOUNDARY. MEETINGS HAVE BEEN CONDUCTED WITH THE OWNER REPRESENTATIVES FOR THE ADJACENT PROPOSED DEVELOPMENTS TO COORDINATE ACCESS POINTS AND CONNECTIVITY BETWEEN THE PROPERTIES.
 - WATER, SEWER & REPURIFIED WATER FACILITIES
 - EXISTING FACILITIES
 - SANITARY SEWER SYSTEM
 - UTILITY DISTRICT JURISDICTION: CITY OF FRANKLIN
 - UTILITY DISTRICT ADDITIONAL FLOW IS 168 SFUE.
 - 1 SFUE = 350 GALLONS/UNIT/DAY
 - SFUE - SINGLE FAMILY UNIT EQUIVALENT
 - DOMESTIC WATER SUPPLY
 - UTILITY DISTRICT JURISDICTION: MILCROFTON
 - NATURAL GAS SERVICE
 - UTILITY DISTRICT JURISDICTION: ATMOS ENERGY
 - ELECTRIC SERVICE
 - UTILITY DISTRICT JURISDICTION: MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION
 - PROPOSED FACILITIES
 - DEMAND IN GALLONS PER DAY
 - 168 X 350 GPD = 58,800 GPD
 - THERE ARE NO ANTICIPATED IMPACTS ON STREETS SHOWN IN THE MAJOR THOROUGHFARE PLAN, THE LOCAL STREET PLAN, OR THE BIKE PEDESTRIAN PLAN.
 - FROM THIS SITE, IT IS APPROXIMATELY 2.5 MILES TO THE FIRE STATION ON HWY. 96/JORDAN ROAD AND 4 MILES TO THE CITY POLICE DEPARTMENT LOCATED DOWNTOWN AT CITY HALL. THE NEAREST PARK AND RECREATIONAL FACILITIES ARE LOCATED APPROXIMATELY 3.7 MILES WEST OF THE DEVELOPMENT ON HWY. 96 (PINKERTON PARK). CHEEK PARK AND THE WILLIAMSON COUNTY RECREATION CENTER ARE APPROXIMATELY 5.5 MILES FROM THE PROPOSED DEVELOPMENT.
 - THIS DEVELOPMENT WILL RESULT IN AN INCREASE OF 168 HOUSEHOLD UNITS. BASED ON AN AVERAGE OF 0.64 SCHOOL AGE STUDENTS PER SINGLE FAMILY HOUSEHOLD, THIS WILL INCREASE THE CURRENT STUDENT SCHOOL POPULATION BY A TOTAL OF +/- 108 STUDENTS WITHIN THE FOLLOWING CATEGORIES: PAGE HIGH SCHOOL, PAGE MIDDLE SCHOOL, AND TRINITY ELEMENTARY SCHOOL.
 - THE SUBJECT PROPERTY IS CONSISTENT WITH THE McEWEN CHARACTER AREA INCLUDING THE GUIDING PRINCIPALS OF SPECIAL AREA 6:
 - REFLECTS SAME CHARACTER OF CURRENT AND PROPOSED DEVELOPMENT.
 - THE PROPOSED DEVELOPMENT PATTERN CONSISTS OF LOTS WHICH ARE COMPARABLE TO THE EXISTING AND PROPOSED SURROUNDING DEVELOPMENT.
 - ALL PARKING REQUIREMENTS SHALL BE MET WITH GARAGES AND DRIVEWAYS AT EACH RESIDENTIAL UNIT AS WELL AS SUPPLEMENTAL ONSTREET PARKING WHERE VILLA UNITS ARE PLANNED.
 - RESIDENTIAL FIRE SPRINKLER SYSTEMS SHALL BE PROVIDED IF 1,500 GPM / 20 PSI IS NOT AVAILABLE.

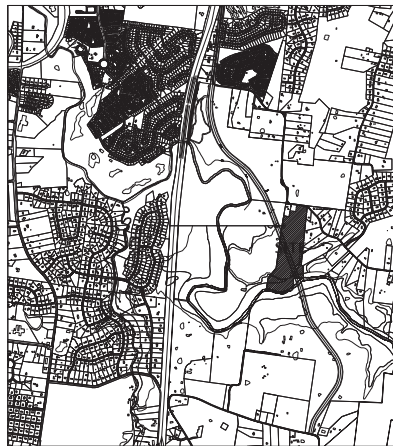
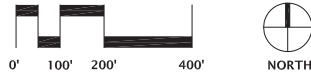
SITE DATA	
PROJECT NAME:	ECHOLON
TAX MAP:	89 & 106
PARCEL:	089-05001 & 106-18121
CITY:	FRANKLIN
COUNTY:	WILLIAMSON
STATE:	TENNESSEE
CIVIL DISTRICT:	14
LAND USE/ZONING:	AG (AGRICULTURAL DISTRICT)
ADDRESS:	4419 S CAROTHERS ROAD FRANKLIN, TENNESSEE
DEED BOOK:	
OWNER:	JOHN T. HELM IV & ELLEN HELM SACCHI
EXISTING ZONING AND CHARACTER AREA OVERLAY:	AG - McEWEN-6
PROPOSED ZONING:	PUD RX RESIDENTIAL VARIETY
OTHER APPLICABLE OVERLAYS:	FFO & FWO
APPLICABLE DEVELOPMENT STANDARD:	CONVENTIONAL
ACREAGE OF SITE	+/- 57.23
TOTAL UNITS:	168
DENSITY:	
SECTION 1:	3.55 DU/AC
SECTION 2:	2.91 DU/AC
SECTION 3:	2.02 DU/AC
SECTION 4:	2.55 DU/AC
RESIDENTIAL UNITS:	
MANOR:	32
GARDEN:	43
COTTAGE:	11
VILLA:	48
TOWN HOMES:	34
OPEN SPACE REQUIREMENTS	
FORMAL OPEN SPACE REQUIRED	+/- 2.86 AC.
INFORMAL OPEN SPACE REQUIRED	+/- 5.75 AC.
FORMAL OPEN SPACE PROVIDED	+/- 2.86 AC.
INFORMAL OPEN SPACE PROVIDED	+/- 11.80 AC.
OPEN SPACE CHART	
OPEN SPACE #1: INFORMAL	+/- 0.55 AC.
OPEN SPACE #2: INFORMAL	+/- 0.17 AC.
OPEN SPACE #3: INFORMAL	+/- 0.56 AC.
OPEN SPACE #4: FORMAL	+/- 0.68 AC.
OPEN SPACE #5A-5D: INFORMAL	+/- 0.05 AC.
OPEN SPACE #6: INFORMAL	+/- 1.25 AC.
OPEN SPACE #7: INFORMAL	+/- 1.73 AC.
OPEN SPACE #8: INFORMAL	+/- 0.75 AC.
OPEN SPACE #9: FORMAL	+/- 0.18 AC.
OPEN SPACE #10: FORMAL	+/- 2.00 AC.
OPEN SPACE #11: INFORMAL	+/- 6.74 AC.
PARKLAND DEDICATION PROVIDED (35 UN x 1,200SF)+(134 UN x 600SF) = 122,400SF (+/-2.81 AC)	+/- 2.81 AC. (122,400 SF)
CONNECTIVITY INDEX	1.73 (26 LINKS / x15NODES = 1.73)
PROPOSED BUILDING SETBACKS - MANOR LOTS	
FRONT BUILDING SETBACK:	15' MINIMUM
SIDE BUILDING SETBACK:	5' MINIMUM
REAR BUILDING SETBACK:	10' MINIMUM
PROPOSED BUILDING SETBACKS - GARDEN, COTTAGE LOTS LOTS	
FRONT BUILDING SETBACK:	8' MINIMUM
SIDE BUILDING SETBACK:	5' MINIMUM
REAR BUILDING SETBACK:	10' MINIMUM
PROPOSED BUILDING SETBACKS - VILLA, TOWN HOME LOTS	
FRONT BUILDING SETBACK:	5' / 8' MINIMUM (SEE SHEET A1.00)
SIDE BUILDING SETBACK:	5' MINIMUM
REAR BUILDING SETBACK:	4' MINIMUM

ENGINEERING PROVIDED BY:
MICHAEL RAY
FISHER & ARNOLD INC.
1420 DONELSON PIKE, SUITE A-12
NASHVILLE, TN. 37217
(615) 383-6300
mray@fisherarnold.com

APPLICANT:
JOHN HAAS
EDGE
210 12TH AVE. SOUTH
SUITE 202
NASHVILLE TN, 37203
(615) 250-8154
jhaas@edgelo.com

DEVELOPER:
T. KEITH GLENN
CRESCENT RESOURCES
227 W. TRADE STREET
SUITE 1000
CHARLOTTE, NC. 28202

DEVELOPER:
CHRIS PASCARELLA
PEARL STREET PARTNERS, LLC
205 POWELL PLACE
BRENTWOOD TN 37027
kpascarella@pearlstreetpartners.com



EDGE
210 Twelfth Avenue South
Suite 202
Nashville, Tennessee 37203
P 615-250-8154
F 615-250-8155

FISHER & ARNOLD, INC.
1420 Donelson Pike, Suite A-12 • Nashville, Tennessee 37217
(615) 383-6300 • Fax: (615) 383-6301 • www.fisherarnold.com



Echelon
PUD Development Plan
Franklin, TN
COF #2667

Crescent Resources
Charlotte, NC

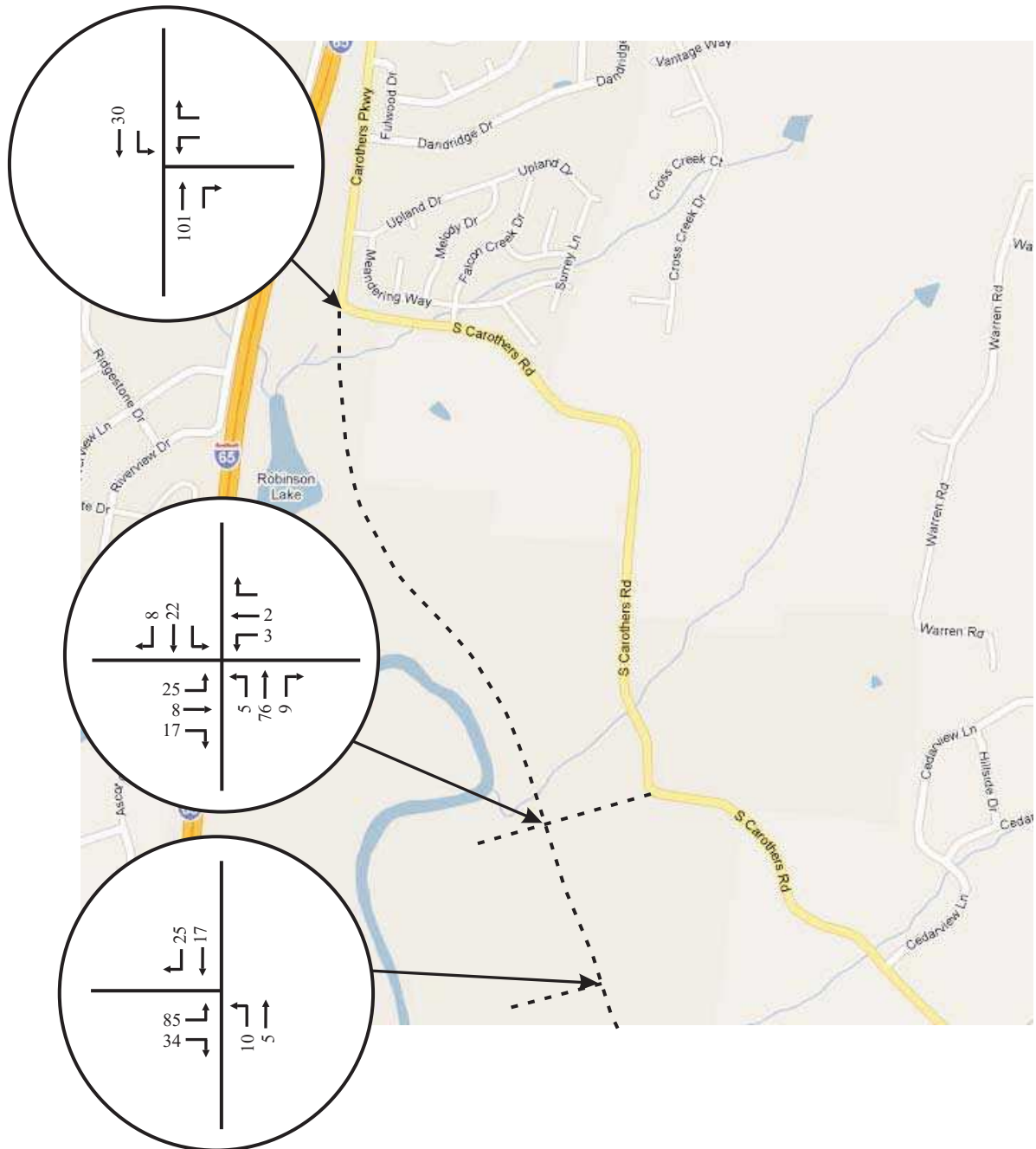
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Date	2/11/13
Revisions	
03/07/2013	
08/23/2013 POST PC	
10/10/2013 POST PC	

Sheet Title	
DEVELOPMENT PLAN	
Sheet Number	

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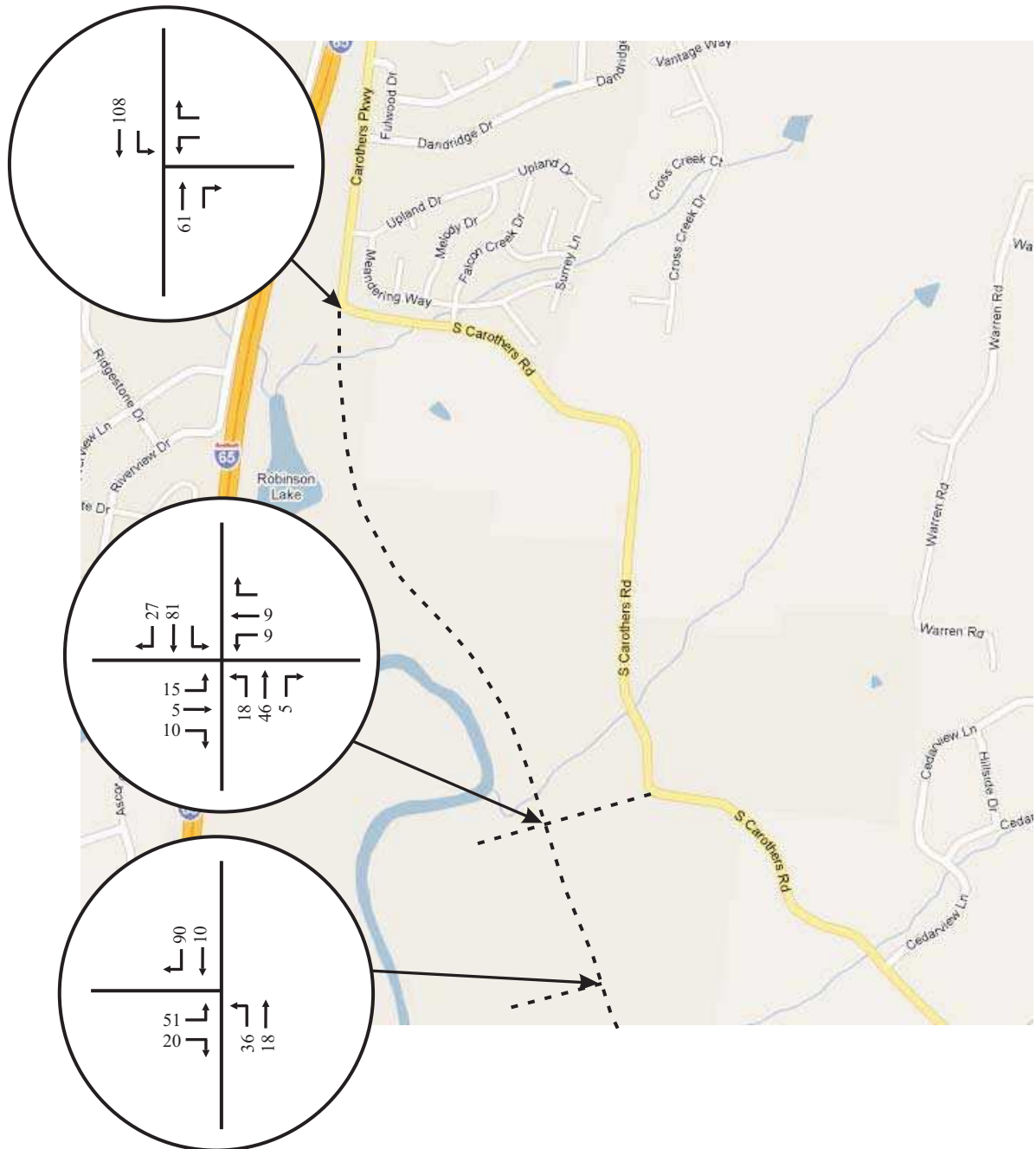
F i s c h b a c h
 Transportation Group, LLC
 Traffic Engineering and Planning



No Scale

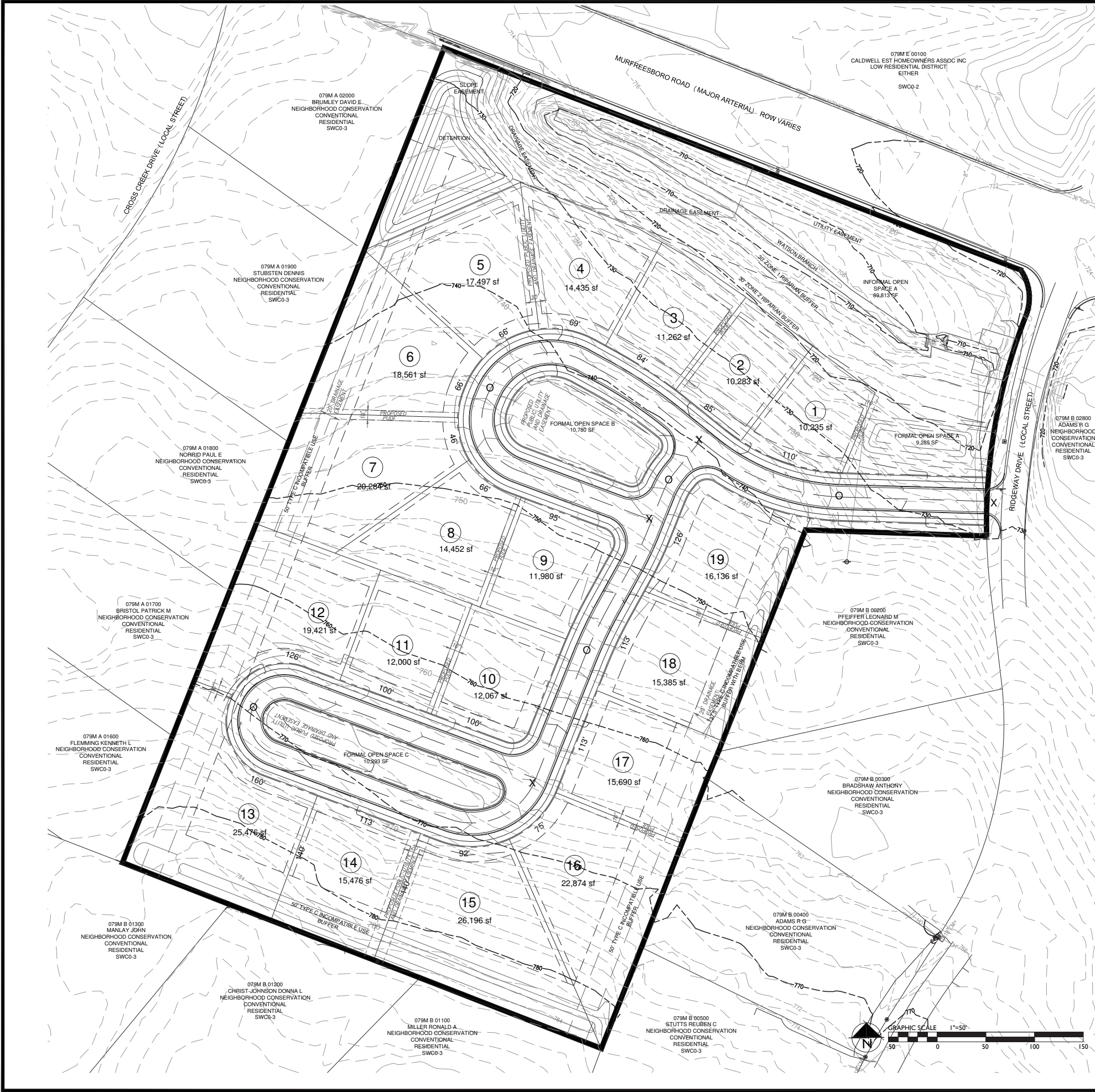
Figure 6A.
 AM Peak Hour Traffic Volumes
 Generated by the Water's Edge Project

F i s c h b a c h
 Transportation Group, LLC
 Traffic Engineering and Planning



No Scale

Figure 6C.
 PM Peak Hour Traffic Volumes
 Generated by the Water's Edge Project



LAND USE PLAN COMPLIANCE

- CHARACTER AREA OVERLAY: SWCO-3
APPLICABLE DEVELOPMENT STANDARD: CONVENTIONAL
1. THE EXISTING USES WITHIN SEWARD HALL CHARACTER AREA 3 ARE PREDOMINANTLY SINGLE FAMILY DETACHED HOMES. THE PROPOSED PLAN PROVIDES SINGLE FAMILY HOME LOTS.
 2. THE PROPOSED DEVELOPMENT PLAN PRESERVES THE FRONT PORTION OF THE PROPERTY ALONG MURFREESBORO ROAD AS OPEN SPACE. THIS OPEN SPACE "FRONT YARD" IS CONSISTENT WITH THE CHARACTER OF THE CORRIDOR.
 3. THE PROPOSED DEVELOPMENT WILL BE ACCESSED FROM RIDGEWAY DRIVE.

LOCAL COMPATIBILITY

THE PROPOSED SUBDIVISION IS PLANNED WITH TWO STORY SINGLE FAMILY HOMES RANGING IN SIZE BETWEEN 3500 SQUARE FEET AND 4600 SQUARE FEET. THESE HOMES ARE COMPATIBLE WITH THE HOMES WITHIN THE ADJACENT NEIGHBORHOODS, RIDGEWAY AND CROSS CREEK SUBDIVISIONS EVEN THOUGH THEY ARE PROPOSED ON LOTS LESS THAN ONE ACRE.

THE HOMES WITHIN THE RIDGEWAY AND CROSS CREEK SUBDIVISIONS ARE BETWEEN 1900 TO 5700 SQUARE FEET IN SIZE. THE AVERAGE HOME IS 3500 SQUARE FEET IN SIZE. THESE HOMES WERE BUILT ON ONE ACRE LOTS WITH SEPTIC TANKS ACCORDING TO WILLIAMSON COUNTY DEVELOPMENT REGULATIONS. SINCE THE DEVELOPMENT OF THESE HOMES, SEWER HAS BEEN MADE ACCESSIBLE BY THE CITY OF FRANKLIN WITH A SEWER MAIN ALONG MURFREESBORO ROAD.

THE PROPOSED PUD PLAN FOLLOWS THE ZONING ORDINANCE'S REQUIREMENTS FOR PROVIDING A TYPE 'C' INCOMPATIBLE USE BUFFERS WHERE ADJACENT LOTS ARE LESS THAN 75% OF THE ADJACENT LOTS. A TYPE 'C' BUFFER IS PLANNED ON 3 BOUNDARIES OF THE SITE ADJOINING ADJACENT LOTS ZONED NEIGHBORHOOD CONSERVATION (WILLIAMSON COUNTY). IN ADDITION TO SPACIAL REQUIREMENTS, THIS BUFFER WILL INCLUDE 16 TREES AND 40 SHRUBS EVERY ONE HUNDRED LINEAR FEET. THE NEIGHBORING HOMES AVERAGE A REAR SETBACK OF 88 FEET FROM OCTOBER PARK'S BOUNDARY. HOMES ARE AS CLOSE AS 25 FEET TO THE PROPERTY AND AS FAR AWAY AS 165 FEET. THE AVERAGE DISTANCE BETWEEN THE NEW HOMES AND THE EXISTING HOMES WILL BE 138 FEET.

COMPATIBILITY OF LOT SIZE SHOULD NOT BE THE ONLY FACTOR TO DETERMINE APPROPRIATENESS OF THE DEVELOPMENT PLAN. THE PROPOSED PLAN IS COMPATIBLE IN THE SIZE OF HOME AND COST OF HOME, AND ARE FULLY SCREENED FOR THE PRIVACY OF THE EXISTING NEIGHBORS AND THE NEW RESIDENTS.

THE DEVELOPMENT OF ONE ACRE LOTS WITHIN THE CITY OF FRANKLIN IS OFTEN BOTH COST PROHIBITIVE FOR DEVELOPMENT AND COST PROHIBITIVE FOR LONG TERM MAINTENANCE OF INFRASTRUCTURE. THE DENSITY AND LOT SIZES PROPOSED IN THE PUD ARE NECESSARY DUE TO THE COST OF INFRASTRUCTURE AND COST OF LAND. BOTH RIDGEWAY AND CROSS CREEK SUBDIVISIONS WERE DEVELOPED WITHOUT STORMWATER DETENTION BASINS, SEWER, CURB AND GUTTER, SIDEWALKS, FORMAL OPEN SPACE, NOR INFORMAL OPEN SPACE PRESERVATION AREAS. THE PER LOT COST OF DEVELOPMENT, INSTALLATION, AND MAINTENANCE IS DISPROPORTIONATELY HIGHER FOR NEW DEVELOPMENT THAN THE ADJACENT EXISTING SUBDIVISIONS DUE TO THE CITY'S DESIGN STANDARDS.

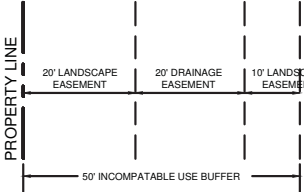
CONNECTIVITY INDEX

0 LINKS 1
X NODES 4
INDEX = 1.0

DUE TO EXISTING CONDITIONS OF THIS PROPERTY, AND ADJACENT EXISTING SUBDIVISION, OFF-SITE CONNECTIONS ARE NOT POSSIBLE AND ARE NOT PROVIDED WITH THIS PUD. A SPECIAL EXCEPTION IS REQUESTED FROM THE ENGINEERING DEPARTMENT FOR OFF-SITE CONNECTIONS.

INCOMPATIBLE USE BUFFER

THE SOUTHERN, EASTERN, AND WESTERN BOUNDARIES SHALL HAVE A TYPE 'C' INCOMPATIBLE USE BUFFER AS SHOWN ON THE SITE PLAN. INCOMPATIBLE USE BUFFERS ARE TO BE PLACED IN A LANDSCAPE EASEMENT. (SEE DIAGRAM BELOW)



PARKLAND DEDICATION

PARKLAND DEDICATION SHALL BE FEE IN LIEU OF FOR THIS DEVELOPMENT PLAN.
19 X 1200SF = 22,800 SF (0.52 ACRES)

HYDRANT FIRE FLOW (HYDRANT LOCATED 500' EAST OF THE INTERSECTION OF RIDGEWAY DR AND HWY 96)

WATER MAIN 16" DUCTILE IRON
FLOW: 1455 GPM
STATIC PRESSURE: 99 PSI
RESIDUAL PRESSURE: 75 PSI

STREAMSIDE BUFFER ENHANCEMENT

ENHANCEMENT SHALL INCLUDE REMOVAL OF INVASIVE SPECIES AND THE RE-ESTABLISHMENT OF NATIVE SPECIES WHICH PROVIDES A MIX OF CANOPY TREES, UNDERSTORY SHRUBS, AND A NATIVE SEED MIX OF FORBES/GRASSES/SEDGES/RUSHES SUITABLE FOR A MOIST SHADED UNDERSTORY.

THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION ALLOWED IN THE STREAM BUFFER EXCEPT AS PERMITTED BY THE CITY ENGINEER.

PHASING

THE DEVELOPMENT WILL BE CONSTRUCTED AS A SINGLE PHASE.

CRITICAL TREE LOTS

LOTS 3, 4, 5, 6, 14, 16 & 20 ARE CRITICAL TREE LOTS.



SITE DATA:

PROJECT NAME: OCTOBER PARK
PROJECT NUMBER: 4686
SUBDIVISION: NA
LOT NUMBER: NA
ADDRESS: 1110 RIDGEWAY DRIVE
CITY: FRANKLIN, TN
COUNTY: WILLIAMSON
STATE: TENNESSEE
CIVIL DISTRICT: 14TH CIVIL DISTRICT
MAP, GROUP, PARCEL NUMBERS: MAP 79, PARCELS 60.07, 60.01, AND MAP 79M GROUP B PARCEL 1.00

EXISTING ZONING: WILLIAMSON COUNTY
NEIGHBORHOOD CONSERVATION
PROPOSED ZONING: SD-R 1.6 D U/A
CHARACTER AREA OVERLAY: SWCO-3
APPLICABLE DEVELOPMENT STANDARD: CONVENTIONAL
TOTAL ACREAGE: 11.88 AC
TOTAL SQUARE FOOTAGE: 517,412 SF
MINIMUM REQUIRED SETBACKS:
FRONT YARD: 15'
REAR YARD: VARIES WITH BUFFER TREATMENT
SIDE YARD: 5'

OWNER:
ADDRESS: R. GLENN ADAMS
1100 RIDGEWAY DRIVE
FRANKLIN, TN 37067
GLENN ADAMS
CONTACT

APPLICANT:
ADDRESS: VERTEX DEVELOPMENT, LLC
1212 HOSS ROAD
POWELL, TN 37849
OFFICE PHONE: 865-384-8124
EMAIL ADDRESS: sbethel.bethel@gmail.com
CONTACT STEVE BETHEL

PLANNER/LANDSCAPE ARCHITECT:
ADDRESS: GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TN 37064
OFFICE PHONE: 615.975.5765
EMAIL ADDRESS: greggambledesign@gmail.com
CONTACT GREGG GAMBLE

PROJECT CHARACTERISTICS
BUILDING SQUARE FOOTAGE: N/A
BUILDING HEIGHT: 2 STORY
LANDSCAPE SURFACE RATIO: 0.84
MINIMUM LANDSCAPE RATIO: 0.40
INCOMPATIBLE-USE BUFFER REQUIRED: YES
TYPE A BUFFER TO NORTH
TYPE C BUFFER, SOUTH, EAST, AND WEST

MINIMUM PARKING REQUIRED: N/A
MAXIMUM PARKING LIMIT: N/A
EXISTING PARKING: N/A
PARKING PROVIDED: SINGLE FAMILY DETACHED
2 PER UNIT
RESIDENTIAL DENSITY: 1.60 DUA (19 UNITS)
EXISTING TREE CANOPY: 1.66 AC
PRESERVED TREE CANOPY: 1.48 AC
PARKLAND FEE IN LIEU: 2.76 AC PROVIDED (23.22%)
OPEN SPACE: 2.76 AC PROVIDED (23.22%)

STATEMENT OF IMPACTS
WATER
WATER SERVICE WILL BE PROVIDED BY THE MILCROFTON UTILITY DISTRICT. THE WATER MAIN WILL BE SERVED FROM A MAIN IN RIDGEWAY DRIVE.
19 x 350 GDP = 6,650 GDP

SEWER
SEWER SERVICE WILL BE PROVIDED BY THE CITY OF FRANKLIN. SEWER MAIN CONNECTION AT MANHOLE LOCATED AT THE INTERSECTION OF RIDGEWAY DRIVE AND HIGHWAY 96.

DRAINAGE FACILITIES
THE PROPERTY WILL BE DRAINED TO THE NORTH TO DETENTION FACILITY. THE DETENTION POND WILL DRAIN TO WATSONS BRANCH BETWEEN THE SITE AND HWY 96.

POLICE AND FIRE
FRANKLIN FIRE DEPT STATION #2 - 2.2 MILES DRIVING DISTANCE
COLUMBIA AVE POLICE STATION - 3.8 MILES DRIVING DISTANCE

RECREATION FACILITIES
LIBERTY PARK - 3.0 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION
THE STUDENT POPULATION IS PROJECTED AT A RATE OF .64 STUDENTS PER HOME: 19 x .64 = 12.2 STUDENTS
TRINITY ELEMENTARY SCHOOL 2.7 MILES
PAGE MIDDLE SCHOOL 6.0 MILES
PAGE HIGH SCHOOL 6.0 MILES

REFUSE COLLECTION
REFUSE COLLECTION SERVICE WILL BE PROVIDED BY THE CITY OF FRANKLIN SOLID WASTE.

RESTRICTIVE COVENANTS
A HOME OWNERS ASSOCIATION WILL BE ESTABLISHED PRIOR TO THE FIRST OCCUPANCY OF RESIDENTS. THE HOME OWNERS ASSOCIATION WILL REGULATE ARCHITECTURAL STANDARDS AND THE MAINTENANCE OF THE COMMUNITY. THE HOA WILL MAINTAIN ALL COMMON OPEN SPACE AND RECREATIONAL AREAS.

MINERAL RIGHTS
NO THIRD PARTY MINERAL RIGHTS ARE ASSOCIATED WITH THIS PROPERTY.

COF 4686

Revisions:
1. 11.10.2014
2. 12.03.2014

Drawing Notes:

GDC
GAMBLE
DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
Date: OCT 13, 2014

**OCTOBER PARK PUD SUBDIVISION
DEVELOPMENT PLAN**
Parcels 60.07, 60.01 on Map 79 and 1.00 in Group B on Tax Map 79M
Franklin, Williamson County, Tennessee



GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
ggambledesign@gmail.com
615.975.5765

**DEVELOPMENT
PLAN**

C 3.0

SITE DATA SHEET
PROJECT NAME: FOUNTAINS OF FRANKLIN, SITE PLAN, SECTION 2
PROJECT #: 4523
SUBDIVISION: SILVER GRACE
LOT NUMBER: 1 AND 2
ADDRESS: 4100 MURFREESBORO ROAD
CITY: FRANKLIN
COUNTY: WILLIAMSON
STATE: TENNESSEE
CIVIL DISTRICT: 14TH

DISTING. ZONING AND CHARACTER AREA OVERLAY:
R1 RESIDENTIAL, VARIETY DIST. / SCENARIO HALL SH2
OTHER APPLICABLE OVERLAYS:
APPLICABLE DEVELOPMENT STANDARD: CONVENTIONAL
ACREAGE OF SITE: 14.88
SQUARE FOOTAGE OF SITE: 648,134.2
MINIMUM REQUIRED SETBACK LINES:
STREET FRONTING: 30' LOCAL/50' ARTERIAL (VILLAS)
STREET FRONTING: 60' (SINGLE FAMILY LOTS)
SIDE YARD: 10'
REAR YARD: 30'

OWNER LOTS 1 & 2:
FOUNTAINS OF FRANKLIN, L.L.C.
2202 JEFFERSON COURT
FRANKLIN, TN 37064
(615)790-7041
MAP 79, PARCEL 58
MAP 80, PARCEL 39.04
BOOK 5006, PAGE 86
CONTAINING 13.51 ACRES (588,615.2 S.F.) &
CONTAINING 1.37 ACRES (59,519 S.F.)

APPLICANT/DEVELOPER:
GOODWORKS UNLIMITED, LLC
GARY KEOCKLEY
2202 JEFFERSON COURT
FRANKLIN, TN 37064
(615)790-7041
GKECKLEY@YAHOO.COM

BUILDING SQUARE FOOTAGE:
MEMORY CARE BUILDING: 49,548
PHASE 2 VILLAS: 23,213

BUILDING HEIGHT:
MEMORY CARE: ONE STORY-26'
VILLAS: ONE STORY-30'

LANDSCAPE SURFACE RATIO: 0.22
MIN. LANDSCAPE SURFACE RATIO: 0.10
INCOMPATIBLE-USE BUFFER REQUIRED: 37.5' CLASS C ALONG
EAST PROPERTY BOUNDARY (25% REDUCTION W/6' OPAQUE FENCE)

MINIMUM PARKING REQUIREMENT:
MAIN BUILDING: 0.25 PER PATIENT + 1 PER EMPLOYEE =
25 (59) + 15 = 30 SPACES (TEMPORARY CARE FACILITY)

TOTAL: 30 SPACES
MAXIMUM PARKING LIMIT: 120% OF 30 = 36 SPACES

PARKING PROVIDED:
MAIN BUILDING: 59 SPACES
TOTAL: 59 SPACES
ADDITIONAL SPACES FOR FUTURE SECTIONS

RESIDENTIAL DENSITY: 3.96 UNITS PER ACRE

PARKLAND DEDICATION: PAYMENT IN-LIEU BASED ON 30 UNITS
AT 1,200 S.F./UNIT = 36,000 S.F.

TREE CANOPY: 34,570 S.F. TO REMAIN; 58% OF LOT 2

OPEN SPACE:
REQUIRED:
FORMAL: 5% = 14,880 S.F. (0.5) = 32,409 S.F.
INFORMAL: 10% = 14,880 S.F. (1.0) = 64,817 S.F.
PROVIDED:
FORMAL: 45,807 S.F. = 7.08%
INFORMAL: 173,508 S.F. = 26.77%

WATER SUPPLY:
THE WATER UTILITY DISTRICT THAT SERVES THIS DEVELOPMENT IS THE MIDCROFTON UTILITY DISTRICT, 6333 ARNO RD FRANKLIN, TN 37064. THE CONTACT PERSON AT MIDCROFTON IS CARL SCOTT AT 615-794-5947. THE RECORDED DATA FOR THIS HYDRANT IS 105 PSI STATIC PRESSURE AND 96 PSI RESIDUAL PRESSURE WITH A FLOW RATE OF 1,300+ GPM.

ALL VILLAS AND ASSISTED SUITES TO HAVE AUTOMATIC FIRE SPRINKLERS.

SANITARY SEWER SERVICE:
THE UTILITY DISTRICT THAT SERVES THIS DEVELOPMENT IS THE CITY OF FRANKLIN. THE SEWER INFRASTRUCTURE FOR THIS DEVELOPMENT WAS INSTALLED IN PHASE 1. CLEAN-OUTS FOR THE VILLAS HAVE BEEN STUBBED OUT FOR CONNECTION DURING THIS PHASE. THE MEMORY CARE ADDITION WILL BE SERVED INTERNALLY BY THE EXISTING FACILITY. ALL SEWER CONNECTIONS MUST BE APPROVED BY THE CITY OF FRANKLIN (COF) AND CONSTRUCTION WILL ADHERE TO THE SPECIFICATIONS OF THE COF.

STORMWATER CONTROL:
ALL STORMWATER TREATMENT FOR QUALITY AND QUANTITY WERE INSTALLED DURING PHASE 1 FOR THE COMPLETE BUILD-OUT OF THIS DEVELOPMENT. NO NEW TREATMENT IS REQUIRED FOR THIS PHASE. ON SITE DETENTION WAS DESIGNED TO TREAT A MAXIMUM IMPERVIOUS AREA OF 266,588 S.F.

ELECTRIC SERVICE:
THE UTILITY DISTRICT THAT SERVES THIS DEVELOPMENT IS MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP. (MTEC). MTEC HAS PROVIDED THE LAYOUT. ALL ELECTRIC SERVICE LINES TO BE UNDERGROUND. ALL CONSTRUCTION TO ADHERE TO THE SPECIFICATIONS OF MTEC.

TREE PROTECTION NOTE:
ALL TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ISSUANCE OF A GRADING PERMIT AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETE. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.

UTILITY NOTE:
WITHIN NEW DEVELOPMENTS AND FOR OFFSITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO THE NEW DEVELOPMENT, ALL UTILITIES SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND.

SOLID WASTE SERVICE:
THE SITE IS CURRENTLY SERVICED BY A DUMPSITE LOCATED AT THE REAR OF THE EXISTING FACILITY. THIS WILL CONTINUE TO BE USED FOR THE PRESENT FACILITY AS WELL AS THE PHASE 2 ADDITIONS, MEMORY CARE UNIT AND VILLAS.

APPROVAL NOTE:
THIS SITE PLAN HAS BEEN DESIGNED TO MEET THE CITY OF FRANKLIN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION. CHANGES SHALL NOT BE MADE TO THE APPROVED SITE PLAN UNLESS APPROVED BY EITHER THE RELEVANT DEPARTMENT SUPERINTENDENT OR THE PLANNING COMMISSION.

RETAINING WALL NOTE:
ALL RETAINING WALLS ON SITE SHALL MEET THE STANDARDS OF SECTION 6.6 OF THE FRANKLIN ZONING ORDINANCE. DETAILS OF RETAINING WALLS SHALL BE SUBMITTED TO THE DEPT. OF BUILDING AND NEIGHBORHOOD SERVICES FOR REVIEW. REFER TO LANDSCAPE PLANS IN THIS SUBMITAL FOR PLANTINGS AROUND WALLS.

CIVIL CONTRACTOR NOTES:

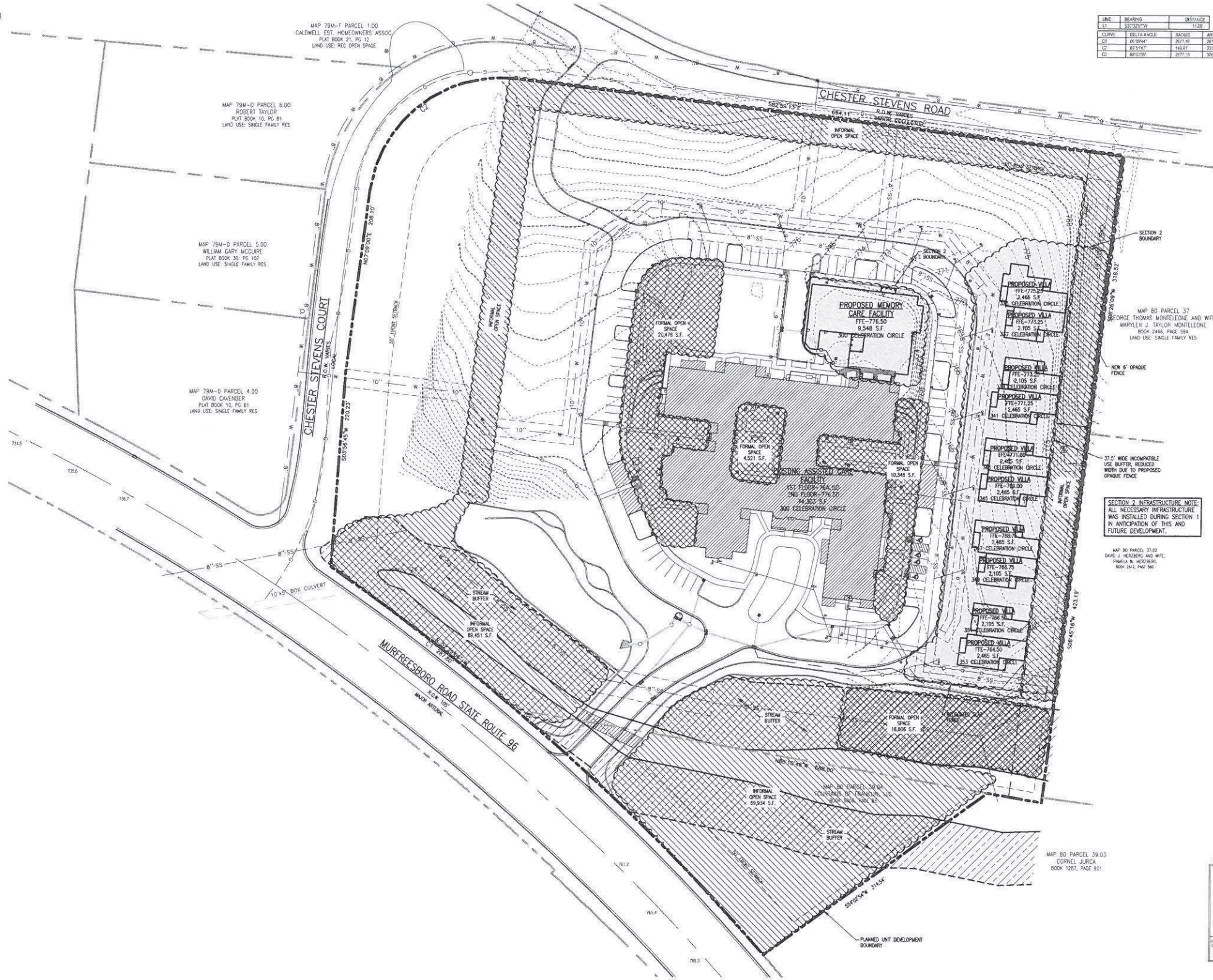
- THE SCOPE OF WORK IS THE TOTALITY OF THE CONTRACT DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, FIELD ORDERS, SHOP DRAWING APPROVAL CONDITIONS AND PERFORMANCE REQUIREMENTS OF THE SCOPE OF WORK. THE SCOPE OF WORK IS IDENTIFIED WITH SPECIFICATION SECTIONS AND SHEET ALPHA NUMERIC CONVENTION, BUT SUCH IDENTIFICATION DOES NOT DEFINE, RESTRICT OR ASSIGN THE SCOPE OF WORK OR ORGANIZE THE CONTRACT.
- THE SCOPE OF WORK IS SUBJECT TO AND SHALL INCLUDE THE REQUIREMENTS OF THE APPLICABLE CODES, STANDARDS AND ORDINANCES FOR THE LOCATION OF THIS PROJECT AND THE INTERPRETATIONS OF THE CODES, STANDARDS AND ORDINANCES BY THE AUTHORITIES HAVING JURISDICTION OF THIS PROJECT. SUCH INTERPRETATION SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO BIDDING. ANY VARIANCE FROM THE CONTRACT DOCUMENTS SHALL BE INCLUDED IN THE BIDDING AS A QUALIFICATION OF ANY BID AND SHALL BE INCLUDED IN THE SCOPE OF WORK BY THE CONTRACTOR. FAILURE TO IDENTIFY ANY SUCH VARIANCE AS A QUALIFICATION IN A BID SHALL NOT BE A BASIS FOR A CHANGE ORDER. DO NOT SCALE DRAWINGS. IF DIMENSIONS OR ELEVATIONS ARE IN QUESTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLARIFICATION FROM THE ARCHITECT BEFORE IMPLEMENTATION OF CONSTRUCTION.
- CONTRACTOR SHALL VERIFY ALL EQUIPMENT REQUIREMENTS, FIXTURE REQUIREMENTS, SYSTEM REQUIREMENTS WHETHER OWNER FURNISHED OR CONTRACTOR FURNISHED, PRIOR TO IMPLEMENTATION OF ANY WORK ASSOCIATED WITH THE EQUIPMENT.
- CONTRACTOR SHALL PROVIDE WORK AS NEEDED FOR ALL SITE UTILITIES WHERE UTILITIES ARE INSTALLED BY OTHERS INCLUDING, BUT NOT LIMITED TO TRENCHING, CONDUIT, JUNCTION BOXES.
- CONTRACTOR SHALL PROVIDE FOR FIRE LINES AND DOMESTIC WATER LINES IN ACCORDANCE WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION INCLUDING BUT NOT LIMITED TO LICENSED INSTALLERS, TESTING, MATERIALS.
- NO IMPROVEMENT MAY BE ENCASED, CLOSED OR COVERED PRIOR TO INSPECTION AND ACCEPTANCE BY THE ARCHITECT. PROVIDE ARCHITECT WITH ADEQUATE NOTICE TO INSPECT ANY IMPROVEMENT READY FOR ENCLOSURE.
- CONTRACTOR SHALL LAYOUT BUILDING PAD, PARKING, SIDEWALKS AND ESTABLISH FINISH FLOOR ELEVATION FOR REVIEW AND APPROVAL OF ARCHITECT PRIOR TO IMPLEMENTATION.

GENERAL CONTRACTOR NOTES:

- THE SCOPE OF WORK IS THE TOTALITY OF THE CONTRACT DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, FIELD ORDERS, SHOP DRAWING APPROVAL CONDITIONS AND PERFORMANCE REQUIREMENTS OF THE SCOPE OF WORK. THE SCOPE OF WORK IS IDENTIFIED WITH SPECIFICATION SECTIONS AND SHEET ALPHA NUMERIC CONVENTION, BUT SUCH IDENTIFICATION DOES NOT DEFINE, RESTRICT OR ASSIGN THE SCOPE OF WORK OR ORGANIZE THE CONTRACT.
- THE SCOPE OF WORK IS SUBJECT TO AND SHALL INCLUDE THE REQUIREMENTS OF THE APPLICABLE CODES, STANDARDS AND ORDINANCES FOR THE LOCATION OF THIS PROJECT AND THE INTERPRETATIONS OF THE CODES, STANDARDS AND ORDINANCES BY THE AUTHORITIES HAVING JURISDICTION OF THIS PROJECT. SUCH INTERPRETATION SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO BIDDING. ANY VARIANCE FROM THE CONTRACT DOCUMENTS SHALL BE INCLUDED IN THE BIDDING AS A QUALIFICATION OF ANY BID AND SHALL BE INCLUDED IN THE SCOPE OF WORK BY THE CONTRACTOR. FAILURE TO IDENTIFY ANY SUCH VARIANCE AS A QUALIFICATION IN A BID SHALL NOT BE A BASIS FOR A CHANGE ORDER.
- DO NOT SCALE DRAWINGS. IF DIMENSIONS ARE IN QUESTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLARIFICATION FROM THE ARCHITECT BEFORE IMPLEMENTATION OF CONSTRUCTION.
- CONTRACTOR SHALL VERIFY ALL CONDITIONS AND SHALL REPORT ANY CONDITION THAT VARIES FROM THE CONSTRUCTION AS SHOWN.
- FOR CLARIFICATION FROM THE ARCHITECT BEFORE IMPLEMENTATION OF CONSTRUCTION, PRIOR TO IMPLEMENTATION OF ANY WORK ASSOCIATED WITH THE EQUIPMENT. PROVIDE PLUMBING SUPPLY AND DRAINS FOR ALL FIXTURES AND EQUIPMENT AS SHOWN ON ARCHITECTURAL, MECHANICAL, FIRE PROTECTION AND PLUMBING PLANS. LOCATE ALL ELECTRICAL SWITCHES AND PLUGS AS SHOWN ON ELECTRICAL OR ARCHITECTURAL PLANS AND INTERIOR ELEVATIONS.
- DIMENSIONS ARE NOMINAL TO THE FACE OF THE WALL OR CENTERLINE OF COLUMNS.
- ALL RATED WALLS EXTEND ONLY TO CEILING; RATED WALLS IN ATTICS ARE SHOWN ON ROOF PLAN.
- PROVIDED RATED WALLS AS NOTED BEHIND ALL FIRE EXTINGUISHER CABINETS AND OTHER PENETRATIONS.
- CONCEAL ALL PIPING IN WALLS OR FUR OUT WALL TO ENCASE PIPING. REVIEW ANY CONDITION REQUIRING FURRING WITH ARCHITECT PRIOR TO IMPLEMENTATION.
- PROVIDE APPROPRIATE STRUCTURAL SUPPORT FOR EQUIPMENT, LAVATORIES OR OTHER IMPROVEMENTS AS REQUIRED TO SUPPORT A MINIMUM LOAD OF 250 LBS.
- NO IMPROVEMENT MAY BE ENCASED, CLOSED OR COVERED PRIOR TO INSPECTION AND ACCEPTANCE BY THE ARCHITECT. PROVIDE ARCHITECT WITH ADEQUATE NOTICE TO INSPECT ANY IMPROVEMENT READY FOR ENCLOSURE.
- TO COORDINATE ALL WORK, MARK THE FLOORS AND WALLS FOR LOCATION OF WALLS, CABINETS, EQUIPMENT, TOILETS, SHOWERS, AIR HANDLING EQUIPMENT, DIFFUSERS, EXHAUSTS, SPRINKLER HEADS, DRAINS AND TEST VALVES, ELECTRICAL, SYSTEMS AND JUNCTION BOXES FOR REVIEW AND APPROVAL OF ARCHITECT PRIOR TO IMPLEMENTATION.

LINE	BEARING	DISTANCE
L1	S20°32'01"W	11.05'

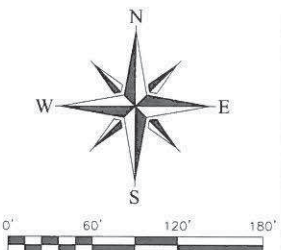
CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	00°39'44"	2677.16'	267.94'	N62°26'00"W	267.80'
C2	89°51'47"	149.51'	225.15'	N62°04'33"E	211.75'
C3	00°10'05"	2677.16'	336.20'	N45°22'41"W	335.80'



SECTION 2 INFRASTRUCTURE NOTE:
ALL NECESSARY INFRASTRUCTURE WAS INSTALLED DURING SECTION 1 IN ANTICIPATION OF THIS AND FUTURE DEVELOPMENT.

MAP 80, PARCEL 37.02
DANIEL J. HEDBERG AND WIFE,
PAMELA M. HEDBERG
BOOK 2612, PAGE 360

MAP 80, PARCEL 39.03
CORNEL JURICA
BOOK 1261, PAGE 901



FRANKLIN PROJECT #:

- THE CITY OF FRANKLIN PROJECT NUMBER IS COF #4523

		BY ZONED ACRES	SINGLE FAMILY DWELLING UNITS	MAIN BUILDING VILLAS	TOTAL DWELLING UNITS	LOT NUMBERS OF BUILDABLE UNITS	LOT DENSITY (UNITS/AC)	REMAINING ACREAGE	REMAINING DWELLINGS
DEVELOPMENT	APPROVAL DATE	14.88	3	94	27	124	1	8.33	0
CONCEPT PLAN	9/8/09	14.88	3	94	27	124	1	8.33	0
REGULATING PLAN	3/25/10	14.88	3	94	27	124	1	8.33	0
SECTION 1	11/18/10	14.88	—	59	—	59	1	3.97	0
SECTION 2	TBD	14.88	—	18	10	87	1	5.84	0

DEVELOPMENT	APPROVAL DATE	RY ZONED ACRES	USE	PHASE TOTAL FLOOR AREA	ASSISTED LIVING FLOOR AREA	MEMORY CARE FLOOR AREA	VILLA FLOOR AREA	SINGLE FAMILY FLOOR AREA	PUD PROJECT TOTAL FLOOR AREA	PUD REMAINING FLOOR AREA	IMPERVIOUS SURFACE	TOTAL IMPERVIOUS SURFACE	TOTAL I.S.R.
CONCEPT PLAN	9/8/09	14.88	ASSISTED LIVING FACILITY, VILLAS, SINGLE FAMILY	153,658	--	--	--	--	153,658	--	238,806	238,806	0.37
REGULATING PLAN	3/25/10	14.88	ASSISTED LIVING FACILITY, VILLAS, SINGLE FAMILY	153,658	--	--	--	--	153,658	--	238,806	238,806	0.37
SECTION 1	11/18/10	14.88	ASSISTED LIVING FACILITY, VILLAS, MEMORY CARE	74,303	74,303	--	--	--	74,303	79,355	140,059	140,059	0.22
SECTION 2	TBD	14.88	VILLAS, MEMORY CARE	32,761	--	9,548	23,213	--	107,064	46,594	46,764	186,823	0.29
SECTION 3	TBD	14.88	ASSISTED LIVING FACILITY, VILLAS	30,942	5,157	--	24,785	--	138,006	15,652	0	--	--
SECTION 4	TBD	14.88	VILLAS, SINGLE FAMILY	15,652	--	--	11,660	3,992	153,658	0	0	--	--

GOOD WORKS
UNLIMITED, LLC
Development, Design and
Management of Senior Living
Communities

2202 JEFFERSON COURT
FRANKLIN, TN 37064
615.790.7041 P/F

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FOR THE PAST 20 YEARS. WE ARE A TEAM OF PROFESSIONALS
WITH A COMMITMENT TO EXCELLENCE.
www.kloberengineering.com



DATE: 3/19/14
DESCRIPTION: PRICING AND PERMITS

VILLA AND MEMORY CARE ADDITION FOR
Silver Grace
PUD SUBDIVISION, SITE PLAN, SECTION 2
300 CELEBRATION CIRCLE, FRANKLIN TN, 37067

DRAWING TITLE:
OVERALL PLAN

SCALE: 1"=60'

C1.2

**APPENDIX E
TRIP GENERATION**

TRIP GENERATION CALCULATIONS - Single-family Homes (NORTHERN PORTION)

The following calculations are based on the data compiled for ITE Land Use Code 210.

Average Daily Traffic

$$\ln(T) = 0.92 \ln(X) + 2.72$$

$$\ln(T) = 0.92 \ln(70) + 2.72$$

$$T = 756 \text{ vehicles}$$

$$\text{Enter} = 0.50 (756) = 378 \text{ vehicles}$$

$$\text{Exit} = 0.50 (756) = 378 \text{ vehicles}$$

AM traffic during peak hour of adjacent street

$$T = 0.70 (X) + 9.74$$

$$T = 0.70 (70) + 9.74$$

$$T = 59 \text{ vehicles}$$

$$\text{Enter} = 0.25 (59) = 15 \text{ vehicles}$$

$$\text{Exit} = 0.75 (59) = 44 \text{ vehicles}$$

PM traffic during peak hour of adjacent street

$$\ln(T) = 0.90 \ln(X) + 0.51$$

$$\ln(T) = 0.90 \ln(70) + 0.51$$

$$T = 76 \text{ vehicles}$$

$$\text{Enter} = 0.63 (76) = 48 \text{ vehicles}$$

$$\text{Exit} = 0.37 (76) = 28 \text{ vehicles}$$

TRIP GENERATION CALCULATIONS - Single-family Homes (NORTHERN PORTION)

The following calculations are based on the data compiled for ITE Land Use Code 210.

Average Daily Traffic

$$\ln(T) = 0.92 \ln(X) + 2.72$$

$$\ln(T) = 0.92 \ln(306) + 2.72$$

$$T = 2,938 \text{ vehicles}$$

$$\text{Enter} = 0.50 (2,938) = 1,469 \text{ vehicles}$$

$$\text{Exit} = 0.50 (2,938) = 1,469 \text{ vehicles}$$

AM traffic during peak hour of adjacent street

$$T = 0.70 (X) + 9.74$$

$$T = 0.70 (306) + 9.74$$

$$T = 224 \text{ vehicles}$$

$$\text{Enter} = 0.25 (224) = 56 \text{ vehicles}$$

$$\text{Exit} = 0.75 (224) = 168 \text{ vehicles}$$

PM traffic during peak hour of adjacent street

$$\ln(T) = 0.90 \ln(X) + 0.51$$

$$\ln(T) = 0.90 \ln(306) + 0.51$$

$$T = 287 \text{ vehicles}$$

$$\text{Enter} = 0.63 (287) = 181 \text{ vehicles}$$

$$\text{Exit} = 0.37 (287) = 106 \text{ vehicles}$$

APPENDIX F

**RELEVANT PAGES FROM NCHRP REPORT 457:
ENGINEERING STUDY GUIDE FOR EVALUATING INTERSECTION IMPROVEMENTS**

NCHRP

REPORT 457

**NATIONAL
COOPERATIVE
HIGHWAY
RESEARCH
PROGRAM**

Evaluating Intersection Improvements: An Engineering Study Guide

TRANSPORTATION RESEARCH BOARD

NATIONAL RESEARCH COUNCIL

can also indirectly reduce the delay to the left-turn or through movements by lessening their need to compete for service with the right-turn movement.

One disadvantage of adding a lane to the minor-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. In this instance, the only impact is a reallocation of the paved surface through modification of the pavement markings. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the additional lane. If the needed lane width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. The literature does not offer guidance regarding conditions where a second approach lane would benefit from the operation of a minor-road approach. However, the procedures in Chapter 17 of the *Highway Capacity Manual 2000* (15) can be used to identify major- and minor- road volume combinations that would benefit operationally from the provision of a second approach lane or bay. Bonneson and Fontaine (20) developed Figure 2-4 using these procedures and an assumed upper limit of 0.7 for the shared-lane, minor-road volume-to-capacity ratio.

Application. Figure 2-4 indicates the conditions that may justify the use of two approach lanes. Use of the information in this figure requires two types of data:

1. Major-road approach volume for the peak hour of the average day and
2. Minor-road turn movement volume for the peak hour of the average day (used to compute right-turn percentage).

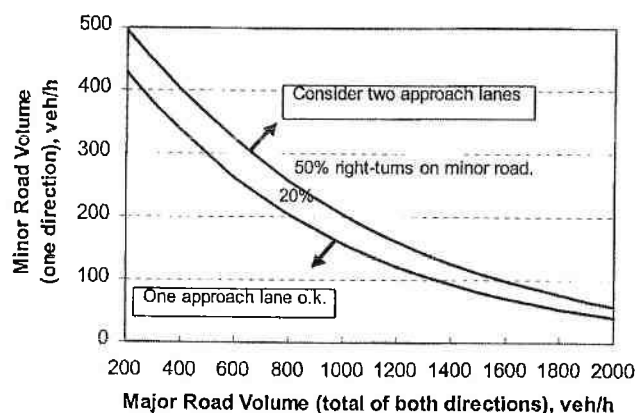


Figure 2-4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

Figure 2-4 would be used once for each minor-road approach to the intersection. The appropriate trend line would be identified on the basis of the percentage of right-turns on the subject minor-road approach. If the volume combination for the major and minor roads intersects above or to the right of this trend line, a second traffic lane should be considered for the subject minor-road approach. If a bay is selected for addition to the intersection, it should be long enough to store vehicles 95 percent of the time (i.e., the bay should not overflow more than 5 percent of the time). Techniques for estimating the 95th percentile storage length are provided in the section, [Increase the Length of the Turn Bay](#).

Add a Left-Turn Bay on the Major Road

Introduction. Provision of a left-turn bay on the major road to a two-way stop-controlled intersection can significantly improve operations and safety at the intersection. A left-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in through traffic lanes. This separation minimizes turn-related crashes and eliminates unnecessary delay to through vehicles. Data reported by Neuman (21) indicate that the crash rate for unsignalized intersections can be reduced by 35 to 75 percent through the provision of a left-turn bay.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Neuman (21) suggests that the following guidelines should be used to determine when to provide a left-turn bay on the major road of a two-way stop-controlled intersection:

1. A left-turn lane should be considered at any median crossover on a divided, high-speed road.
2. A left-turn lane should be provided on the unstopped approach of a high-speed rural highway when it intersects with other arterials or collectors.
3. A left-turn lane is recommended on the unstopped approach of any intersection when the combination of intersection volumes intersect above or to the right of the appropriate trend line shown in Figure 2-5.

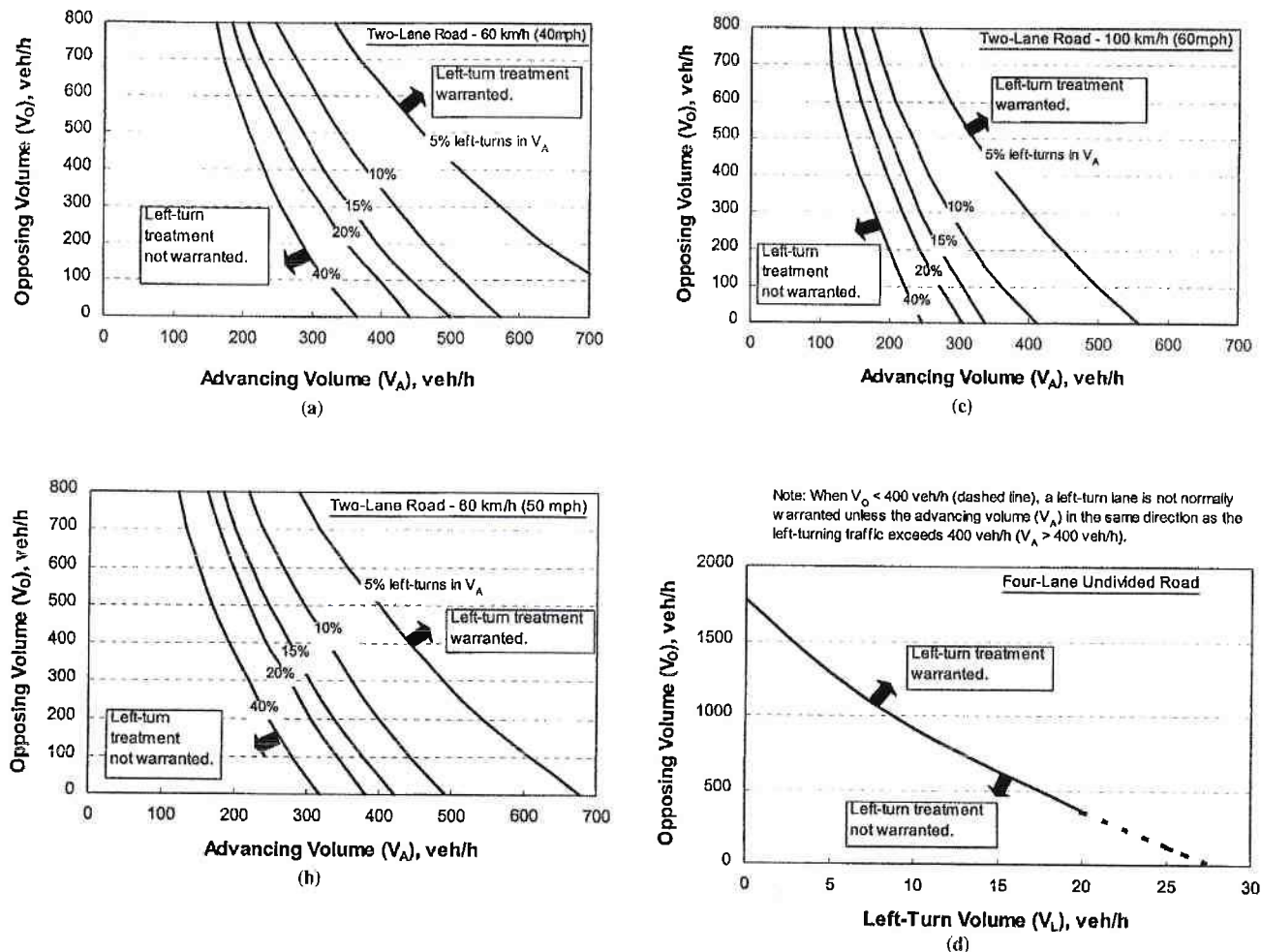


Figure 2-5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

Application. The guidance stated in the preceding section defines the conditions that may justify the provision of a left-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Use of Figure 2-5 requires determination of the opposing volume, the advancing volume, and the operating speed. The opposing volume should include only the right-turn and through movements on the approach across from (and heading in the opposite direction of) the subject major-road approach. The advancing volume should include the left-turn, right-turn, and through movements on the subject approach. The operating speed can be estimated as the 85th percentile speed. If the operating speed does not coincide with 60, 80, or 100 km/h (i.e., 40, 50, or 60 mph), then interpolation can

be used or, as a more conservative approach, the operating speed can be rounded up to the nearest speed for which a figure is provided.

In application, Figure 2-5 is used once for each major-road approach to the intersection. The appropriate trend line is identified on the basis of the percentage of left-turns on the subject major-road approach. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn bay should be considered for the subject approach. If a bay is included at the intersection, it should be long enough to store left-turn vehicles 99.5 percent of the time (i.e., the bay should not overflow more than 0.5 percent of the time). Techniques for estimating this storage length are provided in the section, [Increase the Length of the Turn Bay](#).

Add a Right-Turn Bay on the Major Road

Introduction. Provision of a right-turn bay on the major road to a two-way stop-controlled intersection can signifi-

cantly improve operations and safety at the intersection. A right-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in the through traffic lanes. This separation minimizes turn-related collisions (e.g., angle, rear-end, and same-direction-sideswipe) and eliminates unnecessary delay to through vehicles.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Hasan and Stokes (22) developed guidelines for determining when to provide a right-turn bay on the major road of a two-way stop-controlled intersection. These guidelines were based on an evaluation of the operating and collision costs associated with the right-turn maneuver relative to the cost of constructing a right-turn bay. The operating costs included those of road-user fuel and delay. Separate guidelines were developed for two-lane and four-lane roadways. These guidelines are shown in Figure 2-6.

Application. The guidance described in the preceding section defines conditions that may justify the provision of a right-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Figure 2-6 should be consulted once for each major-road approach. If the combination of major-road approach volume and right-turn volume intersects above or to the right of the trend line corresponding to the major-road operating speed, then a right-turn bay is a viable alternative.

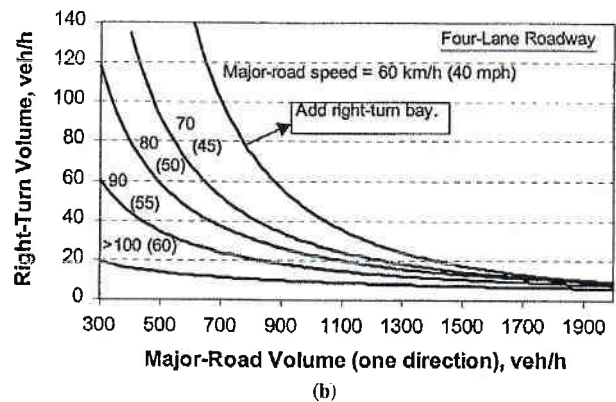
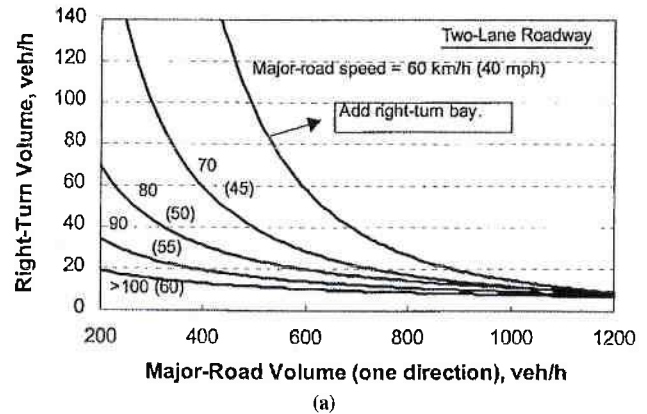


Figure 2-6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Increase Length of Turn Bay

Introduction. Turn bay length can affect the safety and operation of the intersection approach significantly. This effect becomes more negative as the frequency with which vehicles exceed the available storage increases. Also, for unstopped approaches, this effect becomes more negative as more of the turning vehicle's deceleration occurs in the through lane, prior to the bay. The need to provide adequate storage length, deceleration length, or both is dependent on the type of approach control used and whether the vehicle is turning left or right. Table 2-13 identifies the appropriate bay

TABLE 2-13 Turn-bay length components at unsignalized intersections

Approach Control	Length Components	
	Left-Turn Bay	Right-Turn Bay
Unstopped	Storage Length + Deceleration Length	Deceleration Length
Stopped	Storage Length	Storage Length

PUBLIC NOTICE AFFIDAVIT
City of Franklin, Tennessee

We/I MATTHEW S. HUFF

(Please print Name/Names in Full)

being duly sworn, depose and say(s) that (I am)/(we are), acting as the authorized agent on all matters pertaining to the processing of the development application for the property described as:

MAP 89, PARCELS 55.06, 30.00, 30.01, 43.02, 43.03, 43.04 1/2 MAP 79M, PARCELS 28.00 1/2 29.00
(Property Parcel/Tax ID Number)

and located at:

1101 RIDGEWAY DRIVE

(Street Address)

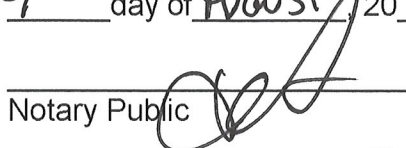
have/has provided a mailed notice in accordance with section 2.3.8 of the Franklin Zoning Ordinance, which included the following:

1. The address or location of the property subject to the submittal;
2. A brief description of the property (e.g., legal description, nearby streets and intersections);
3. Date, time, and location of the public meeting or hearing; Nature, scope, and purpose of submittal;
4. Information on where the public can view the application and where they may be heard;
5. Information on where the public can submit written comments.

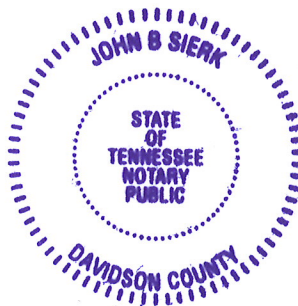

Signature

Subscribed and sworn to before me this

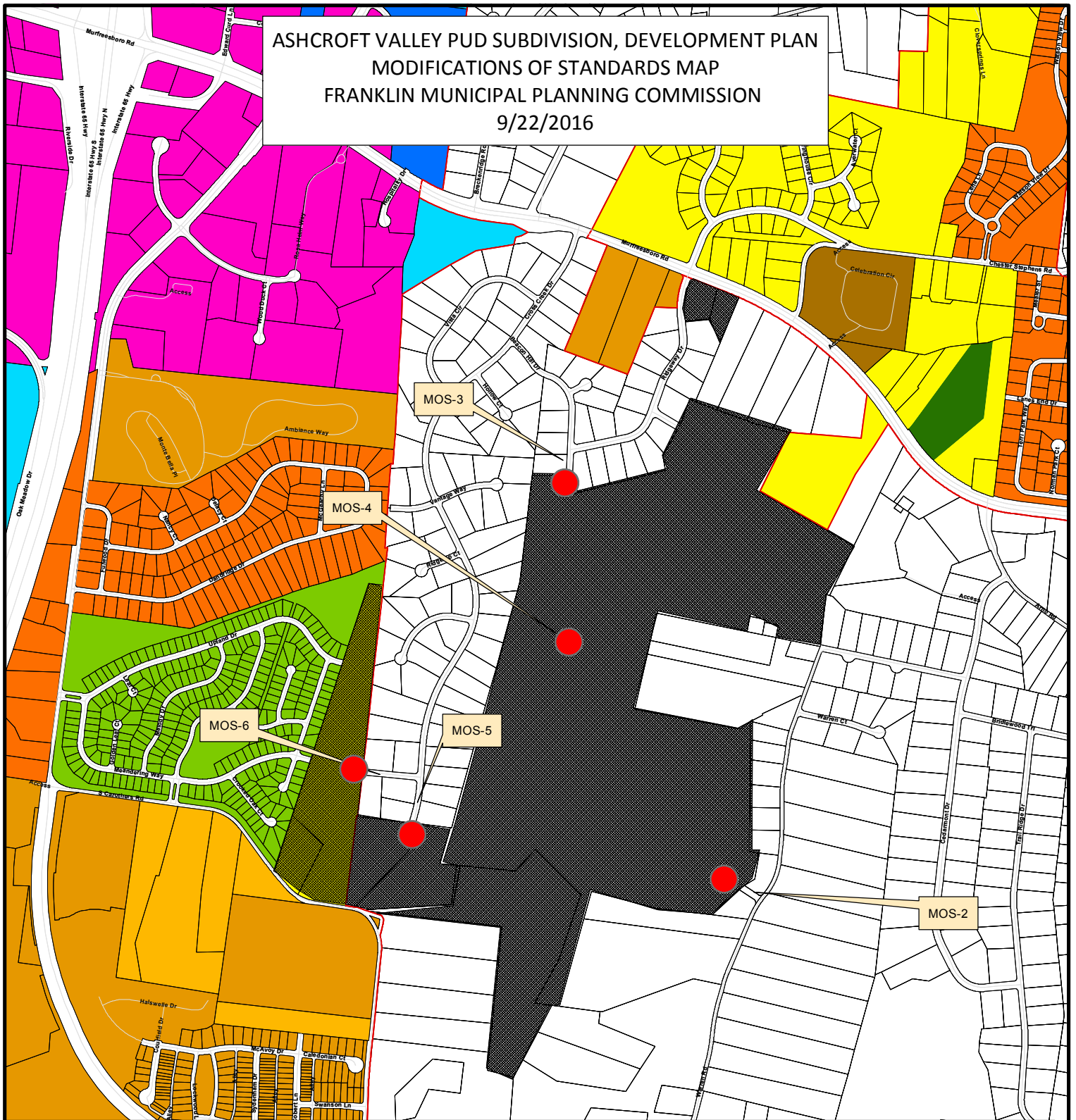
9th day of AUGUST, 20 16


Notary Public

My Commission Expires: 5/5/19



ASHCROFT VALLEY PUD SUBDIVISION, DEVELOPMENT PLAN
MODIFICATIONS OF STANDARDS MAP
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/2016



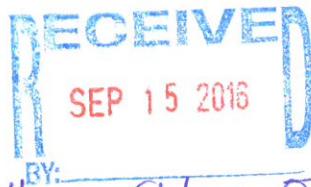
- | | |
|--|---------------------------------------|
| Ashcroft Valley PUD Subdivision | SD-R Specific Development-Residential |
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |



0 750 1,500 3,000
Feet

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2016. All rights reserved.

1991 Beacon Hill Dr.
Franklin
TN 37067



9/12/16
Item 8
9/22/16 FMPC Mtg.

Dear Members of the City of Franklin Planning and sustainability department,

I am writing to express my concern about the planned development of Ashcroft Valley and the consequences it will bear on adjacent county neighborhoods.

Please understand that most of my neighbors in Franklin East and Cross Creek do not support a plan that brings city traffic onto our county roads.

Traffic from 70 homes in a gated community, entering and exiting on Stanford Drive will cause a danger to the 30+ young children who live on Ridgeway (yes, the number has increased, another young family has moved in, 2 babies have been born and at least one more family with 2 little ones is due to move in soon.

What guarantee do we, as residents, have that once building starts, there will be a "gated" community and the "pedestrian only" connectivity will not become roads, connecting the further 250+ homes on the Ridge Valley?

Greg Gamble is on record stating that he "understands there will be a fatality." Please prevent this from happening by

redirecting all city traffic away from our county neighborhood.

Unfortunately my husband and I will be absent from the public meeting on September 22. We have to travel out of the country to a family member's funeral.

We regret that our voices won't be heard and request that you acknowledge our concerns.

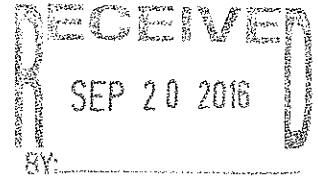
Sincerely,

Susan and Brian Caplan

Susan Caplan

A handwritten signature in blue ink, appearing to read "Brian Caplan", written in a cursive style.

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

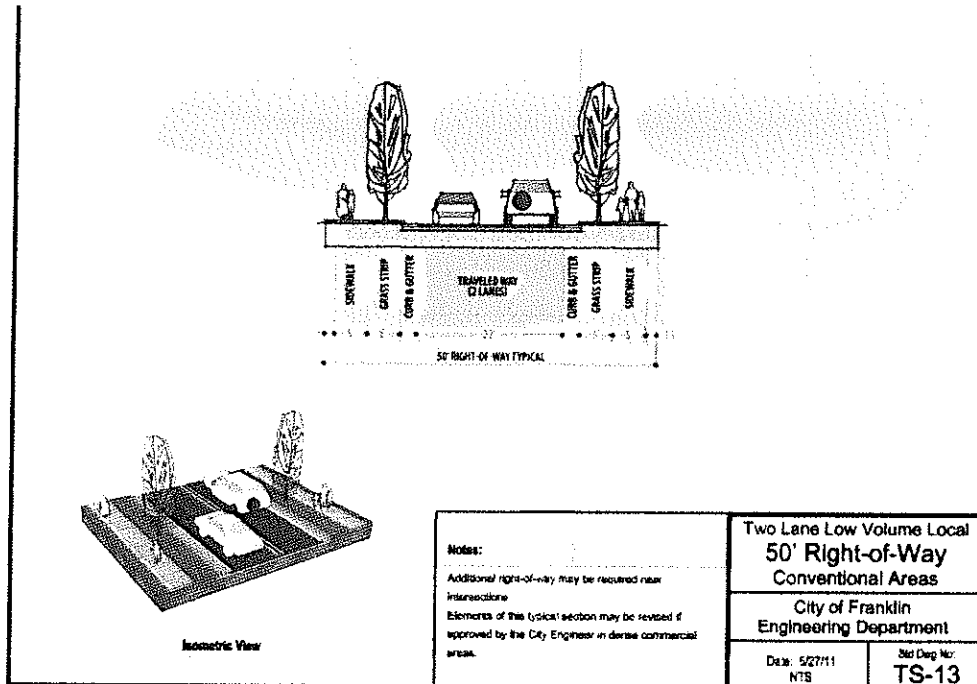
Dear Sirs/Madams

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



HISTORIC
FRANKLIN
TENNESSEE

City of Franklin

Connectivity Presentation

Ashcroft Valley PUD Subdivision

BOMA Work Session 10/11/2016



Connectivity Requirements (Section 5.10.4 of the Zoning Ordinance)

(1) Internal Street Connectivity

- All new Developments shall maintain internal street connectivity through the use of a connectivity index in accordance with the following standards:
 - Development shall achieve a connectivity index score of 1.65 or greater
 - Connectivity Index = Links/Nodes
 - Nodes are street intersection and cul-de-sac heads.
 - Links are stretches of road that connect nodes.

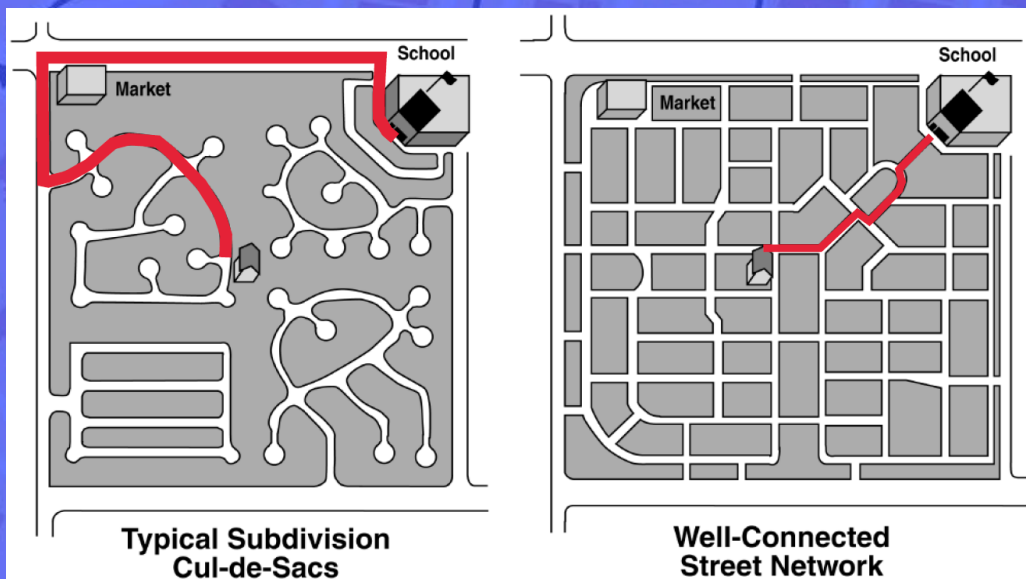
(2) External Street Connectivity

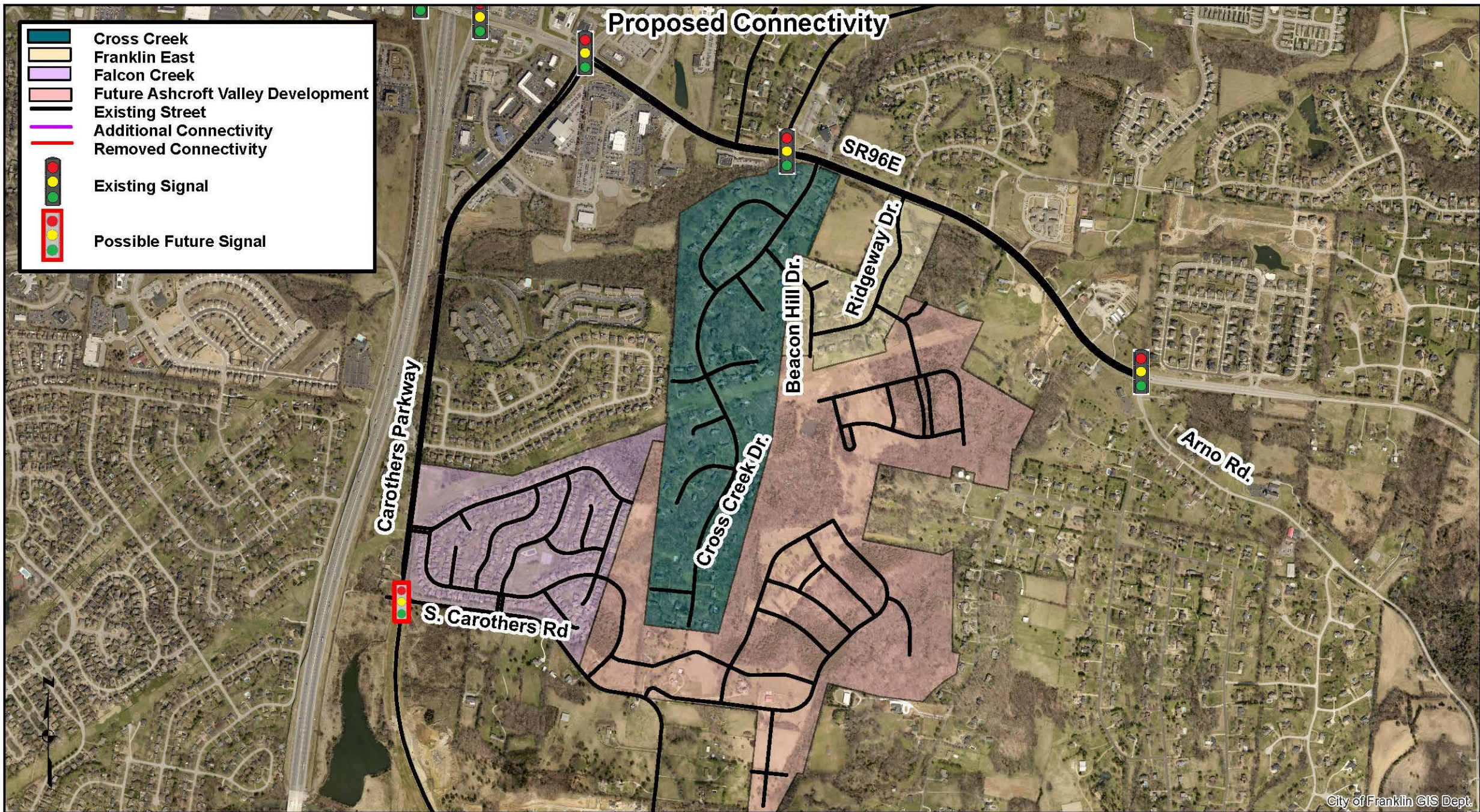
- The arrangement of streets in a development shall provide for the alignment and continuation of existing or proposed streets into adjoining lands in those cases in which the adjoin lands are undeveloped and intended for future development or in which the adjoin lands are developed and include opportunities for such connections.
- Traffic calming measures shall be integrated in the development to mitigate the impact of potential future “cut – through” traffic.
- Street rights-of-way shall be extended to or along adjoining property boundaries such that a roadway connection or street stub shall be provided for development at least every 1,500 feet for each direction (north, south, east and west) in which development abuts vacant lands. Such street stubs shall not be required to abut adjacent development lacking existing or planned street connections, floodplains, wetlands, HHO Districts, riparian buffers, required Tree Projection Zones, slopes exceeding 14 percent, or other unique site conditions preventing a street connection in the determination of the DRT.

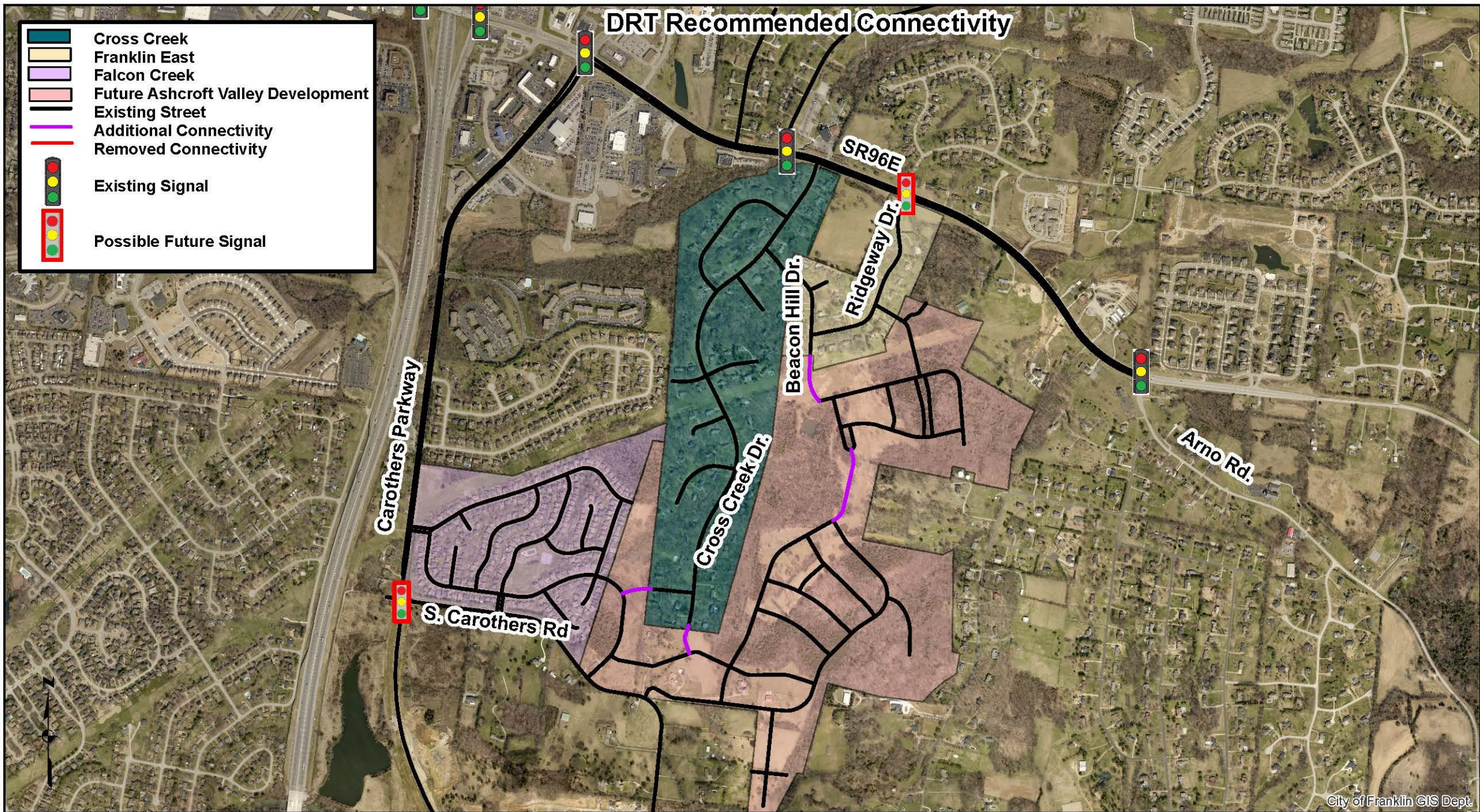
Connectivity Requirements				
Community	Connectivity Requirements?	Are Street Stubs Required?	Are cul-de-sacs allowed?	Max. cul-de-sac length
Franklin, TN	Yes	Yes	Yes	500'
Williamson County, TN	Yes	Yes	Yes	800' (Lots Less 14,000 SF)
Nashville, TN	Yes	Yes	Generally prohibited	250'
Chattanooga, TN	Yes	Yes	Yes, Limited	<600' and provides access to < 10 lots
Boulder, CO	Yes	Yes	Yes, Limited	500'
Fort Collins, CO	Yes	Yes	Yes, Limited	660'
Cary, NC	Yes	Yes	Yes	900'
Raleigh, NC	Yes	Yes	Yes	400' for residential
Charlotte, NC	Yes	Yes	Yes, Limited	600'
Austin, TX	Yes	Yes	Yes, Limited	2000' and < 30 single-family residential dwellings

What is the purpose of connectivity requirements?

- Supports the creation of a highly connected transportation system within the City, in order to provide choices for drivers, bicyclists and pedestrians
- Connects neighborhoods to each other and to local destinations such as schools, parks and shopping centers
- Distributes traffic throughout the network and provides options for routes of travel
- Free up arterial road capacity to better serve regional long distance travel needs.
- Improves routing for transit and delivery vehicles (solid waste, recycling, mail, etc.)
- Reduces vehicles miles of travel and travel times
- Reduces emergency response times
- Promote higher levels of physical activity (walking and cycling)
- Improves air quality







Planned - Activity Center Map 1

- Cross Creek
- Franklin East
- Falcon Creek
- Future Ashcroft Valley Development
- Future Park
- Future Neighborhood Commercial
- Existing/Future Commercial Development

Summary of Approved Development:

Proposed Retail = 1.95 Million SF

Proposed Office = 3.1 Million SF

Without connectivity you:

- You increase delay at SR96E/Clovercroft and SR96E/Carothers
- Concentrate and direct traffic to the arterial roadways vs. distribute traffic throughout the network
- Increase vehicle miles of travel and travel times
- Decrease routing options for transit, local delivery vehicles and emergency response times

Planned - Activity Center Map 2

- Cross Creek
- Franklin East
- Falcon Creek
- Future Ashcroft Valley Development
- Future Park
- Future Neighborhood Commercial
- Existing/Future Commercial Development

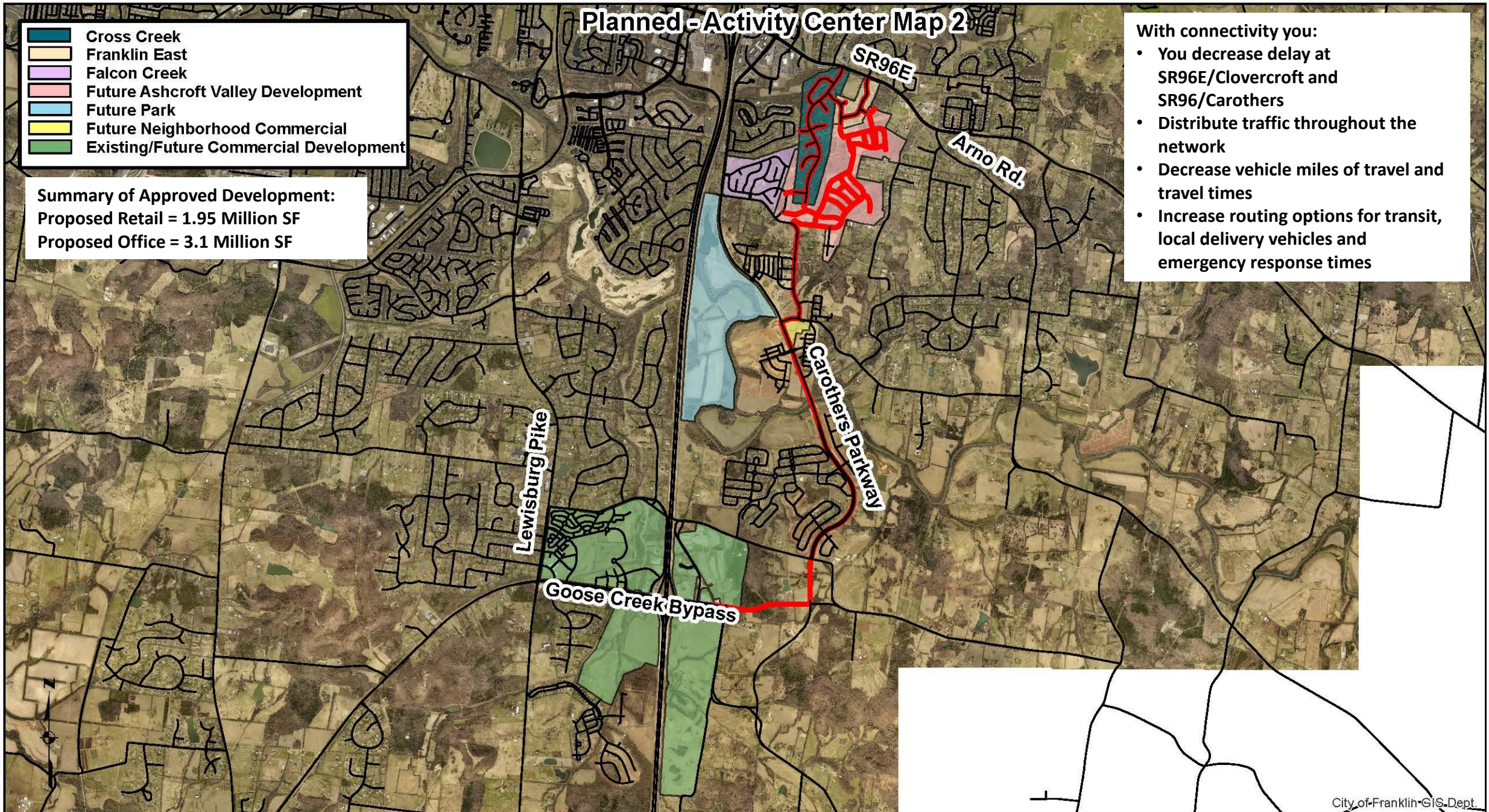
Summary of Approved Development:

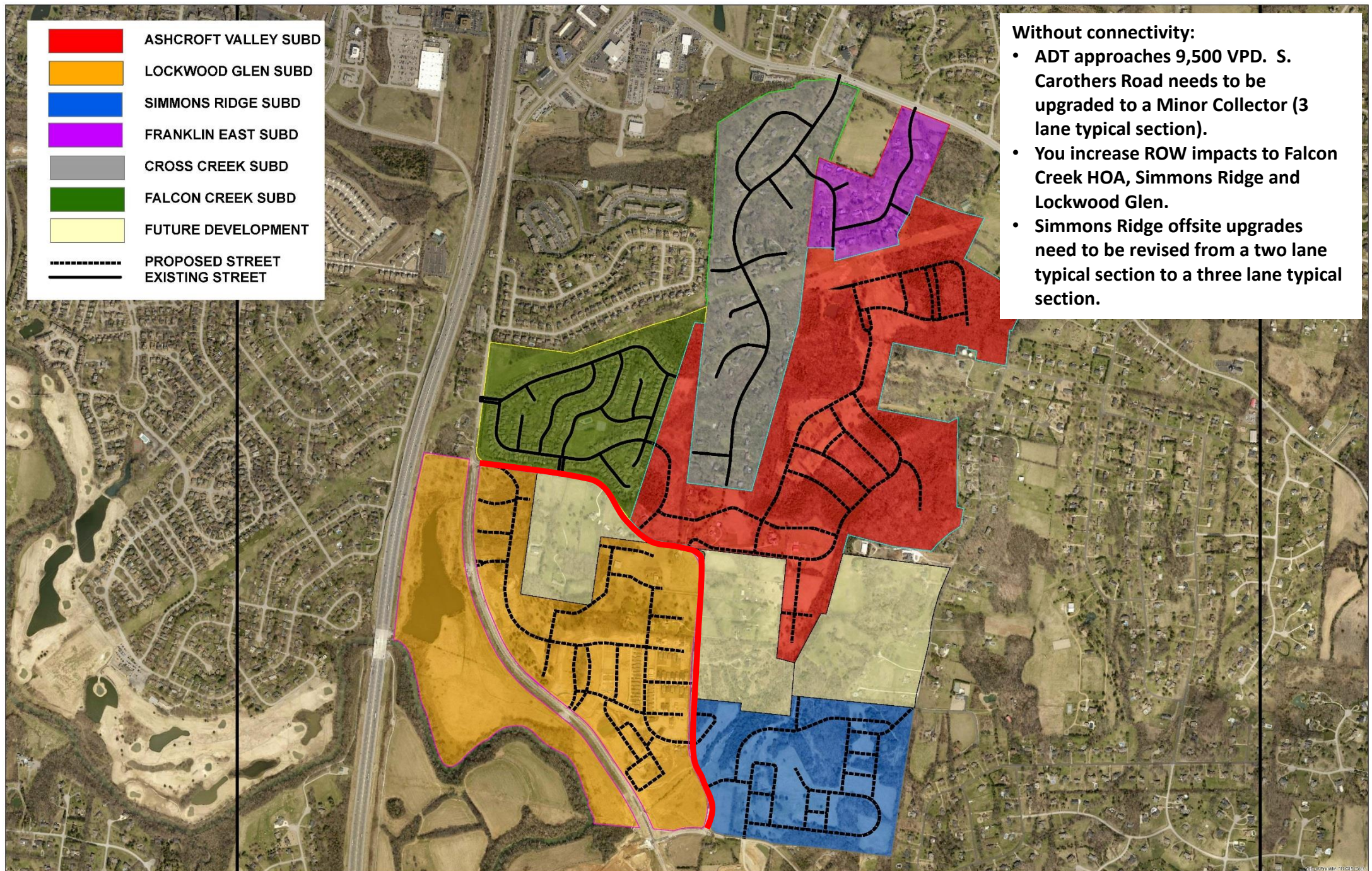
Proposed Retail = 1.95 Million SF

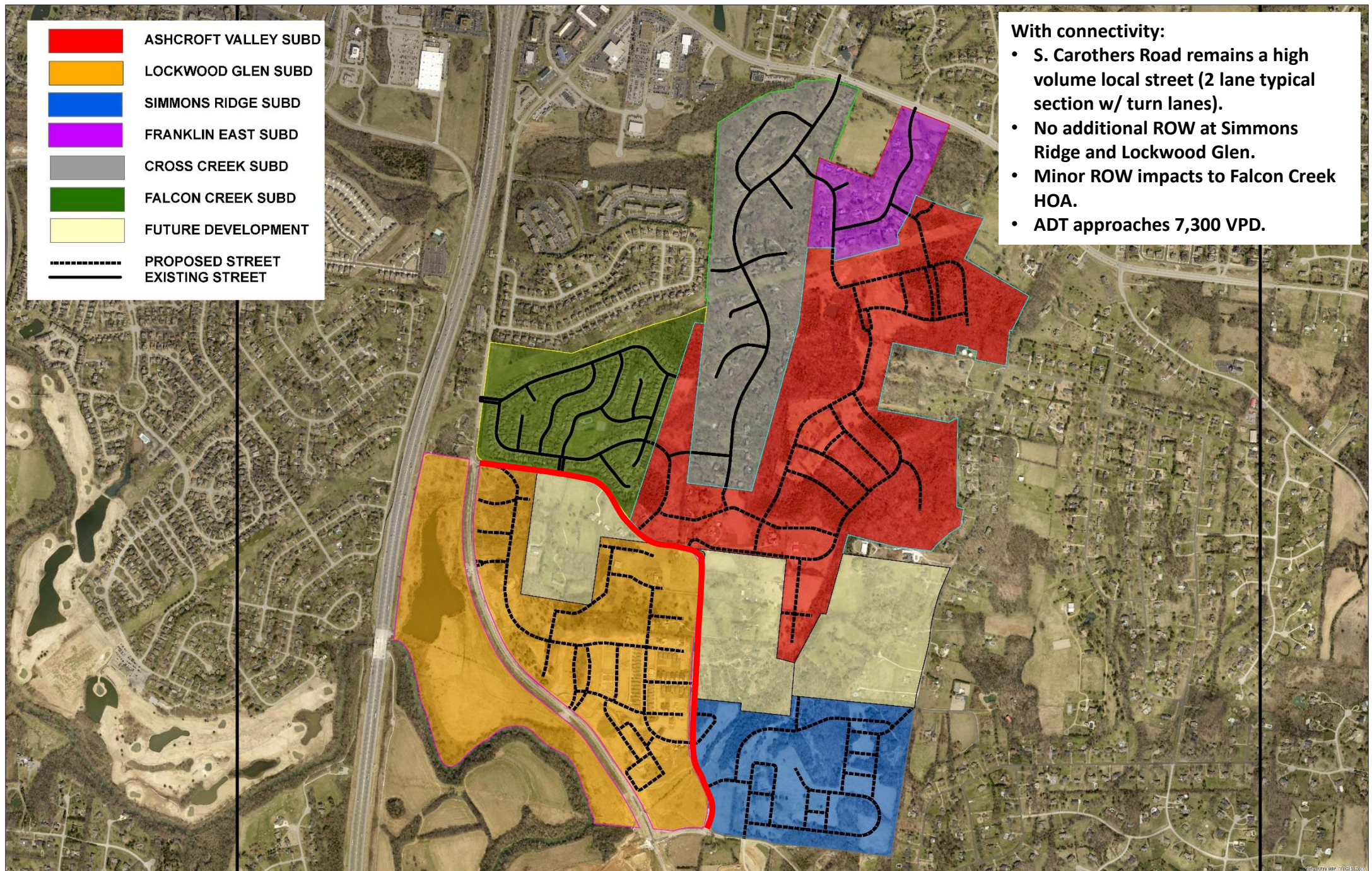
Proposed Office = 3.1 Million SF

With connectivity you:

- You decrease delay at SR96E/Clovercroft and SR96/Carothers
- Distribute traffic throughout the network
- Decrease vehicle miles of travel and travel times
- Increase routing options for transit, local delivery vehicles and emergency response times







November 15, 2016

TO: Board of Mayor and Aldermen

FROM: Paul Holzen, Director of Engineering
Jimmy Wiseman, Assistant Director of Engineering
Carl Baughman, Traffic Engineer III
Josh King, Senior Planner

SUBJECT: Ashcroft Valley Development Plan – Recommended Offsite Transportation Improvements

Purpose

The purpose of this memo is to provide information to the Board of Mayor and Aldermen (BOMA) for the consideration of offsite Transportation Improvements related to Ashcroft Valley Development Plan

Background

Ashcroft Valley currently has numerous MOS related to connectivity. These MOS make it very difficult to complete a traffic impact study addressing all off-site conditions. For this reason, the applicant shall be required to update the traffic impact study following BOMA approval or denial of the MOS's. This will allow City staff and our on-call traffic engineer to finalize traffic distributions and offsite requirements. The final TIS shall be approved by the City Engineer prior to the submitting the first site plan. The summary below is a list of staff recommendations of approval.

General Conditions of Approval:

1. The Development Plan shall be modified to allow adequate guest/visitor parking for all alley loaded residential lots. Specifically lots 133, 134, 135, 136, 137, 143, 144 145, 148, 149, 226, 227, 228, 229, 232, 233, 234 and 235. **Given the design speed (40MPH) along South Carothers Roadway and the superelevation that will be required, no parallel parking shall be allowed on South Carothers Roadway.**
2. The proposed intersection of Local Road E and South Carothers Roadway shall be re-evaluated to ensure Local Road E meets a minimum design speed of 25MPH. AASHTO standards recommends a minimum radius of 198' vs. the 70' radius as shown in the development plan. It should be noted that this may have offsite right-of-way acquisition issues. Staff would be willing to consider a single lane roundabout at this intersection. This roundabout shall be designed to meet AASHTO standards for a design speed of 40 MPH (Posted at 30MPH).
3. In conjunction with the first site plan or infrastructure submittal, full construction drawings shall be prepared for all improvements required on South Carothers Roadway so that Right-of-Way can be reserved and coordinated with adjacent property owners and developers. The Developer shall be required to coordinate with all off-site property owners and pay all cost associated with the Design, Right-of-way and Construction. In the event negotiations fail, for the Right-of-way

acquisition, the City shall attempt to acquire the property and use condemnation as a last resort for South Carothers Roadway only.

Conditions of approval with 100% Connectivity

In conjunction with the northern portion of the proposed project:

1. At the intersection with Highway 96E, the northbound approach of Ridgeway Drive should be widened to include two northbound turn lanes. Specifically, the existing northbound lane should be retained as left turn lane, and a separate through/right turn lane with at least 75 feet of storage should be constructed to the east. With connectivity the developer shall install a traffic signal at HWY 96E. The signal shall be designed to ensure that left turn phases operate concurrently. The exact details of the traffic signal shall be evaluated as part of the TIS update.
2. At the intersection with Ridgeway Drive, an eastbound right turn lane should be provided on Highway 96E. This turn lane should include at least 150 feet of storage and should be designed and constructed according to AASHTO standards.

In conjunction with the southern portion of the proposed project:

3. A northbound right turn lane should be provided on Carothers Parkway at the intersection with S. Carothers Road. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards. No road impact fee offsets will be allowed with this improvement.
4. A traffic signal will likely be warranted at the intersection of Carothers Parkway and S. Carothers Road as all of the approved residential projects on Carothers Parkway and S. Carothers Road are developed. If constructed, this traffic signal should be designed and constructed to include protected and permissive signal phases for southbound motorists, as well as right turn overlap signal phases for northbound and westbound approaches. **Staff does not recommend the installation of the traffic signal until Carothers Parkway is widened to a 4/5 lane roadway.** Any type of signal installed today would be removed as part of a future widening of Carothers Parkway and we would essentially be paying for the signal two times. The signal is only warranted as development continues and staff will continue to evaluate this.
5. The western project access on S. Carothers Road should be constructed to include one entering lane and one exiting lane, striped as a shared left and right turn lane. In conjunction with this configuration, a southbound/eastbound left turn lane should be provided on S. Carothers Road at the project access. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards **(See Exhibit A)**.
6. The eastern (main) project access on S. Carothers Road should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes. This project access shall be constructed with S. Carothers Road to allow free-flowing traffic on S. Carothers Road and the main project access shall tee into S. Carothers Road. S. Carothers Road shall be designed as a two lane high volume street with turn lanes as required. The design speed on S. Carothers Road shall be 40 MPH so that it can be posted at 30 mph. Due to limited sight distance a westbound right turn lane shall be added, at the main entrance, on S. Carothers Road to

prevent future accidents. In conjunction with this configuration, a southbound/eastbound left turn lane should be provided on S. Carothers Road at the project access. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards (**See Exhibit A**).

7. Finally, in conjunction with the preparation of final construction documents for the proposed project, sight triangles should be provided to identify the sight distances which will be available, based on the specific location of the project access and its design parameters. These sight triangles should be developed based on guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book. Specifically, The Green Book indicates that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that motorists on S. Carothers Road will need to come to a stop if a vehicle turning from the project access creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the distance that motorists on the project access will need to safely complete a turn onto S. Carothers Road.

Without 100% Connectivity

1. A northbound right turn lane should be provided on Carothers Parkway at the intersection with S. Carothers Road. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards. No road impact fee offsets will be allowed with this improvement.
2. A traffic signal will likely be warranted at the intersection of Carothers Parkway and S. Carothers Road as all of the approved residential projects on Carothers Parkway and S. Carothers Road are developed. If constructed, this traffic signal should be designed and constructed to include protected and permissive signal phases for southbound motorists, as well as right turn overlap signal phases for northbound and westbound approaches. **Staff does not recommend the installation of the traffic signal until Carothers Parkway is widened to a 4/5 lane roadway.** Any type of signal installed today would be removed as part of a future widening of Carothers Parkway and we would essentially be paying for the signal two times.
3. The western project access on S. Carothers Road should be constructed to include one entering lane and one exiting lane, striped as a shared left and right turn lane. In conjunction with this configuration South Carothers Roadway shall be constructed as a three lane minor collector roadway that would include a left / eastbound turn lane and should include at least 100 feet of storage (**See Exhibit B**).
4. The eastern (main) project access on S. Carothers Road should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes. This project access shall be constructed with S. Carothers Road to allow free-flowing traffic on S. Carothers Road and the main project access shall tee into S. Carothers Road. S. Carothers Road shall be designed as a three lane minor collector street. The design speed on S. Carothers Road shall be 40 MPH so that it can be posted at 30 mph. Due to limited sight distance a westbound right turn lane shall be added, at the main entrance, on S. Carothers Road to prevent future accidents. In

conjunction with this configuration, a southbound/eastbound left turn lane should be provided on S. Carothers Road at the project access. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards (**See Exhibit B**).

5. Finally, in conjunction with the preparation of final construction documents for the proposed project, sight triangles should be provided to identify the sight distances which will be available, based on the specific location of the project access and its design parameters. These sight triangles should be developed based on guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book. Specifically, The Green Book indicates that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that motorists on S. Carothers Road will need to come to a stop if a vehicle turning from the project access creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the distance that motorists on the project access will need to safely complete a turn onto S. Carothers Road.
6. A roadway connection to Stanford Drive and Biltmore Court or Cross Creek Drive shall be required as a gated emergency connection. This should be completed as a two lane curb and guttered roadway with emergency gates that meet the requirements of the Franklin Fire Department. In addition, these roadways shall be designed to meet City of Franklin Street specifications.

Financial Impact

As the City continues to develop there will be increased pressure to make capital improvements to Carothers Parkway and S. Carothers Road. Without connectivity, The City will be forcing 3,560 VPD to use South Carothers Roadway. Without 100% connectivity, it is recommended that S Carothers Roadway be upgraded to a minor collector to handle the long term traffic in the area. While feasible, this change would have a direct impact on the cost of other future capital projects.

The diagram shows a proposed road layout overlaid on an aerial photograph. The road starts at the top left, curves to the right, and then curves back to the left. Key features include:

- Left Turn Lane:** Indicated at the first curve and the second curve.
- 30 mph superelevated curve:** Indicated at both the first and second curves.
- 12' Trail:** A narrow path branching off the main road.
- Right Turn Lane Required for Safety:** A lane branching off the main road at the second curve.

Yellow dashed lines indicate the proposed road alignment and lane boundaries. White dashed lines indicate existing road features. The road is shown in a grey color, and the surrounding area is a mix of grass and trees.

With Connectivity
Two Lane Typical Section
Design Speed = 40 mph
Posted Speed = 30 mph

Left Turn Lane

30 mph superelevated curve

12' Trail

Left Turn Lane

Right Turn Lane
Required for Safety

30 mph superelevated curve

The diagram is an aerial photograph of a rural area with a proposed road layout overlaid. The road starts from the top left, curves to the right, and then curves back to the left. Key features include a 'Left Turn Lane' at the top left intersection, a '30 mph superelevated curve' on the first curve, a '12' Trail' running parallel to the road, another 'Left Turn Lane' on the second curve, a 'Right Turn Lane Required for Safety' on the third curve, and a second '30 mph superelevated curve' on the final curve. The road is shown with lane markings and a dashed yellow line on the left side.

Without Connectivity
Three Lane Typical Section
Design Speed = 40 mph
Posted Speed = 30 mph

ORDINANCE 2016-33

TO BE ENTITLED, “AN ORDINANCE TO REZONE 5.195 ACRES FROM GENERAL OFFICE DISTRICT TO SPECIFIC DEVELOPMENT RESIDENTIAL 27.33 DISTRICT FOR THE PROPERTY LOCATED NORTH OF MALLORY STATION ROAD AND EAST OF FRANKLIN ROAD, 222 MALLORY STATION ROAD.”

WHEREAS, the City of Franklin, Tennessee, encourages responsible growth and the sensible transition of land uses and densities; and

WHEREAS, the General Office district provides zoning for land uses compatible with both the Franklin Land Use Plan and surrounding development; and

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, adopted Resolution 2016-47, approving a Plan Unit Development (PUD) Development Plan as required by the Franklin Zoning Ordinance; and

WHEREAS, the zoning has been reviewed and approved by BOMA after a public hearing and a recommendation by the Franklin Municipal Planning Commission.

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. That the following described property shall be, and is hereby, rezoned from its present zoning classification of General Office District to Specific Development 27.63 District:

PREMISES CONSIDERED

Map-Parcel	Acres
053 --- 10400	5.195
Total	5.195

BEING A CERTAIN PARCEL OF LAND SITUATED THE IN THE 8TH CIVIL DISTRICT OF WILLIAMSON COUNTY TENNESSEE AND BEING IN THE CITY OF FRANKLIN. ALSO BEING THE SAME LAND AS DESCRIBED IN DEED BOOK 424 PAGE 910 AS RECORDED IN THE REGISTERS OFFICE OF WILLIAMSON COUNTY TENNESSEE (R.O.W.C.) AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THIS PARCEL AS RECORDED IN DEED BOOK 424, PAGE 910 (R.O.W.C) AND THE SOUTHWEST CORNER OF LOT 1 OF PATTON STATION BUSINESS PARK AS RECORDED IN PLAT BOOK 25 PAGE 21 (R.O.W.C); SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY OF MALLORY STATION ROAD (60' R.O.W.);

THENCE LEAVING SAID BUSINESS PARK AND ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF MALLORY STATION ROAD, NORTH 81°59'07" WEST, 480.07 FEET TO A POINT AT THE SOUTHEAST CORNER OF MARGARET WHITE (DB 171 PAGE 53);

THENCE, LEAVING SAID NORTH RIGHT OF WAY LINE AND WITH THE EASTERLY LINE OF WHITE, NORTH 09°22'57" EAST, 473.08 FEET TO THE NORTHEAST CORNER OF WHITE AND

A SOUTHERLY CORNER OF THE MORNINGSIDE P.U.D. AS RECORDED IN PLAT BOOK 30
PAGE 6;

THENCE LEAVING WHITE AND WITH THE SOUTH LINE OF SAID MORNINGSIDE P.U.D.
SOUTH 81°37'03" EAST, 480.00 TO AN IRON REBAR WITH CAP IN THE WESTERLY LINE OF
THE AFORESAID PLAT OF PATTON STATION BUSINESS PARK.

THENCE, WITH THE WESTERLY LINE OF SAID PLAT SOUTH 09°22'52" WEST, 470.00 TO THE
POINT OF BEGINNING.

CONTAINING 226,305 SQUARE FEET OR 5.195 ACRES.

SECTION II. That the attached Location Map shall serve the purpose of further delimiting the
geographical boundaries as described by this Ordinance.

SECTION III. BE IT FINALLY ORDAINED by the Board of Mayor and Aldermen of the City
of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on third and final
reading, the health, safety, and welfare of the citizens requiring it.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Eric Stuckey
City Administrator/Recorder

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED:

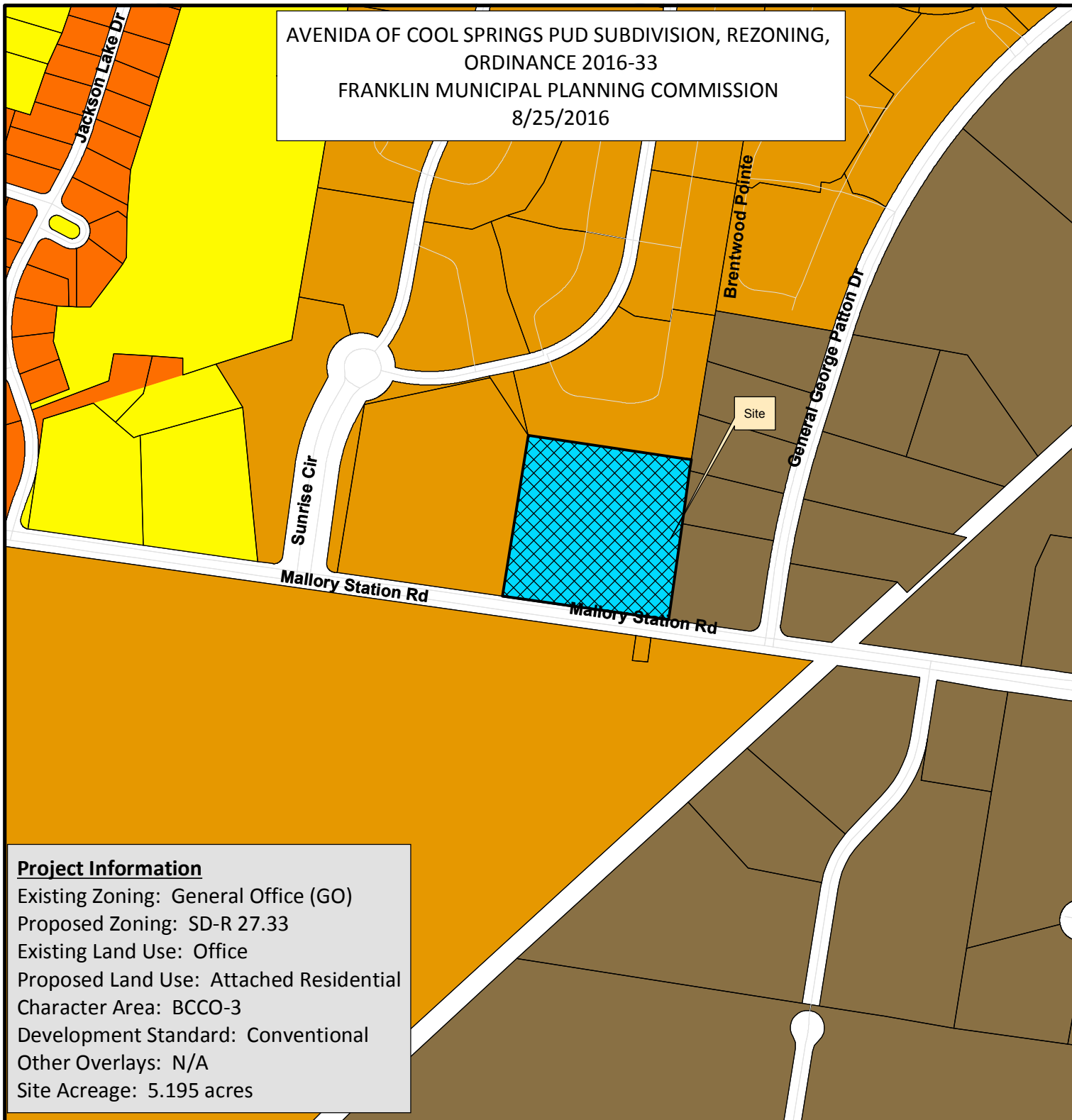
PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

PASSED THIRD READING:

AVENIDA OF COOL SPRINGS PUD SUBDIVISION, REZONING,
ORDINANCE 2016-33
FRANKLIN MUNICIPAL PLANNING COMMISSION
8/25/2016



Project Information

Existing Zoning: General Office (GO)
Proposed Zoning: SD-R 27.33
Existing Land Use: Office
Proposed Land Use: Attached Residential
Character Area: BCCO-3
Development Standard: Conventional
Other Overlays: N/A
Site Acreage: 5.195 acres

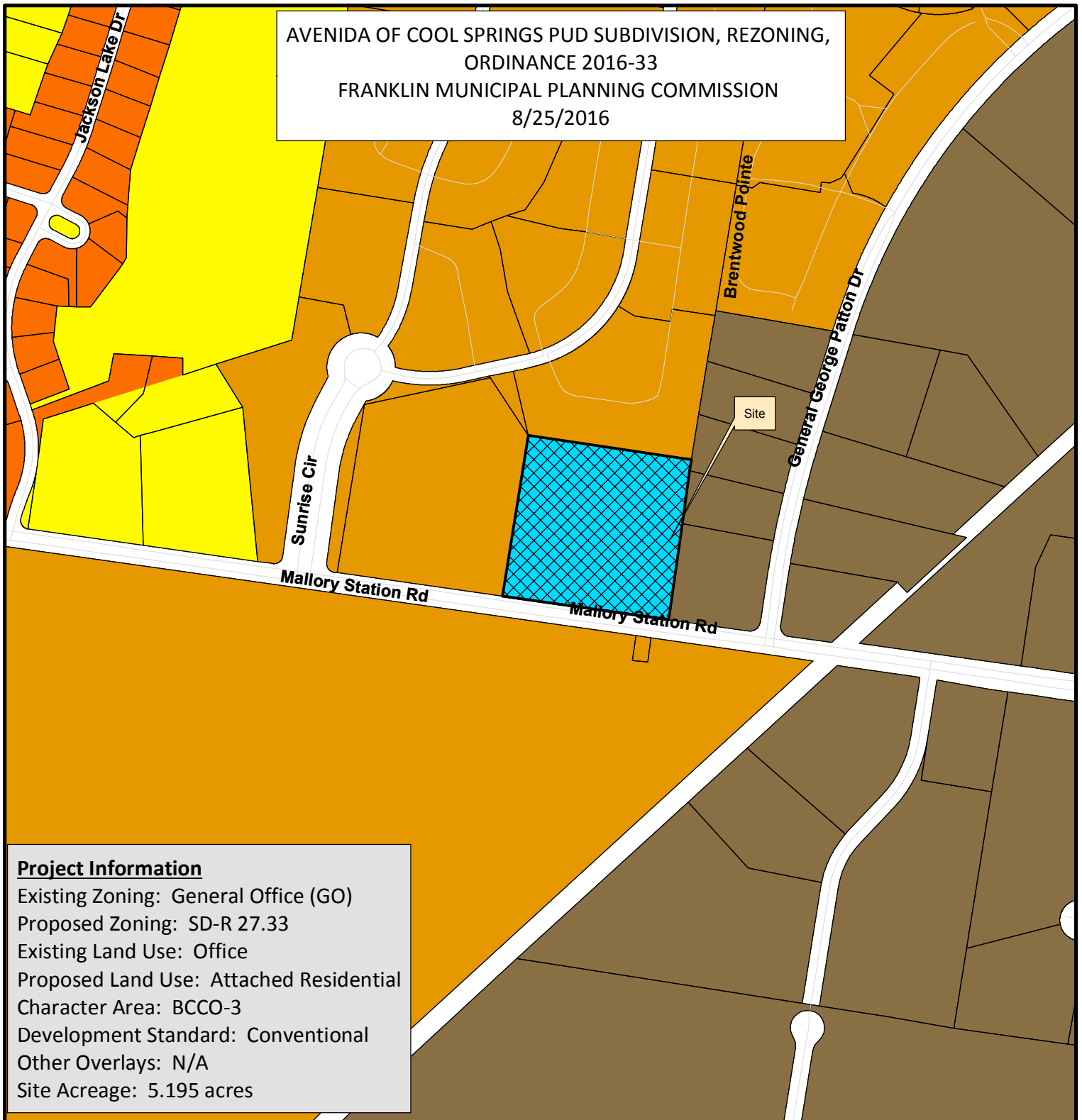
Avenida of Cool Springs	SD-R Specific Development-Residential
AG Agricultural District	SD-X Specific Development-Variety
ER Estate Residential	OR Office Residential District
R-1 Residential District	GO General Office District
R-2 Residential District	CC Central Commercial District
R-3 Residential District	NC Neighborhood Commercial District
R-6 Residential District	GC General Commercial District
RM-10 Attached 10 Residential District	LI Light Industrial District
RM-15 Attached 15 Residential District	HI Heavy Industrial District
RM-20 Attached 20 Residential District	CI Civic and Institutional District



0 250 500 1,000
Feet

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It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
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AVENIDA OF COOL SPRINGS PUD SUBDIVISION, REZONING,
ORDINANCE 2016-33
FRANKLIN MUNICIPAL PLANNING COMMISSION
8/25/2016



Project Information

Existing Zoning: General Office (GO)
Proposed Zoning: SD-R 27.33
Existing Land Use: Office
Proposed Land Use: Attached Residential
Character Area: BCCO-3
Development Standard: Conventional
Other Overlays: N/A
Site Acreage: 5.195 acres

Avenida of Cool Springs	SD-R Specific Development-Residential
AG Agricultural District	SD-X Specific Development-Variety
ER Estate Residential	OR Office Residential District
R-1 Residential District	GO General Office District
R-2 Residential District	CC Central Commercial District
R-3 Residential District	NC Neighborhood Commercial District
R-6 Residential District	GC General Commercial District
RM-10 Attached 10 Residential District	LI Light Industrial District
RM-15 Attached 15 Residential District	HI Heavy Industrial District
RM-20 Attached 20 Residential District	CI Civic and Institutional District



0 250 500 1,000
Feet

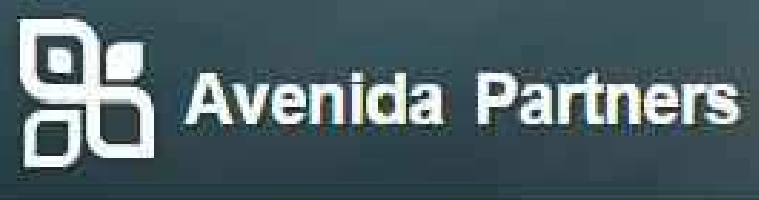
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AVENIDA OF COOL SPRINGS
REZONING PLAN
INITIAL RESUBMITTAL
TAX MAP 53, PARCEL 10400
COF #6190
222 MALLORY STATION ROAD
FRANKLIN, WILLIAMSON CO., TN

OWNER

Franklin Radio Associates, Inc
222 Mallory Station Road
Franklin, TN 37067
Contact: Charles Dribell
615.794.1594

DEVELOPER



Avenida Partners
19700 Fairchild Road
Suite 170
Irvine, Ca. 92612
Contact: Robert May
949.298.4540

LANDSCAPE ARCHITECT
/ APPLICANT



Kiser+Vogrin Design
5005 Meridian Blvd
Suite 100
Franklin, TN 37067
Contact: Christopher Wood
615.719.1943

ARCHITECT



LordAeck Sargent
1175 Peachtree St NE
Atlanta, GA. 30361
Contact: Neil Weekley
404.253.1431

CIVIL ENGINEER

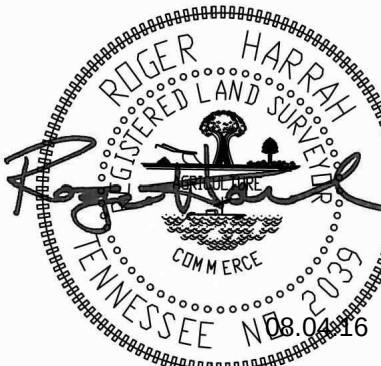
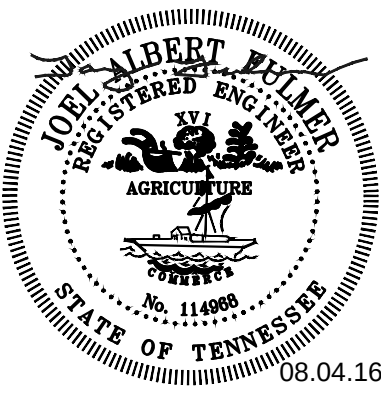


Fulmer Engineering
2612 Sunset Place
Nashville, TN 37212
Contact: Jay Fulmer
615.516.8477

SURVEYOR

Harrah & Associates
504 Autumn Spring Court
Suite B-15
Franklin, Tn. 37067
Contact: Roger Harrah
615.778.0863

SHEET INDEX:	Sheet Number	Preapp Submittal	Initial Submittal	Initial Resubmittal	Post PC Submittal
COVER	C0.0	06-13-2016	07-11-2016	08-04-2016	
EXISTING CONDITIONS PLAN	C1.0	06-13-2016	07-11-2016	08-04-2016	
EXISTING CONDITIONS w/ AERIAL	C1.1	06-13-2016	07-11-2016	08-04-2016	
DEVELOPMENT PLAN	C2.0	06-13-2016	07-11-2016	08-04-2016	



SITE LOCATION MAP
N.T.S

KVD PROJECT# : 16001
COF # : 6190
Sheet #:
C0.0
DATE: 08-04-2016

Survey Prepared by Harrah and Associates
504 Autumn Spring Court
Suite B-15
Franklin, TN. 37067
615.778.0863

SITE AREA : 5.195 AC

LEGEND

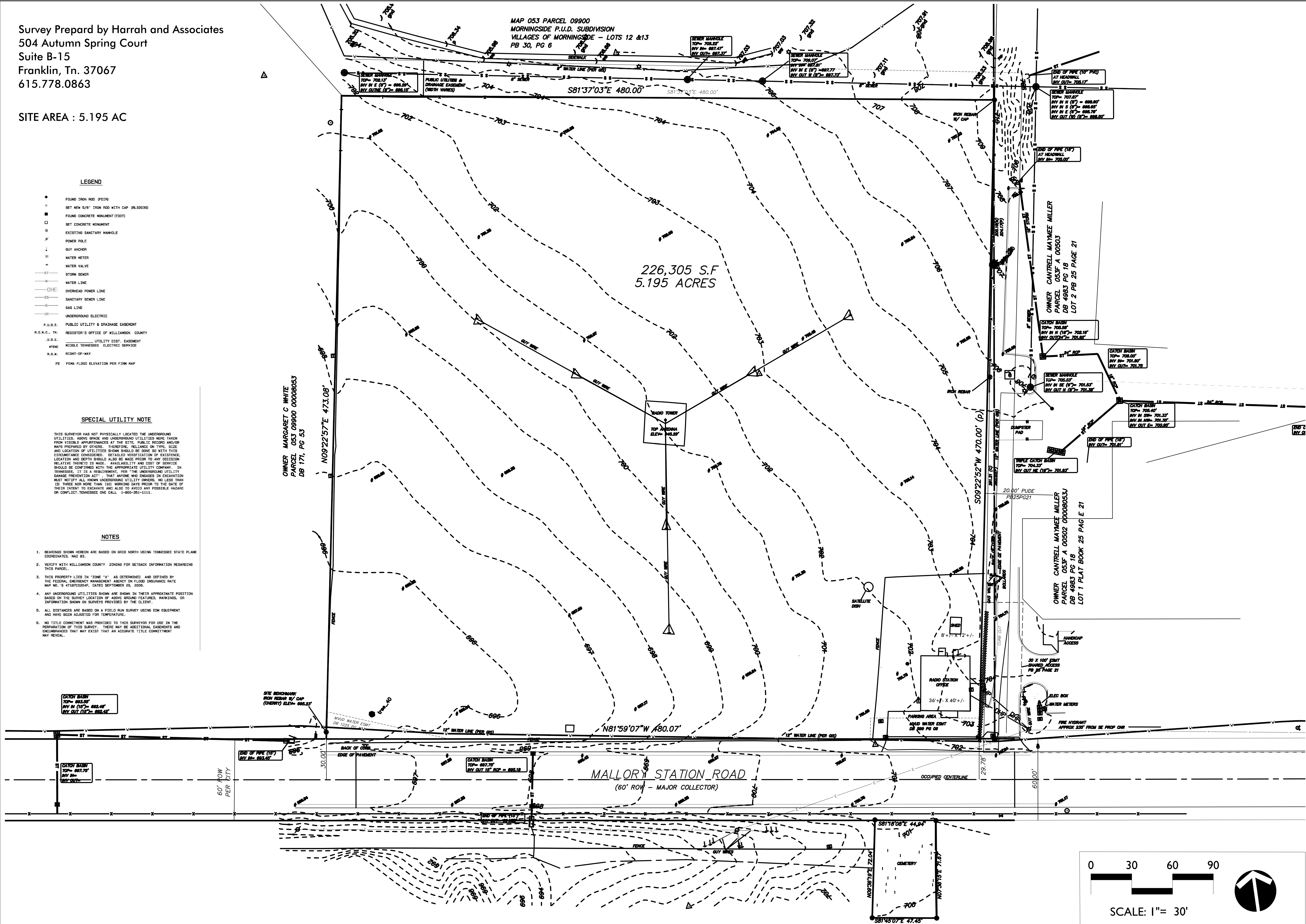
- FOUND IRON ROD (FDIR)
- SET NEW 5/8" IRON ROD WITH CAP (RLS203S)
- FOUND CONCRETE MONUMENT (T20T)
- SET CONCRETE MONUMENT
- ⊙ EXISTING SANITARY MANHOLE
- ⊙ POWER POLE
- ⊙ GUY ANCHOR
- ⊙ WATER METER
- ⊙ WATER VALVE
- ST— STORM SEWER
- W— WATER LINE
- OHE— OVERHEAD POWER LINE
- SS— SANITARY SEWER LINE
- G— GAS LINE
- UE— UNDERGROUND ELECTRIC
- P.U.D.E. PUBLIC UTILITY & DRAINAGE EASEMENT
- R.O.W.C. & T. REGISTERED'S OFFICE OF WILLIAMSON COUNTY
- U.D.E. MIDDLE TENNESSEE UTILITY DIST. EASEMENT
- W.T.M. MIDDLE TENNESSEE ELECTRIC SERVICE
- R.O.W. RIGHT-OF-WAY
- FE FEMA FLOOD ELEVATION PER FIRM MAP

SPECIAL UTILITY NOTE

THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GROUND AND UNDERGROUND UTILITIES WERE TAKEN FROM VISIBLE APPEARANCES AT THE SITE, PUBLIC RECORD AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE ON TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS UNDERSTANDING. LOCATIONS OF UTILITIES SHOWN SHOULD BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) THREE HOURS PRIOR TO THE DATE OF THE INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL: 1-800-251-1111.

NOTES

- BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH USING TENNESSEE STATE PLANE COORDINATES, NAD 83.
- VERIFY WITH WILLIAMSON COUNTY ZONING FOR SETBACK INFORMATION REGARDING THIS PARCEL.
- THIS PROPERTY LIES IN "ZONE X" AS DETERMINED AND DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON FLOOD INSURANCE RATE MAP NO. 15 47187C0004P, DATED SEPTEMBER 28, 2008.
- ANY UNDERGROUND UTILITIES SHOWN ARE SHOWN IN THEIR APPROXIMATE POSITION BASED ON THE SURVEY LOCATION OF ABOVE GROUND FEATURES, MARKINGS, OR INFORMATION SHOWN ON SURVEYS PROVIDED BY THE CLIENT.
- ALL DISTANCES ARE BASED ON A FIELD RUN SURVEY USING EDM EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
- NO TITLE COMMITMENT WAS PROVIDED TO THIS SURVEYOR FOR USE IN THE PREPARATION OF THIS SURVEY. THERE MAY BE ADDITIONAL EASEMENTS AND ENCUMBRANCES THAT MAY EXIST THAT AN ACCURATE TITLE COMMITMENT MAY REVEAL.



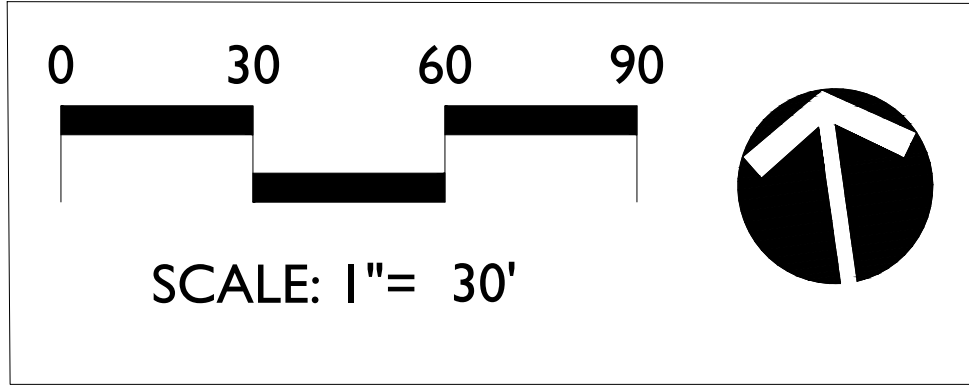
KV+D
KISER VOGRIN DESIGN
5005 Meridian Blvd., Ste. 100, Franklin, TN 37067
615.778.0863

LORD AECK SARGENT
FULMER ENGINEERING
2002 RICHARD JONES RD - SUITE C304 NASHVILLE, TENNESSEE 37215
INFO@FULMERENG.COM • (615) 516-8477

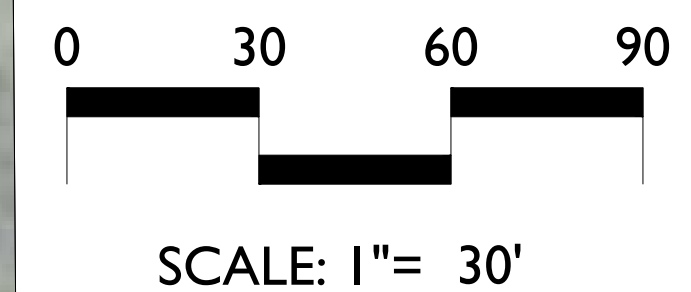


AVENIDA OF COOL SPRINGS
REZONING PLAN RESUBMITTAL
EXISTING CONDITIONS
COF# 6190
Franklin, Williamson Co, TN

REVISIONS:
DATE: 08.04.16
DESIGNED BY: DK
DRAWN BY: CBW
CHECKED BY: CBW
Q.C. BY: Q.C. BY
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:
C1.0



SITE AREA : 5.195 AC





SITE LOCATION MAP

N.T.S

STATEMENT OF IMPACTS

WATER FACILITIES:

The proposed development will add a demand of approximately 39,550 GPD to the existing system. The peak demands are:

- Fire: 2,000 GPM @ 20 PSI
- Domestic: 75 GPM
- Irrigation: 25 GPM

The existing demand being removed is negligible.

SEWER FACILITIES:

The proposed development will add a demand of approximately 39,550 GPD to the existing system.

REPURIFIED WATER FACILITIES:

Not Applicable

STREET NETWORK:

A traffic impact study has been produced by Fischbach Transportation Group, LLC based on traffic counts collected on a typical weekday in May of 2016 when schools were in session. The conclusion of the report states the traffic volumes generated by the proposed residential project for senior adults will have a negligible impact on the traffic operations at the existing intersections within the study area. Further, the analysis concludes all recommendations for improvement in the area are warranted prior to the project, and no additional improvements are warranted due to the project.

DRAINAGE FACILITIES:

The proposed development will have a positive impact on the drainage facilities. The project is designed to meet or exceed the City of Franklin water quality and detention requirements. The water quality requirements are being satisfied through green infrastructure, which promotes the infiltration of stormwater into the soil. A significant amount of vegetation will also contribute to the removal of stormwater.

SANITATION COLLECTION FACILITIES:

- The buildings' design will include two or more refuse rooms with refuse chutes on each level.
- The refuse rooms will be "stacked" with a common collection room for each refuse chute on level 1.
- All refuse rooms including the chute collection spaces on level 1 will be climate controlled.
- Tenants will conveniently place their refuse in the trash chute on their respective level or floor and will be collected in rolling containers on level 1.
- The project site will contain refuse containers which will be appropriately screened from direct view and accessed by gates.
- At regularly scheduled times maintenance staff will remove the refuse collected in each building refuse collection room and deposit the refuse into the site refuse containers.

At regularly scheduled times the local waste management company will provide its service of emptying the site refuse containers and haul refuse to the appropriate land fill or regional collection location.

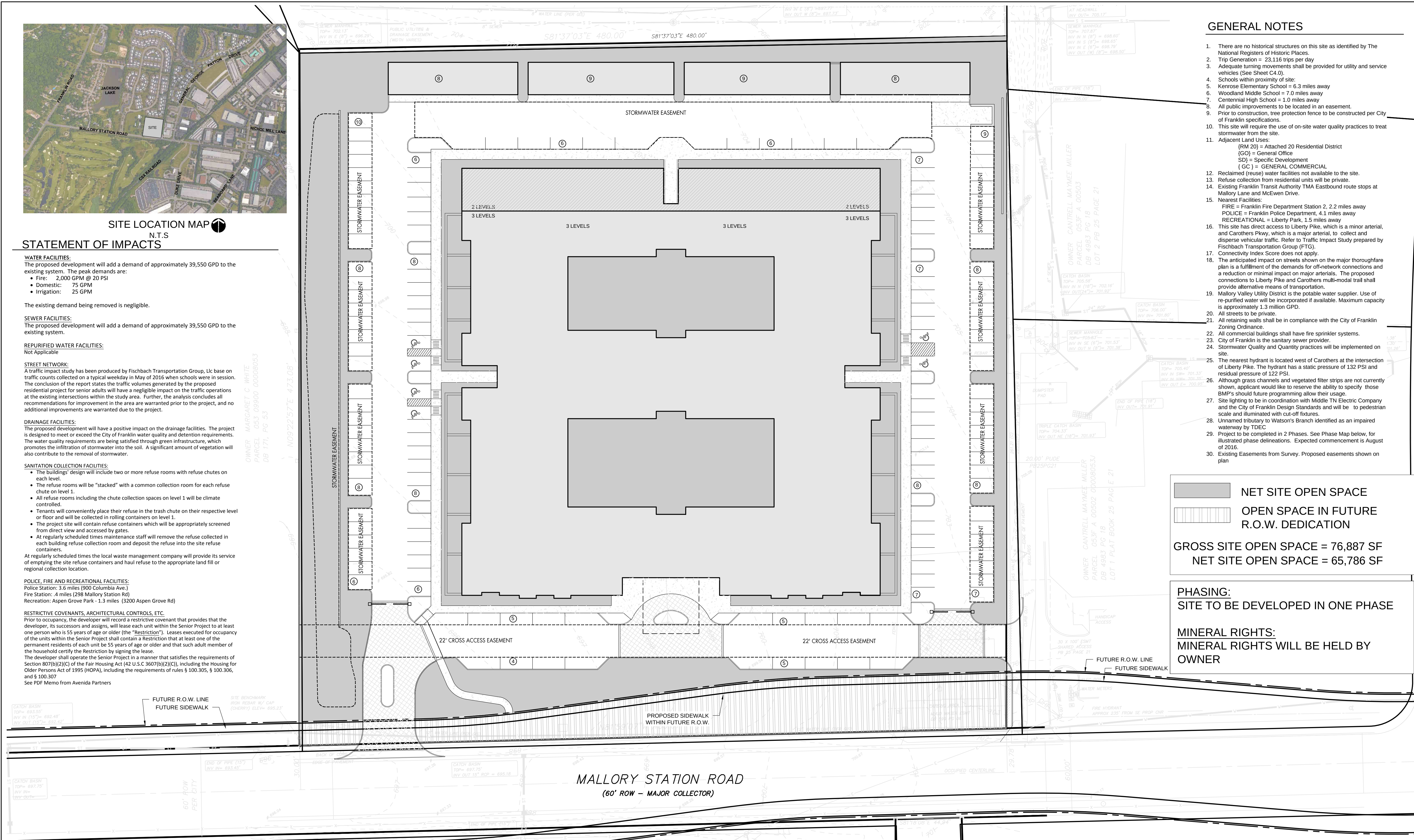
POLICE, FIRE AND RECREATIONAL FACILITIES:

Police Station: 3.6 miles (900 Columbia Ave.)
Fire Station: .4 miles (298 Mallery Station Rd)
Recreation: Aspen Grove Park - 1.3 miles (3200 Aspen Grove Rd)

RESTRICTIVE COVENANTS, ARCHITECTURAL CONTROLS, ETC.

Prior to occupancy, the developer will record a restrictive covenant that provides that the developer, its successors and assigns, will lease each unit within the Senior Project to at least one person who is 55 years of age or older (the "Restriction"). Leases executed for occupancy of the units within the Senior Project shall contain a Restriction that at least one of the permanent residents of each unit be 55 years of age or older and that such adult member of the household certify the Restriction by signing the lease.

The developer shall operate the Senior Project in a manner that satisfies the requirements of Section 807(b)(2)(C) of the Fair Housing Act (42 U.S.C. 3607(b)(2)(C)), including the Housing for Older Persons Act of 1995 (HOPA), including the requirements of rules § 100.305, § 100.306, and § 100.307
See PDF Memo from Avenida Partners



SITE DATA

PROJECT NAME: AVENIDA OF COOL SPRINGS
COF PROJECT NUMBER: 6191
MAP, PARCEL NUMBERS: 53, 10400
ADDRESS: 222 MALLERY STATION ROAD
CITY: FRANKLIN
COUNTY: WILLIAMSON
STATE: TENNESSEE
CIVIL DISTRICT: 8

EXISTING ZONING & CHARACTER AREA OVERLAY: GO - GENERAL OFFICE & BCCO-3
PROPOSED LAND USE: MULTIFAMILY
PROPOSED ZONING: SPECIFIC DEVELOPMENT RESIDENTIAL 27.36 (SD-R 27.36)

CHARACTER OVERLAYS: BCCO-3
APPLICABLE DEVELOPMENT STANDARDS: CONVENTIONAL
SITE ACREAGE: +/- 5.139 AC
SITE SQUARE FOOTAGE: +/- 223,854 SF
PUD SITE ACREAGE: +/- 4.843 AC
PUD SITE SQUARE FOOTAGE: +/- 210,961 SF
R.O.W. DEDICATION: +/- .0296 AC
R.O.W. DEDICATION SQUARE FOOTAGE: +/- 12,919 SF

BLDG TOTAL SF: 187,000 SF
1ST FLOOR: 65,000 SF
2ND FLOOR: 65,000 SF
3RD FLOOR: 57,000 SF

ACCESSORY STRUCTURE SF:
8 BAY GARAGE: 1,936 SF EACH; 3,872 SF TOTAL
9 BAY GARAGE: 2,178 SF EACH; 4,356 SF TOTAL

BUILDING/ACCESSORY STRUCTURE HEIGHT:
3-STORY: 33' TO SOFFIT; 45' TO RIDGE
2-STORY: 20' TO SOFFIT; 32' TO RIDGE
ACCESSORY STRUCTURE: 1-STORY: 16' TO RIDGE

TOTAL DWELLING UNITS PROPOSED: 142
UNIT MIX: +/- 61: 1-BEDROOM
81: 2-BEDROOM

PROPOSED GROSS DENSITY: 27 D.U.A.
PROPOSED NET DENSITY: 29 D.U.A.

MINIMUM REQUIRED SETBACK LINES:
FRONT YARD SETBACK ON COLLECTOR: 40 FEET
SIDE YARD: 15 FEET
REAR YARD: 30 FEET

ACCESSORY STRUCTURE SETBACK LINES:
5 FEET FROM PROPERTY LINES

MIN. LANDSCAPE SURFACE RATIO: 0.20
LANDSCAPE SURFACE RATIO PROVIDED:
GROSS: 0.33
NET: 0.30

PARKLAND DEDICATION REQUIREMENT: N/A

PROPOSED PARKING: 186 SPACES
34: GARAGE PARKING
146: SURFACE PARKING
6: ACCESSIBLE PARKING

PARKING RATIO PER CITY OF FRANKLIN ZONING ORDINANCE:
1.5 SPACES PER DWELLING UNIT = 213 PARKING SPACES
PARKING RATIO REQUESTED:
1.25 SPACES PER DWELLING UNIT = 178 PARKING SPACES

MINIMUM OPEN SPACE BASED UPON NET ACREAGE
REQUIRED: 15 PERCENT; +/- 31,644 SF
PROVIDED: 29 PERCENT; +/- 65,796 SF

FORMAL OPEN SPACE:
REQUIRED: +/- 10,442 SF
PROVIDED: +/- 15,796 SF

INFORMAL OPEN SPACE:
REQUIRED: +/- 21,202 SF
PROVIDED: +/- 49,988 SF

OWNER:
FRANKLIN RADIO ASSOCIATES, INC.
222 MALLERY STATION ROAD
FRANKLIN, TN 37067
CONTACT: CHARLES DRIBELL
615.794.1594

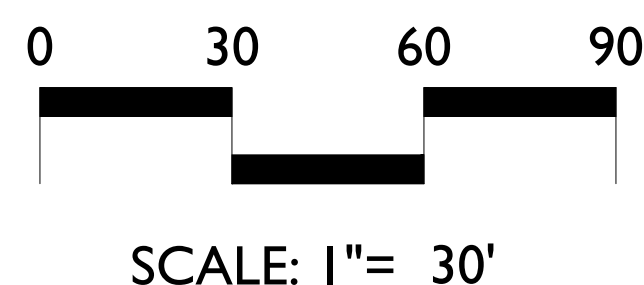
DEVELOPER:
AVENIDA PARTNERS
19700 FAIRCHILD ROAD
SUITE 170
IRVINE, CA 92612
CONTACT: ROBERT MAY
949.298.4540

APPLICANT:
KISER & VOGGIN DESIGN
5005 MERIDIAN BLVD. STE 100
FRANKLIN, TN 37067
CONTACT: CHRISTOPHER WOOD
615.719-1943
CHRIS@KISERVOGGIN.COM

SITE CONTEXT AND DESIGN DESCRIPTIONS

- Per the Land Use Plan Area BCCO-3, Attached residential uses are appropriate for this site. High quality design, people-friendly environments, and strong connectivity will be encouraged through heightened architectural and site design to reflect, and reinforce, the character of Franklin.
- The proposed age restricted (55+ age) attached residential development and requested rezoning from General Office (GO) to Specific Development-Residential (SD-R) would be compatible with the surrounding area, given the site is currently surrounded by similar age restricted development to the North and Northwest and similarly zoned parcels to the North, West and South. The developments to the East and Northeast are currently zoned as Heavy Industrial (HI) land use designation, so therefore the proposed development would provide a physical transition to the lower density developments heading West along Mallery Station Road. The site design will be compatible with conventional design standards, as outlined by the city of Franklin.
- The proposed age restricted (55+ age) attached residential building located on this site will consist of a xx story enclosed garage structure along the northern property line, a two (2) story transitional feature along the northern elevation of the attached residential building which will then transition to the three (3) story mass of the proposed building. Each facade will be architectural detailed so that no elevation is perceived as the "rear" of the building. The proposed use of traditional building materials such as brick and wood on proposed structures as well as the architectural detailing will be used to create warm, welcoming environment that emphasize the up-scale residential nature of the project. This attention to detail will complement the historical qualities of the Franklin area, while adding to a higher level of quality to the proposed development. Appropriate scale and quality materials will be at the forefront of the architectural language.

- CONCRETE PAVERS
- CONCRETE SIDEWALK



SCALE: 1"= 30'

GENERAL NOTES

- There are no historical structures on this site as identified by The National Registers of Historic Places.
- Trip Generation = 23,116 trips per day
- Adequate turning movements shall be provided for utility and service vehicles (See Sheet C4.0).
- Schools within proximity of site:
- Kenrose Elementary School = 6.3 miles away
- Woodland Middle School = 7.0 miles away
- Centennial High School = 1.0 miles away
- All public improvements to be located in an easement.
- Prior to construction, tree protection fence to be constructed per City of Franklin specifications.
- This site will require the use of on-site water quality practices to treat stormwater from the site.
- Adjacent Land Uses:
 - (RM 20) = Attached 20 Residential District
 - (GO) = General Office
 - (SD) = Specific Development
 - (GC) = GENERAL COMMERCIAL
- Reclaimed (reuse) water facilities not available to the site.
- Refuse collection from residential units will be private.
- Existing Franklin Transit Authority TMA Eastbound route stops at Mallery Lane and McEwen Drive.
- Nearest Facilities:
 - FIRE = Franklin Fire Department Station 2, 2.2 miles away
 - POLICE = Franklin Police Department, 4.1 miles away
 - RECREATIONAL = Liberty Park, 1.5 miles away
- This site has direct access to Liberty Pike, which is a minor arterial, and Carothers Pkwy, which is a major arterial, to collect and disperse vehicular traffic. Refer to Traffic Impact Study prepared by Fischbach Transportation Group (FTG).
- Connectivity Index Score does not apply.
- The anticipated impact on streets shown on the major thoroughfare plan is a fulfillment of the demands for off-network connections and a reduction or minimal impact on major arterials. The proposed connections to Liberty Pike and Carothers multi-modal trail shall provide alternative means of transportation.
- Mallery Valley Utility District is the potable water supplier. Use of re-purified water will be incorporated if available. Maximum capacity is approximately 1.3 million GPD.
- All streets to be private.
- All retaining walls shall be in compliance with the City of Franklin Zoning Ordinance.
- All commercial buildings shall have fire sprinkler systems.
- City of Franklin is the sanitary sewer provider.
- Stormwater Quality and Quantity practices will be implemented on site.
- The nearest hydrant is located west of Carothers at the intersection of Liberty Pike. The hydrant has a static pressure of 132 PSI and residual pressure of 122 PSI.
- Although grass channels and vegetated filter strips are not currently shown, applicant would like to reserve the ability to specify those BMPs should future programming allow their usage.
- Site lighting to be in coordination with Middle TN Electric Company and the City of Franklin Design Standards and will be to pedestrian scale and illuminated with cut-off fixtures.
- Unnamed tributary to Watson's Branch identified as an impaired waterway by TDEC.
- Project to be completed in 2 Phases. See Phase Map below, for illustrated phase delineations. Expected commencement is August of 2016.
- Existing Easements from Survey. Proposed easements shown on plan

REVISIONS:

DATE: 08.04.16
DESIGNED BY: DK
DRAWN BY: CBW
CHECKED BY: CBW
C.C. BY: C.C. BY
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:

C2.0

AVENIDA OF COOL SPRINGS
REZONING PLAN RESUBMITAL
OVERALL DEVELOPMENTAL PLAN

COF# 6190

Franklin, Williamson Co, TN



08.04.16

FULMER
ENGINEERING

2002 RICHARD JONES RD - SUITE C304 NASHVILLE,
TENNESSEE 37215
INFO@FULMERENG.COM - (615) 516-8477

LORD
AECK
SARGENT

KV+D
KISER VOGGIN DESIGN
5005 Meridian Blvd., Ste 100 Franklin, TN 37067

Margaret White
200 Mallory Station Rd.
Franklin, TN 37067

Henry & Alice Faye Carlisle
8047 Sunrise Circle
Franklin, TN 37067

Haury & Smith Construction Inc.
7065 Moores Lane #300
Brentwood, TN 37027

Paula Kelling
6000 Sunrise Circle
Franklin, TN 37067

Carol Eudailey
8033 Sunrise Circle
Franklin, TN 37067

Richard & Hildah Best
8071 Sunrise Circle
Franklin, TN 37067

Haury & Smith Contractors Inc.
7065 Moores Lane #300
Brentwood, TN 37027

Franklin Radio Association Inc.
222 Mallory Station Rd.
Franklin, TN 37067

Mallory Valley Utility District
PO BOX 936
Franklin, TN 37065

Kite/Cupp Legend Golf Dev Co
1500 Legends Club Lane
Franklin, TN 37069

Harvey & Maymee Miller Cantrell
201 Hillwood Drive
Waverly, TN 37185

Harvey & Maymee Miller Cantrell
Foundation
201 Hillwood Drive
Waverly, TN 37185

John Lee
3326 Aspen Grove Drive #160
Franklin, TN 37067

GC Properties LLC
1881 Gen Geo Patton Drive #100
Franklin, TN 37067

Patton Station LLC
1880 Gen Geo Patton Drive #105
Franklin, TN 37067

Timothy & Janie Richards
1892 Gen Geo Patton Drive
Franklin, TN 37067

Occupant
1541 Brentwood Pointe
Franklin, TN 37067

Mallory Crossing
1896 Gen Geo Patton Drive #100
Franklin, TN 37067

William & Faye Baggett
1536 Brentwood Pointe
Franklin, TN 37067

Occupant
1553 Brentwood Pointe
Franklin, TN 37067

Glenn Stophel
8079 Sunrise Circle
Franklin, TN 37067

Occupant
8064 Sunrise Circle
Franklin, TN 37067

Occupant
1552 Brentwood Pointe
Franklin, TN 37067

Bill Greer
7132 Sunrise Circle
Franklin, TN 37067

Ronald Bramblett
1551 Brentwood Pointe
Franklin, TN 37067

Occupant
8040 Sunrise Circle
Franklin, TN 37067

Occupant
8042 Sunrise Circle
Franklin, TN 37067

Occupant
8044 Sunrise Circle
Franklin, TN 37067

Occupant
8046 Sunrise Circle
Franklin, TN 37067

Occupant
8048 Sunrise Circle
Franklin, TN 37067

Occupant
8050 Sunrise Circle
Franklin, TN 37067

Occupant
8052 Sunrise Circle
Franklin, TN 37067

Samantha Price
8054 Sunrise Circle
Franklin, TN 37067

Judy Jordan
8056 Sunrise Circle
Franklin, TN 37067

Occupant
8058 Sunrise Circle
Franklin, TN 37067

Occupant
8060 Sunrise Circle
Franklin, TN 37067

Occupant
8062 Sunrise Circle
Franklin, TN 37067

Occupant
8064 Sunrise Circle
Franklin, TN 37067

Occupant
8066 Sunrise Circle
Franklin, TN 37067

Occupant
8068 Sunrise Circle
Franklin, TN 37067

Occupant
8070 Sunrise Circle
Franklin, TN 37067

Occupant
8072 Sunrise Circle
Franklin, TN 37067

Occupant
8074 Sunrise Circle
Franklin, TN 37067

Occupant
8076 Sunrise Circle
Franklin, TN 37067

Occupant
8078 Sunrise Circle
Franklin, TN 37067

Dotti Bernato
8053 Sunrise Circle
Franklin, TN 37067

Occupant
8049 Sunrise Circle
Franklin, TN 37067

Occupant
8051 Sunrise Circle
Franklin, TN 37067

Occupant
8065 Sunrise Circle
Franklin, TN 37067

Occupant
8063 Sunrise Circle
Franklin, TN 37067

Occupant
8067 Sunrise Circle
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Occupant
8073 Sunrise Circle
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Occupant
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Occupant
8075 Sunrise Circle
Franklin, TN 37067

Occupant
8077 Sunrise Circle
Franklin, TN 37067

Occupant
8026 Sunrise Circle
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8028 Sunrise Circle
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Franklin, TN 37067

Occupant
8035 Sunrise Circle
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Occupant
8033 Sunrise Circle
Franklin, TN 37067

Occupant
8031 Sunrise Circle
Franklin, TN 37067

Occupant
8029 Sunrise Circle
Franklin, TN 37067

Occupant
8027 Sunrise Circle
Franklin, TN 37067

Occupant
8025 Sunrise Circle
Franklin, TN 37067

Occupant
8064 Sunrise Circle
Franklin, TN 37067

Occupant
8066 Sunrise Circle
Franklin, TN 37067

Occupant
8068 Sunrise Circle
Franklin, TN 37067

Occupant
6013 Sunrise Circle
Franklin, TN 37067

Occupant
6012 Sunrise Circle
Franklin, TN 37067

Occupant
6011 Sunrise Circle
Franklin, TN 37067

Jean and Bill Cleland
6010 Sunrise Circle
Franklin, TN 37067

Occupant
6009 Sunrise Circle
Franklin, TN 37067

Occupant
6008 Sunrise Circle
Franklin, TN 37067

Occupant
6007 Sunrise Circle
Franklin, TN 37067

Occupant
6006 Sunrise Circle
Franklin, TN 37067

Occupant
6005 Sunrise Circle
Franklin, TN 37067

Occupant
6004 Sunrise Circle
Franklin, TN 37067

Cindy Hottinger
2000 Mallory Lane #130-346
Franklin, TN 37067

Occupant
6002 Sunrise Circle
Franklin, TN 37067

Occupant
6001 Sunrise Circle
Franklin, TN 37067

Paula Kelling
6000 Sunrise Circle
Franklin, TN 37067

Occupant
1540 Brentwood Pointe
Franklin, TN 37067

August 4, 2016



Rezoning and PUD Development Plan Public Notice

This letter is written to provide public notice that the Franklin Municipal Planning Commission (FMPC) will be considering a proposed Rezoning and a PUD Development Plan for the property location at 222 Mallory Station Road, Franklin, TN 37067. The request will be heard by the FMPC on 08.25.16 at 7 p.m. in the City Hall Board Room, while the first Board of Mayor and Alderman (BOMA) reading for this project will be held on 09/27/16. As part of the rezoning process a second and third readings by (BOMA) will be held on 10/25/16 and 11/08/16. Please see the information below for more details.

The applicant for the above referenced project will be Avenida Partners and the applicant's representative will be Christopher Wood of Kiser Vogrin Design located at 5005 Meridian Blvd, Franklin, TN 37067, 615.813.0864

This submittal proposes to rezone the property from General Office District (GO) to Specific Development-Residential (SD-R) is to better match the surrounding land uses while the PUD Development Plan is to propose the development of one hundred and forty two (142) age restricted one (1) and two (2) bedroom units with kitchens. In addition, one hundred and eighty-six (186) parking spaces are being proposed to service the proposed project.

If the public chooses, they may appear at the FMPC meeting at 7 p.m. in the City Hall Board Room at 109 3rd Avenue South, Franklin, TN 37064 to be heard, or submit written comments with respect to the application. Written comments may be directed to the City of Franklin Planning and Sustainability Department, 109 3rd Avenue South, Franklin, TN 37064.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads 'Christopher B. Wood'. The signature is written in a cursive, flowing style.

Christopher B. Wood | RLA, LEED AP
Project Manager
Kiser + Vogrin Design, LLC
cc: file

PUBLIC NOTICE AFFIDAVIT

City of Franklin, Tennessee

We/I Kiser Vogrin Design - Christopher Wood

(Please print Name/Names in Full)

being duly sworn, depose and say(s) that (I am)/(we are), acting as the authorized agent on all matters pertaining to the processing of the development application for the property described as:

Map 053, Parcel 10400

(Property Parcel/Tax ID Number)

and located at:

222 Mallory Station Road, Franklin, TN 37067

(Street Address)

have/has provided a mailed notice in accordance with section 2.3.8 of the Franklin Zoning Ordinance, which included the following:

1. The address or location of the property subject to the submittal;
2. A brief description of the property (e.g., legal description, nearby streets and intersections);
3. Date, time, and location of the public meeting or hearing; Nature, scope, and purpose of submittal;
4. Information on where the public can view the application and where they may be heard;
5. Information on where the public can submit written comments.

Christopher B. Wood
Signature

Subscribed and sworn to before me this

19 day of July, 20 16.

Joan Elaine Hatch
Notary Public

My Commission Expires: 9/17/2017



My Commission Expires SEPT. 17, 2017

AVENIDA SENIOR LIVING

Development Group

August 19, 2016

Mr. Josh King
Principal Planner
City of Franklin Planning and Sustainability
109 3rd Avenue South
Franklin, TN 37064

Dear Mr. Josh King,

KVD and Avenida Partners is formally requesting that Avenida of Cool Springs Rezoning (COF # 6190) and the PUD Development Plan (COF # 6191) project be deferred one month and be placed onto the September 22, 2016 FMPC agenda.

We also welcome the opportunity to meet with City of Franklin staff and directors to discuss the issues of concern.

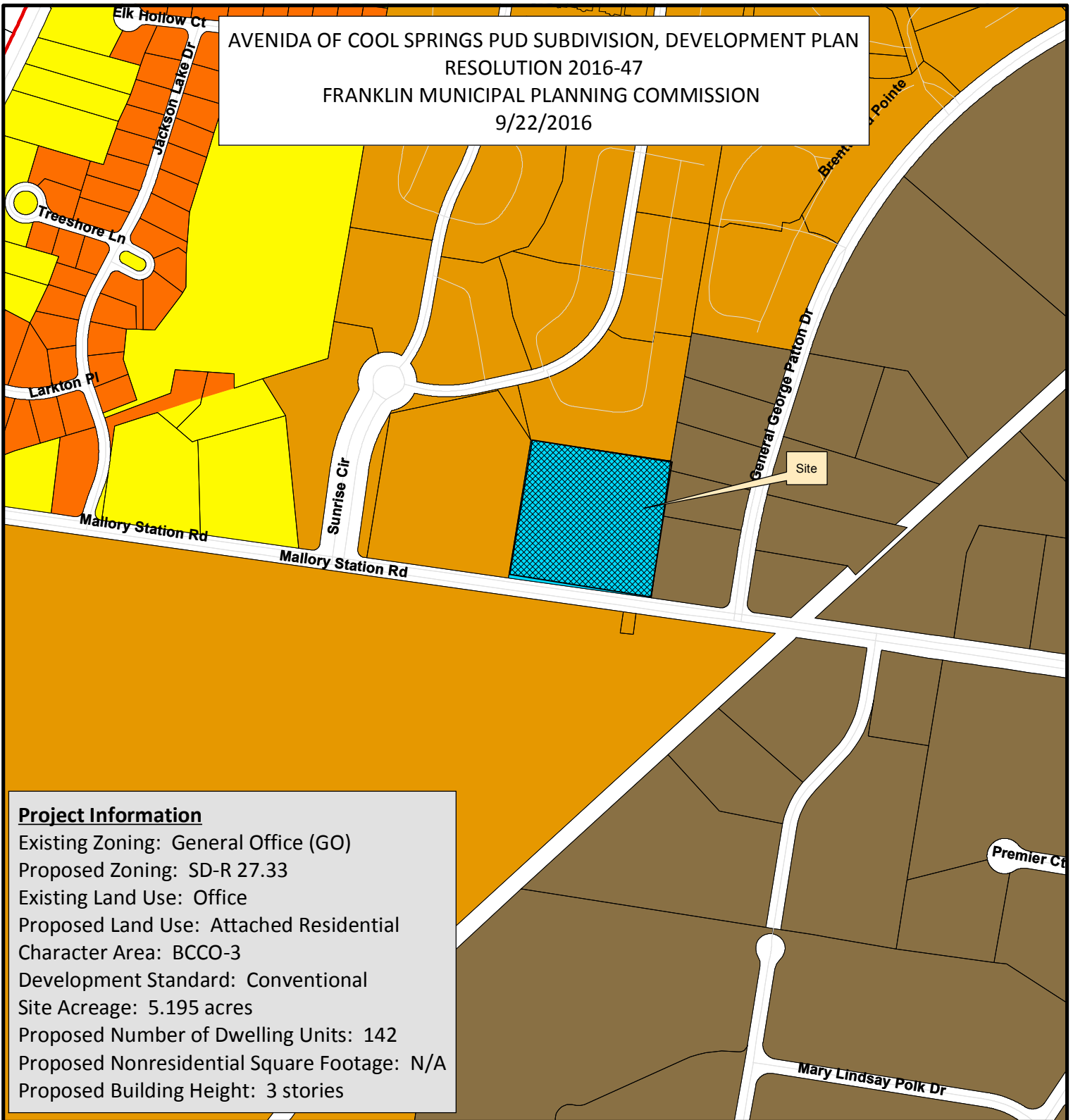
Thanks,



Robert Muirhead

Robert Muirhead
Avenida Partners, LLC
19700 Fairchild Road, Ste. 170
Irvine, CA 92612
Direct: 949.357.1431
rmuirhead@avenidapartners.com

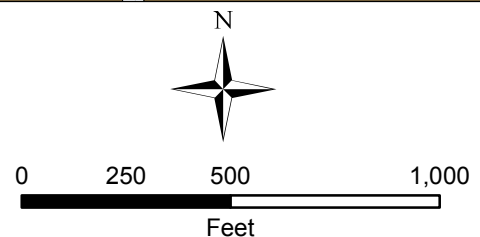
AVENIDA OF COOL SPRINGS PUD SUBDIVISION, DEVELOPMENT PLAN
 RESOLUTION 2016-47
 FRANKLIN MUNICIPAL PLANNING COMMISSION
 9/22/2016



Project Information

Existing Zoning: General Office (GO)
 Proposed Zoning: SD-R 27.33
 Existing Land Use: Office
 Proposed Land Use: Attached Residential
 Character Area: BCCO-3
 Development Standard: Conventional
 Site Acreage: 5.195 acres
 Proposed Number of Dwelling Units: 142
 Proposed Nonresidential Square Footage: N/A
 Proposed Building Height: 3 stories

Avenida PUD Subdivision	SD-R Specific Development-Residential
AG Agricultural District	SD-X Specific Development-Variety
ER Estate Residential	OR Office Residential District
R-1 Residential District	GO General Office District
R-2 Residential District	CC Central Commercial District
R-3 Residential District	NC Neighborhood Commercial District
R-6 Residential District	GC General Commercial District
RM-10 Attached 10 Residential District	LI Light Industrial District
RM-15 Attached 15 Residential District	HI Heavy Industrial District
RM-20 Attached 20 Residential District	CI Civic and Institutional District



This map was created by the Franklin Planning Department. It was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials (c) copyright 2016. All rights reserved.

RESOLUTION 2016-47

TO BE ENTITLED: “A RESOLUTION APPROVING A DEVELOPMENT PLAN FOR AVENIDA OF COOL SPRINGS PUD SUBDIVISION), FOR THE PROPERTY LOCATED NORTH OF MALLORY STATION ROAD AND EAST OF FRANKLIN ROAD, 222 MALLORY STATION ROAD.”

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, has, or will, approve the zoning for the property as part of Ordinance 2016-33; and

WHEREAS, the Planned Unit Development (PUD) process is a review procedure that is intended to encourage innovative land planning and design and avoid the monotony sometimes associated with large developments by:

- (a) Reducing or eliminating the inflexibility that sometimes results from strict application of zoning standards that were designed primarily for individual lots;
- (b) Allowing greater freedom in selecting the means to provide access, light, open space, and design amenities;
- (c) Encouraging a sensitive design that respects the surrounding established land use character and natural or man-made features of the site including, but not limited to, trees, historic features, streams, hillsides, and floodplains;
- (d) Promoting quality design and environmentally sensitive development by allowing development to take advantage of special site characteristics, locations, and land uses; and
- (e) Allowing deviations from certain zoning standards that would otherwise apply if not contrary to the general spirit and intent of this ordinance; and

WHEREAS, the PUD process requires the approval of a Development Plan that is reviewed and approved by BOMA, after a public hearing and a recommendation by the Franklin Municipal Planning Commission; and

WHEREAS, in accordance with the provisions of *Tennessee Code Annotated* § 13-4-310, as amended, and subject to the exceptions set forth in said statute, the approval of the Development Plan by the BOMA will initiate a vesting period during which the development standards adopted by the City and in effect on the date of approval shall remain the standards applicable to the approved Development Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. That the legal description of the property included in the Development Plan is as follows:

PREMISES CONSIDERED	
Map-Parcel	Acres
053---10400	5.195
Total	5.195

BEING A CERTAIN PARCEL OF LAND SITUATED THE IN THE 8TH CIVIL DISTRICT OF WILLIAMSON COUNTY TENNESSEE AND BEING IN THE CITY OF FRANKLIN. ALSO BEING THE SAME LAND AS DESCRIBED IN DEED BOOK 424 PAGE 910 AS RECORDED IN THE REGISTERS OFFICE OF WILLIAMSON

COUNTY TENNESSEE (R.O.W.C.) AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THIS PARCEL AS RECORDED IN DEED BOOK 424, PAGE 910 (R.O.W.C) AND THE SOUTHWEST CORNER OF LOT 1 OF PATTON STATION BUSINESS PARK AS RECORDED IN PLAT BOOK 25 PAGE 21 (R.O.W.C); SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY OF MALLORY STATION ROAD (60' R.O.W.);

THENCE LEAVING SAID BUSINESS PARK AND ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF MALLORY STATION ROAD, NORTH 81°59'07" WEST, 480.07 FEET TO A POINT AT THE SOUTHEAST CORNER OF MARGARET WHITE (DB 171 PAGE 53);

THENCE, LEAVING SAID NORTH RIGHT OF WAY LINE AND WITH THE EASTERLY LINE OF WHITE, NORTH 09°22'57" EAST, 473.08 FEET TO THE NORTHEAST CORNER OF WHITE AND A SOUTHERLY CORNER OF THE MORNINGSIDE P.U.D. AS RECORDED IN PLAT BOOK 30 PAGE 6;

THENCE LEAVING WHITE AND WITH THE SOUTH LINE OF SAID MORNINGSIDE P.U.D. SOUTH 81°37'03" EAST, 480.00 TO AN IRON REBAR WITH CAP IN THE WESTERLY LINE OF THE AFORESAID PLAT OF PATTON STATION BUSINESS PARK.

THENCE, WITH THE WESTERLY LINE OF SAID PLAT SOUTH 09°22'52" WEST, 470.00 TO THE POINT OF BEGINNING.

CONTAINING 226,305 SQUARE FEET OR 5.195 ACRES.

SECTION II. That the attached Location Map shall serve the purpose of further delimiting the geographical boundaries as described by this Resolution.

SECTION III. That the overall entitlements for the Avenida of Cool Springs PUD Subdivision are as follows:

Entitlements	Avenida of Cool Springs PUD
Base Zone District	SD-R 27.33
Character Area Overlay	BCCO-3
Development Standard	Conventional
Number of Dwelling Units	142
Open Space Requirements	31,644 square feet
Number of Phases in Development	1

SECTION IV. That the Development Plan, the exhibits accompanying the Development Plan, and all conditions and restrictions placed upon the Development Plan by the Franklin Municipal Planning

Commission and this Board shall be made a part of this Resolution as though copied verbatim herein, and that a permanent record of the Development Plan, the exhibits accompanying the Development Plan, and all such conditions and restrictions shall be kept in the Franklin Planning and Sustainability Department.

SECTION V. That this Resolution shall take effect from and after its passage on its first and final reading, the health, safety, and welfare of the citizens requiring it.

Eric S. Stuckey
City Administrator

Dr. Ken Moore
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PREAPPLICATION CONFERENCE: 6/23/2016

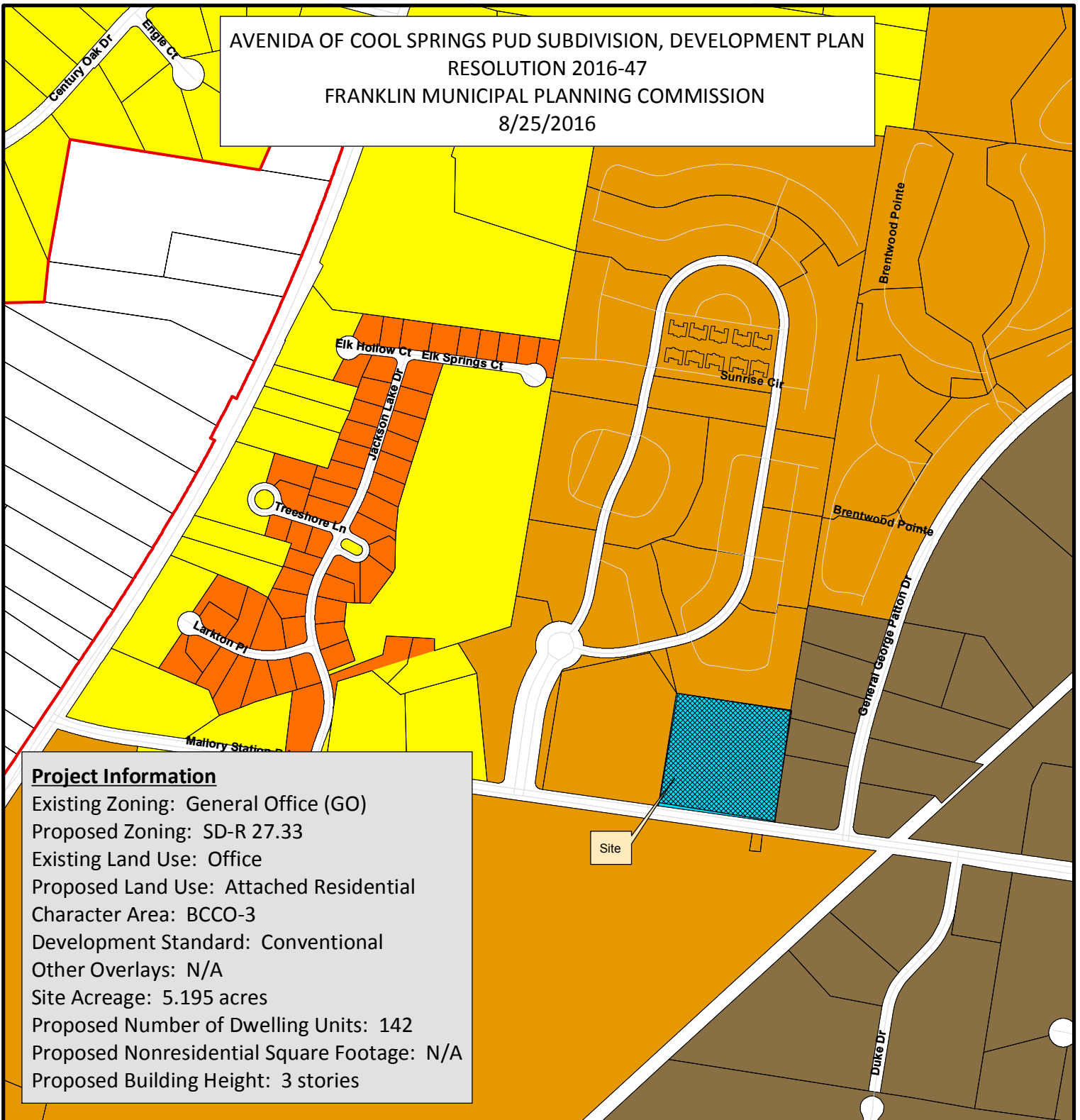
BOMA/FMPC JOINT CONCEPTUAL WORKSHOP: 6/23/2016

NEIGHBORHOOD MEETING: 6/29/2016

PLANNING COMMISSION RECOMMENDED APPROVAL: _____

PUBLIC HEARING AND BOMA APPROVAL: _____

AVENIDA OF COOL SPRINGS PUD SUBDIVISION, DEVELOPMENT PLAN
 RESOLUTION 2016-47
 FRANKLIN MUNICIPAL PLANNING COMMISSION
 8/25/2016



Project Information

Existing Zoning: General Office (GO)
 Proposed Zoning: SD-R 27.33
 Existing Land Use: Office
 Proposed Land Use: Attached Residential
 Character Area: BCCO-3
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 5.195 acres
 Proposed Number of Dwelling Units: 142
 Proposed Nonresidential Square Footage: N/A
 Proposed Building Height: 3 stories

- | | |
|--|-------------------------------------|
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |
| SD-R Specific Development-Residential | |



0 250 500 1,000
 Feet

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CONDITIONS OF APPROVAL:

Engineering - PUD Plan Checklist

General Comments

1. D. Statement of Impacts

- Per the review of the TIA by the City of Franklin on-call traffic consultant, the applicant shall

Coordinate with city of Franklin engineering staff and contribute to the implementation of modified traffic signal phasing for the westbound approach of Mallory Station Road at Franklin Road. The modification should provide new westbound right-turn overlap signal phasing, and associated required hardware.

These off-site intersection improvements shall be designed, completed and accepted by the City of Franklin prior to the issuance of the initial certificate of occupancy. The bond amount will be established in the site plan review stage.

Planning

General Comments

2. Deferred Parking

- Applicant shall update site data chart to reflect the new parking count including deferred spaces

3. Parking

- Applicant shall update sheet C2.1 to show how the parallel spaces become head in angled parking in order to meet the deferred spaces requirement.

[16001 Avenida PUD Development Plan Resubmittal - 16-09-01.pdf](#)

4. Architecture

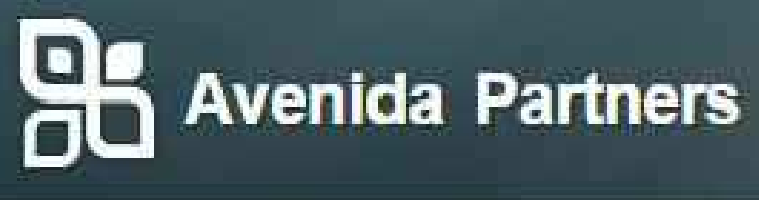
- At site plan, applicant shall submit door detail on the proposed roll up doors on the north elevation or details on how the interior space works to accommodate their usage.

AVENIDA OF COOL SPRINGS
PUD DEVELOPMENT PLAN
2ND INITIAL RESUBMITTAL
TAX MAP 53, PARCEL 10400
COF #6191
222 MALLORY STATION ROAD
FRANKLIN, WILLIAMSON CO., TN

OWNER

Franklin Radio Associates, Inc
222 Mallory Station Road
Franklin, TN 37067
Contact: Charles Dribell
615.794.1594

DEVELOPER



Avenida Partners
19700 Fairchild Road
Suite 170
Irvine, Ca. 92612
Contact: Robert May
949.298.4540

LANDSCAPE ARCHITECT
/ APPLICANT



Kiser+Vogrin Design
5005 Meridian Blvd
Suite 100
Franklin, TN 37067
Contact: Christopher Wood
615.719.1943

ARCHITECT



LordAeck Sargent
1175 Peachtree St NE
Atlanta, GA. 30361
Contact: Neil Weekley
404.253.1431

CIVIL ENGINEER



Fulmer Engineering
2612 Sunset Place
Nashville, TN 37212
Contact: Jay Fulmer
615.516.8477

SURVEYOR

Harrah & Associates
504 Autumn Spring Court
Suite B-15
Franklin, Tn. 37067
Contact: Roger Harrah
615.778.0863

SHEET INDEX:	Sheet Number	Preapp Submittal	Initial Submittal	Initial Resubmittal	2nd Initial Resubmittal	Post PC Submittal
COVER	C0.0	06-13-2016	07-11-2016	08-04-2016	09-01-2016	
EXISTING CONDITIONS PLAN	C1.0	06-13-2016	07-11-2016	08-04-2016	09-01-2016	
EXISTING CONDITIONS w/ AERIAL	C1.1	06-13-2016	07-11-2016	08-04-2016	09-01-2016	
DEVELOPMENT PLAN	C2.0	06-13-2016	07-11-2016	08-04-2016	09-01-2016	
DEFERRED PARKING AREA	C2.1				09-01-2016	
GRADING & DRAINAGE PLAN	C3.0	06-13-2016	07-11-2016	08-04-2016	09-01-2016	
R.O.W. & ACCESS PLAN	C4.0		07-11-2016	08-04-2016	09-01-2016	
UTILITY PLAN	C5.0	06-13-2016	07-11-2016	08-04-2016	09-01-2016	
ARCHITECTURAL ELEVATIONS	A1.0		07-11-2016	08-04-2016	09-01-2016	
ARCHITECTURAL ELEVATIONS	A1.1		07-11-2016	08-04-2016	09-01-2016	
ARCHITECTURAL ELEVATIONS	A1.2		07-11-2016	08-04-2016	09-01-2016	



SITE LOCATION MAP
N.T.S

KVD PROJECT# : 16001
COF # : 6191
Sheet #:
C0.0
DATE: 09-01-2016

Survey Prepared by Harrah and Associates
504 Autumn Spring Court
Suite B-15
Franklin, TN. 37067
615.778.0863

SITE AREA : 5.195 AC

LEGEND

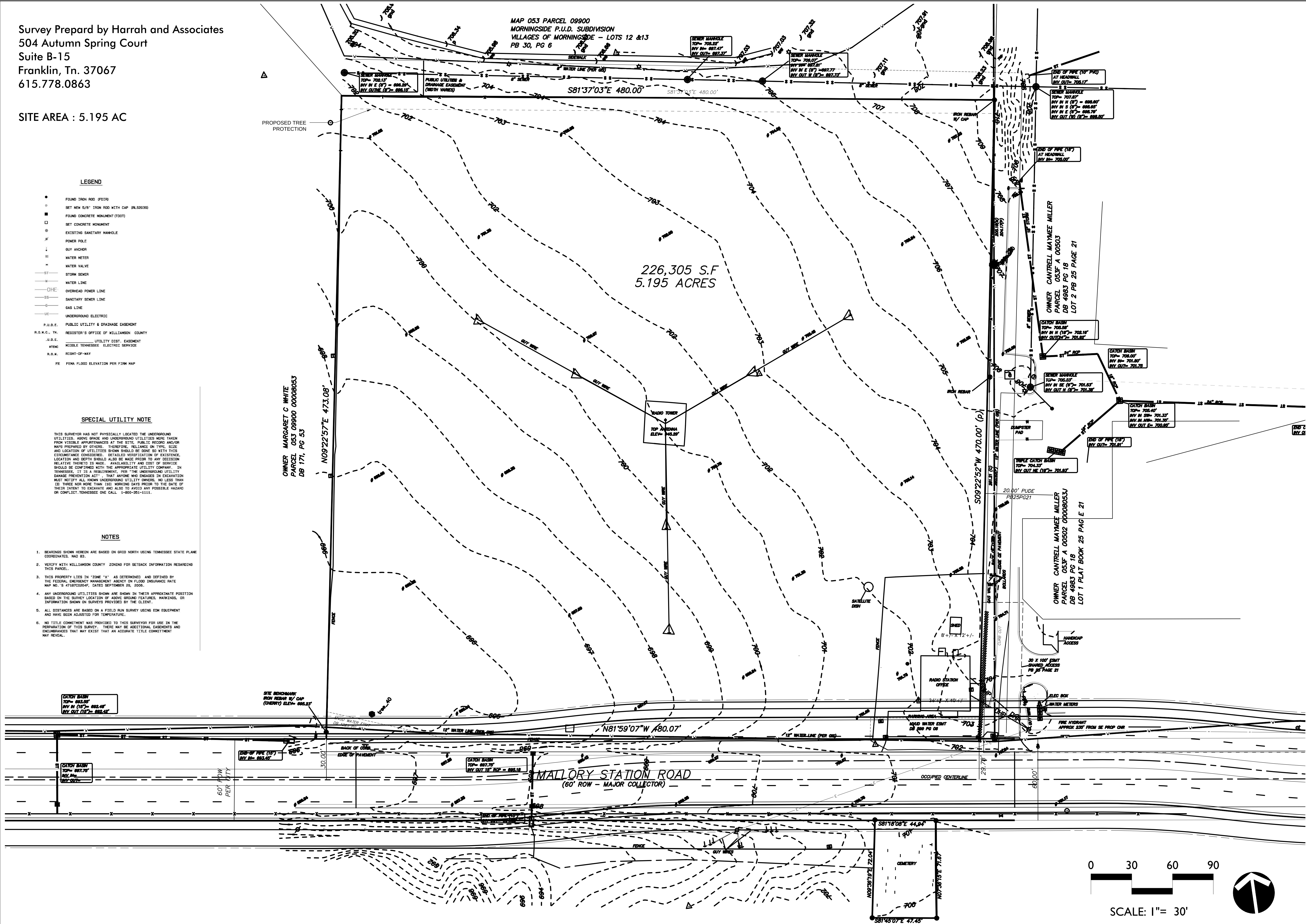
- FOUND IRON ROD (FDIR)
- SET NEW 5/8" IRON ROD WITH CAP (RLS203S)
- FOUND CONCRETE MONUMENT (T20T)
- SET CONCRETE MONUMENT
- ⊙ EXISTING SANITARY MANHOLE
- ⊙ POWER POLE
- ⊙ GUY ANCHOR
- ⊙ WATER METER
- ⊙ WATER VALVE
- ST— STORM SEWER
- W— WATER LINE
- OHE— OVERHEAD POWER LINE
- SS— SANITARY SEWER LINE
- G— GAS LINE
- UE— UNDERGROUND ELECTRIC
- P.U.D.E. PUBLIC UTILITY & DRAINAGE EASEMENT
- R.O.W.C. TN. REGISTERED'S OFFICE OF WILLIAMSON COUNTY
- U.S.E. MIDDLE TENNESSEE UTILITY DIST. EASEMENT
- W.T.M. WATKINS TENSILE ELECTRIC SERVICE
- R.O.W. RIGHT-OF-WAY
- FE FEMA FLOOD ELEVATION PER FIRM MAP

SPECIAL UTILITY NOTE

THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GROUND AND UNDERGROUND UTILITIES WERE TAKEN FROM VISIBLE APPEARANCES AT THE SITE, PUBLIC RECORD AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE ON TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS UNDERSTANDING. LOCATIONS OF UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) THREE HOURS PRIOR TO (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL: 1-800-251-1111.

NOTES

- BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH USING TENNESSEE STATE PLANE COORDINATES, NAD 83.
- VERIFY WITH WILLIAMSON COUNTY ZONING FOR SETBACK INFORMATION REGARDING THIS PARCEL.
- THIS PROPERTY LIES IN "ZONE X" AS DETERMINED AND DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON FLOOD INSURANCE RATE MAP NO. 15 47187C0004P, DATED SEPTEMBER 29, 2006.
- ANY UNDERGROUND UTILITIES SHOWN ARE SHOWN IN THEIR APPROXIMATE POSITION BASED ON THE SURVEY LOCATION OF ABOVE GROUND FEATURES, MARKINGS, OR INFORMATION SHOWN ON SURVEYS PROVIDED BY THE CLIENT.
- ALL DISTANCES ARE BASED ON A FIELD RUN SURVEY USING EDM EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
- NO TITLE COMMITMENT WAS PROVIDED TO THIS SURVEYOR FOR USE IN THE PREPARATION OF THIS SURVEY. THERE MAY BE ADDITIONAL EASEMENTS AND ENCUMBRANCES THAT MAY EXIST THAT AN ACCURATE TITLE COMMITMENT MAY REVEAL.



DATE: 09-01-2016
DESIGNED BY: DK
DRAWN BY: CBW
CHECKED BY: Q.C. BY
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:

REVISIONS:
09-01-2016: PER COF COMMENTS

AVENIDA OF COOL SPRINGS
PUD DEVELOPMENT PLAN RESUBMITTAL
EXISTING CONDITIONS
COF# 6191
Franklin, Williamson Co, TN

09-01-2016: PER COF COMMENTS

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AVENIDA OF COOL SPRINGS
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EXISTING CONDITIONS
COF# 6191
Franklin, Williamson Co, TN

09-01-2016: PER COF COMMENTS

KV+D
KISER VOGGIN DESIGN
5005 Meridian Blvd., Ste. 100, Franklin, TN 37067
615.778.0863

LORD AECK SARGENT
FULMER ENGINEERING
2002 RICHARD JONES RD - SUITE C304 NASHVILLE, TENNESSEE 37215
INFO@FULMERENG.COM - (615) 516-8477



AVENIDA OF COOL SPRINGS
PUD DEVELOPMENT PLAN RESUBMITTAL
EXISTING CONDITIONS
COF# 6191
Franklin, Williamson Co, TN

DATE: 09-01-2016
DESIGNED BY: DK
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CHECKED BY: Q.C. BY
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:

09-01-2016: PER COF COMMENTS

SITE AREA : 5.195 AC



- FOUND IRON ROD (F071R)
 SET NEW 5/8" IRON ROD WITH CAP (RLS0239)
 ■ FOUND CONCRETE MONUMENT (T02T)
 ○ SET CONCRETE MONUMENT
 ○ EXISTING SANITARY HANGAR
 W/ POWER POLE
 ↓ GUY ANCHOR
 W/ WATER METER
 * WATER VALVE
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 R.O.C.E., TN. REGISTER'S OFFICE OF WILLIAMSON COUNTY
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 WTEC MIDDLE TENNESSEE ELECTRIC SERVICE
 R.O.M. FIRM OF-FLAY
 FE FIRM FLOOD ELEVATION PER FIRM MAP

SPECIAL UTILITY NOTE

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NOTES

1. SEARCHINGS SHOWN HEREON ARE BASED ON GRID NORTH 1985 TENSSESEE STATE PLAIN COORDINATES. MAP 83.
2. VERIFY WITH WILLIAMSON COUNTY ZONING FOR SETBACK INFORMATION REGARDING THIS PARCEL.
3. THIS PROPERTY LIES IN "ZONE "X" AS DETERMINED AND DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON FLOOD INSURANCE RATE MAP NO. 8, 574702CQAA, DATED SEPTEMBER 20, 2006.
4. ANY UNDERGROUND UTILITIES SHOWN ARE SHOWN IN THEIR APPROXIMATE POSITION BASED ON SURVEY LOCATIONS OF EXISTING UTILITY FEATURES. MARKINGS, OR INFORMATION SHOWN ON SURVEYS PROVIDED BY THE CLIENT.
5. ALL DISTANCES ARE BASED ON A FIELD RUN SURVEY USING EDM EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
6. NO TITLE COMMITMENT WAS PROVIDED TO THIS SURVEYOR FOR USE IN THE PREPARATION OF THIS SURVEY. THERE MAY BE ADDITIONAL EASEMENTS AND ENCUMBRANCES THAT MAY EXIST THAT AN ADEQUATE TITLE COMMITMENT MAY BE REQUIRED TO REVEAL.

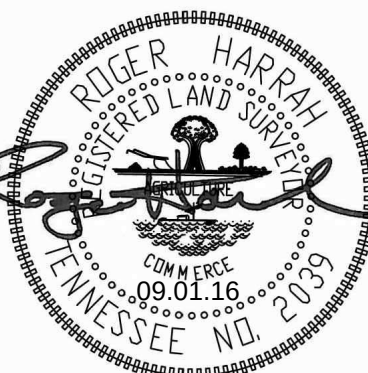


KVD
KISER VOGGIN DESIGN
5005 Meridian Blvd. Ste 100 Franklin, TN 37067

LORD
AECK
SARGENT

F **FULMER**
ENGINEERING

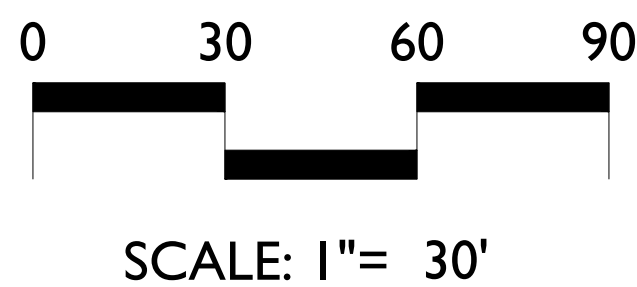
2002 RICHARD JONES RD. - SUITE C304 NASHVILLE, TN 37214
615-261-0000
www.fulmer-engineering.com



**AVENIDA OF COOL SPRINGS
PUD DEVELOPMENT PLAN RESUBMITTAL
EXISTING CONDITIONS w/ AERIAL
COF# 6191
Franklin, Williamson Co, TN**



09.01.16



REVISIONS:
09-01-2016 : PER COF COMMENTS

DATE: 09.01.16
DESIGNED BY: DK
DRAWN BY: CBW
CHECKED BY: CBW
Q.C. BY: Q.C._BY
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:



SITE LOCATION MAP
N.T.S

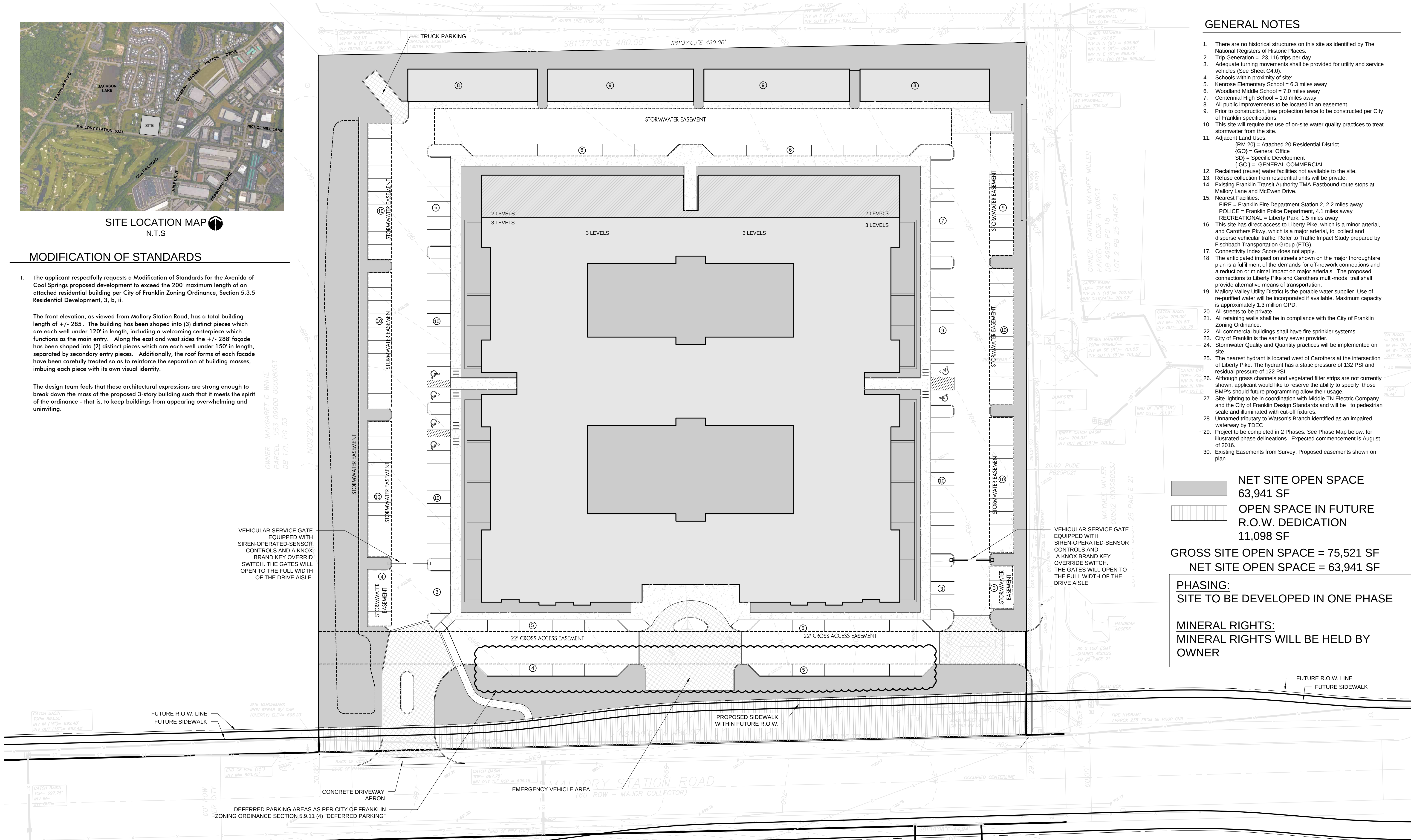
MODIFICATION OF STANDARDS

- The applicant respectfully requests a Modification of Standards for the Avenida of Cool Springs proposed development to exceed the 200' maximum length of an attached residential building per City of Franklin Zoning Ordinance, Section 5.3.5 Residential Development, 3, b, ii.

The front elevation, as viewed from Mallery Station Road, has a total building length of +/- 285'. The building has been shaped into (3) distinct pieces which are each well under 120' in length, including a welcoming centerpiece which functions as the main entry. Along the east and west sides the +/- 288' facade has been shaped into (2) distinct pieces which are each well under 150' in length, separated by secondary entry pieces. Additionally, the roof forms of each facade have been carefully treated so as to reinforce the separation of building masses, imbuing each piece with its own visual identity.

The design team feels that these architectural expressions are strong enough to break down the mass of the proposed 3-story building such that it meets the spirit of the ordinance - that is, to keep buildings from appearing overwhelming and uninviting.

VEHICULAR SERVICE GATE
EQUIPPED WITH
SIREN-OPERATED-SENSOR
CONTROLS AND A KNOX
BRAND KEY OVERRIDE
SWITCH. THE GATES WILL
OPEN TO THE FULL WIDTH
OF THE DRIVE AISLE.



SITE DATA

PROJECT NAME: AVENIDA OF COOL SPRING
COF PROJECT NUMBER: 6191
MAP, PARCEL NUMBERS: 53, 10400
ADDRESS: 222 MALLERY STATION ROAD
CITY: FRANKLIN
COUNTY: WILLIAMSON
STATE: TENNESSEE
CIVIL DISTRICT: 8

EXISTING ZONING & CHARACTER AREA OVERLAY: GO - GENERAL OFFICE & BCCO-3
PROPOSED LAND USE: MULTIFAMILY
PROPOSED ZONING: SPECIFIC DEVELOPMENT RESIDENTIAL 27.33 (SD-R 27.33)
CHARACTER OVERLAYS: BCCO-3
APPLICABLE DEVELOPMENT STANDARDS: CONVENTIONAL
SITE ACREAGE (GROSS): +/- 5.195 AC
SITE SQUARE FOOTAGE (GROSS): +/- 226,294 SF
PUD SITE ACREAGE (NET): +/- 4.926 AC
PUD SITE SQUARE FOOTAGE (NET): +/- 214,576 SF
R.O.W. DEDICATION: +/- 2547 AC
R.O.W. DEDICATION SQUARE FOOTAGE: +/- 11,098 SF

BLDG TOTAL SF: 187,000 SF
1ST FLOOR: 65,000 SF
2ND FLOOR: 65,000 SF
3RD FLOOR: 57,000 SF

ACCESSORY STRUCTURE SF:
8 BAY GARAGE: 1,936 SF EACH; 3,872 SF TOTAL
9 BAY GARAGE: 2,178 SF EACH; 4,356 SF TOTAL

BUILDING/ACCESSORY STRUCTURE HEIGHT:
3-STORY: 33' TO SOFFIT; 45' TO RIDGE
2-STORY: 20' TO SOFFIT; 32' TO RIDGE
ACCESSORY STRUCTURE: 1-STORY: 16' TO RIDGE

TOTAL DWELLING UNITS PROPOSED: 142
UNIT MIX: +/- 61: 1 BEDROOM
81: 2 BEDROOM

PROPOSED GROSS DENSITY: 27 D.U./A.
PROPOSED NET DENSITY: 29 D.U./A.

MINIMUM REQUIRED SETBACK LINES:
FRONTYARD SETBACK ON COLLECTOR: 40 FEET
SIDE YARD: 15 FEET
REAR YARD: 30 FEET

ACCESSORY STRUCTURE SETBACK LINES:
5 FEET FROM PROPERTY LINES

PARKING RATIO PER CITY OF FRANKLIN ZONING ORDINANCE:
1.5 SPACES PER DWELLING UNIT = 213 PARKING SPACES

PROPOSED PARKING: 189 SPACES = 1.33 SPACES/DU
157: RESIDENT PARKING = 1.1 SPACES/DU
34: GARAGE PARKING
117: SURFACE PARKING
6: ACCESSIBLE PARKING
32: GUEST PARKING

DEFERRED PARKING REQUESTED:
15% OF REQUIRED SPACES = 33 SPACES

MIN. LANDSCAPE SURFACE RATIO: 0.20
LANDSCAPE SURFACE RATIO PROVIDED:
GROSS: 0.28
NET: 0.30

PARKLAND DEDICATION REQUIREMENT:
142 UNITS @ 106,200 SF:
FEES OF \$660,702.50 SHALL BE DUE AT THE FIRST FINAL PLAT

MINIMUM OPEN SPACE, BASED UPON NET ACREAGE
REQUIRED: 15 PERCENT; +/- 31,644 SF
PROVIDED: 29 PERCENT; +/- 63,941 SF

FORMAL OPEN SPACE:
REQUIRED: +/- 10,442 SF
PROVIDED: +/- 15,798 SF

INFORMAL OPEN SPACE:
REQUIRED: +/- 21,202 SF
PROVIDED: +/- 48,143 SF

OWNER:
FRANKLIN RADIO ASSOCIATES, INC.
222 MALLERY STATION ROAD
FRANKLIN, TN 37067
CONTACT: CHARLES DRIBELL
615.794.1594

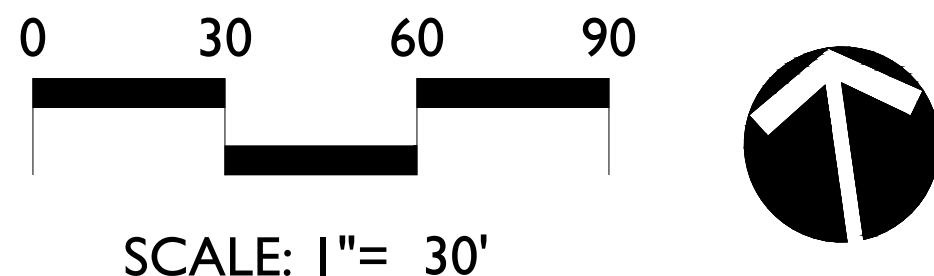
DEVELOPER:
AVENIDA PARTNERS
19700 FAIRCHILD ROAD
SUITE 170
IRVINE, CA 92612
CONTACT: ROBERT MAY
949.298.4540

APPLICANT:
KISER & VOGRIN DESIGN
5005 MERIDIAN BLVD. STE 100
FRANKLIN, TN 37067
CONTACT: CHRISTOPHER WOOD
615.719-1943
CHRIS@KISERVOGRIN.COM

SITE CONTEXT AND DESIGN DESCRIPTIONS

- Per the Land Use Plan Area BCCO-3, Attached residential uses are appropriate for this site. High quality design, people-friendly environments, and strong connectivity will be encouraged through heightened architectural and site design to reflect, and reinforce, the character of Franklin.
- The proposed age restricted (55+ age) attached residential development and requested rezoning from General Office (GO) to Specific Development-Residential (SD-R) would be compatible with the surrounding area, given that the site is currently surrounded by similar age restricted development to the North and Northwest and similarly zoned parcels to the North, West and South. The developments to the East and Northeast are currently zoned as Heavy Industrial (HI) land use designation, so therefore the proposed development would provide a physical transition to the lower density developments heading West along Mallery Station Road. The site design will be compatible with conventional design standards, as outlined by the City of Franklin.
- The proposed age restricted (55+ age) attached residential building located on this site will consist of a one (1) story garage structure with individual secured parking bays located along the northern property line. The one story garage structure will transition to a two (2) story rear facade of the residential building which will then transition to a typical three (3) story elevation for the remainder of the proposed building. Each facade will be architecturally detailed so that no elevation is perceived as the "rear" of the building. The proposed use of traditional building materials such as brick and wood on proposed structures as well as the architectural detailing will be used to create warm, welcoming environment that emphasize the up-scale residential nature of the project. The building design will reflect elements of the Greek Revival architectural design style prevalent throughout the Franklin area.

CONCRETE PAVERS
CONCRETE SIDEWALK



GENERAL NOTES

- There are no historical structures on this site as identified by The National Registers of Historic Places.
- Trip Generation = 23,116 trips per day
- Adequate turning movements shall be provided for utility and service vehicles (See Sheet C4.0).
- Schools within proximity of site:
- Kenrose Elementary School = 6.3 miles away
- Woodland Middle School = 7.0 miles away
- Centennial High School = 1.0 miles away
- All public improvements to be located in an easement.
- Prior to construction, tree protection fence to be constructed per City of Franklin specifications.
- This site will require the use of on-site water quality practices to treat stormwater from the site.
- Adjacent Land Uses:
(RM 20) = Attached 20 Residential District
(GO) = General Office
(SD) = Specific Development
(GC) = GENERAL COMMERCIAL
- Reclaimed (reuse) water facilities not available to the site.
- Refuse collection from residential units will be private.
- Existing Franklin Transit Authority TMA Eastbound route stops at Mallery Lane and McEwen Drive.
- Nearest Facilities:
FIRE = Franklin Fire Department Station 2, 2.2 miles away
POLICE = Franklin Police Department, 4.1 miles away
RECREATIONAL = Liberty Park, 1.5 miles away
- This site has direct access to Liberty Pike, which is a minor arterial, and Carothers Pkwy, which is a major arterial, to collect and disperse vehicular traffic. Refer to Traffic Impact Study prepared by Fischbach Transportation Group (FTG).
- The anticipated impact on streets shown on the major thoroughfare plan is a fulfillment of the demands for off-network connections and a reduction or minimal impact on major arterials. The proposed connections to Liberty Pike and Carothers multi-modal trail shall provide alternative means of transportation.
- Mallery Valley Utility District is the potable water supplier. Use of re-purified water will be incorporated if available. Maximum capacity is approximately 1.3 million GPD.
- All streets to be private.
- All retaining walls shall be in compliance with the City of Franklin Zoning Ordinance.
- All commercial buildings shall have fire sprinkler systems.
- City of Franklin is the sanitary sewer provider.
- Stormwater Quality and Quantity practices will be implemented on site.
- The nearest hydrant is located west of Carothers at the intersection of Liberty Pike. The hydrant has a static pressure of 132 PSI and residual pressure of 122 PSI.
- Although grass channels and vegetated filter strips are not currently shown, applicant would like to reserve the ability to specify those BMP's should future programming allow their usage.
- Site lighting to be in coordination with Middle TN Electric Company and the City of Franklin Design Standards and will be to pedestrian scale and illuminated with cut-off fixtures.
- Unnamed tributary to Watson's Branch identified as an impaired waterway by TDEC.
- Project to be completed in 2 Phases. See Phase Map below, for illustrated phase delineations. Expected commencement is August of 2016.
- Existing Easements from Survey. Proposed easements shown on plan

NET SITE OPEN SPACE
63,941 SF
OPEN SPACE IN FUTURE
R.O.W. DEDICATION
11,098 SF

GROSS SITE OPEN SPACE = 75,521 SF
NET SITE OPEN SPACE = 63,941 SF

PHASING:
SITE TO BE DEVELOPED IN ONE PHASE

MINERAL RIGHTS:
MINERAL RIGHTS WILL BE HELD BY
OWNER

DATE: 09.01.16
DESIGNED BY: DK
DRAWN BY: CBW
CHECKED BY: CBW
C.C. BY: Q.C. BY
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:

C2.0

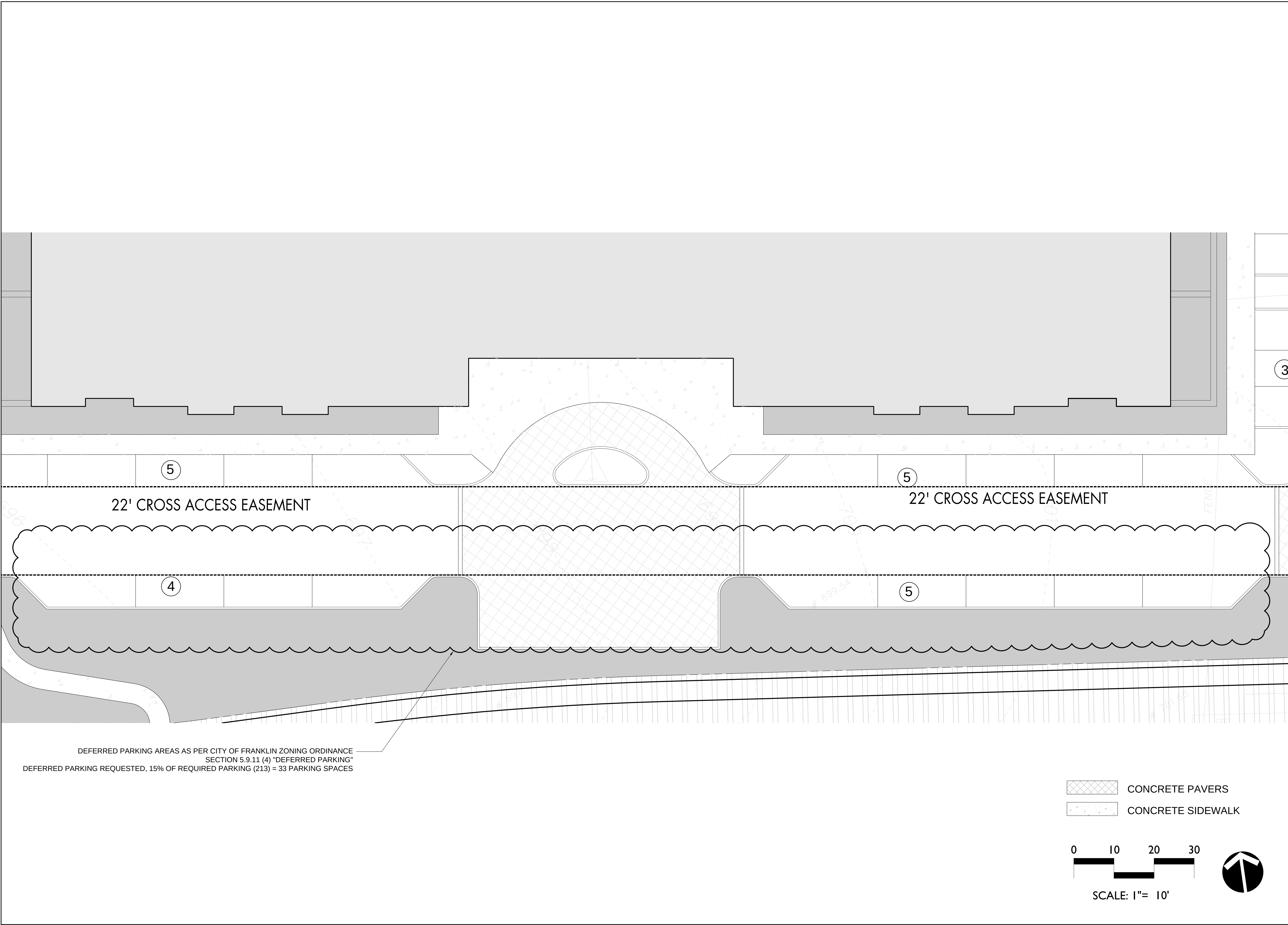
AVENIDA OF COOL SPRINGS
PUD DEVELOPMENT PLAN RESUBMITTAL
OVERALL DEVELOPMENTAL PLAN
COF# 6191
Franklin, Williamson Co, TN



FULMER
ENGINEERING
2002 RICHARD JONES RD - SUITE C304 NASHVILLE,
TENNESSEE 37215
INFO@FULMERENG.COM - (615) 516-8477

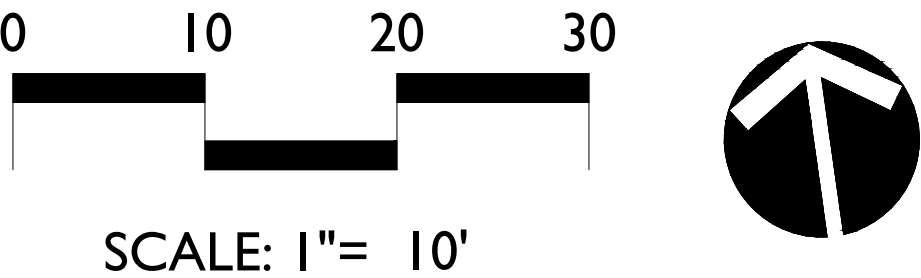
LORD
AECK
SARGENT

KV+D
KISER VOGRIN DESIGN
5005 Meridian Blvd. Ste 100 Franklin, TN 37067



DEFERRED PARKING AREAS AS PER CITY OF FRANKLIN ZONING ORDINANCE
SECTION 5.9.11 (4) "DEFERRED PARKING"
DEFERRED PARKING REQUESTED, 15% OF REQUIRED PARKING (213) = 33 PARKING SPACES

CONCRETE PAVERS
CONCRETE SIDEWALK



DATE: 09.01.16
DESIGNED BY: DK
DRAWN BY: CBW
CHECKED BY: CBW
Q.C. BY: Q.C. BY
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:
C2.1

REVISIONS:
09-01-2016 : PER COF COMMENTS

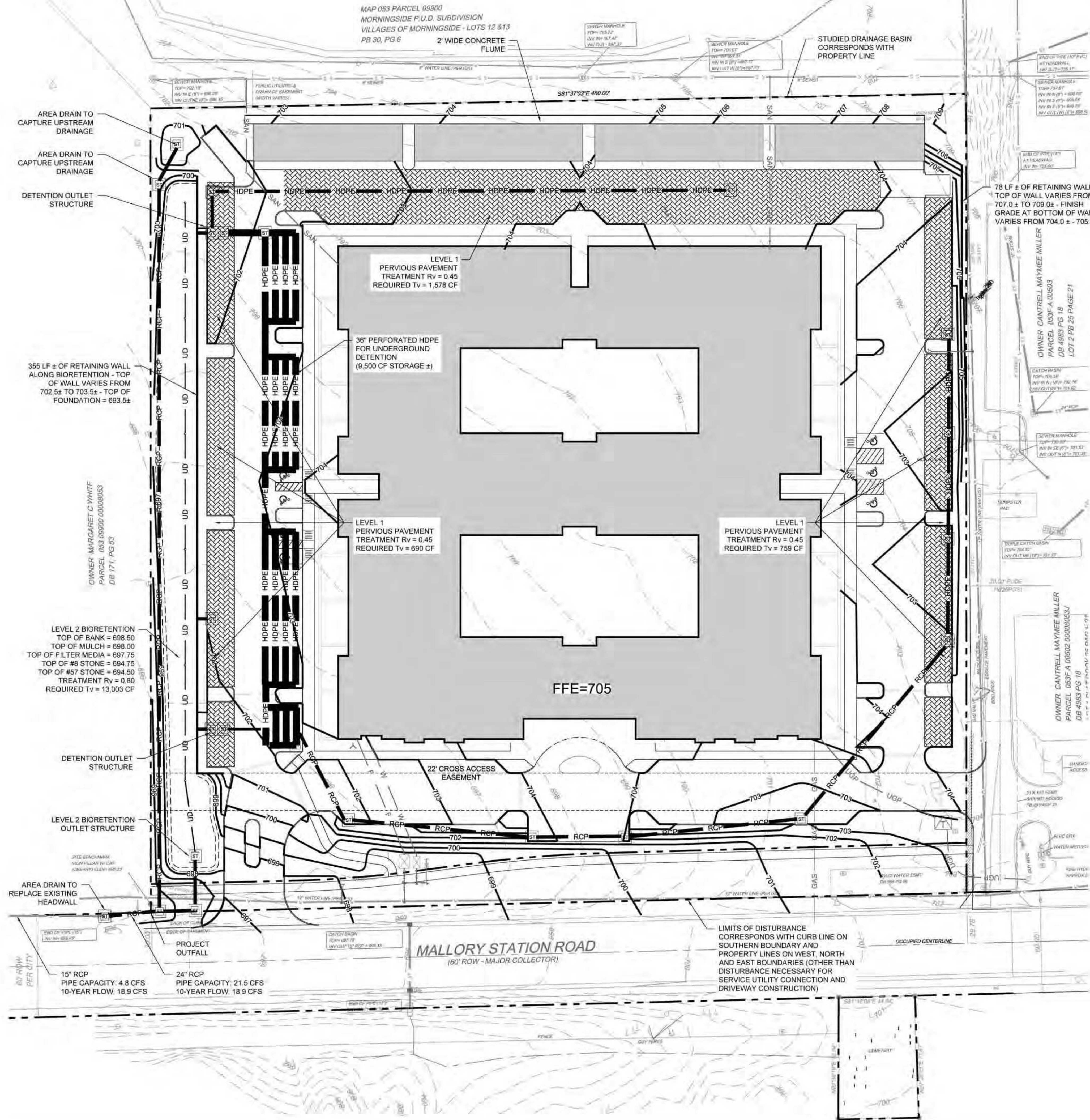
AVENIDA OF COOL SPRINGS
PUD DEVELOPMENT PLAN RESUBMITTAL
DEFERRED PARKING AREA
COF# 6191
Franklin, Williamson Co, TN

09.01.16

FULMER ENGINEERING
2002 RICHARD JONES RD - SUITE C304 NASHVILLE,
TENNESSEE 37215
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SARGENT

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KISER VOGGRIN DESIGN
5005 Meridian Blvd. · Ste 100 Franklin, TN 37057



STORMWATER NARRATIVE:
STORMWATER QUALITY FOR THE PROJECT WILL BE PROVIDED BY UTILIZING BIORETENTION AND PERVIOUS PAVEMENT. THE AREA ALONG THE WESTERN PROPERTY LINE CAN PROVIDE APPROXIMATELY 7,000 SF OF BIORETENTION. THE PROPOSED BIORETENTION WILL BE LEVEL 2, WITH AN EQUIVALENT STORAGE DEPTH OF 2.30 FEET. PERVIOUS PAVEMENT WILL BE UTILIZED IN THE PARKING SPACES ON THE WESTERN AND EASTERN SIDE OF THE PROPERTY. IN ADDITION, PERVIOUS PAVEMENT WILL BE UTILIZED IN THE DRIVE AISLE ON THE NORTH SIDE OF THE PROPERTY. THESE GREEN INFRASTRUCTURE PRACTICES WILL SATISFY THE CITY REQUIREMENTS CONCERNING STORMWATER QUALITY REQUIREMENTS.

STORMWATER QUANTITY FOR THE PROJECT WILL BE PROVIDED BY UTILIZING BIORETENTION AND PERVIOUS PAVEMENT. THESE GREEN INFRASTRUCTURE PRACTICES WILL DECREASE THE RUNOFF LEAVING THE SITE. THESE PRACTICES ALONE WILL NOT REDUCE THE RUNOFF LEAVING THE SITE TO MEET THE CITY REQUIREMENTS CONCERNING PEAK RUNOFF CONTROL. UNDERGROUND STORAGE WITH OUTLET STRUCTURE CONTROL WILL BE UTILIZED TO SUPPLEMENT THE BIORETENTION AND PERVIOUS PAVEMENT TO SATISFY THE CITY REQUIREMENTS CONCERNING STORMWATER QUANTITY REQUIREMENTS.

ALL STORMWATER WILL BE CONVEYED TO THE EXISTING OUTFALL AT THE SOUTHWEST CORNER OF THE SITE, WHICH DISCHARGES TO THE SOUTHERN SIDE OF MALLORY STATION AND ULTIMATELY REACHES DRY BRANCH CREEK.

IMPACT STATEMENT:
THE PROPOSED DEVELOPMENT WILL CONSIST OF 142 RESIDENCES. THESE PROPOSED RESIDENCES WILL REQUIRE POLICE, FIRE AND SOLID WASTE SERVICES. IT IS ALSO ANTICIPATED THAT RESIDENTS WILL UTILIZE PUBLIC RECREATIONAL FACILITIES. IMPACT TO SURROUNDING DRAINAGE FACILITIES IS ANTICIPATED TO BE MINIMAL AS THE PROPOSED DEVELOPMENT WILL SATISFY THE CITY REQUIREMENTS FOR STORMWATER QUALITY AND QUANTITY.

- CITY OF FRANKLIN GRADING & DRAINAGE GENERAL NOTES**
1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
 2. THE DEVELOPER SHALL PROVIDE THE 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 TESTS SHALL BE RECTIFIED.
 3. 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.
 4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & 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 STREETS 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 THE 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.

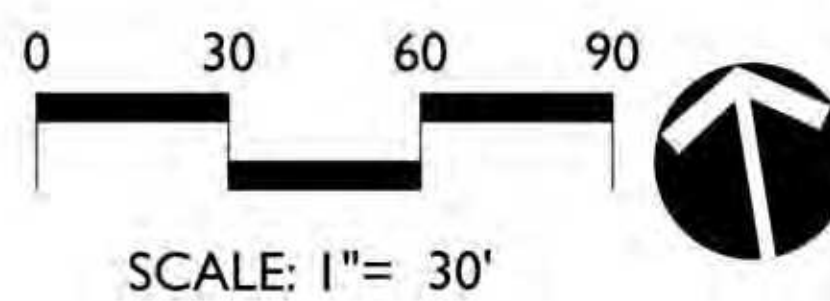
FLOODPLAIN NOTE
THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF 100 YEAR FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "WILLIAMSON COUNTY, TENNESSEE AND INCORPORATED AREAS" PANEL 204 OF 485, MAP NUMBER 47187C0204F. MAP REVISED ON SEPTEMBER 29, 2006 ACCORDING TO THE FIRM MAP.

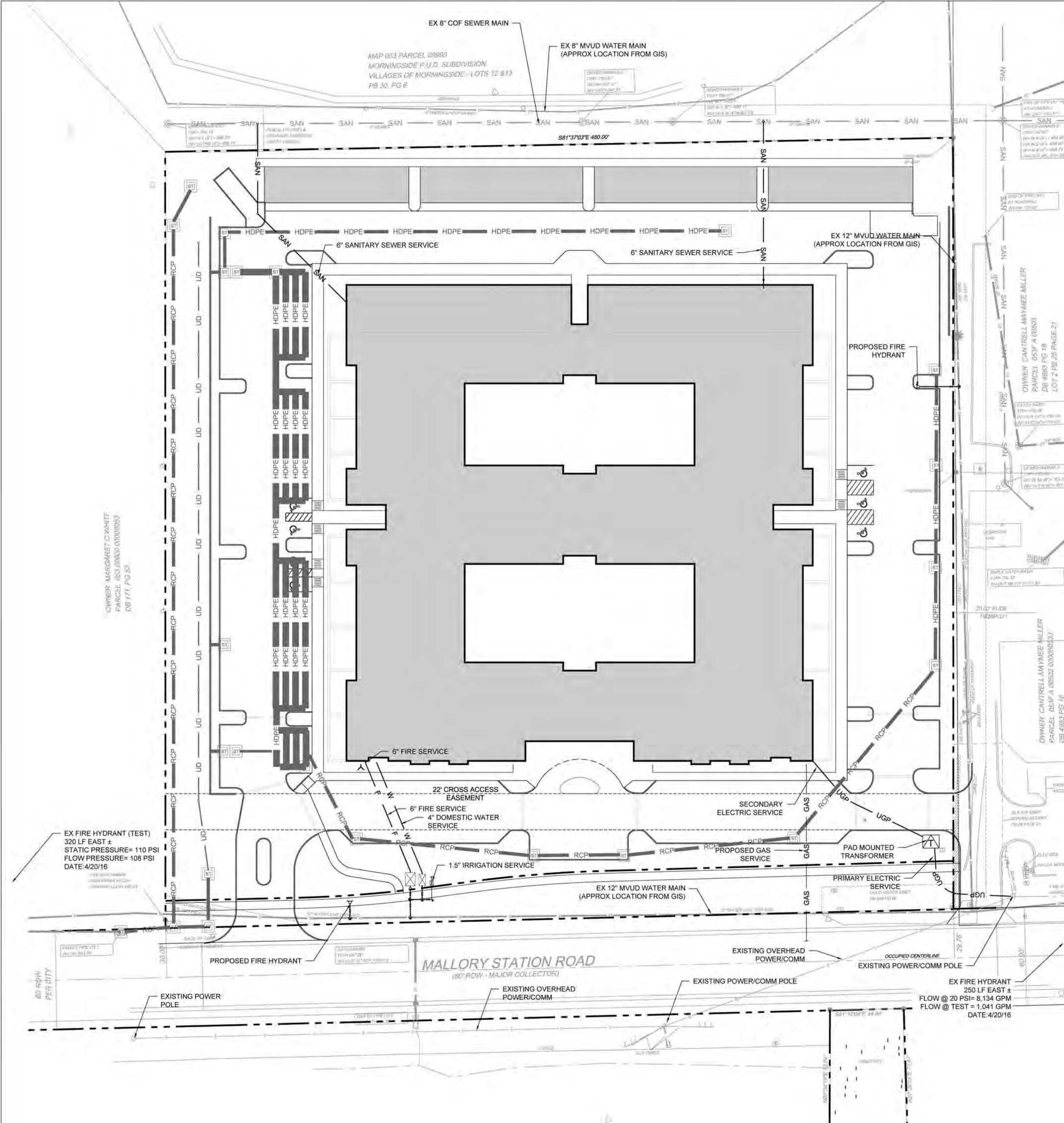
GRADING & DRAINAGE DATA CHART (EXISTING)

SITE AREA:	5.20 ACRES
IMPERVIOUS AREA:	0.07 ACRES
DISTURBED AREA:	0.00 ACRES
Rv VALUE:	0.19
PEAK FLOW RUNOFF:	
2 YEAR:	6.24 CFS
5 YEAR:	11.79 CFS
10 YEAR:	15.78 CFS
25 YEAR:	21.22 CFS
50 YEAR:	25.44 CFS
100 YEAR:	29.68 CFS

GRADING & DRAINAGE DATA CHART (PROPOSED)

SITE AREA:	5.20 ACRES
IMPERVIOUS AREA:	3.41 ACRES
DISTURBED AREA:	5.20 ACRES
Rv VALUE:	0.18
PEAK FLOW RUNOFF:	
2 YEAR:	6.20 CFS
5 YEAR:	11.60 CFS
10 YEAR:	15.50 CFS
25 YEAR:	21.00 CFS
50 YEAR:	25.10 CFS
100 YEAR:	29.20 CFS





LEGEND:

— W —	DOMESTIC WATER SERVICE	— UD —	PERVIOUS PAVEMENT UNDERDRAIN
— GAS —	GAS SERVICE	— RD —	ROOF DRAIN TRUNK LINE
— SAN —	SANITARY SEWER SERVICE	— RCP —	RCP STORM PIPE
— OHE —	OVERHEAD ELECTRIC SERVICE	— CMP —	CORRUGATED METAL PIPE
— OHT —	OVERHEAD TELEPHONE SERVICE	— HDPE —	HDPE PIPE (ADS N-12 OR EQUAL)

UTILITY NETWORK NARRATIVE:
THE PROPOSED MULTIFAMILY PROJECT WILL UTILIZE EXISTING UTILITIES ADJACENT TO THE SITE TO PROVIDE WATER, SANITARY SEWER, ELECTRIC, GAS AND COMMUNICATION. NO UTILITY MAIN EXTENSIONS ARE EXPECTED TO BE REQUIRED TO FACILITATE THE DEVELOPMENT. ADDITIONAL FIRE HYDRANTS ARE TO BE INSTALLED TO PROVIDE ADEQUATE FIRE PROTECTION HOSE COVERAGE.

IMPACT STATEMENT:
THE DEMAND OF THE PROPOSED DEVELOPMENT CAN BE ADEQUATELY ACCOMMODATED BY THE EXISTING INFRASTRUCTURE, AND THE PROJECT IS NOT ANTICIPATED TO HAVE A NEGATIVE EFFECT ON THE UTILITIES OR OTHER USERS THEREOF. THE PROJECT WILL USE DOMESTIC, FIRE AND IRRIGATION WATER SERVICE PROVIDED BY MALLORY VALLEY UTILITY DISTRICT. SANITARY SEWER IS PROVIDED BY THE CITY OF FRANKLIN. RE-PURIFIED WATER IS NOT INCLUDED IN THE PROPOSED DEVELOPMENT.

THE ANTICIPATED WATER DEMAND IS:
DOMESTIC: 75 GPM
FIRE: 2,000 GPM @ 20 PSI
IRRIGATION: 25 GPM

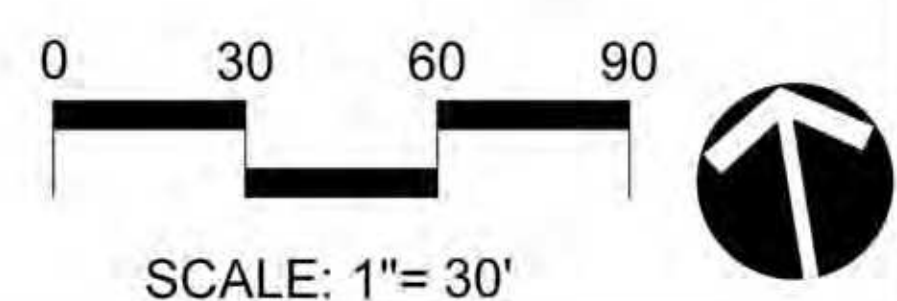
UTILITY CONTACTS:

SANITARY SEWER CITY OF FRANKLIN (COF) 109 3RD AVE S FRANKLIN, TN 37064 CONTACT: BRAD FURLINE BRAD.FURLINE@FRANKLIN.TN.GOV 615-202-2288	ELECTRIC SERVICE MIDDLE TN ELECTRIC MEMBERSHIP CORP. 2156 EDWARD CURD LANE FRANKLIN, TN 37067 CONTACT: BOBBY O'NEAL BOBBY.O'NEAL@MTEMC.COM 615-595-4663	COMMUNICATION SERVICE AT&T 500 LIBERTY PIKE FRANKLIN, TN 37064 CONTACT: DAVID TUTTEROW DT8243@ATT.COM 615-595-7816
COF WATER MANAGEMENT INSPECTIONS 124 LUMBER DRIVE FRANKLIN, TN 37064 CONTACT: BEN MCNEIL BEN.MCNEIL@FRANKLIN.TN.GOV 615-794-4554	GAS SERVICE ATMOS ENERGY 220 NOAH DRIVE FRANKLIN, TN 37064 CONTACT: RON MYATT RON.MYATT@ATMOSENERGY.COM 615-566-3073	COMCAST CABLE 660 MAINSTREAM DRIVE NASHVILLE, TN 37228 CONTACT: MARLON FRIZZELL MARLON.FRIZZELL@CABLE.COMCAST.COM 615-244-7452X1115547
WATER SERVICE MALLORY VALLEY UTILITY DISTRICT 465 DUKE DRIVE FRANKLIN, TN 37067 CONTACT: JENNY CLARKE JCLARKE@MVUD.ORG 615-628-0245		

- CITY OF FRANKLIN WATER & 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 ALDERMEN BY RESOLUTION.
 - CONTRACTOR SHALL OBTAIN WATER & 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 JOBSITE AT ALL TIMES DURING CONSTRUCTION:
A. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
B. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
C. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
D. 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, TN FOLLOWING APPROVAL FROM THE 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 WATER MANAGEMENT DEPARTMENT.
 - ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF 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.
 - THE CITY OF FRANKLIN IS NOT A MEMBER OF TN ONE CALL. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT FRANKLIN WATER MANAGEMENT NO LESS THAN 72 HOURS PRIOR TO COMMENCING WORK.

UTILITY PLAN DATA CHART

FACILITY TYPE:	MULTIFAMILY 61 - 1 BEDROOM 81 - 2 BEDROOM
UNIT FLOW (GPD):	250 GPD FOR 1 BEDROOM 300 GPD FOR 2 BEDROOM
NUMBER OF UNITS:	113 UNITS OF FLOW (350 GPD/UNIT)
TOTAL FLOW:	39,550 GPD
**125 SFUE HAVE BEEN RESERVED	



KISER VOGRIN DESIGN
5005 Meridian Blvd., Ste 100 Franklin, TN 37067
615.719.1945

2002 RICHARD JONES RD - SUITE C304 NASHVILLE, TENNESSEE 37215
INFO@FULMERENGINEERING.COM - (615) 516-8477

AVENIDA OF COOL SPRINGS
PUD DEVELOPMENT PLAN SUBMITTAL
OVERALL UTILITY PLAN
COF# 6191
Franklin, Williamson Co, TN

REVISIONS:
09-01-2016 - PER COF COMMENTS

DATE: 09.01.16
DESIGNED BY: JF
DRAWN BY: BH
CHECKED BY: JM
Q.C. BY: JF
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:

C5.0



SOUTH (FRONT) ELEVATION 0 16 32 FT



EAST (SIDE) ELEVATION 0 16 32 FT



WEST (SIDE) ELEVATION 0 16 32 FT

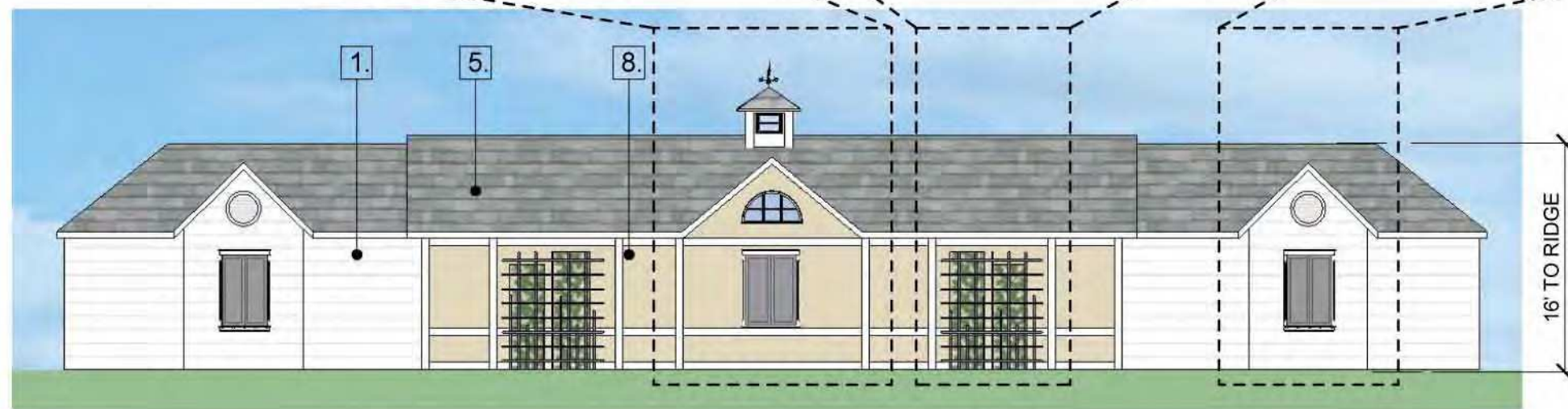
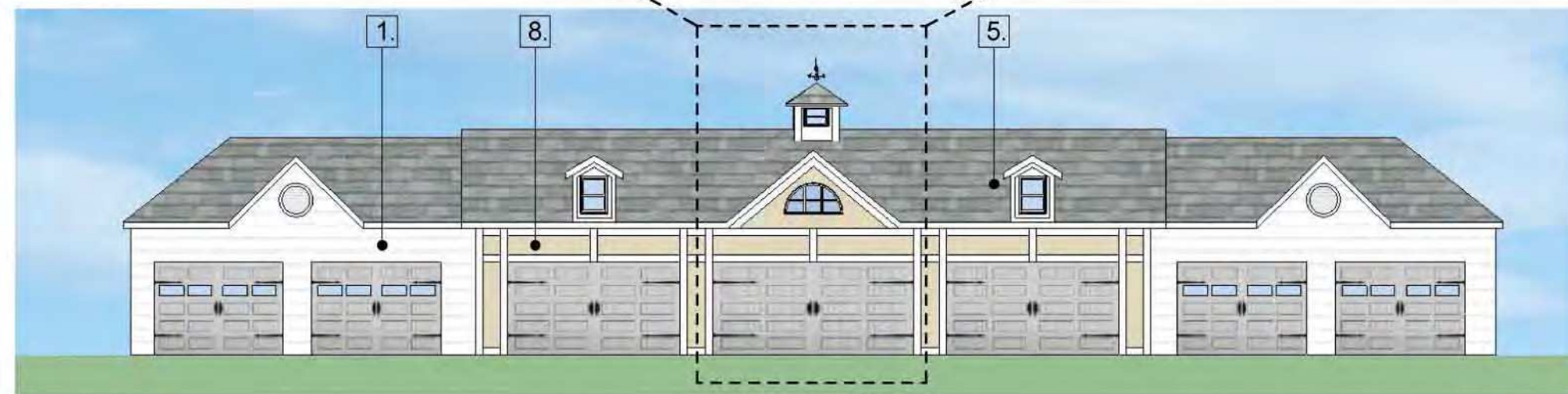
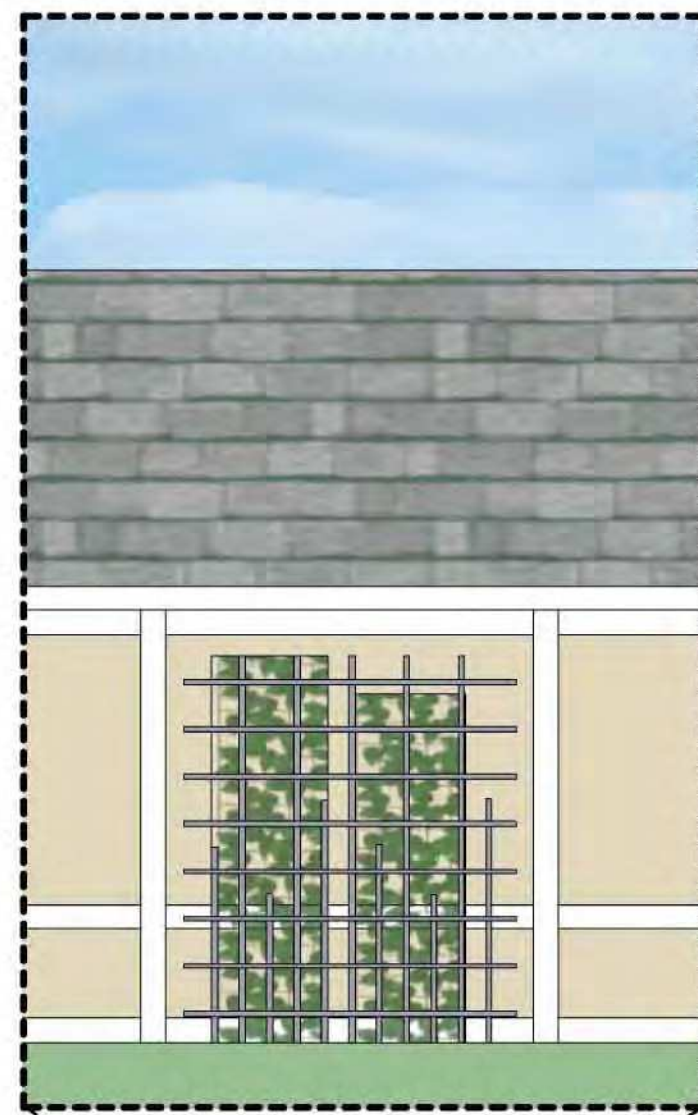
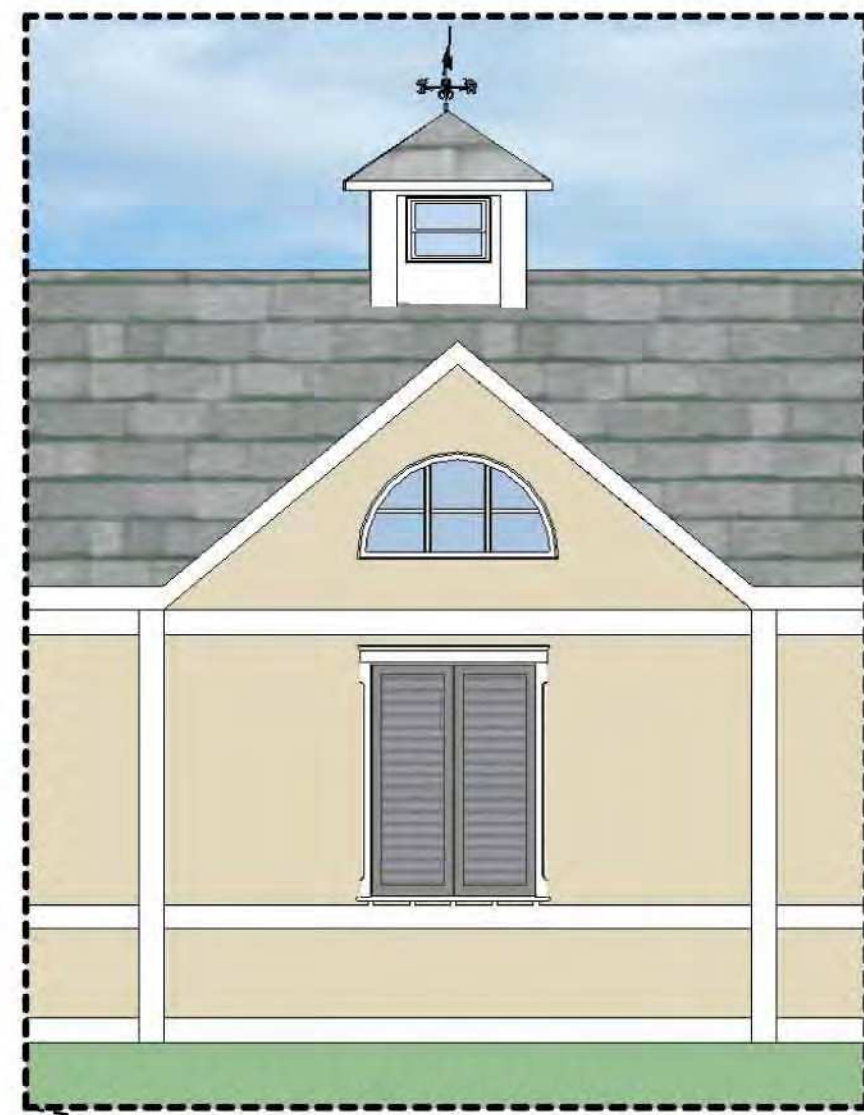
ELEVATION KEY

1. FIBER CEMENT LAP SIDING (WHITE)
2. BRICK
3. STONE / BRICK
4. STANDING SEAM METAL ROOF
5. ARCHITECTURAL SHINGLE
6. STOREFRONT WINDOW SYSTEM (DARK GRAY)
7. RESIDENTIAL WINDOWS (WHITE)
8. FIBER CEMENT BOARD AND BATTEN
9. STUCCO



- ELEVATION KEY**
- 1. FIBER CEMENT LAP SIDING (WHITE)
 - 2. BRICK
 - 3. STONE / BRICK
 - 4. STANDING SEAM METAL ROOF
 - 5. ARCHITECTURAL SHINGLE
 - 6. STOREFRONT WINDOW SYSTEM (DARK GRAY)
 - 7. RESIDENTIAL WINDOWS (WHITE)
 - 8. FIBER CEMENT BOARD AND BATTEN
 - 9. STUCCO





ELEVATION KEY

1. FIBER CEMENT LAP SIDING (WHITE)
2. BRICK
3. STONE / BRICK
4. STANDING SEAM METAL ROOF
5. ARCHITECTURAL SHINGLE
6. STOREFRONT WINDOW SYSTEM (DARK GRAY)
7. RESIDENTIAL WINDOWS (WHITE)
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9. STUCCO

GARAGE ELEVATION (SOUTH) 0 16 32 FT

GARAGE ELEVATION (NORTH) 0 16 32 FT



NORTH (BACK) ELEVATION 0 16 32 FT



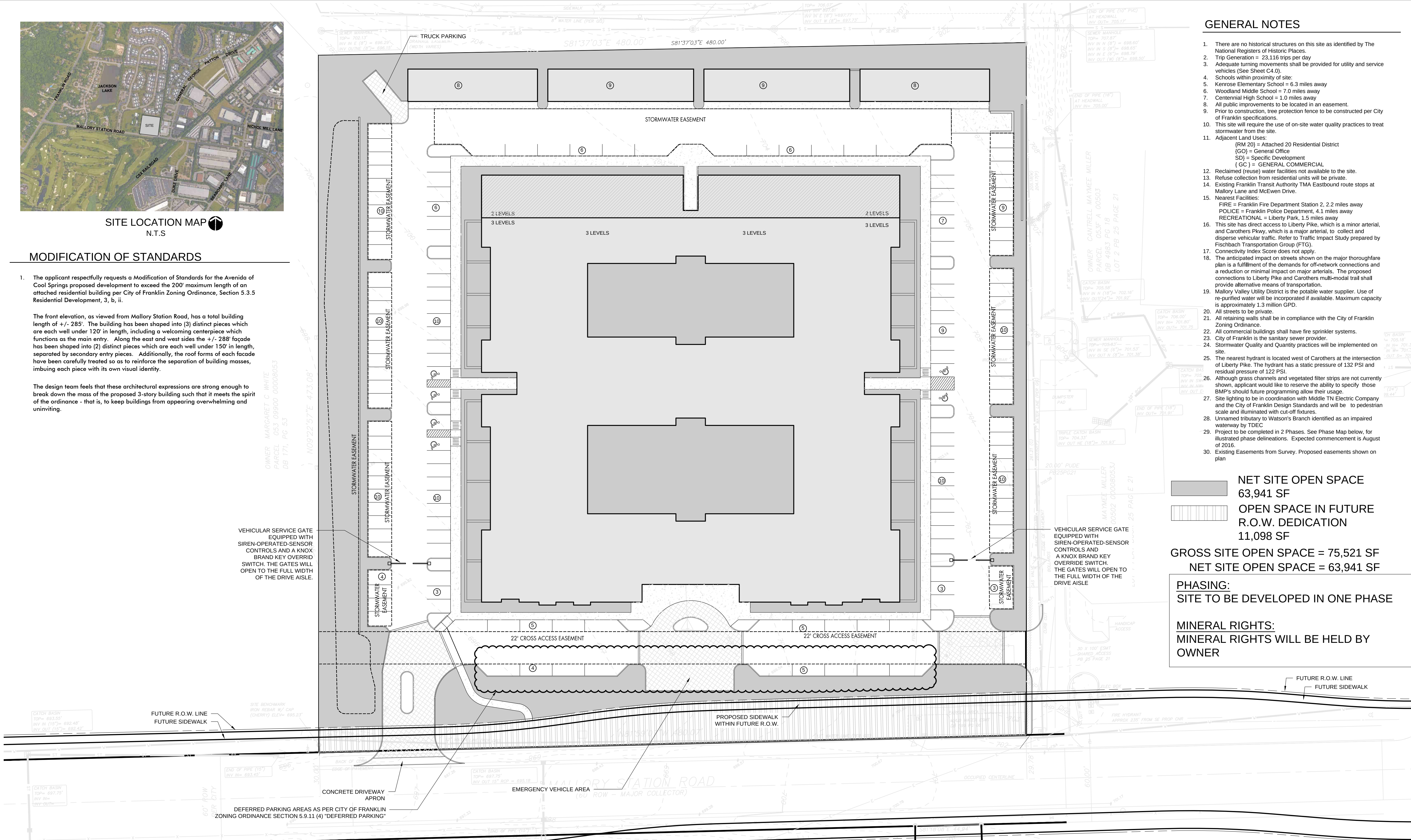
SITE LOCATION MAP
N.T.S

MODIFICATION OF STANDARDS

1. The applicant respectfully requests a Modification of Standards for the Avenida of Cool Springs proposed development to exceed the 200' maximum length of an attached residential building per City of Franklin Zoning Ordinance, Section 5.3.5 Residential Development, 3, b, ii.

The front elevation, as viewed from Mallory Station Road, has a total building length of +/- 285'. The building has been shaped into (3) distinct pieces which are each well under 120' in length, including a welcoming centerpiece which functions as the main entry. Along the east and west sides the +/- 288' facade has been shaped into (2) distinct pieces which are each well under 150' in length, separated by secondary entry pieces. Additionally, the roof forms of each facade have been carefully treated so as to reinforce the separation of building masses, imbuing each piece with its own visual identity.

The design team feels that these architectural expressions are strong enough to break down the mass of the proposed 3-story building such that it meets the spirit of the ordinance - that is, to keep buildings from appearing overwhelming and uninviting.



SITE DATA

PROJECT NAME: AVENIDA OF COOL SPRING
COF PROJECT NUMBER: 6191
MAP, PARCEL NUMBERS: 53, 10400
ADDRESS: 222 MALLORY STATION ROAD
CITY: FRANKLIN
COUNTY: WILLIAMSON
STATE: TENNESSEE
CIVIL DISTRICT: 8

EXISTING ZONING & CHARACTER AREA OVERLAY: GO - GENERAL OFFICE & BCCO-3
PROPOSED LAND USE: MULTIFAMILY
PROPOSED ZONING: SPECIFIC DEVELOPMENT RESIDENTIAL 27.33 (SD-R 27.33)
CHARACTER OVERLAYS: BCCO-3
APPLICABLE DEVELOPMENT STANDARDS: CONVENTIONAL
SITE ACREAGE (GROSS): +/- 5.195 AC
SITE SQUARE FOOTAGE (GROSS): +/- 226,294 SF
PUD SITE ACREAGE (NET): +/- 4.926 AC
PUD SITE SQUARE FOOTAGE (NET): +/- 214,576 SF
R.O.W. DEDICATION: +/- 2547 AC
R.O.W. DEDICATION SQUARE FOOTAGE: +/- 11,098 SF

BLDG TOTAL SF: 187,000 SF
1ST FLOOR: 65,000 SF
2ND FLOOR: 65,000 SF
3RD FLOOR: 57,000 SF

ACCESSORY STRUCTURE SF:
8 BAY GARAGE: 1,936 SF EACH; 3,872 SF TOTAL
9 BAY GARAGE: 2,178 SF EACH; 4,356 SF TOTAL

BUILDING/ACCESSORY STRUCTURE HEIGHT:
3-STORY: 33' TO SOFFIT; 45' TO RIDGE
2-STORY: 20' TO SOFFIT; 32' TO RIDGE
ACCESSORY STRUCTURE: 1-STORY: 16' TO RIDGE

TOTAL DWELLING UNITS PROPOSED: 142
UNIT MIX: +/- 61: 1 BEDROOM
81: 2 BEDROOM

PROPOSED GROSS DENSITY: 27 D.U./A.
PROPOSED NET DENSITY: 29 D.U./A.

MINIMUM REQUIRED SETBACK LINES:

FRONTYARD SETBACK ON COLLECTOR: 40 FEET
SIDE YARD: 15 FEET
REAR YARD: 30 FEET

ACCESSORY STRUCTURE SETBACK LINES:
5 FEET FROM PROPERTY LINES

PARKING RATIO PER CITY OF FRANKLIN ZONING ORDINANCE:
1.5 SPACES PER DWELLING UNIT = 213 PARKING SPACES

PROPOSED PARKING: 189 SPACES = 1.33 SPACES/DU
157: RESIDENT PARKING = 1.1 SPACES/DU
34: GARAGE PARKING
117: SURFACE PARKING
6: ACCESSIBLE PARKING
32: GUEST PARKING

DEFERRED PARKING REQUESTED:
15% OF REQUIRED SPACES = 33 SPACES

MIN. LANDSCAPE SURFACE RATIO: 0.20
LANDSCAPE SURFACE RATIO PROVIDED:
GROSS: 0.28
NET: 0.30

PARKLAND DEDICATION REQUIREMENT:
142 UNITS @ 106,200 SF:
FEES OF \$660,702.50 SHALL BE DUE AT THE FIRST FINAL PLAT

MINIMUM OPEN SPACE, BASED UPON NET ACREAGE
REQUIRED: 15 PERCENT; +/- 31,644 SF
PROVIDED: 29 PERCENT; +/- 63,941 SF

FORMAL OPEN SPACE:
REQUIRED: +/- 10,442 SF
PROVIDED: +/- 15,798 SF

INFORMAL OPEN SPACE:
REQUIRED: +/- 21,202 SF
PROVIDED: +/- 48,143 SF

OWNER:
FRANKLIN RADIO ASSOCIATES, INC.
222 MALLORY STATION ROAD
FRANKLIN, TN 37067
CONTACT: CHARLES DRIBELL
615.794.1594

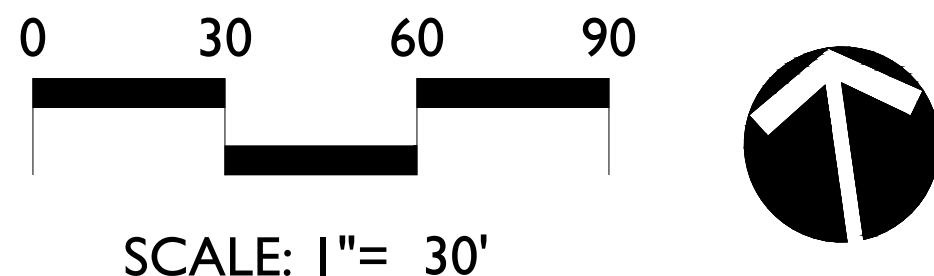
DEVELOPER:
AVENIDA PARTNERS
19700 FAIRCHILD ROAD
SUITE 170
IRVINE, CA 92612
CONTACT: ROBERT MAY
949.298.4540

APPLICANT:
KISER & VOGRIN DESIGN
5005 MERIDIAN BLVD. STE 100
FRANKLIN, TN 37067
CONTACT: CHRISTOPHER WOOD
615.719-1943
CHRIS@KISERVOGRIN.COM

SITE CONTEXT AND DESIGN DESCRIPTIONS

1. Per the Land Use Plan Area BCCO-3, Attached residential uses are appropriate for this site. High quality design, people-friendly environments, and strong connectivity will be encouraged through heightened architectural and site design to reflect, and reinforce, the character of Franklin.
2. The proposed age restricted (55+ age) attached residential development and requested rezoning from General Office (GO) to Specific Development-Residential (SD-R) would be compatible with the surrounding area, given that the site is currently surrounded by similar age restricted development to the North and Northwest and similarly zoned parcels to the North, West and South. The developments to the East and Northeast are currently zoned as Heavy Industrial (HI) land use designation, so therefore the proposed development would provide a physical transition to the lower density developments heading West along Mallory Station Road. The site design will be compatible with conventional design standards, as outlined by the City of Franklin.
3. The proposed age restricted (55+ age) attached residential building located on this site will consist of a one (1) story garage structure with individual secured parking bays located along the northern property line. The one story garage structure will transition to a two (2) story rear facade of the residential building which will then transition to a typical three (3) story elevation for the remainder of the proposed building. Each facade will be architecturally detailed so that no elevation is perceived as the "rear" of the building. The proposed use of traditional building materials such as brick and wood on proposed structures as well as the architectural detailing will be used to create warm, welcoming environment that emphasize the up-scale residential nature of the project. The building design will reflect elements of the Greek Revival architectural design style prevalent throughout the Franklin area.

CONCRETE PAVERS
CONCRETE SIDEWALK



GENERAL NOTES

- There are no historical structures on this site as identified by The National Registers of Historic Places.
- Trip Generation = 23,116 trips per day
- Adequate turning movements shall be provided for utility and service vehicles (See Sheet C4.0).
- Schools within proximity of site:
- Kenrose Elementary School = 6.3 miles away
- Woodland Middle School = 7.0 miles away
- Centennial High School = 1.0 miles away
- All public improvements to be located in an easement.
- Prior to construction, tree protection fence to be constructed per City of Franklin specifications.
- This site will require the use of on-site water quality practices to treat stormwater from the site.
- Adjacent Land Uses:
(RM 20) = Attached 20 Residential District
(GO) = General Office
(SD) = Specific Development
(GC) = GENERAL COMMERCIAL
- Reclaimed (reuse) water facilities not available to the site.
- Refuse collection from residential units will be private.
- Existing Franklin Transit Authority TMA Eastbound route stops at Mallory Lane and McEwen Drive.
- Nearest Facilities:
FIRE = Franklin Fire Department Station 2, 2.2 miles away
POLICE = Franklin Police Department, 4.1 miles away
RECREATIONAL = Liberty Park, 1.5 miles away
- This site has direct access to Liberty Pike, which is a minor arterial, and Carothers Pkwy, which is a major arterial, to collect and disperse vehicular traffic. Refer to Traffic Impact Study prepared by Fischbach Transportation Group (FTG).
- The anticipated impact on streets shown on the major thoroughfare plan is a fulfillment of the demands for off-network connections and a reduction or minimal impact on major arterials. The proposed connections to Liberty Pike and Carothers multi-modal trail shall provide alternative means of transportation.
- Mallory Valley Utility District is the potable water supplier. Use of re-purified water will be incorporated if available. Maximum capacity is approximately 1.3 million GPD.
- All streets to be private.
- All retaining walls shall be in compliance with the City of Franklin Zoning Ordinance.
- All commercial buildings shall have fire sprinkler systems.
- City of Franklin is the sanitary sewer provider.
- Stormwater Quality and Quantity practices will be implemented on site.
- The nearest hydrant is located west of Carothers at the intersection of Liberty Pike. The hydrant has a static pressure of 132 PSI and residual pressure of 122 PSI.
- Although grass channels and vegetated filter strips are not currently shown, applicant would like to reserve the ability to specify those BMP's should future programming allow their usage.
- Site lighting to be in coordination with Middle TN Electric Company and the City of Franklin Design Standards and will be to pedestrian scale and illuminated with cut-off fixtures.
- Unnamed tributary to Watson's Branch identified as an impaired waterway by TDEC.
- Project to be completed in 2 Phases. See Phase Map below, for illustrated phase delineations. Expected commencement is August of 2016.
- Existing Easements from Survey. Proposed easements shown on plan

NET SITE OPEN SPACE
63,941 SF
OPEN SPACE IN FUTURE
R.O.W. DEDICATION
11,098 SF

GROSS SITE OPEN SPACE = 75,521 SF
NET SITE OPEN SPACE = 63,941 SF

PHASING:
SITE TO BE DEVELOPED IN ONE PHASE

MINERAL RIGHTS:
MINERAL RIGHTS WILL BE HELD BY
OWNER

KV+D
KISER VOGRIN DESIGN
5005 Meridian Blvd., Ste 100 Franklin, TN 37067

LORD
AECK
SARGENT

FULMER
ENGINEERING
2002 RICHARD JONES RD - SUITE C304 NASHVILLE,
TENNESSEE 37215
INFO@FULMERENG.COM - (615) 516-8477



09.01.16

AVENIDA OF COOL SPRINGS
PUD DEVELOPMENT PLAN RESUBMITTAL
OVERALL DEVELOPMENTAL PLAN
COF# 6191

Franklin, Williamson Co, TN

REVISIONS:
09-01-2016 - PER COF COMMENTS

DATE: 09.01.16
DESIGNED BY: DK
DRAWN BY: CBW
CHECKED BY: CBW
C.C. BY: O.C.BY
SCALE: 1"=30'
PROJECT #: 16001
SHEET NUMBER:

C2.0



SOUTH (FRONT) ELEVATION 0 16 32 FT



EAST (SIDE) ELEVATION 0 16 32 FT



WEST (SIDE) ELEVATION 0 16 32 FT

ELEVATION KEY

1. FIBER CEMENT LAP SIDING (WHITE)
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DATE: 08/04/16
 DESIGNED BY:
 DRAWN BY:
 CHECKED BY:
 Q.C. BY: Q.C. BY
 SCALE:
 PROJECT #:
 SHEET NUMBER:

A.I.1

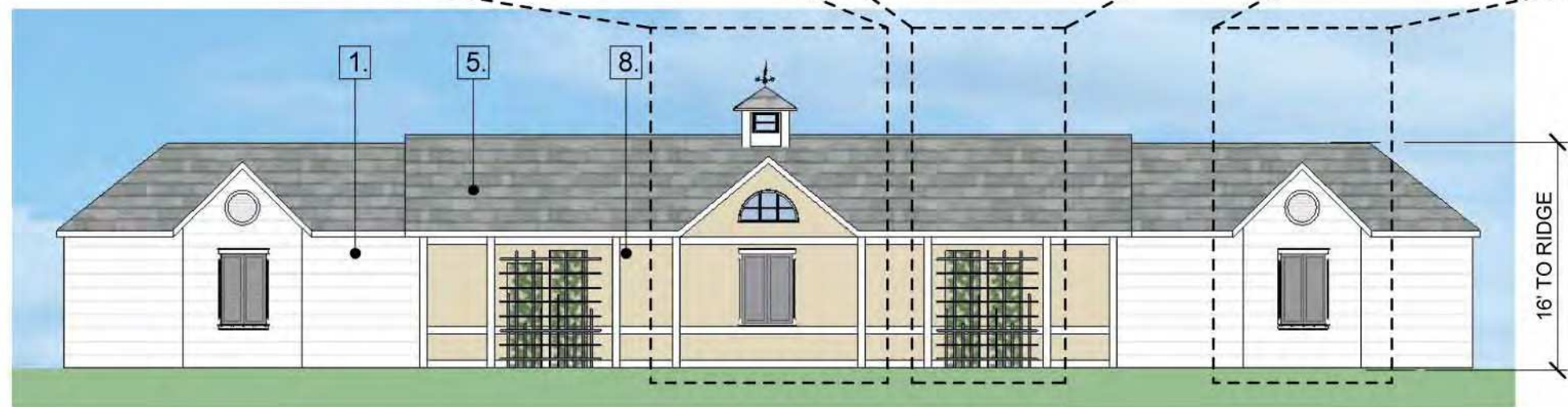
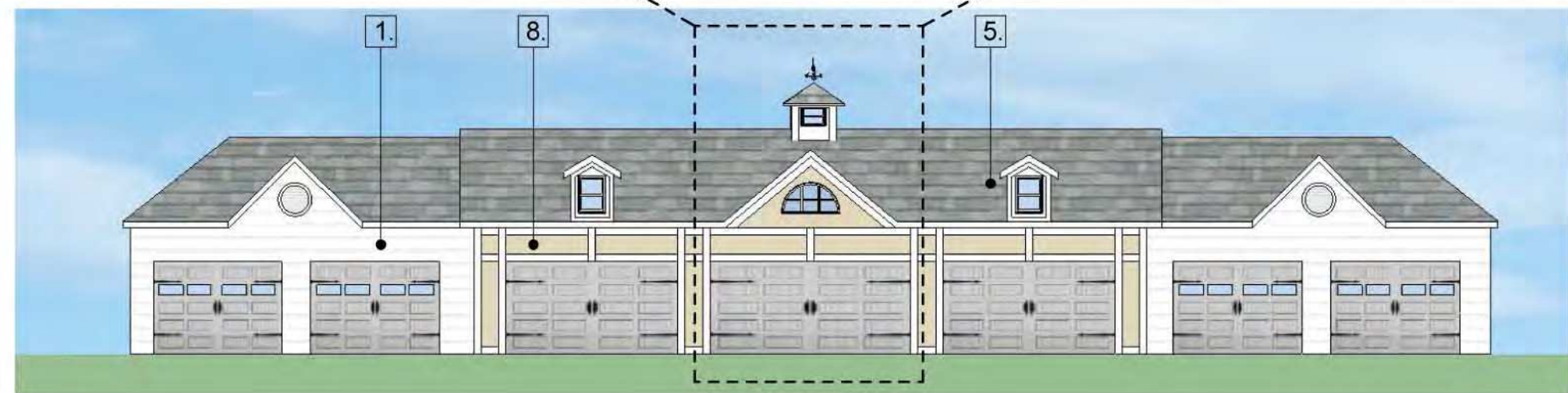
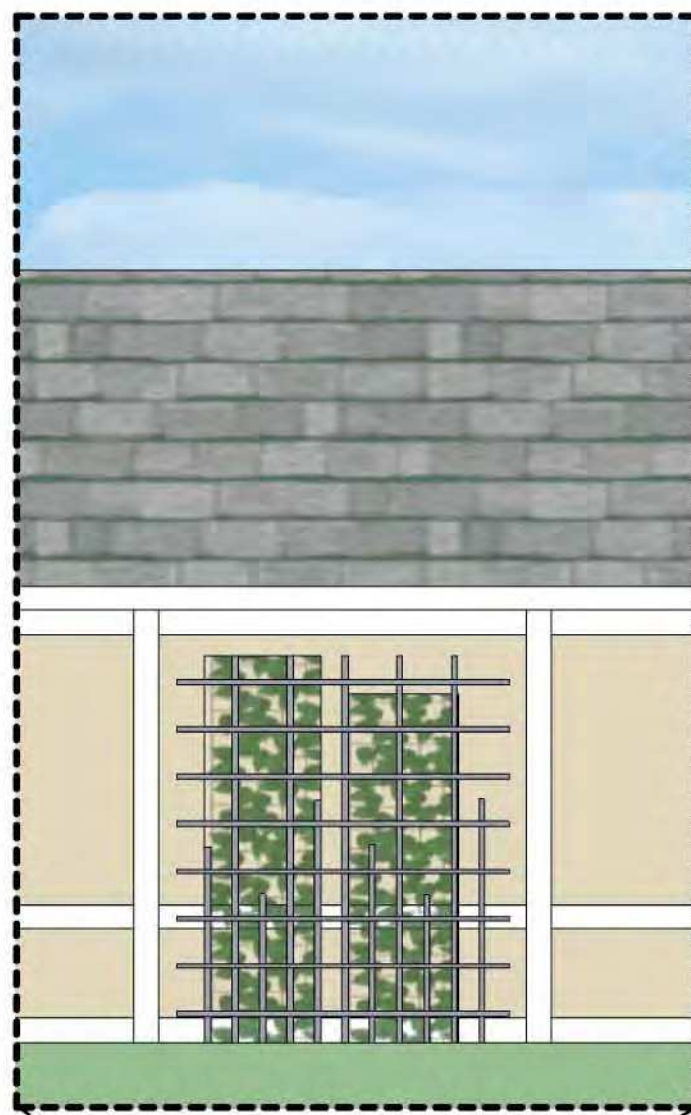
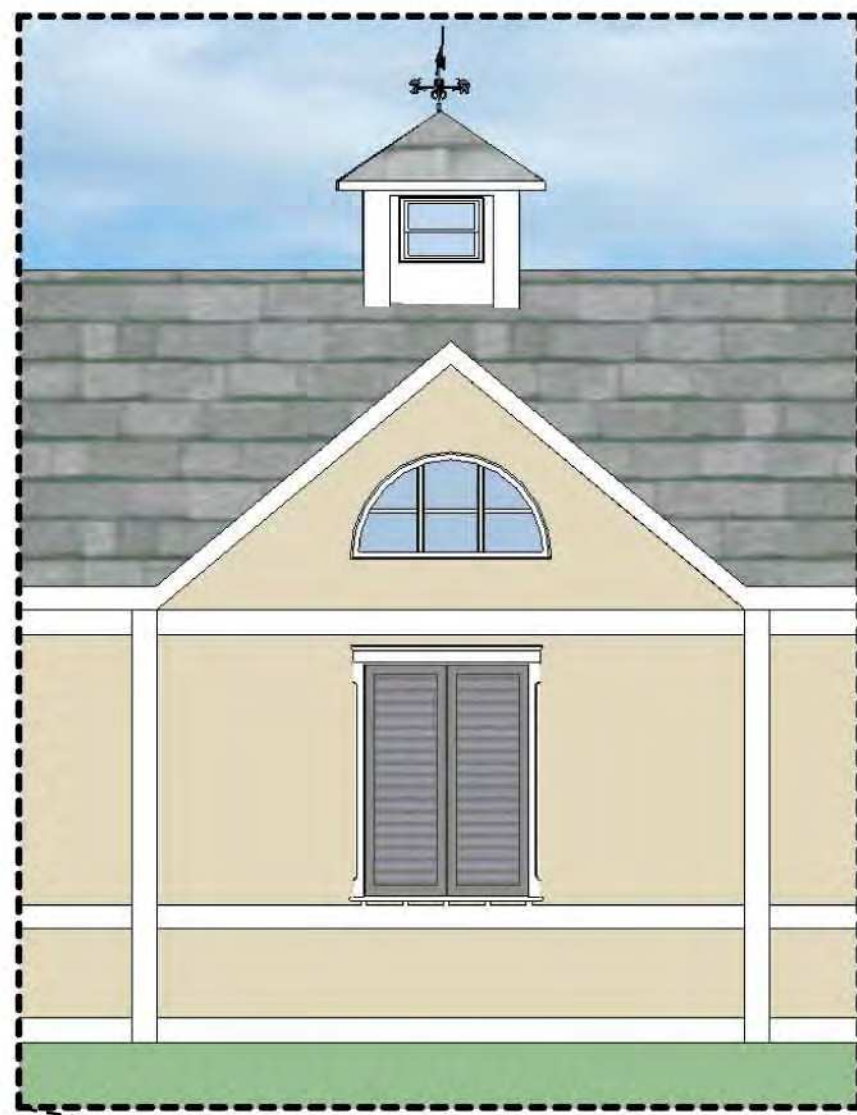
AVENIDA OF COOL SPRINGS
 PUD DEVELOPMENT PLAN RESUBMITTAL
 ARCHITECTURAL ELEVATIONS
 COF# 6191
 Franklin, Williamson Co, TN

REVISIONS:

FULMER
 ENGINEERING
 2002 RICHARD JONES ROAD - SUITE C304
 NASHVILLE, TENNESSEE 37215
 INFO@FULMERENG.COM - (615) 516-8477

**LORD
 AECK
 SARGENT**

KV+D
 KISER VOGRIN DESIGN
 5005 Meridian Blvd. Ste 100 Franklin, TN 37067
 615.719.1943



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GARAGE ELEVATION (SOUTH) 0 16 32 FT

GARAGE ELEVATION (NORTH) 0 16 32 FT



NORTH (BACK) ELEVATION 0 16 32 FT

August 10, 2016

N-S Project No. 13194.004

Mr. Carl Baughman, P.E.
Traffic/Transportation Engineer
City of Franklin
109 3rd Avenue South
Franklin, TN 37065-0305

**Subject: Follow-up Review of Traffic Impact Analysis – Updated August 2016
Avenida Senior Housing Development**

Dear Carl:

Please accept this correspondence as documentation of our review of the updated traffic impact analysis (TIA) report, dated August 2016, for the referenced proposed development. Per city engineering and Neel-Schaffer review comments, the applicant updated its original study to reflect feedback received as a result of the initial DRT review. This memorandum serves to document our follow-up review of the revised TIA.

In general, the updated TIA provides the requested additional analysis and clarifications. The following highlights key points addressed in the updated TIA:

- As requested, the revised TIA provides additional information and analysis in coordination with the Ironhorse multi-family project being separately considered. The Avenida and Ironhorse projects share a common signalized intersection within their study areas: Franklin Road at Mallory Station Road. For this reason, review comments requested that the Avenida TIA prepare its analysis referencing input data and proposed recommendations resulting from the Ironhorse TIA. The Avenida TIA now specifically references and includes forecasted traffic from the proposed Ironhorse project. Further, the Avenida TIA provides capacity analysis and evaluation including the additional Ironhorse background traffic.
- Also, the updated TIA provides specific analysis results of various lane configurations proposed for the Franklin Road at Mallory Station Road intersection. Primarily, this reflects the additional scenarios that account for the proposed right-turn lane improvements in the northbound and westbound approaches.
- Based on feedback from the initial review, the applicant updated the signal timing parameters used in the capacity analysis of the Franklin Road at Mallory Station Road signalized intersection. The updated analysis now more closely reflects the City's actual traffic signal timings. This provides analysis that is more representative of actual field conditions. The TIA report made similar adjustments for the signalized capacity analysis for the intersections of Mallory Station Road at General George Patton Drive, Duke Drive and Seaboard Lane.
- Regarding the capacity analysis of the signalized intersection of Mallory Station Road and Seaboard Lane, the updated evaluation confirmed that the southbound right turn operates at a Level-of-Service "E" under existing, background and proposed scenarios with existing geometry. Future improvements to the intersection should include consideration of adding a dedicated southbound right-turn lane.

Our review also noted the study's recommendations for mitigating impacts to the surrounding transportation network. The following highlights the improvements identified by the TIA report. We concur with these recommendations and recommend that these measures be required for implementation of the project:

- Dedicate and reserve right-of-way along the frontage of the proposed property to provide for future widening of Mallory Station Road.
- Provide construction of new sidewalk infrastructure along its frontage of Mallory Station Road.
- Coordinate with city of Franklin engineering staff and contribute to the implementation of modified traffic signal phasing for the westbound approach of Mallory Station Road at Franklin Road. The modification should provide new westbound right-turn overlap signal phasing, and associated required hardware.
- Provide multiple driveway access points to Mallory Station Road including the joint east driveway with adjacent existing commercial driveway.

In addition to the noted recommendations made by the TIA report, we submit the following items as related considerations:

- We recommend that the signal timings of the signalized intersections within the study area (Mallory Station Road's intersections with Franklin Road, Gen. George Patton Drive/Duke Drive and Seaboard Lane) be updated and optimized in conjunction with the project.
- During site design phase, we recommend project planners review and confirm that appropriate intersection sight distance will be provided at the development's proposed driveway intersections with Mallory Station Road.
- The separation distance between the proposed western driveway and the proposed shared joint-access drive should be maximized.

Thank you for the opportunity to contribute to the review of this project. Please let us know if you need any additional information or have any questions.

Sincerely,
NEEL-SCHAFFER, INC.



Gregory Judy, P.E., PTOE
Engineer Manager



PUBLIC NOTICE AFFIDAVIT

City of Franklin, Tennessee

We/I Kiser Vogrin Design - Christopher Wood

(Please print Name/Names in Full)

being duly sworn, depose and say(s) that (I am)/(we are), acting as the authorized agent on all matters pertaining to the processing of the development application for the property described as:

Map 053, Parcel 10400

(Property Parcel/Tax ID Number)

and located at:

222 Mallory Station Road, Franklin, TN 37067

(Street Address)

have/has provided a mailed notice in accordance with section 2.3.8 of the Franklin Zoning Ordinance, which included the following:

1. The address or location of the property subject to the submittal;
2. A brief description of the property (e.g., legal description, nearby streets and intersections);
3. Date, time, and location of the public meeting or hearing; Nature, scope, and purpose of submittal;
4. Information on where the public can view the application and where they may be heard;
5. Information on where the public can submit written comments.

Christopher B. Wood
Signature

Subscribed and sworn to before me this

19 day of July, 20 16.

Joan Elaine Hatch
Notary Public

My Commission Expires: 9/17/2017



My Commission Expires SEPT. 17, 2017

ORDINANCE 2016-37

TO BE ENTITLED, "AN ORDINANCE TO REZONE 3.66 ACRES FROM SPECIFIC DEVELOPMENT RESIDENTIAL (SD-R 8.03) DISTRICT TO SPECIFIC DEVELOPMENT RESIDENTIAL (SD-R 8.70) DISTRICT AND REZONE 0.48 ACRES FROM DETACHED RESIDENTIAL 3 (R-3) DISTRICT TO SPECIFIC DEVELOPMENT RESIDENTIAL (SD-R 8.70) DISTRICT FOR THE PROPERTY LOCATED NORTH OF WEST MAIN STREET AND WEST OF RUCKER AVENUE, 117 RUCKER AVENUE."

WHEREAS, the City of Franklin, Tennessee, encourages responsible growth and the sensible transition of land uses and densities; and

WHEREAS, the Specific Development Residential district provides zoning for land uses compatible with both the Franklin Land Use Plan and surrounding development; and

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, adopted Resolution 2016-56 approving a Plan Unit Development (PUD) Development Plan as required by the Franklin Zoning Ordinance; and

WHEREAS, the zoning has been reviewed and approved by BOMA after a public hearing and a recommendation by the Franklin Municipal Planning Commission.

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. That the following described property shall be, and is hereby, rezoned from its present zoning classifications of Specific Development Residential (SD-R 8.03) District and Detached Residential 3 (R-3) District to Specific Development Residential (SD-R 8.70) District:

LEGAL DESCRIPTION – PARCEL 17 ON MAP 78P GROUP A

Parcel of land lying in the 9th Civil District of City of Franklin, Williamson County, Tennessee. Said parcel being lots 13 & 14 of Bob Rucker Lot Addition Subdivision as of record in Plat Book 1 Page 71 Registers Office Williamson County, Tennessee. Bounded on the east by Rucker Avenue (50' ROW), on the south by Rucker Park P.U.D. Subdivision, Replatting of Lot 12 of Rucker Subdivision as of record in Plat Book P61 Page 81 R.O.W.C.T., on the west by Hardison Hills Subdivision, Section 3 as of record in Plat Book P39 Page 141 R.O.W.C.T. on the north by lot 15 of said Bob Rucker Lot Addition Subdivision, and being more particularly described as follows:

Beginning at the southeast corner at an existing iron rod on the west margin of Rucker Avenue, said corner being approximately 317+/-feet from the northerly margin of Carters Creek Pike; Thence with the following calls, N 80° 57' 50" W a distance of 196.12' to a metal fence post next to a wooden fence post; Thence, following remnants of a metal fence N 06° 36' 27" W a distance of 103.41' to a metal fence post; Thence, with remnants of a second metal fence S 81° 04' 15" E a distance of 224.84' to an iron rod set. said corner lying on the westerly margin of Rucker Avenue; Thence, S 09° 30' 58" W a distance of 100.00' to the Point of Beginning Containing 21 ,006 square feet, or 0.482 acres more or less.

LEGAL DESCRIPTION – FINAL PLAT RUCKER PARK PUD SUBDIVISION, REV 1, PB 63 PG 34

Parcels of land lying in the 5th Civil District of the City of Franklin, Williamson County, Tennessee. Said parcels being lots 101-132 of the Final Plat of Rucker Park PUD Subdivision, Resubdivision of Lot 12, Revision 1, as of record in Plat Book 63, Page 34, recorded on January 29, 2016, at the Registers Office, Williamson County, Tennessee. Property containing 3.66 acres, more or less.

SECTION II. That the attached Location Map shall serve the purpose of further delimiting the geographical boundaries as described by this Ordinance.

SECTION III. BE IT FINALLY ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on third and final reading, the health, safety, and welfare of the citizens requiring it.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Eric Stuckey
City Administrator/Recorder

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED:

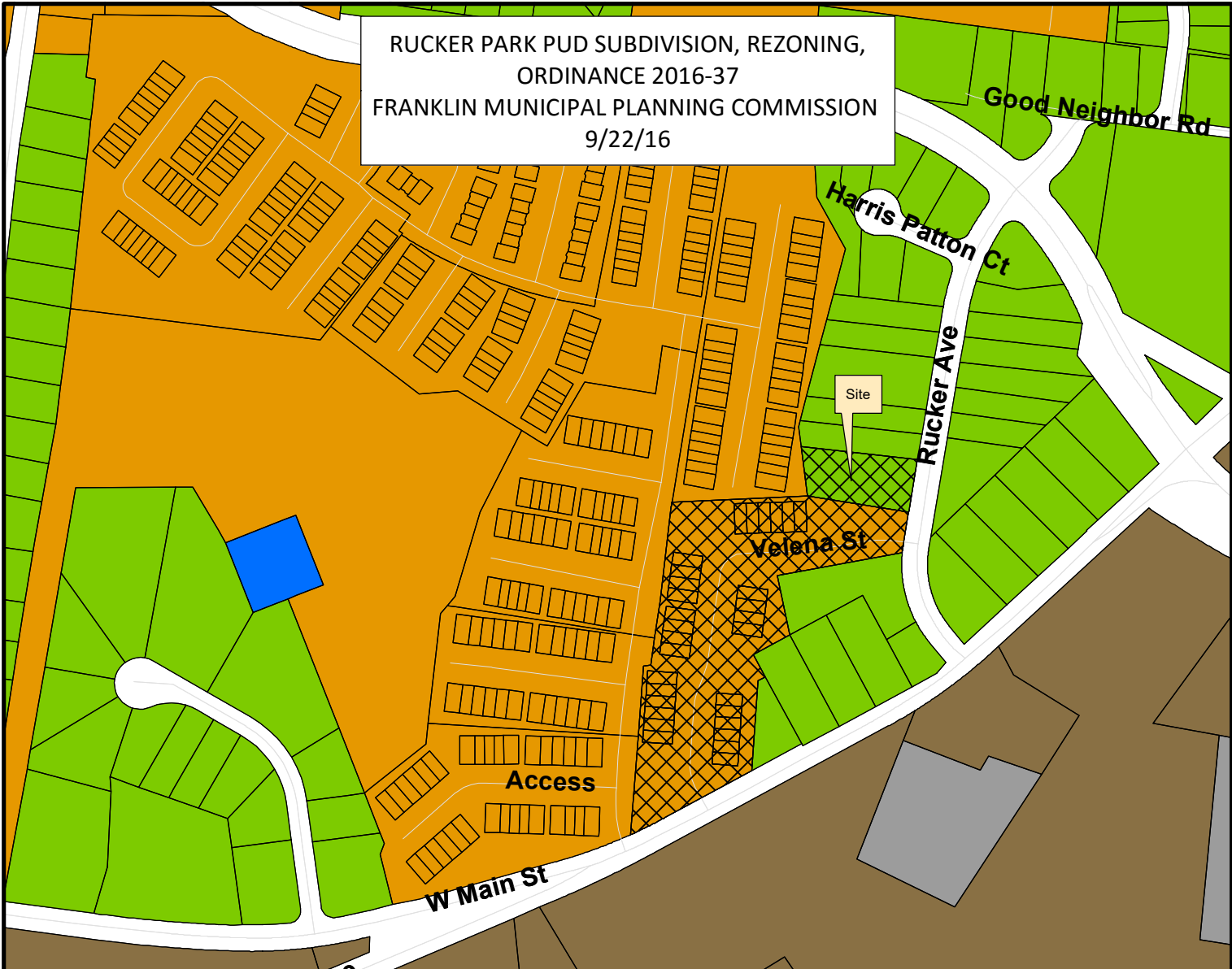
PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

PASSED THIRD READING:

RUCKER PARK PUD SUBDIVISION, REZONING,
ORDINANCE 2016-37
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/16



Project Information

Existing Zoning: Specific Development Residentiall (SD-R 8.03)
 Proposed Zoning: Specific Development Residentiall (SD-R 8.17)
 Existing Land Use: Attached Residential
 Proposed Land Use: Attached Residential
 Character Area: WHCO-2
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 4.14 acres

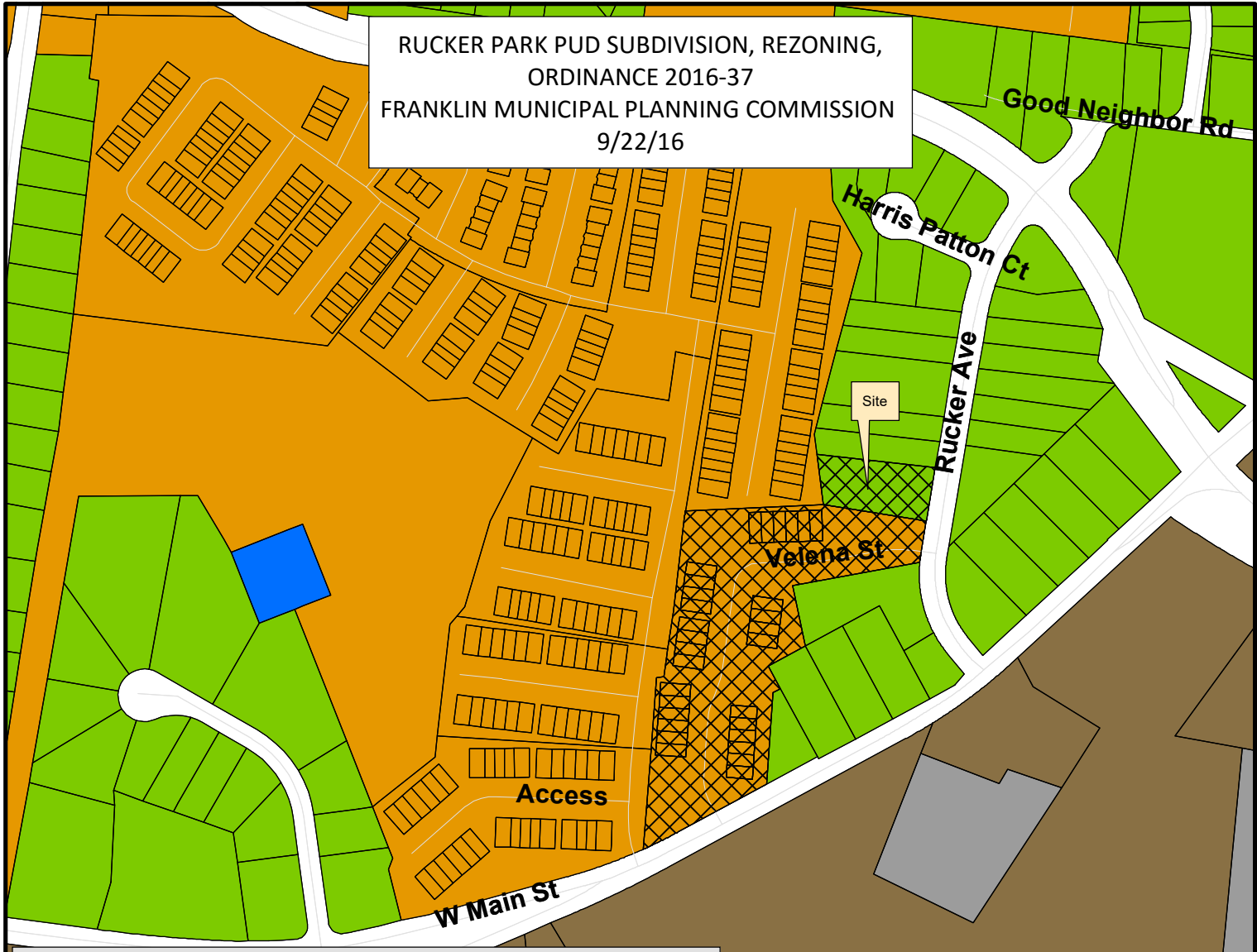
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|--|---------------------------------------|
| Rucker Park Rezoning | SD-R Specific Development-Residential |
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |



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Feet

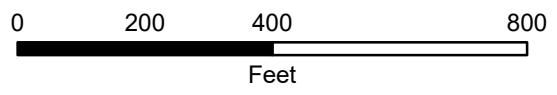
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 It was compiled from the most authentic information available.
 The City is not responsible for any errors or omissions contained hereon.
 All data and materials (c) copyright 2016. All rights reserved.

RUCKER PARK PUD SUBDIVISION, REZONING,
ORDINANCE 2016-37
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/16



<UND><BOL>Project Information</BOL></UND>
 Existing Zoning: Specific Development Residential (SD-R 8.03)
 & Detached Residential 3 (R-3)
 Proposed Zoning: Specific Development Residential (SD-R 8.70)
 Existing Land Use: Attached Residential
 Proposed Land Use: Attached Residential
 Character Area: WHCO-2
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 4.14 acres

- | | |
|--|---------------------------------------|
| Rucker Park Rezoning | SD-R Specific Development-Residential |
| AG Agricultural District | SD-X Specific Development-Variety |
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| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |



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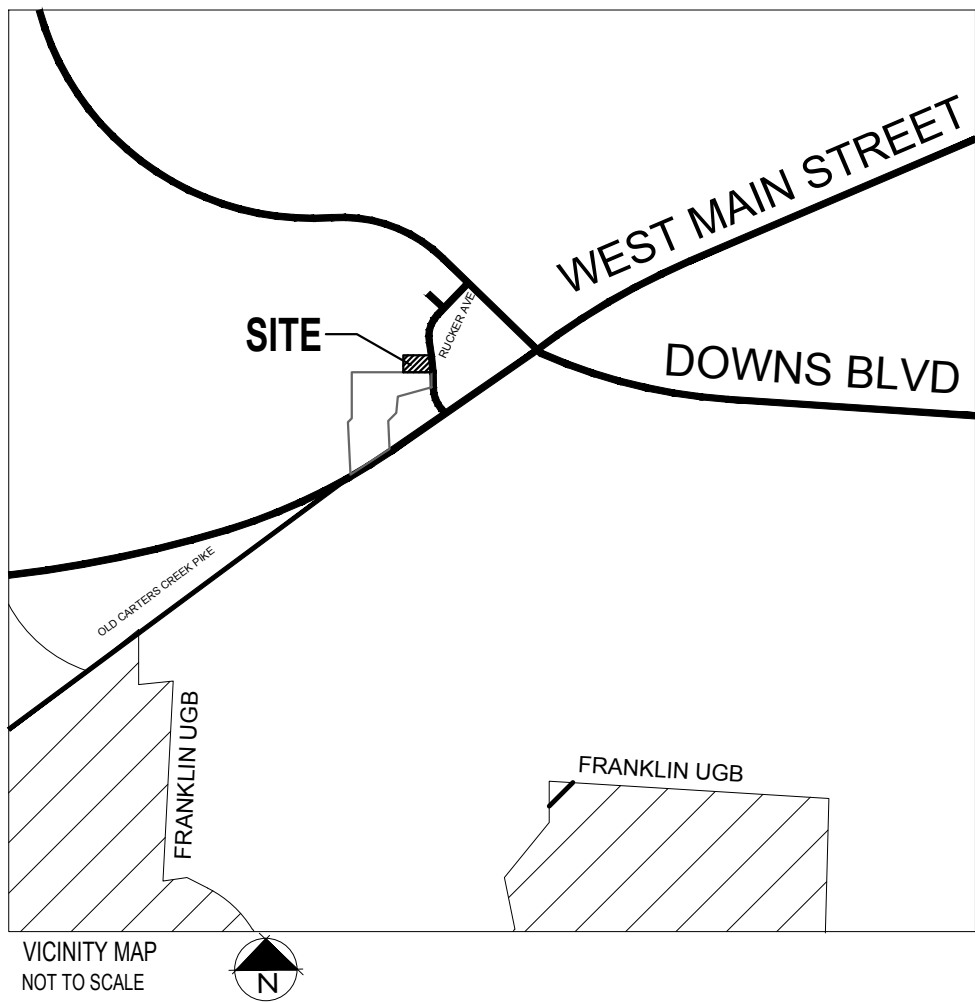
RUCKER PARK PUD SUBDIVISION

REZONING PLAN, REVISION 1

COF # 6226
MAP 78P, PARCEL 17.00
FRANKLIN, TENNESSEE
CIVIL DISTRICT 5

SHEET INDEX

- C 0.0 COVER SHEET
- C 1.0 OVERALL EXISTING CONDITIONS PLAN
- C 1.1 ENLARGED EXISTING CONDITIONS PLAN



LANDSCAPE ARCHITECT/PLANNER

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY SUITE 200
FRANKLIN TN 37064
GREG GAMBLE, RLA (615) 975-5765
EMAIL ADDRESS: greggamble209@gmail.com



RUCKER PARK PUD SUBDIVISION

REZONING PLAN, REVISION 1

COF # 6226
FRANKLIN, TENNESSEE

SITE DATA:	
PROJECT NAME:	RUCKER PARK PUD SUBDIVISION
PROJECT NUMBER:	6226
SUBDIVISION:	RUCKER
LOT NUMBER:	13 & 14
ADDRESS:	117 RUCKER AVENUE
CITY:	FRANKLIN
COUNTY:	WILLIAMSON
STATE:	TENNESSEE
CIVIL DISTRICT:	5TH CIVIL DISTRICT
MAP, GROUP, PARCEL NUMBERS:	MAP 78P, PARCEL 17.00
EXISTING ZONING:	SD-R 8.17 (Existing PUD) and R3
PROPOSED ZONING:	SD-R 8.70
CHARACTER AREA OVERLAY:	WEST HARPETH 2
OTHER APPLICABLE OVERLAYS:	NONE
APPLICABLE DEVELOPMENT STANDARD:	CONVENTIONAL
TOTAL ACREAGE	3.66 + .48 in Parcel 17 = 4.14 ACRES
TOTAL SQUARE FOOTAGE:	179,970 SF
MINIMUM REQUIRED SETBACKS:	
FRONT YARD:	20'
REAR YARD:	5'
SIDE YARD:	MIN 5'
	12' BETWEEN STRUCTURES
OWNER / APPLICANT:	RBF INVESTMENTS, LLC
ADDRESS:	144 SOUTHEAST PARKWAY, SUITE 230 FRANKLIN, TN 37064
PHONE:	(615) 567-4420
EMAIL:	ma@colnfranks.org
CONTACT:	JOHN FRANKS
ENGINEER:	STEVE CLIFTON, P.E.
ADDRESS:	144 S.E. PARKWAY, SUITE 255, FRANKLIN, TN 37064
	(615) 207-9339
EMAIL:	stevec@cliftonandkingllc.com
CONTACT:	STEVE CLIFTON, P.E.
LANDSCAPE ARCHITECT :	GAMBLE DESIGN COLLABORATIVE
ADDRESS:	144 S.E. PARKWAY, SUITE 200, FRANKLIN, TN 37064
PHONE:	(615) 975-5765
FAX:	(615) 790-1350
EMAIL:	greg.gamble@gdc-tn.com
CONTACT:	GREG GAMBLE

PRE-APPLICATION SUBMITTAL	JULY 13, 2016
INITIAL SUBMITTAL	AUGUST 8, 2016
RESUBMITTAL	SEPTEMBER 1, 2016
REVISION	-
REVISION	-



rev. date

8.26.16 - REVISED PER DRT REVIEW
COMMENTS REVIEW | DATED 8.23.16

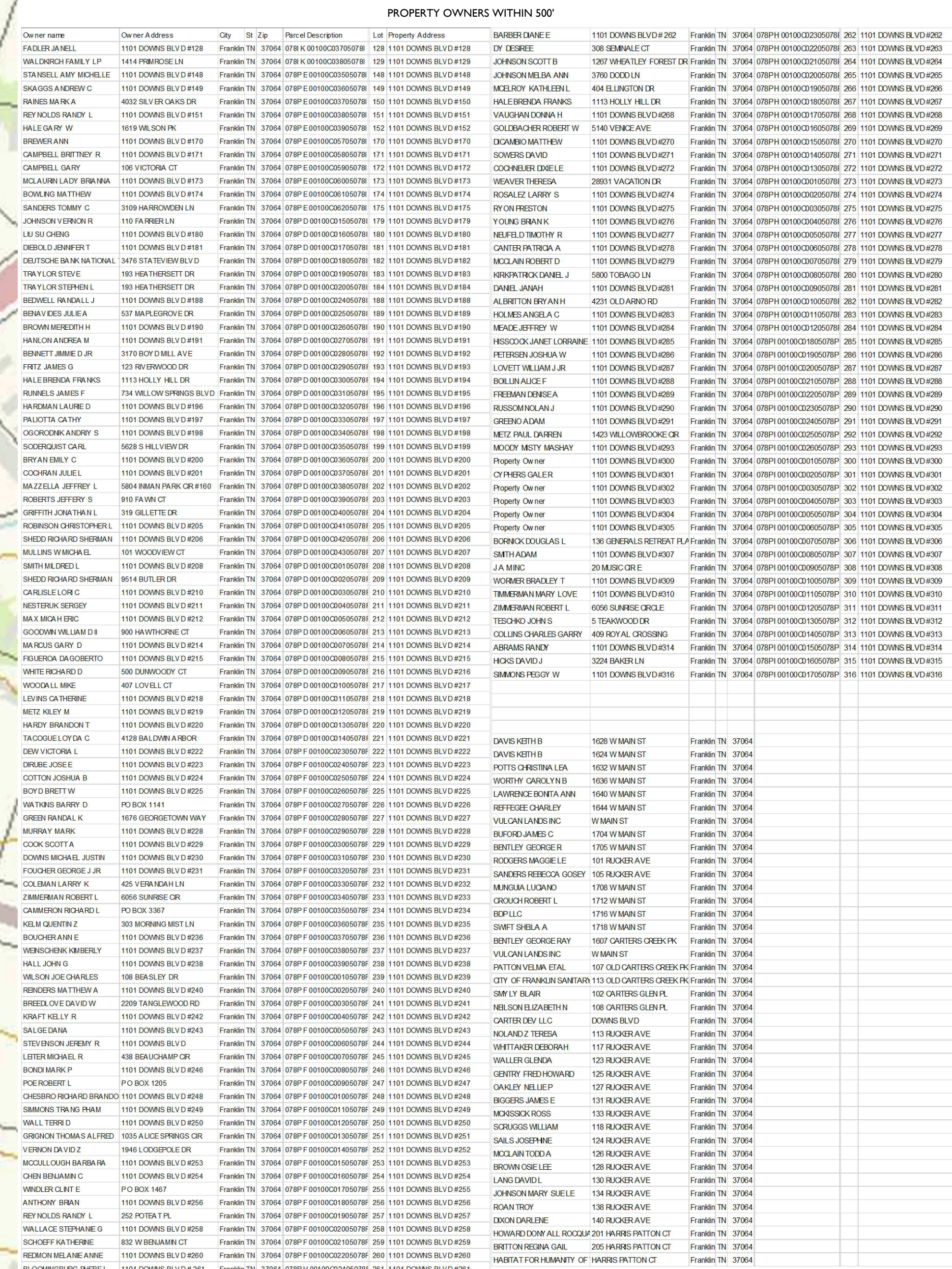
△ _____
△ _____
△ _____

GDC Job No. 16013
JULY 30, 2016

S H E E T

C1.0

COF # 6226



PROPERTY DESCRIPTION

Parcel of land lying in the 9th Civil District of City of Franklin, Williamson County, Tennessee

Said parcel being lots 13 & 14 of Bob Rucker Lot Addition Subdivision as of record in Plat Book 1 Page 71 Registers Office Williamson County, Tennessee. Bounded on the east by Rucker Avenue (50' ROW), on the south by Rucker Park P.U.D. Subdivision, Replatting of Lot 12 of Rucker Subdivision as of record in Plat Book P61 Page 81 R.O.W.C.T., on the west by Harrison Hills Subdivision, Section 3 as of record in Plat Book P39 Page 141 R.O.W.C.T. on the north by lot 15 of said Bob Rucker Lot Addition Subdivision, and being more particularly described as follows:

Beginning at the southeast corner at an existing iron rod on the west margin of Rucker Avenue, said corner being approximately 317'+/- feet from the northerly margin of Carters Creek Pike;

Thence with the following calls,

N 80° 57' 50" W a distance of 196.12' to a metal fence post next to a wooden fence post;

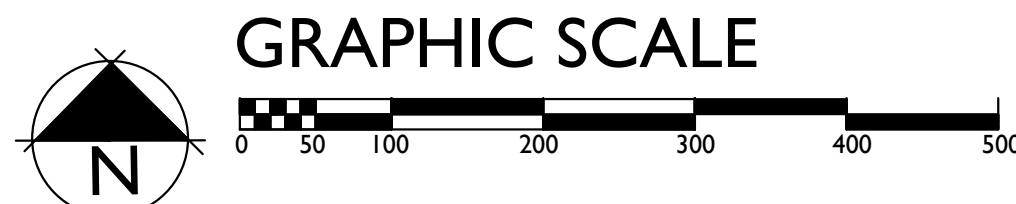
Thence, following remnants of a metal fence N 060 3627" W a distance of 103.41' to a metal fence post;

Thence, with remnants of a second metal fence S 81 0 04' 1 5" E a distance of 224.84' to an iron rod set;

Said corner lying on the westerly margin of Rucker Avenue;

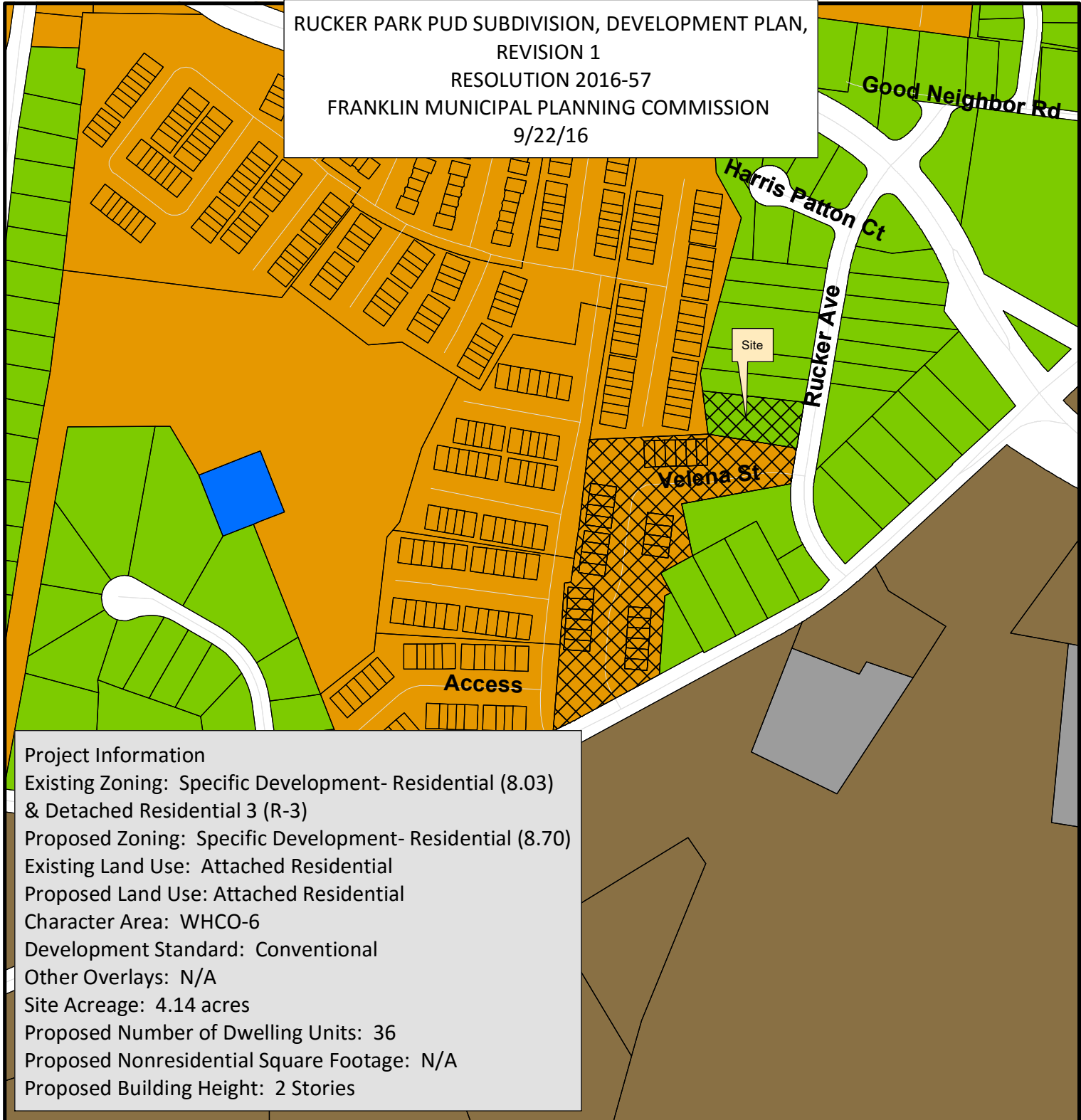
Thence, S 090 30'58" W a distance of 100.00' to the Point of Beginning Containing 21,006 square feet, or 0.482 acres more or less.

PARCEL LINES AND TOPOGRAPHIC INFORMATION SHOWN HERE IS FROM THE C.O.F. - G.I.S. DEPT.



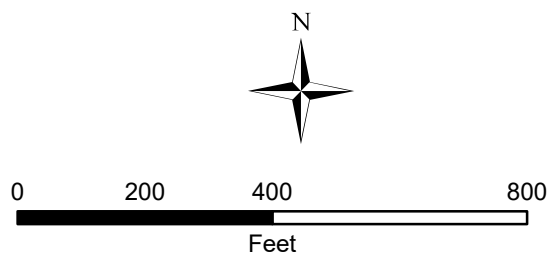
OVERALL EXISTING CONDITIONS PLAN

RUCKER PARK PUD SUBDIVISION, DEVELOPMENT PLAN,
 REVISION 1
 RESOLUTION 2016-57
 FRANKLIN MUNICIPAL PLANNING COMMISSION
 9/22/16



Project Information
 Existing Zoning: Specific Development- Residential (8.03)
 & Detached Residential 3 (R-3)
 Proposed Zoning: Specific Development- Residential (8.70)
 Existing Land Use: Attached Residential
 Proposed Land Use: Attached Residential
 Character Area: WHCO-6
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 4.14 acres
 Proposed Number of Dwelling Units: 36
 Proposed Nonresidential Square Footage: N/A
 Proposed Building Height: 2 Stories

- | | |
|---|---------------------------------------|
| Rucker Park Development Plan Revision 1 | SD-R Specific Development-Residential |
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |



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RESOLUTION 2016-57

TO BE ENTITLED: "A RESOLUTION APPROVING A REVISED DEVELOPMENT PLAN FOR RUCKER PARK PUD SUBDIVISION, FOR THE PROPERTY LOCATED NORTH OF WEST MAIN STREET AND WEST OF RUCKER AVENUE, 117 RUCKER AVENUE."

WHEREAS, the Board of Mayor and Aldermen (BOMA) has, or will, approve zoning for the Property as part of Ordinance 2016-37; and

WHEREAS, the Planned Unit Development (PUD) process is a review procedure that is intended to encourage innovative land planning and design and avoid the monotony sometimes associated with large developments by:

- (a) Reducing or eliminating the inflexibility that sometimes results from strict application of zoning standards that were designed primarily for individual lots;
- (b) Allowing greater freedom in selecting the means to provide access, light, open space, and design amenities;
- (c) Encouraging a sensitive design that respects the surrounding established land use character and natural or man-made features of the site including, but not limited to, trees, historic features, streams, hillsides, and floodplains;
- (d) Promoting quality design and environmentally sensitive development by allowing development to take advantage of special site characteristics, locations, and land uses; and
- (e) Allowing deviations from certain zoning standards that would otherwise apply if not contrary to the general spirit and intent of this ordinance; and

WHEREAS, the PUD process requires the approval of a Development Plan that is reviewed and approved by BOMA, after a public hearing and a recommendation by the Franklin Municipal Planning Commission (FMPC).

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. That the legal description of the property included in the Development Plan, as amended, is as follows:

LEGAL DESCRIPTION – PARCEL 17 ON MAP 78P GROUP A

Parcel of land lying in the 9th Civil District of City of Franklin, Williamson County, Tennessee. Said parcel being lots 13 & 14 of Bob Rucker Lot Addition Subdivision as of record in Plat Book 1 Page 71 Registers Office Williamson County, Tennessee. Bounded on the east by Rucker Avenue (50' ROW), on the south by Rucker Park P.U.D. Subdivision, Replatting of Lot 12 of Rucker Subdivision as of record in Plat Book P61 Page 81 R.O.W.C.T., on the west by Hardison Hills Subdivision, Section 3 as of record in Plat Book P39 Page 141 R.O.W.C.T. on the north by lot 15 of said Bob Rucker Lot Addition Subdivision, and being more particularly described as follows:

Beginning at the southeast corner at an existing iron rod on the west margin of Rucker Avenue, said corner being approximately 317+/-feet from the northerly margin of Carters Creek Pike; Thence with the following calls, N 80° 57 '50" W a distance of 196.12' to a metal fence post next to a wooden fence post; Thence, following remnants of a metal

fence N 06° 36' 27" W a distance of 103.41' to a metal fence post; Thence, with remnants of a second metal fence S 81° 04' 15" E a distance of 224.84' to an iron rod set. said corner lying on the westerly margin of Rucker Avenue; Thence, S 09° 30' 58" W a distance of 100.00' to the Point of Beginning Containing 21 ,006 square feet, or 0.482 acres more or less.

LEGAL DESCRIPTION – FINAL PLAT RUCKER PARK PUD SUBDIVISION, REV 1, PB 63 PG 34

Parcels of land lying in the 5th Civil District of the City of Franklin, Williamson County, Tennessee. Said parcels being lots 101-132 of the Final Plat of Rucker Park PUD Subdivision, Resubdivision of Lot 12, Revision 1, as of record in Plat Book 63, Page 34, recorded on January 29, 2016, at the Registers Office, Williamson County, Tennessee. Property containing 3.66 acres, more or less.

SECTION II: That the attached Location Map shall serve the purpose of further delimiting the geographical boundaries as described by this Resolution.

SECTION III: That the overall entitlements, as amended, for the (Rucker Park PUD Subdivision) are as follows:

Entitlements	Rucker Park PUD Subdivision
Base Zone Districts	Specific Development-Residential (SD-R 8.03) District and Detached Residential 3 (R-3) District
Proposed Zone District	Specific Development-Residential (SD-R 8.70) District
Character Area Overlay	WHCO-2
Other Zoning Overlays	N/A
Development Standard	Conventional
Number of Dwelling Units	30 existing, 36 proposed
Open Space Requirements	Formal - .36 Acres Informal – 1.93 Acres Total – 2.29 Acres
Number of Phases in Development	N/A
Original Development Plan Approval	Resolution No. 2012-53 Date of approval: 11/13/2012
Revision Number	1

SECTION IV: That the Development Plan, the exhibits accompanying the Development Plan, and all conditions and restrictions placed upon the Development Plan by the Franklin Municipal Planning Commission and this Board shall be made a part of this Resolution as though copied verbatim herein,

and that a permanent record of the Development Plan, the exhibits accompanying the Development Plan, and all such conditions and restrictions shall be kept in the Franklin Planning and Sustainability Department.

SECTION V. That this Resolution shall take effect from and after its passage on its first and final reading, the health, safety, and welfare of the citizens requiring it.

ERIC S. STUCKEY
City Administrator

DR. KEN MOORE
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PREAPPLICATION CONFERENCE: _____7/26/2016_____

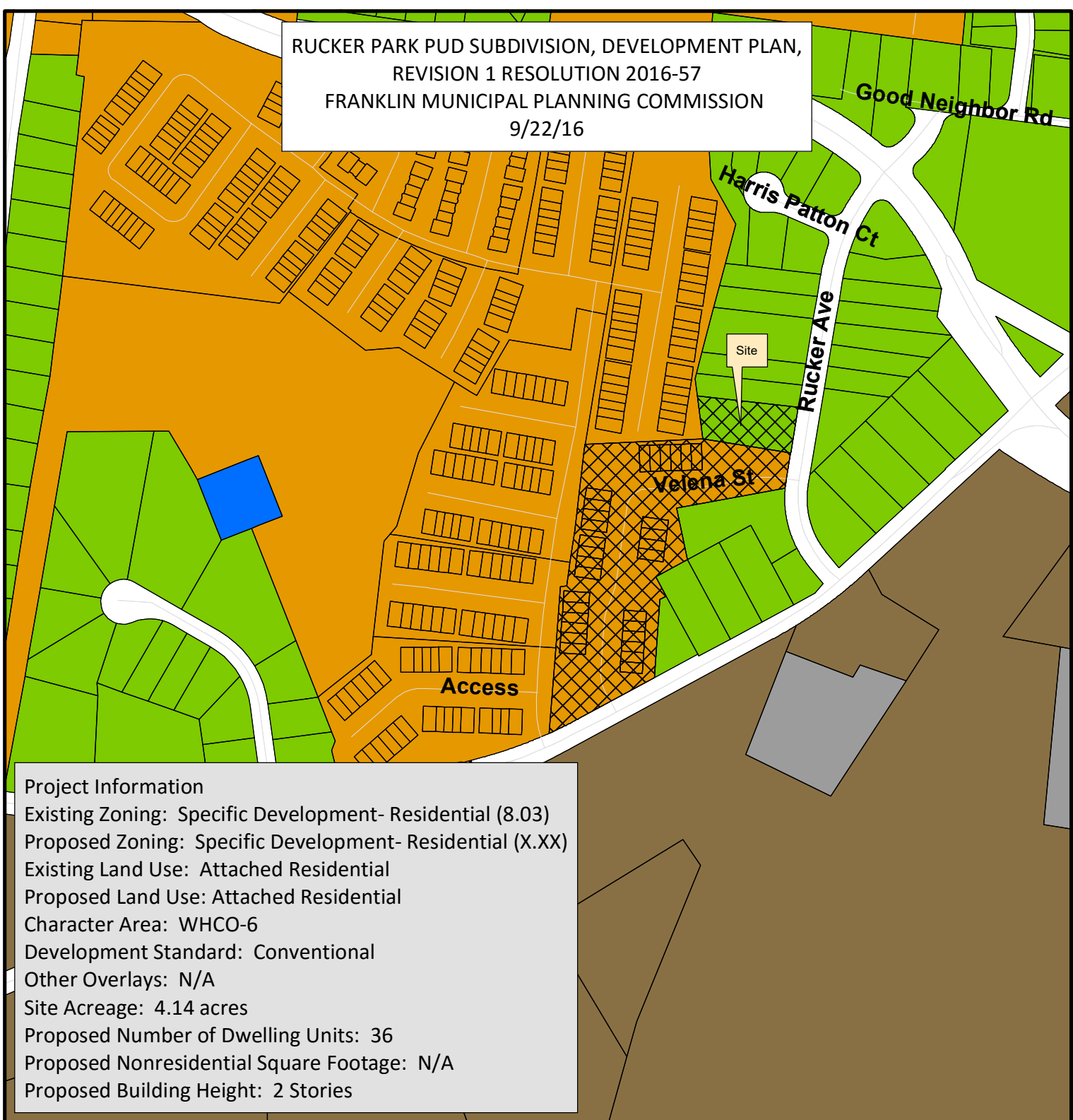
BOMA/FMPC JOINT CONCEPTUAL WORKSHOP: _____7/28/2016_____

NEIGHBORHOOD MEETING: _____8/4/2016_____

PLANNING COMMISSION RECOMMENDED APPROVAL: _____

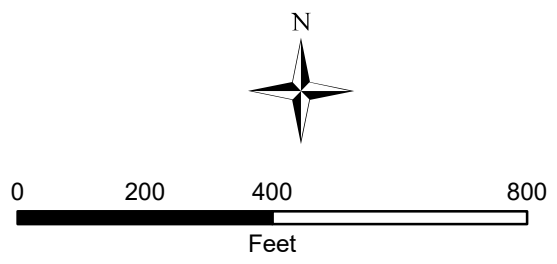
PUBLIC HEARING AND BOMA APPROVAL: _____

RUCKER PARK PUD SUBDIVISION, DEVELOPMENT PLAN,
 REVISION 1 RESOLUTION 2016-57
 FRANKLIN MUNICIPAL PLANNING COMMISSION
 9/22/16



Project Information
 Existing Zoning: Specific Development- Residential (8.03)
 Proposed Zoning: Specific Development- Residential (X.XX)
 Existing Land Use: Attached Residential
 Proposed Land Use: Attached Residential
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 Other Overlays: N/A
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- | | |
|---|---------------------------------------|
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CONDITIONS OF APPROVAL:

Engineering - PUD Plan Checklist

General Comments

1. E. Existing Conditions Plan

- Applicant shall indicate watercourse, water bodies, conveyance, springs (perennial only), sinkholes, and channels that drain 25 acres or more. Show the location of the existing channel indicated to be a wet weather conveyance on all plan sheets.
- Please see sheet C1.0
- The previous comment, "*Show the location of the existing channel indicated to be a wet weather conveyance on all plan sheets.*" has not been addressed.

Applicant shall show the location of the existing channel on all plan sheets.

2. H. Stormwater Management Plan

- Applicant shall locate all permanent stormwater BMPs and Green Infrastructure in open space lots for all residential development. All water resource buffers shall also be placed in open space lots.
- This is shown on sheet C3.0
- The previous comment, "*Applicant shall locate all permanent stormwater BMPs and Green Infrastructure in open space lots for all residential development. All water resource buffers shall also be placed in open space lots.*" has not been addressed.

Applicant shall show the proposed open space lot(s) on the plans.

Parks

General Comments

3. Parkland information

- Parks-A development with over 10 units shall comply with the Parkland Dedication ordinance 5.5.4. This Development has 30 units existing and paid for therefore, fees in lieu shall be requested for additional units in this development.

The first 35 units are at 1200sf and all units over 35 are 600sf.

Applicant shall place additional units on plans and show square footage counts.

The fees shall be due before recording final plat.

- Understood
- Parks-Applicant shall change the information on sheet C.2 to reflect additional units and show square footage. These fees shall be due before the final plat can be recorded.

Planning (Landscape)

General Comments

4. sidewalks

- Sidewalks are required along Rucker Avenue and West Main.
- Sidewalks are shown along Rucker Avenue, there is no sidewalk available on West Main Street to connect to
- Per COF Zoning 5.10.13 sidewalks are required on both sides of all streets.

RUCKER PARK PUD SUBDIVISION

DEVELOPMENT PLAN, REVISION 1

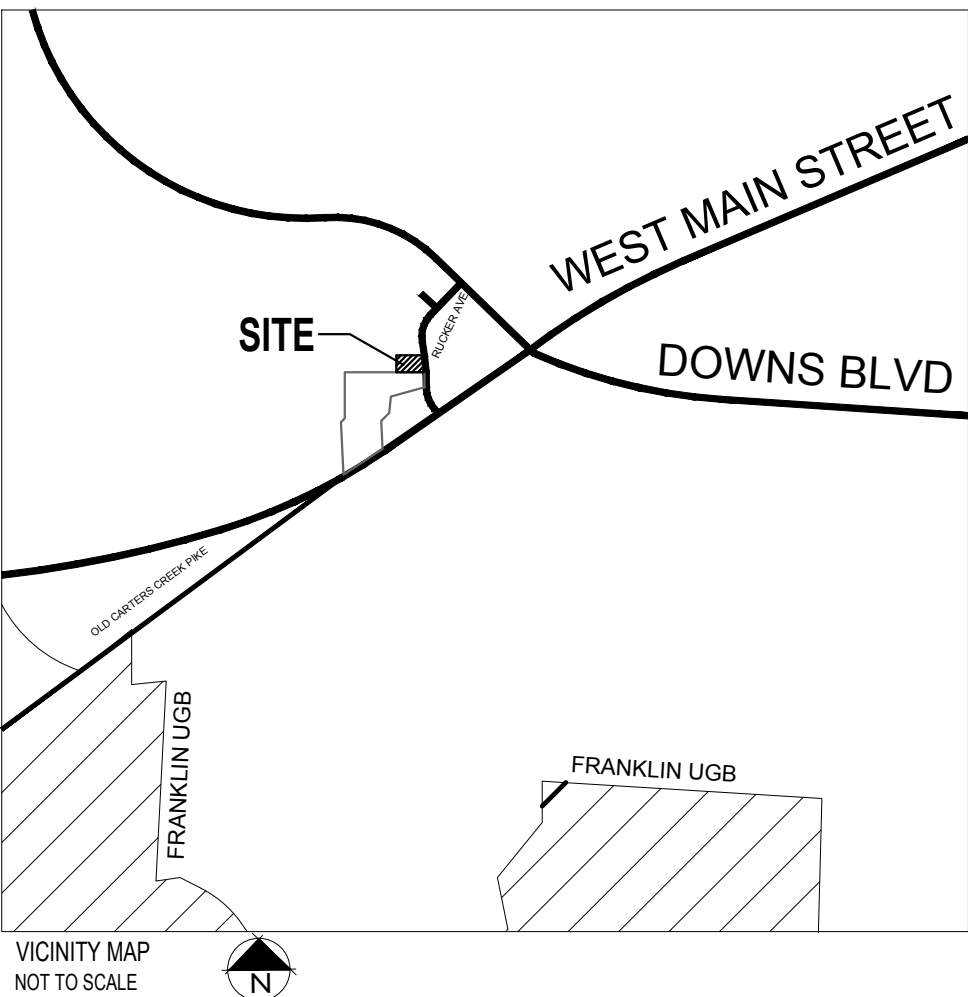
COF # 6227

MAP 78P, PARCEL 17.00
MAP 78P, GROUP J, PARCELS 00100-003200

FRANKLIN, TENNESSEE
CIVIL DISTRICT 5

SHEET INDEX

- C 0.0 COVER SHEET
- C 1.0 OVERALL EXISTING CONDITIONS PLAN
- C 1.1 ENLARGED EXISTING CONDITIONS PLAN
- C 2.0 OVERALL DEVELOPMENT PLAN
- C 2.1 ARCHITECTURAL IMAGES
- C 3.0 OVERALL GRADING & DRAINAGE PLAN
- C 4.0 NOT INCLUDED IN THIS DRAWING SET
- C 5.0 OVERALL UTILITY PLAN



LANDSCAPE ARCHITECT/PLANNER

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY SUITE 200
FRANKLIN TN 37064
GREG GAMBLE, RLA (615) 975-5765
EMAIL ADDRESS: greggamble209@gmail.com



RUCKER PARK PUD SUBDIVISION

DEVELOPMENT PLAN, REVISION 1

COF # 6227
FRANKLIN, TENNESSEE

SITE DATA:	
PROJECT NAME:	RUCKER PARK PUD SUBDIVISION
PROJECT NUMBER:	6227
SUBDIVISION:	RUCKER
LOT NUMBER:	13 & 14
ADDRESS:	117 RUCKER AVENUE
CITY:	FRANKLIN
COUNTY:	WILLIAMSON
STATE:	TENNESSEE
CIVIL DISTRICT:	5TH CIVIL DISTRICT
MAP, GROUP, PARCEL NUMBERS:	MAP 78P, PARCEL 17.00 MAP 78P, GROUP J, PARCELS 00100-003200 SD-R 8.17 (Existing PUD) and R3 SD-R 8.70
EXISTING ZONING:	WEST HARPETH 2
PROPOSED ZONING:	NONE
CHARACTER AREA OVERLAY:	CONVENTIONAL
OTHER APPLICABLE OVERLAYS:	3.66 + .48 in Parcel 17 = 4.14 ACRES
APPLICABLE DEVELOPMENT STANDARD:	179,970 SF
TOTAL ACREAGE	
TOTAL SQUARE FOOTAGE:	
MINIMUM REQUIRED SETBACKS:	
FRONT YARD:	20'
REAR YARD:	5'
SIDE YARD:	MIN 5'
	12' BETWEEN STRUCTURES
OWNER / APPLICANT:	RBF INVESTMENTS, LLC
ADDRESS:	144 SOUTHEAST PARKWAY, SUITE 230 FRANKLIN, TN 37064
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ENGINEER:	STEVE CLIFTON, P.E.
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PHONE:	(615) 975-5765
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EMAIL:	greg.gamble@gdc-tn.com
CONTACT:	GREG GAMBLE

PRE-APPLICATION SUBMITTAL

JULY 13, 2016

INITIAL SUBMITTAL

AUGUST 8, 2016

RESUBMITTAL

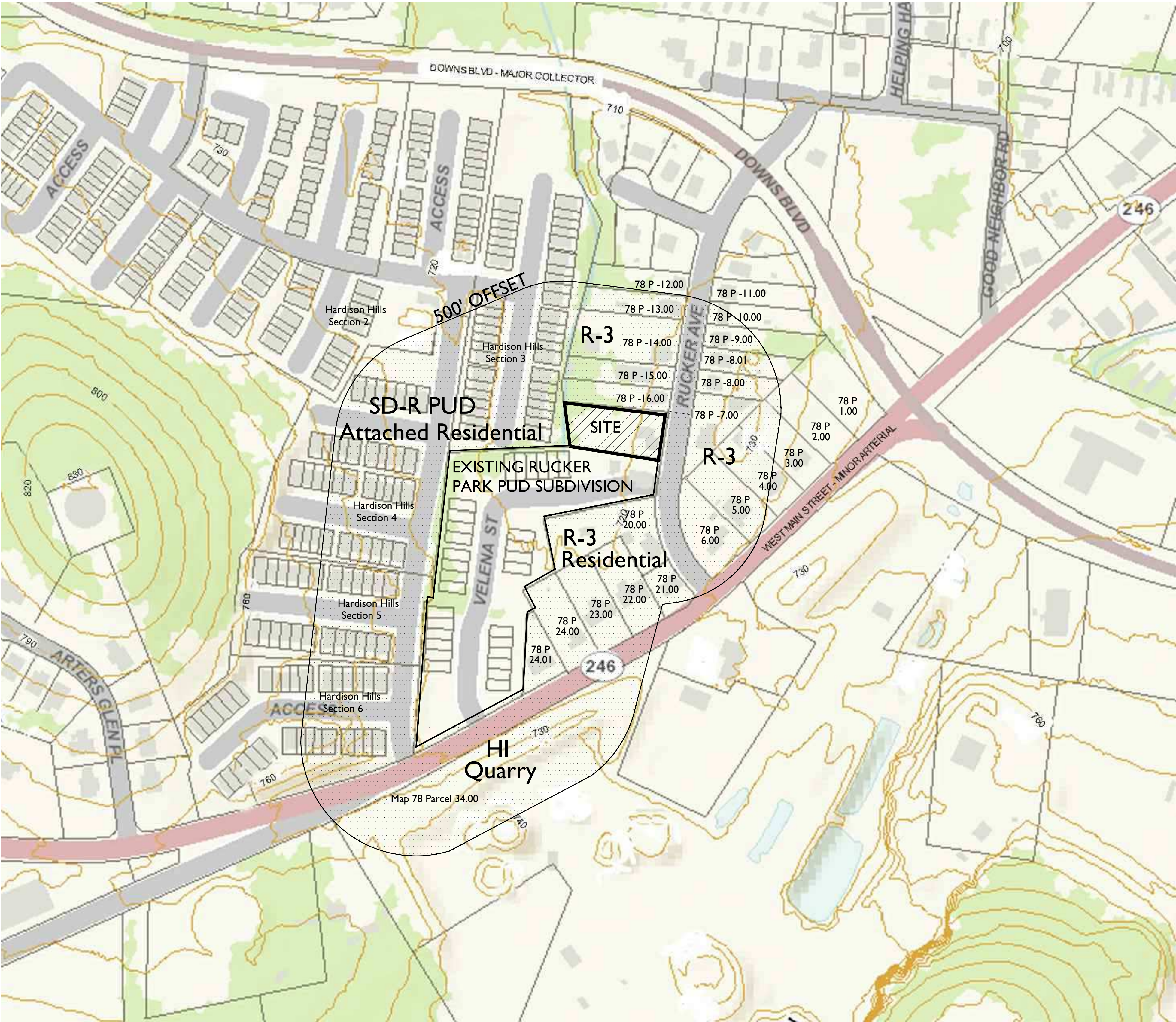
SEPTEMBER 1, 2016

REVISION

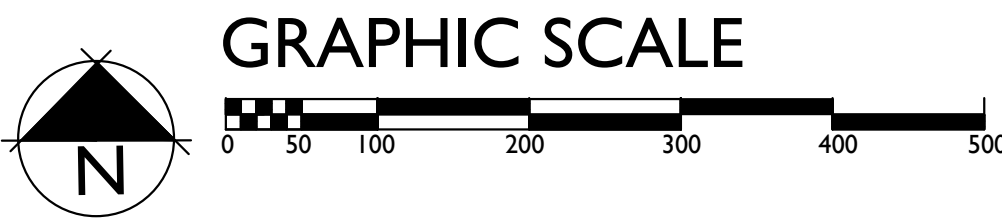
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REVISION

-



PARCEL LINES AND TOPOGRAPHIC INFORMATION SHOWN HERE IS FROM THE C.O.F. - G.I.S. DEPT.



PROPERTY OWNERS WITHIN 500'

PROPERTY DESCRIPTION
Parcel of land lying in the 9th Civil District of City of Franklin, Williamson County, Tennessee
Said parcel being lots 13 & 14 of Bob Rucker Lot Addition Subdivision as of record in Plat Book 1 Page 71 Registers Office Williamson County, Tennessee. Bounded on the east by Rucker Avenue (50' ROW), on the south by Rucker Park P.U.D. Subdivision, Replatting of Lot 12 of Rucker Subdivision as of record in Plat Book P61 Page 81 R.O.W.C.T., on the west by Hardison Hills Subdivision, Section 3 as of record in Plat Book P39 Page 141 R.O.W.C.T. on the north by lot 15 of said Bob Rucker Lot Addition Subdivision, and being more particularly described as follows:
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OVERALL EXISTING
CONDITIONS PLAN



RUCKER PARK PUD SUBDIVISION
DEVELOPMENT PLAN, REVISION 1
FRANKLIN, TENNESSEE

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 330
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
gg@gdc209@gmail.com
615.975.5765

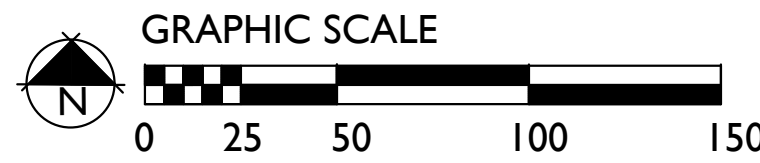
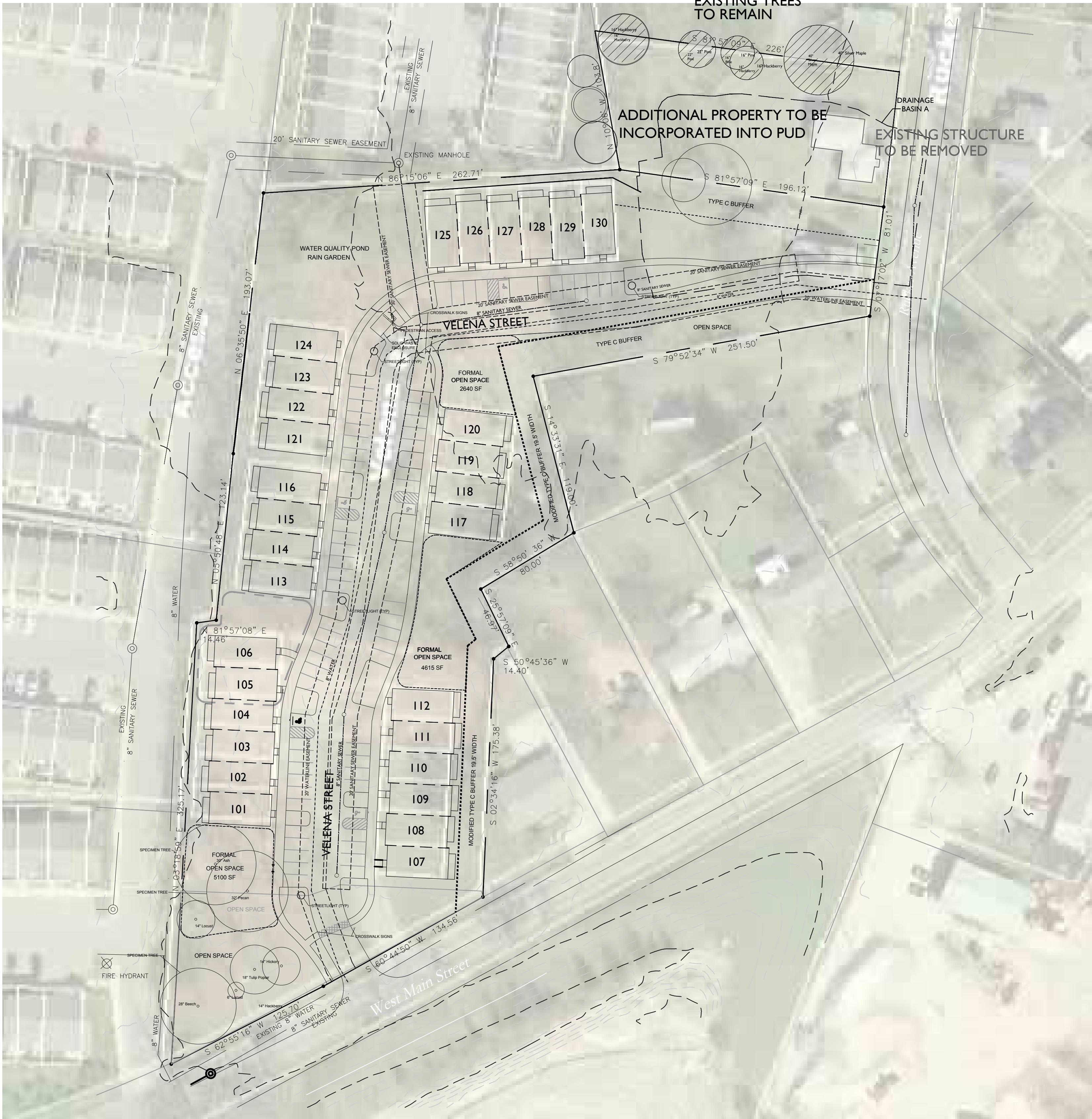
rev.	date
△	8.26.16, REVISED FOR DRT REVIEW COMMENTS, REVIEW 1 DATED 8.23.16
△	
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GDC Job No. 16013
JULY 30, 2016

S H E E T

C1.0

COF # 6226



PARCEL LINES AND TOPOGRAPHIC INFORMATION SHOWN HERE IS FROM THE C.O.F. - G.I.S. DEPT.

SITE DATA:	
PROJECT NAME:	RUCKER PARK PUD SUBDIVISION, DEVELOPMENT PLAN, REVISION 1
PROJECT NUMBER:	6227
SUBDIVISION:	RUCKER
LOT NUMBER:	13 & 14
ADDRESS:	117 RUCKER AVENUE
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TOTAL ACREAGE:	179,970 SF
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EMAIL:	greg.gamble@gdc-tn.com
CONTACT:	GREG GAMBLE

EXISTING TREE CANOPY OF AREA TO BE ADDED

BASED ON SITE VISIT AND AS SHOWN IN AERIAL PHOTOGRAPH THERE ARE EIGHT TREES ON OR ADJOINING THE SITE, ONE OF WHICH WOULD BE CLASSIFIED AS A SPECIMEN TREE. AS PROPOSED THIS TREE AND ONE OTHER WILL HAVE TO BE REMOVED.

TREE CANOPY DATA

TOTAL SITE AREA = 20,920 SF

EXISTING TREE CANOPY: 3,661 SF
3,661 SF/20,920 SF = .175 (17.5%) OF TOTAL SITE

REQUIRED CANOPY PRESERVATION =
26% OF TOTAL CANOPY
3,661 SF * 26% = 952 SF

 SPECIMEN TREE LIST
TREE TO BE REMOVED ONE HACKBERRY @ 30'

GENERAL NOTES

1. THERE ARE NO SLOPES GREATER THAN 14% ON THE SITE
2. THERE IS NO FLOOD PLAIN ON THE SITE.

EXISTING STRUCTURES	THERE ARE NO HISTORIC PROPERTIES OR FEATURES LOCATED ON THE SITE
EXISTING NATURAL FEATURES	TREE CANOPY IS SHOWN, THERE ARE NO ROCK OUTCROPPINGS OR KARST TOPOGRAPHY
HISTORIC PROPERTIES	THERE ARE NO WATERCOURSES, CHANNELS, WETLANDS OR OTHER WATER BODIES PRESENT
PLANNED UNIT DEVELOPMENTS	THERE ARE NO HISTORIC PROPERTIES WITHIN 500' OF THE SITE
EASEMENTS	HARDISON HILLS IS LOCATED WEST OF THE PROPERTY AS SHOWN
MINERAL RIGHTS	EXISTING EASEMENTS ARE SHOWN
STORMWATER NARRATIVE	THERE ARE NO THIRD PARTY MINERAL RIGHTS ON THE SUBJECT PROPERTY
CHART AND DRAINAGE BASINS	SEE SHEET 3.0

EXISTING SOILS

SiC2—STIVERSVILLE SILT LOAM, 5 TO 12 PERCENT SLOPES, ERODED



RUCKER PARK PUD SUBDIVISION
DEVELOPMENT PLAN, REVISION 1
FRANKLIN, TENNESSEE

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
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615.975.5765

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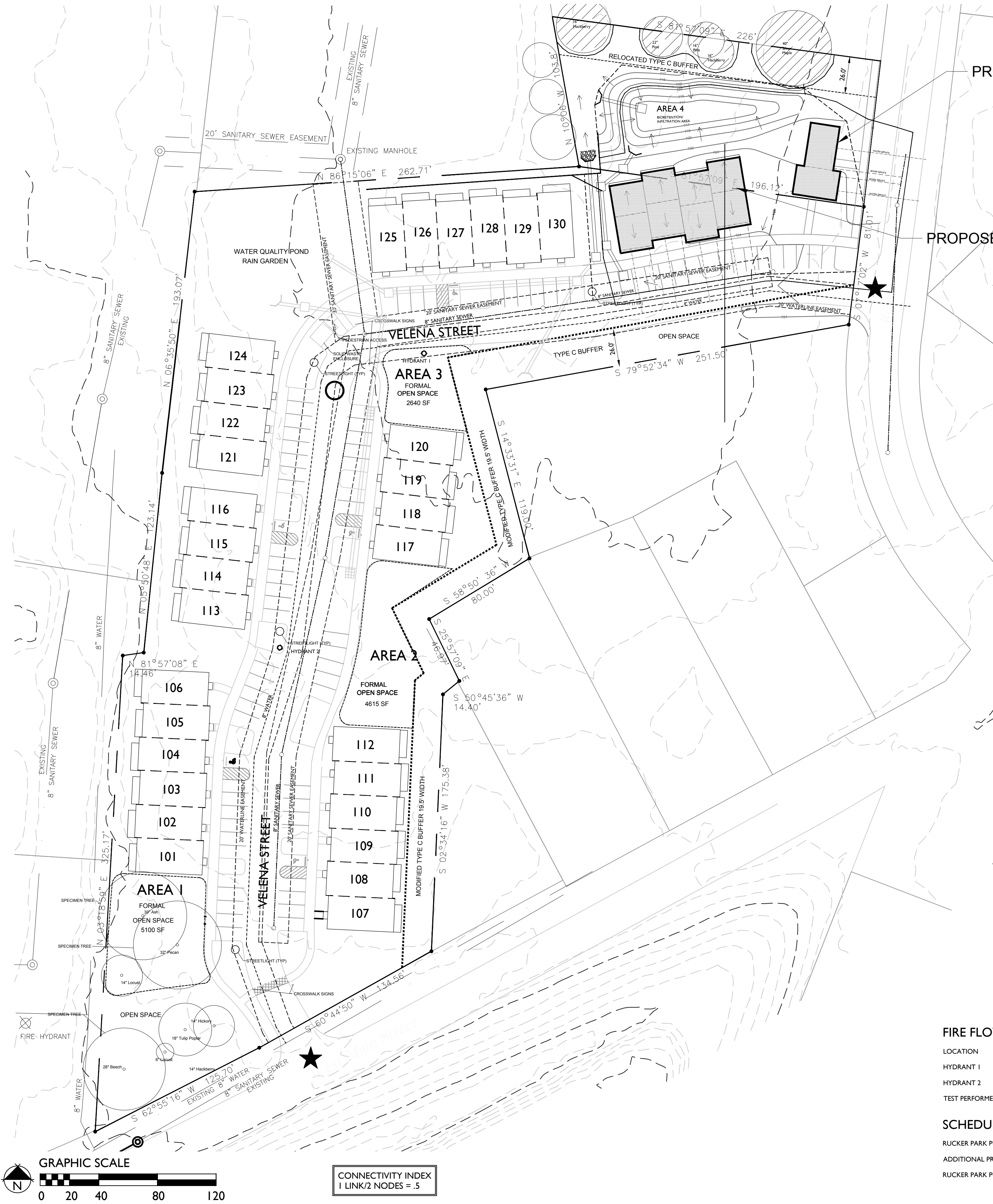
GDC Job No. 16013
AUGUST 8, 2016

S H E E T

C1.1

COF # 6227

ENLARGED EXISTING CONDITIONS



PROPOSED DUPLEX

PROPOSED FOUR UNIT TOWN HOME

FIRE FLOW DATA

LOCATION	STATIC	RESIDUAL	FLOW
HYDRANT 1	54 psi	30 psi	1220 gpm
HYDRANT 2	55 psi	28 psi	1341 gpm
TEST PERFORMED AT 8:00 AM ON AUGUST 12, 2016			

SCHEDULE OF RESIDENTIAL UNITS

RUCKER PARK PUD SUBDIVISION	179,970 SF	3.66 ACRES	30 UNITS	8.2 DU/ACRE
ADDITIONAL PROPERTY - PARCEL 17	21,006 SF	.48 ACRES	6 ADDITIONAL UNITS	
RUCKER PARK PUD - REVISION 1	200,976 SF	4.14 ACRES	36 UNITS	8.7 DU/ACRE

SITE DATA:

PROJECT NAME:	RUCKER PARK PUD SUBDIVISION, REVISION 1
PROJECT NUMBER:	6227
SUBDIVISION:	RUCKER
LOT NUMBER:	13 & 14
ADDRESS:	117 RUCKER AVENUE
CITY:	FRANKLIN
COUNTY:	WILLIAMSON
STATE:	TENNESSEE
CIVIL DISTRICT:	5TH CIVIL DISTRICT
MAP, GROUP, PARCEL NUMBERS:	MAP 78P, PARCEL 17.00
EXISTING ZONING:	SD-R 8.17 (Existing PUD) & R3
PROPOSED ZONING:	SD-R 8.70
CHARACTER AREA OVERLAY:	WEST HARPEATH 2
OTHER APPLICABLE OVERLAYS:	NONE
APPLICABLE DEVELOPMENT STANDARD:	CONVENTIONAL
TOTAL ACREAGE:	3.87 + .48 in Parcel 17 = 4.35 ACRES
TOTAL SQUARE FOOTAGE:	179,970 SF
MINIMUM REQUIRED SETBACKS:	
FRONT YARD:	20'
REAR YARD:	5'
SIDE YARD:	MIN 5'
	12' BETWEEN STRUCTURES
OWNER / APPLICANT:	RBF INVESTMENTS, LLC
ADDRESS:	144 S.E. PARKWAY, SUITE 230 FRANKLIN, TN 37064
PHONE:	(615) 567-4420
EMAIL:	mail@johnfranks.org
CONTACT:	JOHN FRANKS
ENGINEER:	STEVE CLIFTON, P.E.
ADDRESS:	144 S.E. PARKWAY, SUITE 255, FRANKLIN, TN 37064
EMAIL:	(615) 207-9339
CONTACT:	stevec@cliftonandjingle.com
LANDSCAPE ARCHITECT:	STEVE CLIFTON, P.E.
ADDRESS:	GAMBLE DESIGN COLLABORATIVE 144 S.E. PARKWAY, SUITE 200, FRANKLIN, TN 37064
PHONE:	(615) 975-5765
FAX:	(615) 790-1350
EMAIL:	greg.gamble@gdc-tn.com
CONTACT:	GREG GAMBLE
BUILDING SQUARE FOOTAGE:	36 Single Family Attached Residences - 36,390 square feet total
BUILDING HEIGHT:	Building Height will not exceed 28'
LANDSCAPE SURFACE RATIO:	15% provided - 56%
MINIMUM LANDSCAPE SURFACE RATIO:	20%
MINIMUM PARKING REQUIREMENT:	2.5/Unit = 90 Spaces
MAXIMUM PARKING LIMIT:	99 Spaces
PARKING PROVIDED:	90 Spaces
RESIDENTIAL DENSITY:	8.7 Units per Acre
TREE CANOPY:	15% of Site; 54% to be retained or 8% of site to remain
PARKLAND:	None
OPEN SPACE:	FORMAL 15,750 s.f. or 36 Acres INFORMAL 83,992 s.f. or 1.93 Acres TOTAL 99,742 s.f. or 2.29 Acres

LAND USE PLAN COMPLIANCE
CHARACTER AREA OVERLAY: WHCO-2
APPLICABLE DEVELOPMENT STANDARD: CONVENTIONAL

LOCAL COMPATIBILITY

THE PROPOSED DEVELOPMENT IS COMPRISED OF TWO STRUCTURE. THE FOUR UNIT BUILDING IS A CONTINUATION OF THE RUCKER PARK TOWN HOMES. THE DUPLEX PROPOSED TO FRONT ON RUCKER AVENUE WILL HAVE THE CHARACTER MORE SIMILAR TO THE SINGLE FAMILY HOMES LOCATED ON THAT STREET AND IT WILL BE SETBACK CONSISTENT WITH THOSE RESIDENCES. THE PROPOSED DUPLEX WILL CONTINUE THE ESTABLISHED RHYTHM AND CHARACTER OF THE NEIGHBORING HOMES AS WELL.

SIDEWALKS:
SIDEWALKS TO BE INSTALLED FROM THE EXISTING RUCKER PARK PUD TO RUCKER AVENUE AND NORTH ALONG THAT STREET.

STORMWATER MANAGEMENT NARRATIVE:
ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS VIA POSITIVE DRAINAGE AND SWALES. OVERALL DRAINAGE PATTERNS WILL MIMIC EXISTING CONDITIONS. FLOWING FROM WEST TO EAST, THEN NORTH ALONG THE WET WEATHER CONVEYANCE LOCATED ALONG THE EAST SIDE OF HARDISON HILLS SECTION 2. STORMWATER WILL THEN BE COLLECTED IN A PROPOSED BIORETENTION AREA. OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM ANY PROPOSED STORMWATER TREATMENT AREAS. THE PROPOSED BIORETENTION AREAS WILL TREAT STORMWATER RUNOFF BEFORE IT EITHER INFILTRATES INTO THE SOIL OR DISCHARGES TO THE WET WEATHER CONVEYANCE.

THE HOMEOWNER'S ASSOCIATION SHALL BE RESPONSIBLE FOR AND SHALL MAINTAIN THE STORMWATER INFRASTRUCTURE. THESE ITEMS INCLUDE RAIN GARDENS, DETENTION BASINS, AND DRAINAGE SWALES.

OPEN SPACE REQUIREMENT CHART

Minimum Open Space Requirement : 15% RRequired
Site Acreage 4.13 Acres Open Space Required: 62 Acres
Formal Open Space Required: 9,999 Square Feet
Informal Open Space Required: 17,997 Square Feet

Open Space Provided:				
Key	Classification	Type	Area of Open Space	Paved Area Percent Impervious
Area 1	Formal	Sitting Area	5100 s.f.	None 0%
Area 2	Formal	Sitting Area	4850 s.f.	None 0%
Area 3	Formal	Gathering Area	3800 s.f.	None 0%
Lot 131	Informal	Buffer Yard/SW Area	40427 s.f.	None 0%
Lot 132	Informal	Buffer Yards	29350 s.f.	None 0%
Area 4	Informal	Bioretention Area	14215 s.f.	None 0%

THE PROPOSED FOUR UNIT TOWN HOME WILL BE ONE STORY AND CONTAIN UNITS RANGING FROM 1000 TO 1100 SF. THE DUPLEX BEING PROPOSED IS A TWO STORY BUILDING CONTAINING TWO 1200 SF UNITS.

STATEMENT OF IMPACTS

STREET NETWORK

VELENA STREET IS ALREADY CONSTRUCTED AS A PRIVATE STREET CONNECTING WEST MAIN STREET TO RUCKER AVENUE. NO ADDITIONAL IMPROVEMENTS ARE PROPOSED OTHER THAN THE ADDITION OF 15 PARKING SPACES. AVERAGE DAILY TRIPS WILL INCREASE FROM 160 UNDER THE EXISTING APPROVED PUD TO 192 UNDER THE PROPOSED CONDITIONS.

WATER

WATER WILL BE PROVIDED BY CITY OF FRANKLIN VIA AN EXISTING 8" PIPE RUNNING THROUGH THE DEVELOPMENT. THIS LINE WAS BUILT IN CONJUNCTION WITH THE EXISTING PUD LINKING EXISTING WATER LINES IN WEST MAIN STREET AND RUCKER AVENUE.

SEWER

SEWER WILL BE PROVIDED BY CITY OF FRANKLIN VIA AN EXISTING 8" PIPE RUNNING WITHIN THE PAYMENT OF VELENA STREET. THE PROPOSED DEVELOPMENT WILL PLACE AN ADDITIONAL 6 SFUE ON THE SEWER THAT WAS BUILT TO SERVE THE EXISTING APPROVED PUD.

RECLAIMED WATER

RECLAIMED WATER IS NOT KNOWN TO BE PRESENT AT THIS SITE. EXTENSIONS ARE NOT PROPOSED.

DRAINAGE FACILITIES

POST DEVELOPMENT PEAK FLOWS WILL BE LESS THAN PRE DEVELOPMENT PEAK FLOWS AND THE OUTFALL LOCATION WILL NOT CHANGE. THE DEVELOPMENT WILL INCREASE IMPERVIOUS AREA FROM 0.26 AC TO 0.41 AC.

POLICE/FIRE

2.1 MILES FROM THE POLICE DEPARTMENT AND 1.75 MILES FROM THE FIRE DEPARTMENT STATION 1.

RECREATION/SCHOOLS

WHILE NUMBER OF STRUCTURES WILL INCREASE BY SIX, THIS DEVELOPMENT WILL HAVE NO ADVERSE EFFECT ON SURROUNDING SCHOOLS AND RECREATIONAL FACILITIES.

REFUSE COLLECTION

REFUSE COLLECTION SERVICE WILL BE PROVIDED BY THE CITY OF FRANKLIN SOLID WASTE USING THE EXISTING DUMPSTER LOCATION FOR THE NEW RESIDENCES.

RESTRICTIVE COVENANTS

THERE IS AN HOA IN PLACE THAT IS RESPONSIBLE FOR THE MAINTENANCE OF COMMON AREAS.

MINERAL RIGHTS

NO THIRD PARTY MINERAL RIGHTS ARE ASSOCIATED WITH THIS PROPERTY.

GDC

GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE



RUCKER PARK PUD SUBDIVISION

DEVELOPMENT PLAN, REVISION 1

PUD SUBDIVISION, DEVELOPMENT PLAN

FRANKLIN, TENNESSEE

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greg@gdccollab.com
615.975.5765

rev. date

△ 8.36.16 REVISED PER DRT REVIEW COMMENTS, REVIEW 1 DATED 8.23.16

△
△
△
△

GDC Job No. 16013
JULY 30, 2016

S H E E T

C2.0

COF # 6227

OVERALL DEVELOPMENT PLAN

THE INFORMATION SHOWN ON THIS PLAN IS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FLIP ZONE 4100 AND NAD 83 DATUM.

PARCEL LINES AND TOPOGRAPHIC INFORMATION SHOWN HERE IS FROM THE C.O.F. - G.I.S. DEPT.



FOUR UNIT TOWN HOME

THIS IS A PHOTO OF ONE BUILDING ALREADY CONSTRUCTED IN RUCKER PARK. THESE ARE 1000-1100 SQUARE FOOT RESIDENCES WITH TWO BEDROOMS. THE UNITS HAVE BRICK VENEER ON ALL FOUR SIDES AND HAVE INDIVIDUAL PATIOS AT THE REAR OF THE UNIT.

DUPLEX HOME

THIS IS A PHOTO OF THE PROPOSED DUPLEX. THE HOME WILL HAVE ONE ENTRANCE AND A FRONT PORCH ON RUCKER AVENUE AND ANOTHER SIDE ENTRANCE FACING THE PARKING AREA OFF OF VELENA STREET. THE PROPOSED STRUCTURE WILL HAVE A MASONRY BASE WITH CEMENT BOARD SIDING ON ALL FOUR SIDES.



ARCHITECTURAL
IMAGES



RUCKER PARK PUD SUBDIVISION
DEVELOPMENT PLAN, REVISION 1
FRANKLIN, TENNESSEE

STATEMENT OF IMPACTS

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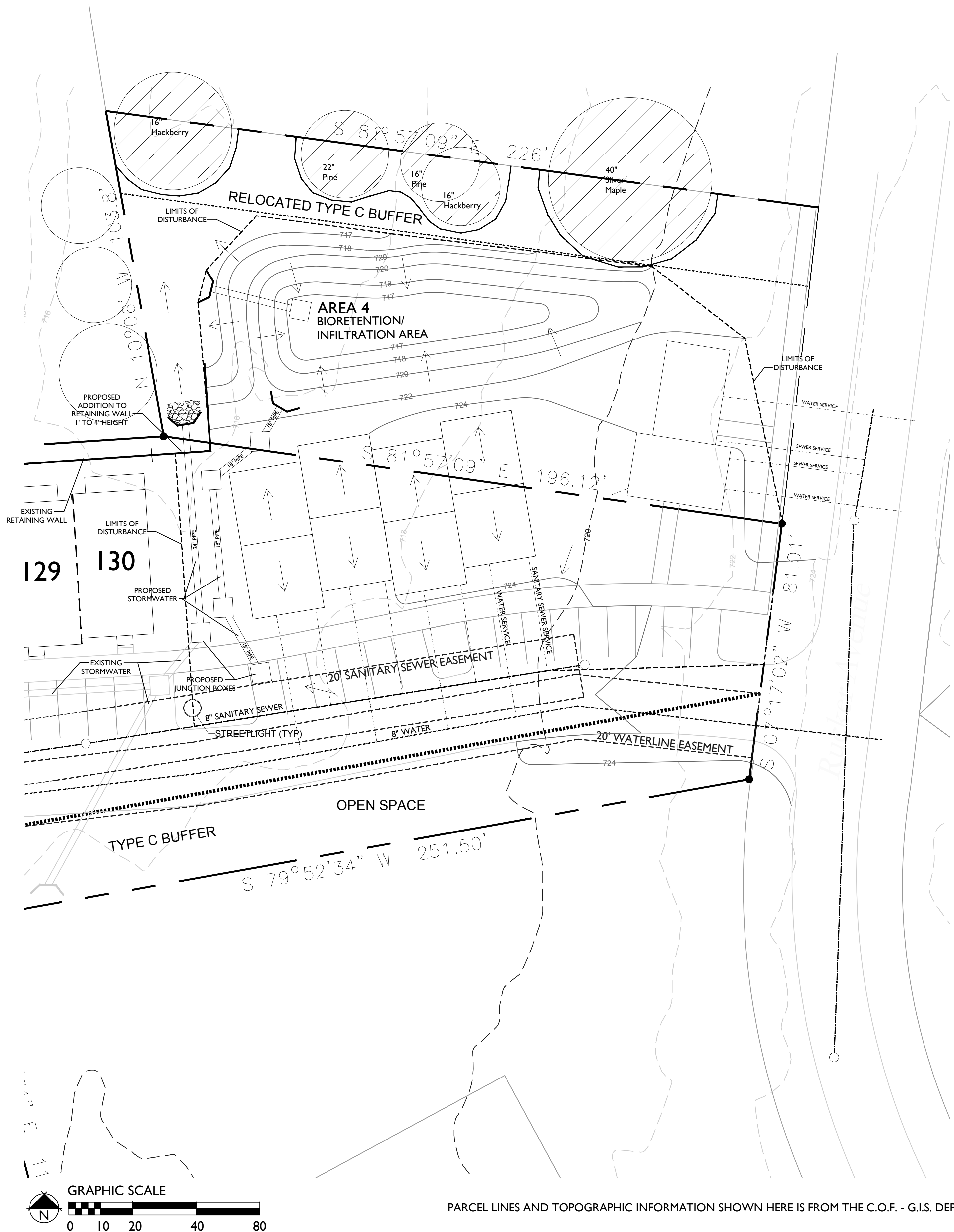
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Grading & Drainage GeneralotesGrading Permit is required for any project disturbing more than 10,000 sf, adding more than 5,000 sf of impervious surface or for any site grading requiring stockpiling of material.

1. The Developer shall provide the 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 tests shall be rectified.
2. 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.
3. Drainage facilities including, but not limited to, culverts, detention basins and ditches, as well as the roadway sub-grade, base stone and binder & 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 streets and drainage systems will not be granted until all work has been completed in accordance with the approved plans.
4. Locating and coordination for the relocation of existing utilities is the responsibility of the contractor. Tennessee's One-Call and the 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.



Water & Sewer General Notes

1. 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 aldermen by resolution.
2. Contractor shall obtain Water & Sewer Infrastructure Installation Permit prior to scheduling required Pre-Construction Site Meeting. Contractor shall complete the PreConstruction Site Meeting prior to commencing with construction.
3. Contractor shall obtain and keep all of the following items on the jobsite at all times during construction:
 - a. Approved, Stamped and Signed Water and/or Sewer Plans
 - b. Water & Sewer Infrastructure Installation Permit, with all steps completed and signed by appropriate City employees.
 - c. Copy of approved availability request response letter.
 - d. A copy of all approved Cut Sheets.
4. 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, TN following approval from the 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.
5. 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 easement of 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 onsite during construction.
7. 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.

Water & Sewer Data Chart

Facility Type: Public
Unit Flow in GPD: 350 GPD per HOUSE
Number of Units: 6
Total Flow in GPD: 2100 GPD

WATER & SEWER
City of Franklin Water Management Dept. contact:
PH: (615) 794-4554

ELECTRIC
Middle Tennessee Electric Membership Corp
Contact: Russell Lane
PH: (615) 453-3085

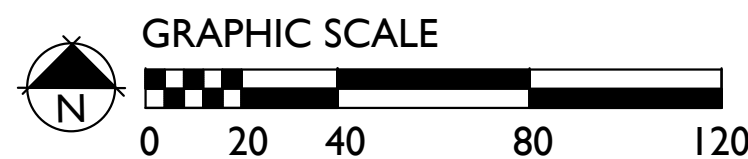
GAS
Atmos Energy
Contact: Walt Miller
PH: (615) 754-2596 ext. 324

Note: No additional fire hydrants to be proposed.

FIRE FLOW DATA

LOCATION	STATIC	RESIDUAL	FLOW
HYDRANT 1	54 psi	30 psi	XX gpm
HYDRANT 2	55 psi	28 psi	XX gpm

TEST PERFORMED AT 8:00 AM ON AUG 12, 2016



THE INFORMATION SHOWN ON THIS PLAN IS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FLIP ZONE 4100 AND NAD 83 DATUM.

PARCEL LINES AND TOPOGRAPHIC INFORMATION SHOWN HERE IS FROM THE C.O.F. - G.I.S. DEPT.



OVERALL UTILITY PLAN

RUCKER PARK PUD SUBDIVISION
DEVELOPMENT PLAN, REVISION 1
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 330
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
g@gambledc209@gmail.com
615.975.5765

rev.	date
△	8.26.16, REVISED FOR DRT REVIEW COMMENTS, REVIEW 1 DATED 8.23.16
△	
△	
△	

GDC Job No. 16013
JULY 30, 2016

S H E E T

C5.0

COF # XXXX



FOUR UNIT TOWN HOME

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ARCHITECTURAL
IMAGES



RUCKER PARK PUD SUBDIVISION
DEVELOPMENT PLAN, REVISION 1
FRANKLIN, TENNESSEE

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 330
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
g788gmbl209@gmail.com
615.975.5765

rev.	date
△	ADDED COF NUMBER TO SET
△	
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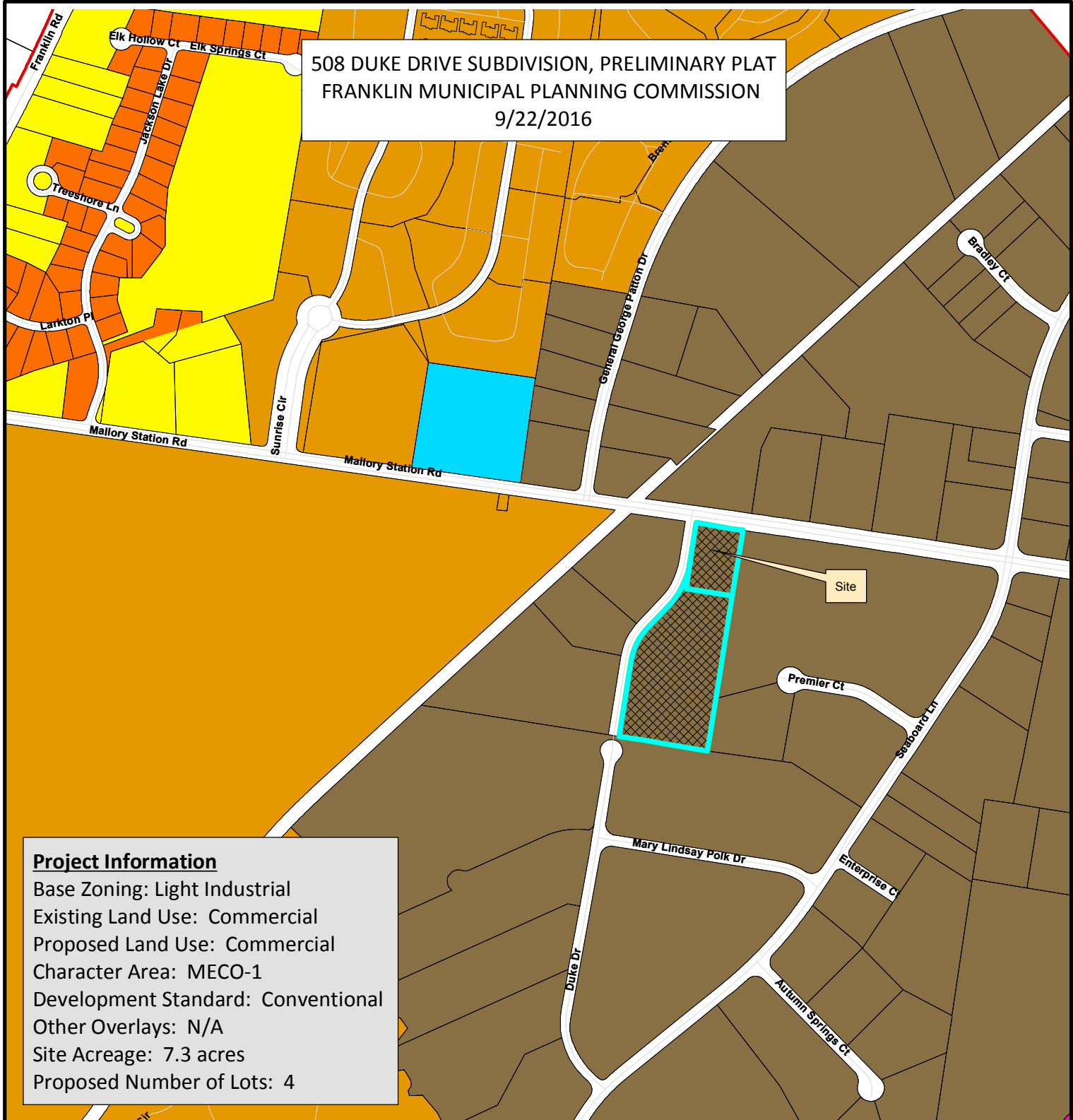
GDC Job No. 16013
AUGUST 8, 2016

S H E E T

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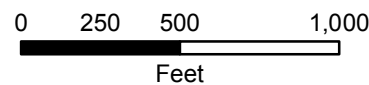
COF # 6227

508 DUKE DRIVE SUBDIVISION, PRELIMINARY PLAT
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/2016



Project Information
 Base Zoning: Light Industrial
 Existing Land Use: Commercial
 Proposed Land Use: Commercial
 Character Area: MECO-1
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 7.3 acres
 Proposed Number of Lots: 4

- | | |
|--|---------------------------------------|
| 508 Duke Drive Preliminary Plat | SD-R Specific Development-Residential |
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |



This map was created by the Franklin Planning Department. It was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials (c) copyright 2016. All rights reserved.

CONDITIONS OF APPROVAL:

Engineering - Preliminary Plat Checklist

General Comments

1. E. Preliminary Plat

- Sidewalks are required along the full length of Duke Drive, to be addressed at the site plan stage. For the parcel fronting Mallory Station Road, sidewalks (or fees-in-lieu) will be required before a final plat can be recorded.

2. Drive access location

- The previous comment "Provide the access drive locations that meet the required Street Standards for sight distance and separation." was not addressed. A proper sight distance is required for driveway access onto Duke Drive. The sight distance as shown requires the removal of parking spaces and street trees within the sight triangle. Relocating or removing the access in the curve is recommended.
- The applicant shall re-locate the northern access location on Duke Drive to be at least 125 feet from the intersection (radius return to radius return) of Mallory Station Road, per Street Standards section 3.3.25(4)c.

3. Drainage access and utility easements

- The previous comment "Provide drainage, access and utility easements for each separate lot." was not completely addressed. The proposed sewer main extension must be located outside of Duke Drive right-of-way. An 8" sewer main is required to be extended to each lot. The sewer main must be located in a separate sewer easement. Pervious pavers are not permitted within the sewer easement. Provide sewer service to lot 4.

Fire-Planning

[508 Duke Drive - submittal 001.pdf](#)

4. Fire Protection

- This item remains outstanding.

The applicant shall provide the results from a full demand fire flow test.

Planning (Landscape)

General Comments

5. Landscape Plan

- Shall remain for when Development/site plan is submitted

Solid Waste Service

[Duke Drive Civil Pre-Plat 9-1-16.pdf](#)

6. Solid Waste Service

- Applicant shall provide a auto-turn for our Front-End Loader Refuse trucks to all dumpster enclosures. The turning radius includes:

Height: 12.5'

Wheel Base: 237" (19.5')

Width: 97" (8' 1")

Overhead clearance with can in raised position: 18.5'

Turning radius: 46'

Turning diameter: 97'

Track: 78.6" (approx 6'6")

Total length with boom overhang and arms extended: 41'

Total overall length of truck (with boom overhang): 37'

Truck length without boom: 35'

Front overhang: 50" (4'2")

Fork length: 4'

Boom arms front of bumper overhang: 24"

508 DUKE DRIVE
PRELIMINARY PLAT
FRANKLIN, TENNESSEE
FRANKLIN PROJECT NUMBER 6218

RESOURCE LIST

PROPERTY OWNER:

MIKE AND JENNIFER HAYES
257 MALLORY STATION RD
FRANKLIN, TN 37067
PHONE NO: (615) 861-0532
CONTACT: MIKE AND JENNIFER HAYES

ARCHITECT:

CIVIL ENGINEER:

BATSON & ASSOCIATES ENGINEERING, INC.
5150 REMINGTON DRIVE
BRENTWOOD, TN 37027
PHONE: (615) 424-4840
FAX: (615) 370-9363
CONTACT: GARRY BATSON

LAND SURVEYOR:

H AND H SURVEYING, INC.
612A FITZHUGH BOULEVARD
SMYRNA, TENNESSEE 37167
PHONE: (615) 831-0756
CONTACT: MIKE HOLMES

LANDSCAPE ARCHITECT:

UTILITY COMPANIES:

ELECTRIC:

MIDDLE TENNESSEE ELECTRIC COMPANY
P.O. BOX 681709
FRANKLIN, TN 37068-1709
(615) 794-3561
CONTACT: GARY OSBORN

WATER:

MALLORY VALLEY UTILITY DISTRICT
P.O. BOX 936
FRANKLIN, TN 37065
(615) 377-3374
CONTACT: ANSLEY COODE

SANITARY SEWER:

CITY OF FRANKLIN SEWER DEPARTMENT
109 3RD AVENUE SOUTH
FRANKLIN, TN 37064
(615) 794-4554
CONTACT: MARK HILTY

NATURAL GAS:

UNITED CITIES GAS COMPANY
127 2ND AVENUE NORTH
FRANKLIN, TN 37064
(615) 794-2595
CONTACT: KENNY HAYS

TELEPHONE:

AT&T
(615) 557-6000

CABLE:

COMCAST
660 MAINSTREAM DRIVE
NASHVILLE, TN 37228
(615) 244-5900



VICINITY MAP
SCALE: 1" = 1,000'

MAP: PARCEL:

SHEET INDEX

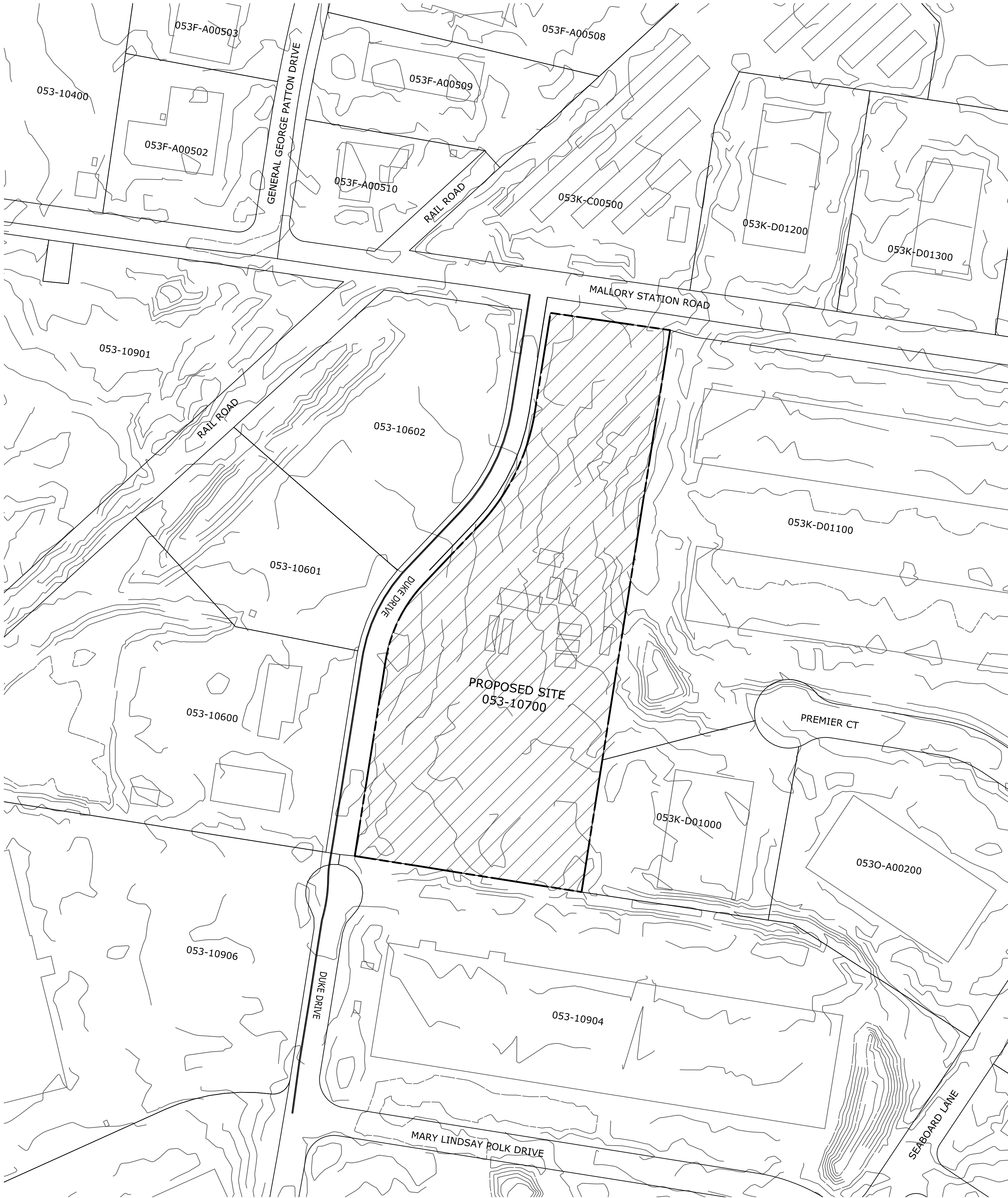
- C-1.0 PHYSICAL FEATURES PLAN
- C-1.1 EXISTING CONDITIONS PLAN
PRELIMINARY PLAT
- C-2.0 SITE AUTOTURN & ACCESS EASEMENT EXHIBIT
- C-2.1 SIGHT DISTANCE EXHIBIT
- C-2.2 SITE UTILITY EXHIBIT
- C-2.3 SITE GRADING & DRAINAGE EXHIBIT



BATSON & ASSOCIATES
Civil Engineering Consultants

5150 REMINGTON DRIVE
BRENTWOOD, TENNESSEE 37027
(615) 424-4840 • FAX (615) 370-9363

ISSUE DATE: 22 JUL 2016
REVISED: 1 SEP 2016



ADJACENT PARCELS

MAP 53K PARCEL D01100
LAND OWNER: NWI WAREHOUSE GROUP IV LLC
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: MIXED NONRESIDENTIAL
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL D01000
LAND OWNER: MLG ENTERPRISES LLC
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: OFFICE
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53O PARCEL A00200
LAND OWNER: JAMES TOM COMPANY
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: OFFICE
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL 10904
LAND OWNER: NWI WAREHOUSE GROUP VI
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: MIXED NONRESIDENTIAL
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL 10906
LAND OWNER: DUKE REALTY LIMITED PTNRSH
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: OFFICE
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL 10600
LAND OWNER: MALLORY VALLEY UTILITY DISTRICT OF W
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: UTILITIES
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL 10601
LAND OWNER: MALLORY VALLEY UTILITY DISTRICT OF W
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: VACANT
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL 10602
LAND OWNER: MALLORY VALLEY UTILITY DISTRICT OF W
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: VACANT
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL D01300
LAND OWNER: CHURCH ASPEN GROVE CHRISTIAN
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: COMMERCIAL
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL D01200
LAND OWNER: CARPET DEN INC
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: MIXED NONRESIDENTIAL
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL C00500
LAND OWNER: COOL SPRINGS STORAGE LLC
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: INDUSTRIAL
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53F PARCEL A00510
LAND OWNER: MALLORY CROSSING
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: OFFICE
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53F PARCEL A00509
LAND OWNER: CANTRELL MAYMEE MILLER
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: OFFICE
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53F PARCEL A00508
LAND OWNER: RICHARDS TIMOTHY P
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: CIVIC/INSTITUTIONAL
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53F PARCEL A00503
LAND OWNER: CANTRELL MAYMEE MILLER
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: OFFICE
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53F PARCEL A00502
LAND OWNER: CANTRELL MAYMEE MILLER
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: OFFICE
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL 10400
LAND OWNER: FRANKLIN RADIO ASSOC INC
BASE ZONING DISTRICT: GENERAL OFFICE
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: BERRYS CHAPEL
LAND USE: COMMERCIAL
DEVELOPMENT STANDARDS: CONVENTIONAL

MAP 53K PARCEL 10901
LAND OWNER: KITE/CUPP LEGEND GOLF DEV CO
BASE ZONING DISTRICT: SPECIFIC DEVELOPMENT - RESIDENTIAL
OVERLAY ZONING DISTRICT: FLOODWAY FRINGE OVERLAY
CHARACTER AREAS: BERRYS CHAPEL
LAND USE: RECREATION/OPEN SPACE
DEVELOPMENT STANDARDS: CONVENTIONAL OR TRADITIONAL

PROJECT SITE

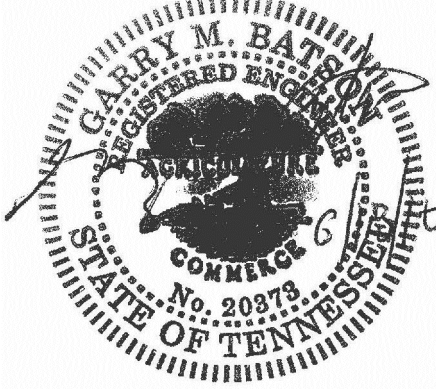
MAP 53 PARCEL 107
BASE ZONING DISTRICT: LIGHT INDUSTRIAL
OVERLAY ZONING DISTRICT: NONE
CHARACTER AREAS: McEWEN
LAND USE: RETAIL
DEVELOPMENT STANDARDS: CONVENTIONAL

TOTAL SITE
ACREAGE OF SITE: 7.297 ± Ac.
SQUARE FOOTAGE OF SITE: 317,847 ± Sq. Ft.



BATSON & ASSOCIATES
Civil Engineering Consultants

5150 REMINGTON DRIVE
BRENTWOOD, TENNESSEE 37027
(615) 424-4840 • FAX (615) 370-9363



PRELIMINARY
PLAT

508 DUKE DRIVE
FRANKLIN, TN

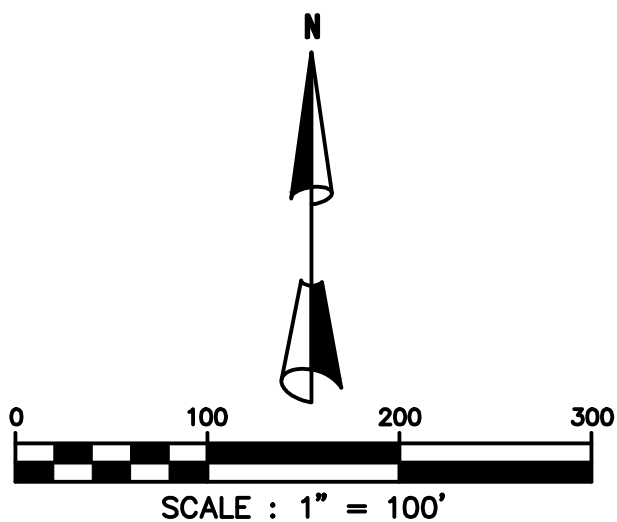
FRANKLIN PROJECT NUMBER 6218
MAP: PARCEL:

DESCRIPTION	DATE
COMMENT	1 1 SEP 2016

PROJECT NO.	-
DATE	22 JUL 2016
DRAWN BY	NN
CHECKED BY	CMB

PHYSICAL
FEATURES
PLAN

C-1.0





5150 REMINGTON DRIVE
BRENTWOOD, TENNESSEE 37027
(615) 424-4840 • FAX (615) 370-9363

508 DUKE DRIVE
FRANKLIN, TN

FRANKLIN PROJECT NUMBER 6218
MAP: PARCEL:

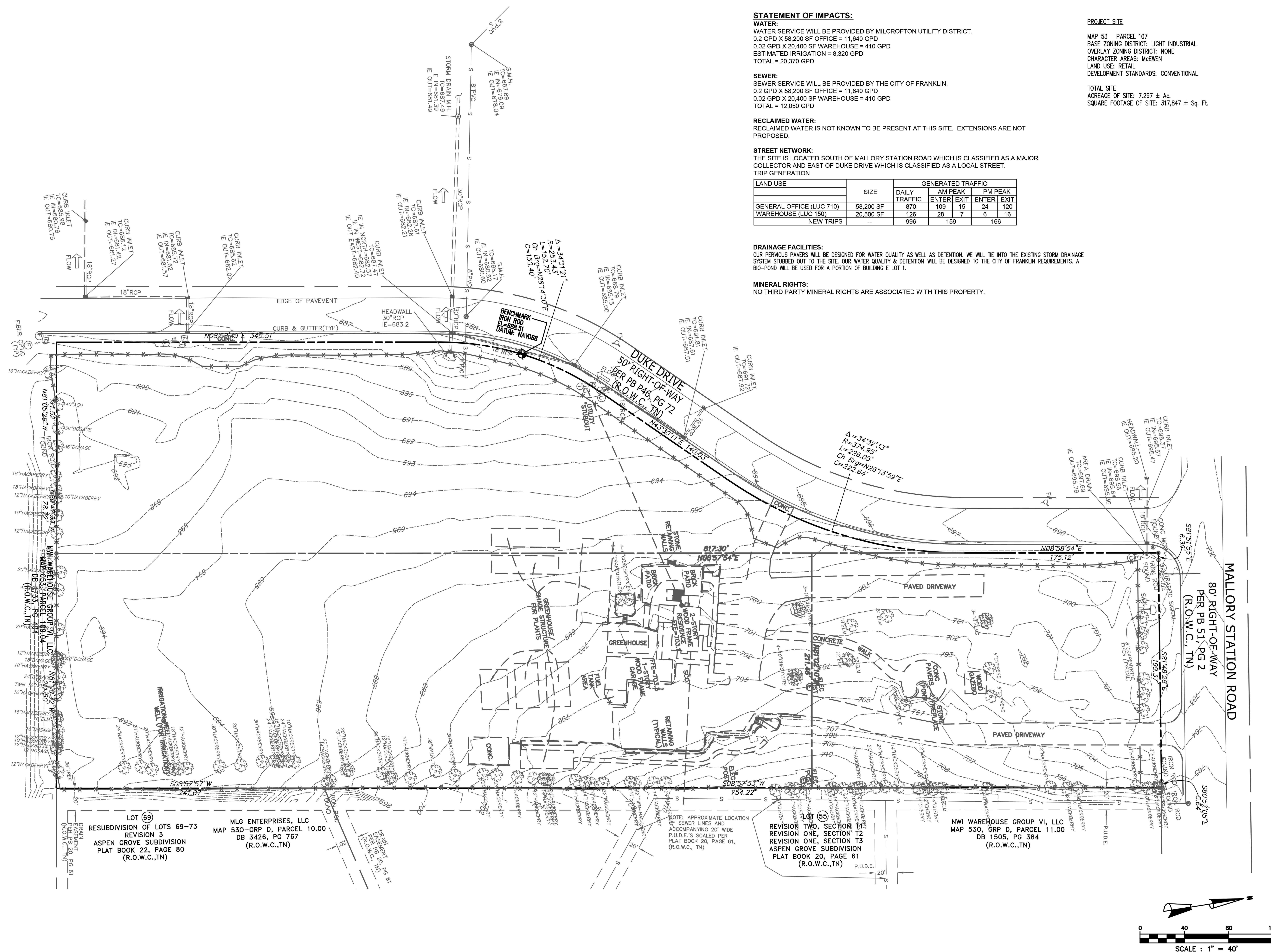
DESCRIPTION	DATE
COMMENT 1	1 SEP 2016

PROJECT NO.	—
DATE	22 JUL 2016
DRAWN BY	NN
CHECKED BY	GMB

EXISTING
CONDITIONS
PLAN

C-1.1

SHEET 2 OF 7



PROPERTY DESCRIPTION

BEING A PARCEL OF LAND SITUATED IN FRANKLIN, WILLIAMSON COUNTY, TENNESSEE, BEING SHOWN ON WILLIAMSON COUNTY TAX MAP 53 AS PARCELS 107.00 AND 107.01, AS OF RECORD IN DEED BOOK 4715, PAGE 256 AND DEED BOOK 1838, PAGE 133 IN THE WILLIAMSON COUNTY REGISTERS OFFICE (R.O.W.C., TN), AND BOUNDED ON THE NORTH BY THE SOUTHERLY MARGIN OF MALLORY STATION ROAD, BOUNDED ON THE EAST BY PARCEL 10.00 AND PARCEL 11.00 OF WILLIAMSON COUNTY TAX MAP 53--O, GROUP D, BOUNDED ON THE SOUTH BY PARCEL 109.04 OF WILLIAMSON COUNTY TAX MAP 53, AND BOUNDED ON THE WEST BY THE EASTERLY MARGIN OF DUKE DRIVE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A CONCRETE MONUMENT (FOUND) AT THE INTERSECTION OF THE SOUTHERLY MARGIN OF MALLORY STATION ROAD AND THE EASTERLY MARGIN OF DUKE DRIVE, SAID CONCRETE MONUMENT (FOUND) ALSO BEING THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT;
THENCE, WITH THE SOUTHERLY MARGIN OF MALLORY STATION ROAD, S81°51'55"E, 6.39' TO AN IRON ROD (FOUND);
THENCE, ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 16,457.35', AN ARC LENGTH OF 199.37', A CHORD BEARING OF S81°48'28"E, AND CHORD DISTANCE OF 199.37' TO AN IRON ROD (FOUND);
THENCE, CONTINUING WITH THE SOUTHERLY MARGIN OF MALLORY STATION ROAD, S80°57'05"E, 5.64' TO AN IRON ROD (FOUND), SAID IRON ROD (FOUND) BEING THE NORTHWEST CORNER OF PARCEL 11.00 OF WILLIAMSON COUNTY TAX MAP 53--O, GROUP D, AND SAID IRON ROD (FOUND) ALSO BEING THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT;
THENCE, ALONG A COMMON LINE WITH PARCEL 11.00 OF WILLIAMSON COUNTY TAX MAP 53--O, GROUP D, S08°57'33"W, 754.22' TO AN IRON ROD (FOUND), SAID IRON ROD (FOUND) BEING THE NORTHWEST CORNER OF PARCEL 10.00 OF WILLIAMSON COUNTY TAX MAP 53--O, GROUP D;
THENCE, ALONG A COMMON LINE WITH PARCEL 10.00 OF WILLIAMSON COUNTY TAX MAP 53--O, GROUP D, S08°57'57"W, 241.07' TO AN IRON ROD (SET) ON THE NORTH LINE OF PARCEL 109.04 OF WILLIAMSON COUNTY TAX MAP 53, SAID IRON ROD (SET) BEING THE SOUTHWEST CORNER OF PARCEL 10.00 OF WILLIAMSON COUNTY TAX MAP 53--O, GROUP D, AND SAID IRON ROD (SET) ALSO BEING THE SOUTHEAST CORNER OF THE HEREIN DESCRIBED TRACT;
THENCE, ALONG A COMMON LINE WITH PARCEL 109.04 OF WILLIAMSON COUNTY TAX MAP 53, N81°00'32"W, 211.50' TO A CONCRETE MONUMENT (FOUND);
THENCE, CONTINUING ALONG A COMMON LINE WITH PARCEL 109.04 OF WILLIAMSON COUNTY TAX MAP 53, N80°47'33"W, 78.72' TO AN IRON ROD (FOUND);
THENCE, CONTINUING ALONG A COMMON LINE WITH PARCEL 109.04 OF WILLIAMSON COUNTY TAX MAP 53, N81°05'29"W, 111.52' TO AN IRON ROD (SET) IN THE EASTERLY MARGIN OF DUKE DRIVE, SAID IRON ROD (SET) BEING THE NORTHWEST CORNER OF PARCEL 109.04 OF WILLIAMSON COUNTY TAX MAP 53, AND SAID IRON ROD (SET) ALSO BEING THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED TRACT;
THENCE, WITH THE EASTERLY MARGIN OF DUKE DRIVE, N08°58'49"W, 345.51' TO AN IRON ROD (SET);
THENCE, ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 253.43', AN ARC LENGTH OF 152.70', A CHORD BEARING OF N26°14'30"E, AND CHORD DISTANCE OF 150.40' TO AN IRON ROD (SET);
THENCE, CONTINUING WITH THE EASTERLY MARGIN OF DUKE DRIVE, N43°30'11"E, 140.03' TO AN IRON ROD (SET);
THENCE, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 374.95', AN ARC LENGTH OF 226.05', A CHORD BEARING OF N26°13'59"E, AND CHORD DISTANCE OF 222.64' TO AN IRON ROD (SET);
THENCE, CONTINUING WITH THE EASTERLY MARGIN OF DUKE DRIVE, N08°58'54"E, 175.12' TO THE POINT OF BEGINNING.
CONTAINING 317,888 SQUARE FEET OR 7.30 ACRES, MORE OR LESS.

GENERAL NOTES

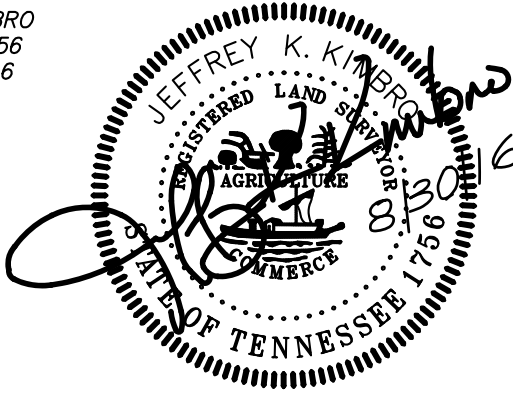
1. THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS USING THE TDDT NETWORK, TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPSZONE 4100; NAD83.
2. SUBJECT PROPERTY IS SHOWN ON WILLIAMSON COUNTY TAX MAP 53 AS PARCELS 107.00 & 107.01. TOTAL ACRES = 7.30±.
3. SITE ADDRESS
508 DUKE DRIVE & 255 MALLORY STATION ROAD
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE, 37067
8TH CIVIL DISTRICT
4. SUBJECT PROPERTY IS CURRENTLY ZONED: "U" LIGHT INDUSTRIAL DISTRICT.
5. THIS SURVEYOR HAS NOT PHYSICALLY LOCATED ALL UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN HEREON WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION AS INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF ALL UNDERGROUND UTILITIES SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. TENNESSEE ONE CALL 1-800-351-1111 OR 1-615-366-1987.
6. THIS SURVEYOR HAS NOT BEEN FURNISHED WITH A TITLE REPORT. THEREFORE, THIS SURVEY IS SUBJECT TO THE FINDINGS OF AN ACCURATE TITLE SEARCH.
7. MINIMUM REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:

EXTERIOR	INTERIOR
FRONT - 75'	FRONT - 75'
SIDES - 25'	SIDES - 5'
REAR - 25'	REAR - 25'
8. PROPERTY OWNERS: MAP 53, PARCELS 107.00 & 107.01.
CONTACT: MICHAEL EDWARD HAYES
JENNIFER HAYES
ADDRESS : 257 MALLORY STATION ROAD
FRANKLIN, TN 37067
PHONE: (615) 861-0532
EMAIL: MIKE@MIKEHAYESLANDSCAPING.COM
9. SURVEYOR: H & H LAND SURVEYING, INC.
CONTACT: JEFF K. KIMBRO, PLS
ADDRESS : 612A FITZHUGH BOULEVARD
SMYRNA, TN 37167
PHONE: (615) 831-0756
E-MAIL: handhland@bellsouth.net
10. THE WITHIN DESCRIBED TRACT OF LAND DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA AS EVIDENCED ON FEMA MAP NUMBER 47187C0204 F ON THE FLOOD INSURANCE RATE MAPS FOR THE CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE. (MAP DATED: REVISED SEPTEMBER 29, 2006)
11. ALL EXISTING STRUCTURES ARE TO BE REMOVED.

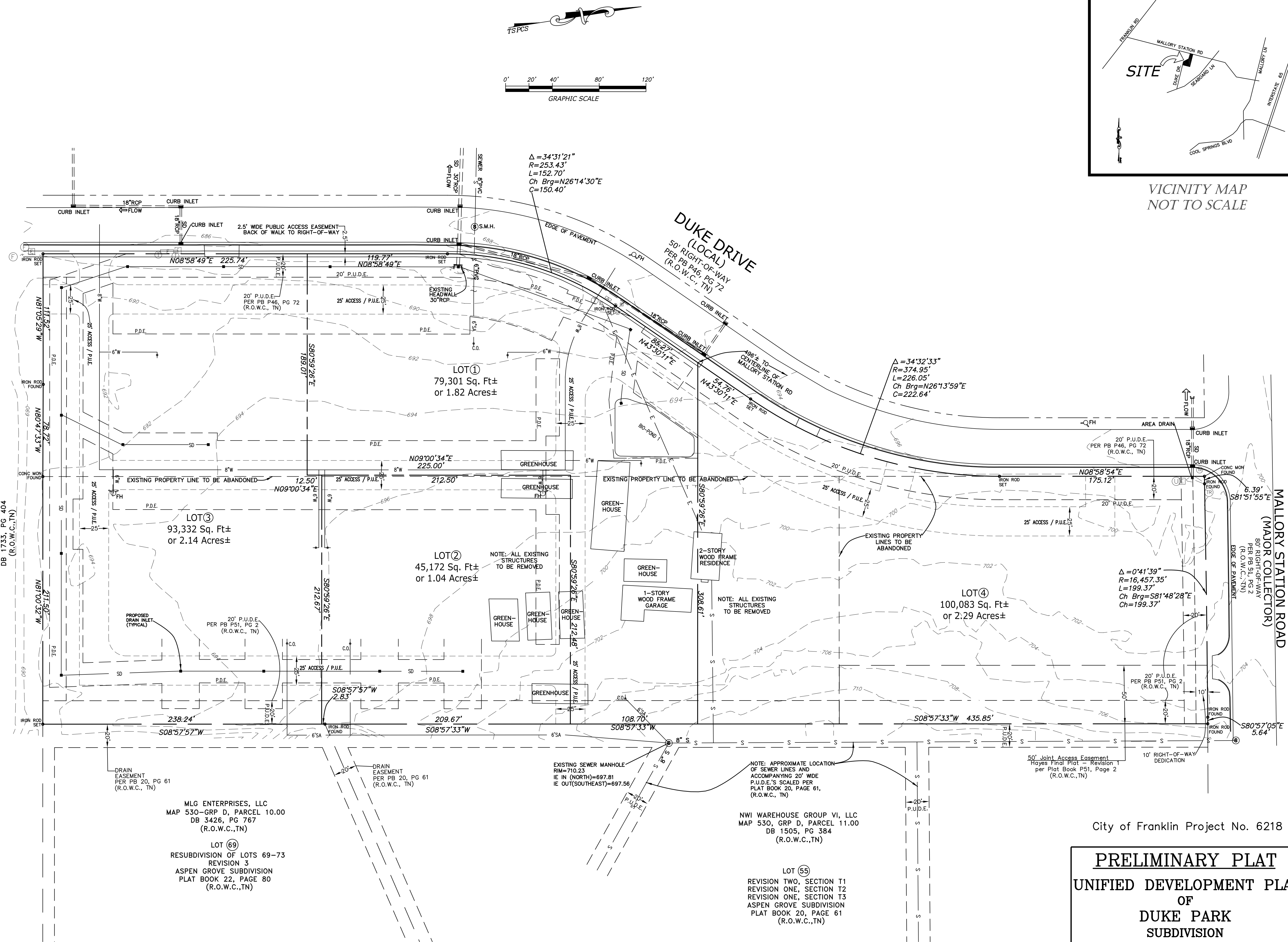
CERTIFICATE OF SURVEY
TO: MICHAEL EDWARD HAYES & JENNIFER HAYES.

I HEREBY CERTIFY THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF TENNESSEE, THE WITHIN SURVEY REPRESENTS A CATEGORY I SURVEY MADE UNDER MY SUPERVISION IN ACCORDANCE WITH T.C.A. SECTION 0820-3 AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY EXCEEDS 1:10,000. THE FIELD WORK FOR THIS SURVEY WAS COMPLETED ON MAY 4, 2016.

JEFFREY K. KIMBRO
RLS NUMBER 1756
AUGUST 30, 2016



NW1 WAREHOUSE GROUP VI, LLC
MAP 53, PARCEL 109.04
DB 1733, PG 404
(R.O.W.C., TN)



MLG ENTERPRISES, LLC
MAP 530-GRP D, PARCEL 10.00
DB 3426, PG 767
(R.O.W.C., TN)

LOT (69)
RESUBDIVISION OF LOTS 69-73
REVISION 3
ASPEN GROVE SUBDIVISION
PLAT BOOK 22, PAGE 80
(R.O.W.C., TN)

NW1 WAREHOUSE GROUP VI, LLC
MAP 530, GRP D, PARCEL 11.00
DB 1505, PG 384
(R.O.W.C., TN)

LOT (55)
REVISION TWO, SECTION T1
REVISION ONE, SECTION T2
REVISION ONE, SECTION T3
ASPEN GROVE SUBDIVISION
PLAT BOOK 20, PAGE 61
(R.O.W.C., TN)

H & H LAND
SURVEYING, INC.

612A FITZHUGH BOULEVARD
SMYRNA, TENNESSEE 37167
(615) 831-0756 (FAX) 355-6928

H & H Project No. 2016-0167

CERTIFICATION OF DESIGN

I, _____, have, to the best of my ability, designed this subdivision in accordance with the ordinances and regulations governing the subdivision of land within the City of Franklin, and with the Franklin Land Use Plan, with which I am familiar.

City of Franklin Project No. 6218

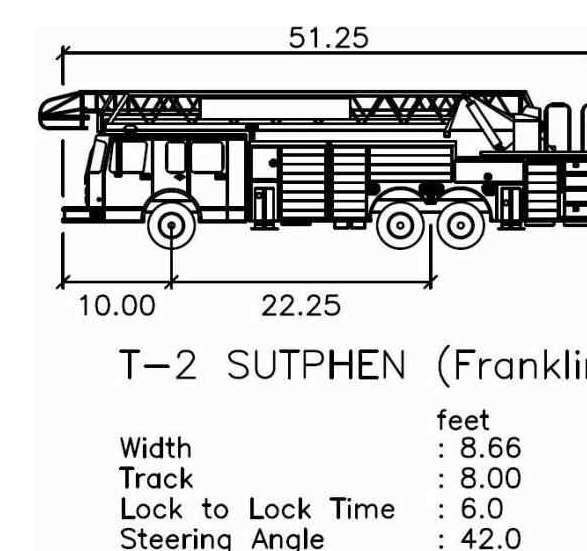
PRELIMINARY PLAT
UNIFIED DEVELOPMENT PLAN
OF
DUKE PARK
SUBDIVISION

8TH CIVIL DISTRICT
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

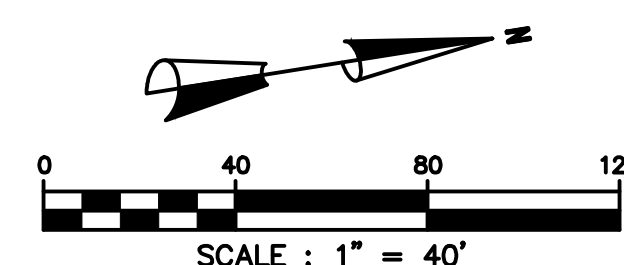
TOTAL ACRES: 7.30 Ac.± TOTAL LOTS: 4
ACRES NEW STREETS: 0 FEET NEW STREETS: 0
MILES NEW STREETS: 0 CLOSURE ERROR: 1:10,000
SCALE: 1"= 40' DATE: AUGUST 30, 2016



5150 REMINGTON DRIVE
BRENTWOOD, TENNESSEE 37027
(615) 424-4840 • FAX (615) 370-9363



FEE-IN-LIEU OF PAYMENT FOR SIDEWALKS.
SIDEWALKS WILL BE REQUIRED ALONG
MALLORY STATION RD & DUKE DRIVE.

PRELIMINARY
PLAT

508 DUKE DRIVE
FRANKLIN, TN

FRANKLIN PROJECT NUMBER 6218
MAP: PARCEL:

DESCRIPTION	DATE
COMMENT	1 SEP 2016

PROJECT NO.	—
DATE	22 JUL 2016
DRAWN BY	NN
CHECKED BY	GMB

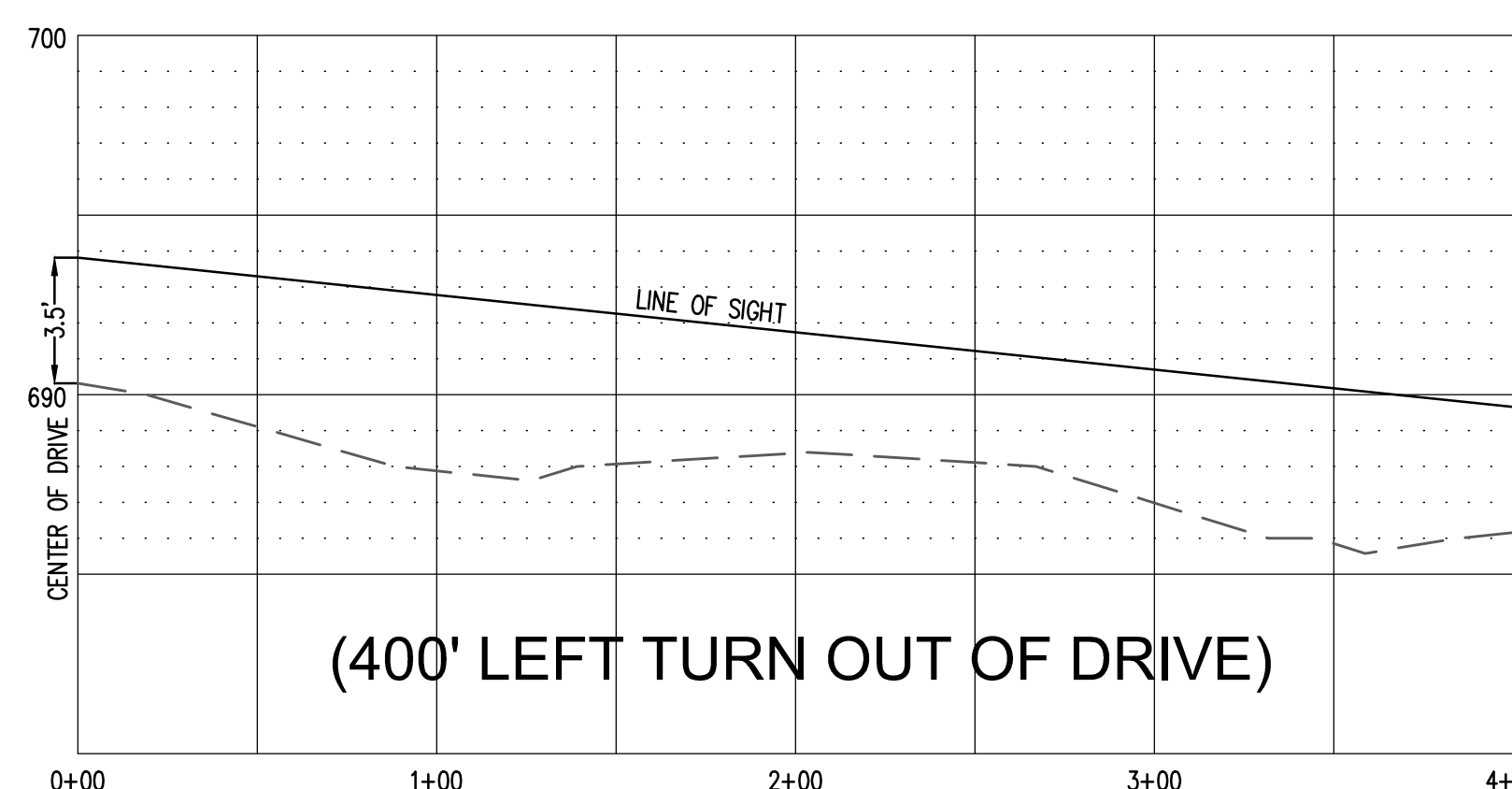
SITE AUTOTURN
& ACCESS
EASEMENT
EXHIBIT

C-2.0

SHEET 4 OF 7



5150 REMINGTON DRIVE
BRENTWOOD, TENNESSEE 37027
(615) 424-4840 • FAX (615) 370-9363



SCALE:
PLAN: 1"=50'
PROFILE: 1"=50' HORIZONTALLY
1"=5' VERTICALLY

 NO TREES ALLOWED IN SIGHT TRIANGLE AREA

508 DUKE DRIVE
FRANKLIN, TN

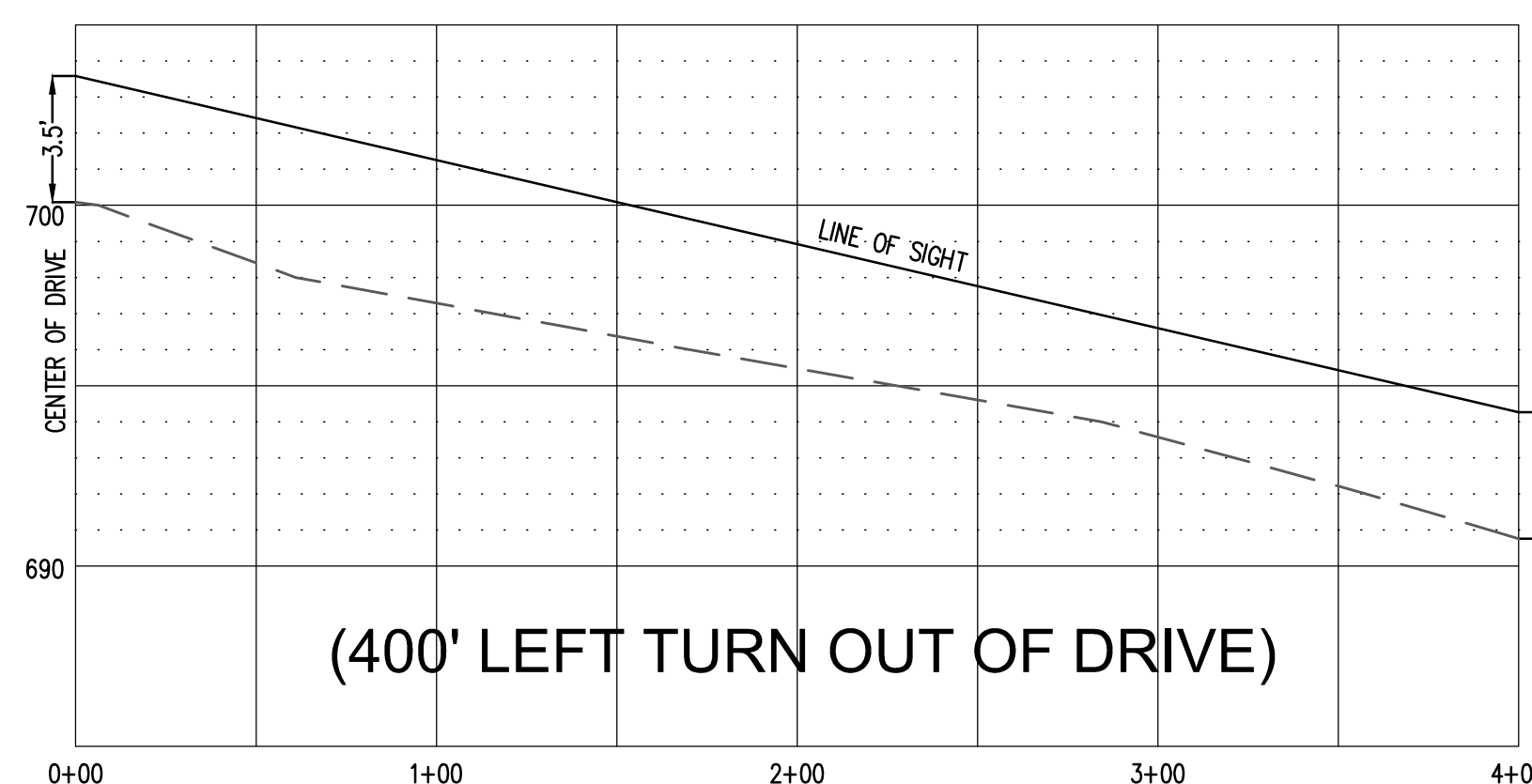
FRANKLIN PROJECT NUMBER 6218		
MAP: PARCEL:		
DESCRIPTION		DATE
COMMENT	1	1 SEP 2016

PROJECT NO.	—
DATE	22 JUL 2016
DRAWN BY	NN
CHECKED BY	GMB

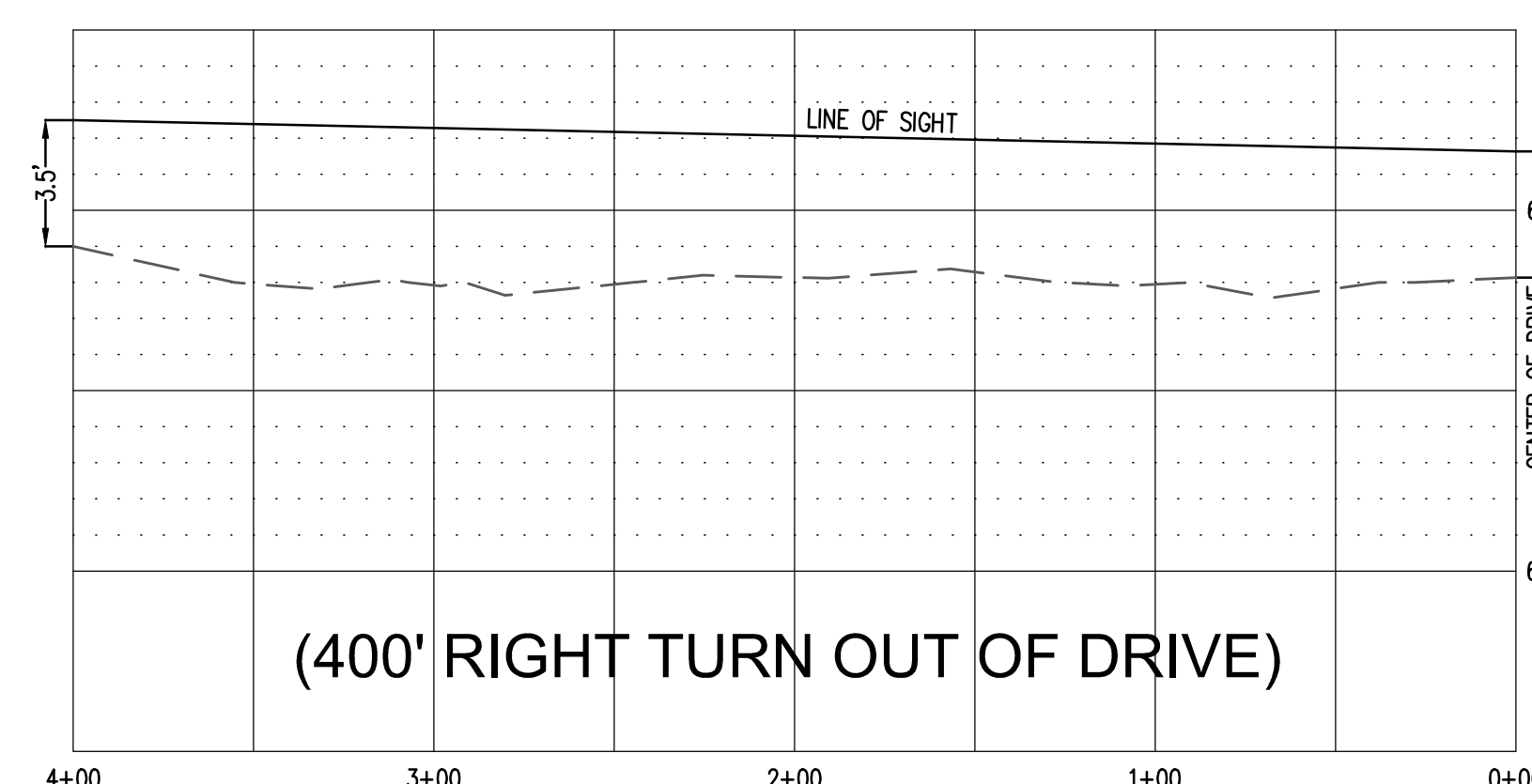
SIGHT DISTANCE EXHIBIT

C-2.1

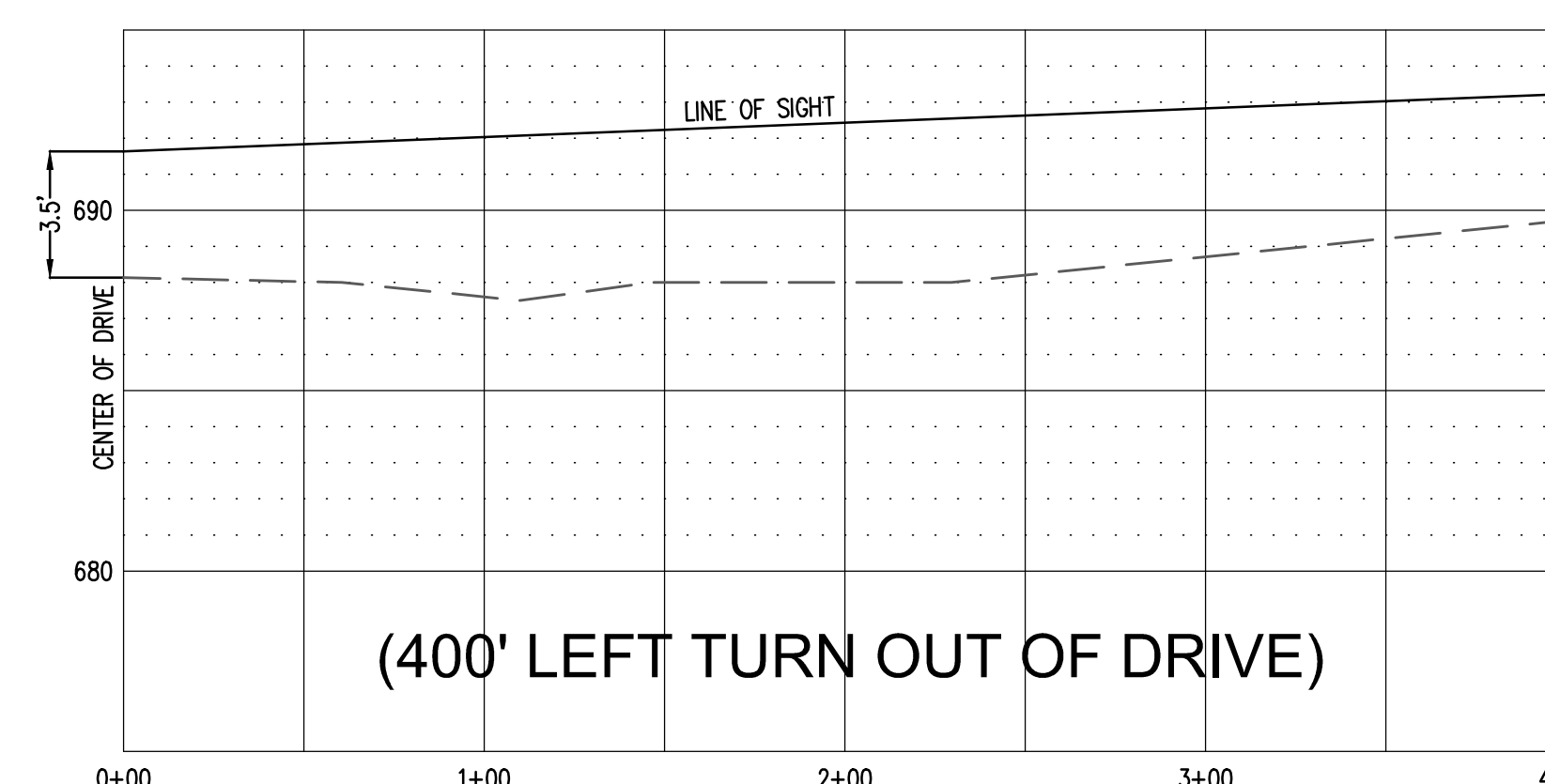
SHEET 5 OF 7



ENTRANCE 1



ENTRANCE 3



UTILITY COMPANIES

ELECTRIC:

MIDDLE TENNESSEE ELECTRIC COMPANY
P.O. BOX 681709
FRANKLIN, TN 37068-1709
(615) 794-3561
CONTACT: GARY OSBORN

WATER:

MALLORY VALLEY UTILITY DISTRICT
P.O. BOX 936
FRANKLIN, TN 37065
(615) 377-3374
CONTACT: ANSLEY COODE

SANITARY SEWER:

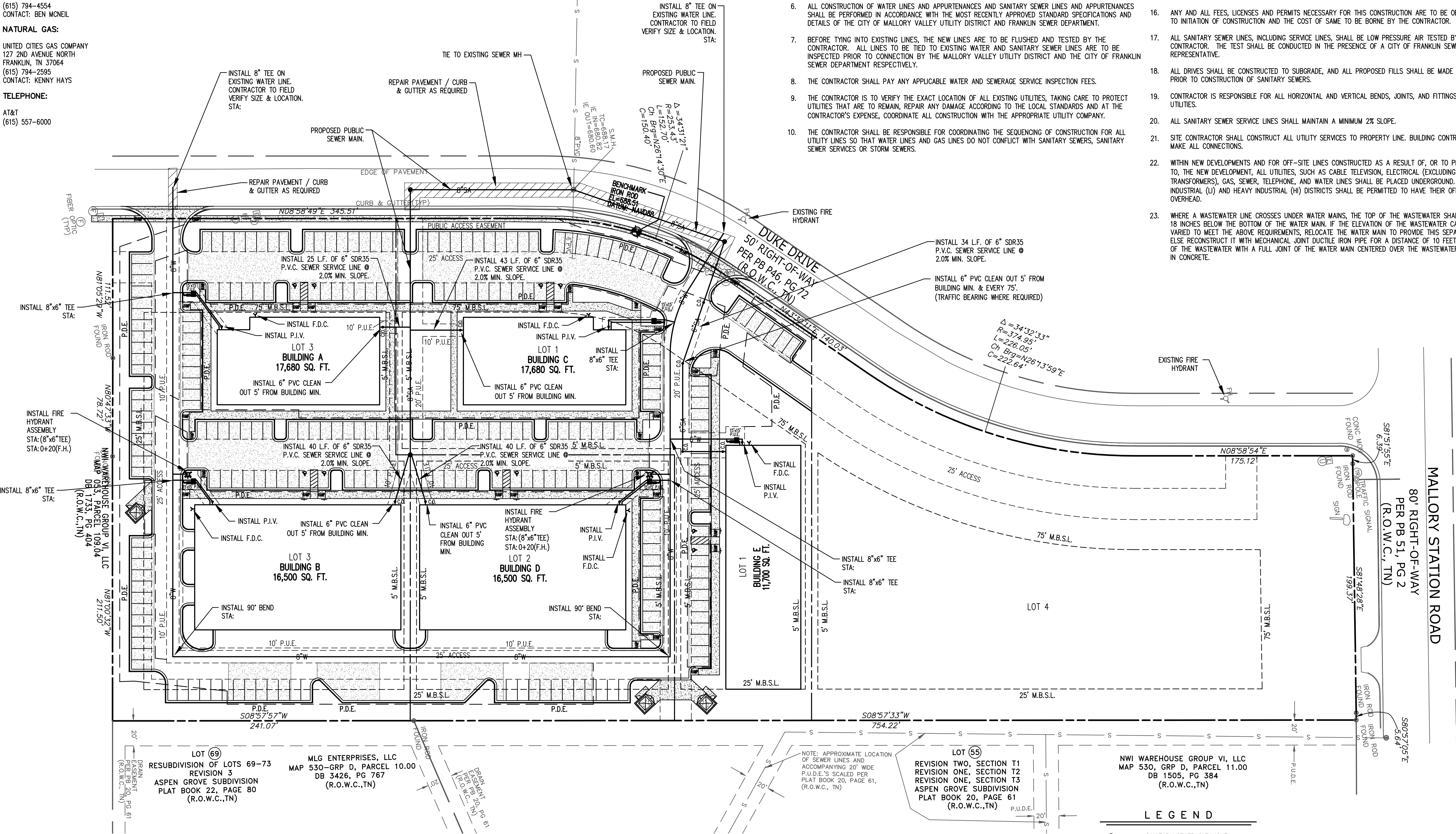
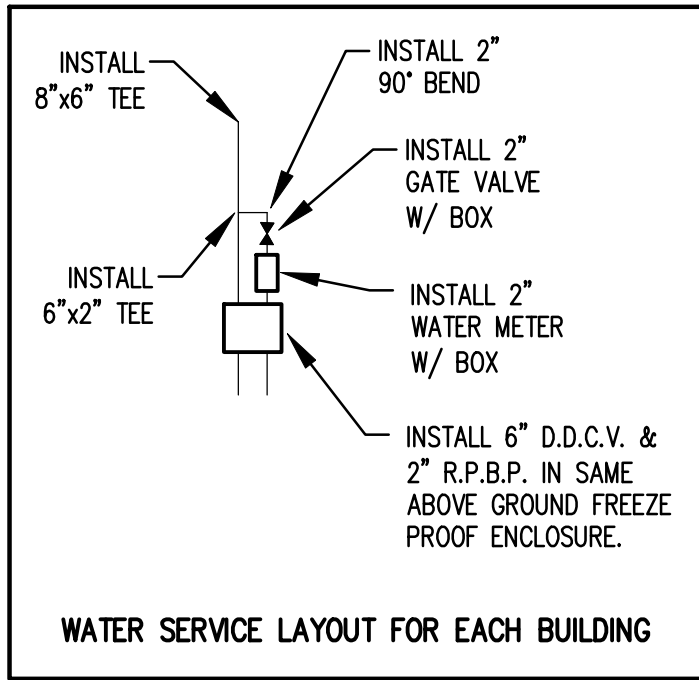
CITY OF FRANKLIN SEWER DEPARTMENT
124 LUMBER DR
FRANKLIN, TN 37062
(615) 794-4554
CONTACT: BEN MCNEIL

NATURAL GAS:

UNITED CITIES GAS COMPANY
127 2ND AVENUE NORTH
FRANKLIN, TN 37064
(615) 794-2595
CONTACT: KENNY HAYS

TELEPHONE:

AT&T
(615) 557-6000



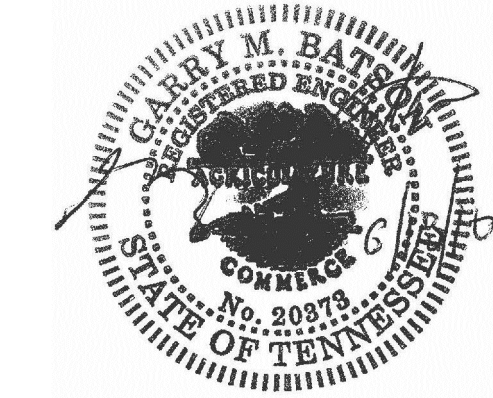
GENERAL UTILITY NOTES

- ALL GAS, ELECTRIC, AND TELEPHONE SERVICE LINES AND EXTENSIONS ARE TO BE CONSTRUCTED TO THE RESPECTIVE UTILITY COMPANY SPECIFICATIONS. UTILITY CONNECTIONS TO BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.
- THE GENERAL CONTRACTOR IS PARTICULARLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF THE EXISTING UTILITIES SHOWN HEREON ARE BASED ON UTILITY COMPANY RECORDS, AND WHERE POSSIBLE, FIELD MEASUREMENTS. THE CONTRACTOR SHALL NOT RELY UPON THIS INFORMATION AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CALL TENNESSEE ONE CALL OR THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION AND REQUEST FIELD VERIFICATION OF UTILITY LOCATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO RELOCATE EXISTING UTILITIES CONFLICTING WITH IMPROVEMENTS SHOWN HEREON IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- BEFORE INSTALLATION OF STORM OR SANITARY SEWER, THE CONTRACTOR SHALL EXCAVATE AND VERIFY ALL CROSSINGS, AND INFORM THE CLIENT AND THE ENGINEER OF ANY CONFLICTS. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT HE IS NOT NOTIFIED OF DESIGN CONFLICTS PRIOR TO CONSTRUCTION.
- REFER TO ARCHITECTURAL/MECHANICAL PLANS FOR EXACT BUILDING UTILITY ENTRANCE LOCATIONS AND TO VERIFY SERVICE LINE SIZES.
- A 10-FOOT MINIMUM HORIZONTAL SEPARATION IS TO BE MAINTAINED BETWEEN WATER AND SANITARY SEWER LINES.
- ALL CONSTRUCTION OF WATER LINES AND APPURTENANCES AND SANITARY SEWER LINES AND APPURTENANCES SHALL BE PERFORMED IN ACCORDANCE WITH THE MOST RECENTLY APPROVED STANDARD SPECIFICATIONS AND DETAILS OF THE CITY OF MALLORY VALLEY UTILITY DISTRICT AND FRANKLIN SEWER DEPARTMENT.
- BEFORE TYING INTO EXISTING LINES, THE NEW LINES ARE TO BE FLUSHED AND TESTED BY THE CONTRACTOR. ALL LINES TO BE TIED TO EXISTING WATER AND SANITARY SEWER LINES ARE TO BE INSPECTED PRIOR TO CONNECTION BY THE MALLORY VALLEY UTILITY DISTRICT AND THE CITY OF FRANKLIN SEWER DEPARTMENT RESPECTIVELY.
- THE CONTRACTOR SHALL PAY ANY APPLICABLE WATER AND SEWERAGE SERVICE INSPECTION FEES.
- THE CONTRACTOR IS TO VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES, TAKING CARE TO PROTECT UTILITIES THAT ARE TO REMAIN, REPAIR ANY DAMAGE ACCORDING TO THE LOCAL STANDARDS AND AT THE CONTRACTOR'S EXPENSE, COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SEQUENCING OF CONSTRUCTION FOR ALL UTILITY LINES SO THAT WATER LINES AND GAS LINES DO NOT CONFLICT WITH SANITARY SEWERS, SANITARY SEWER SERVICES OR STORM SEWERS.
- THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPMENT IN AND AROUND OVERHEAD AND UNDERGROUND ELECTRICAL WIRES AND SERVICES. IF AT ANY TIME IN THE PURSUIT OF THE WORK, THE CONTRACTOR MUST WORK IN THE CLOSE PROXIMITY OF THE ABOVE-NOTED WIRES, THE ELECTRIC COMPANY SHALL BE CONTACTED PRIOR TO SUCH WORK AND THE PROPER SAFETY MEASURES TAKEN. A THOROUGH EXAMINATION OF THE OVERHEAD AND UNDERGROUND WIRES IN THE PROJECT AREA SHOULD BE MADE BY THE CONTRACTOR PRIOR TO THE INITIATION OF CONSTRUCTION.
- THE CONTRACTOR'S FIELD REPRESENTATIVE SHALL NOTIFY THE CITY OF FRANKLIN SEWER DEPARTMENT PRIOR TO COMMENCING ANY WORK ON THE PROPOSED SEWER IMPROVEMENTS.
- SEWER IMPROVEMENT CONSTRUCTION SHALL BE SUBJECT TO INSPECTION AND FINAL ACCEPTANCE OF THE CITY OF FRANKLIN SEWER DEPARTMENT.
- THE OWNER AND ENGINEER DO NOT ASSUME RESPONSIBILITY FOR THE POSSIBILITY THAT, DURING CONSTRUCTION UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT THE ACTUAL LOCATION OF THOSE SHOWN MAY BE DIFFERENT FROM THE LOCATION DESIGNATED ON THE CONTRACT DRAWINGS. IN AREAS WHERE IT IS NECESSARY THAT EXACT LOCATIONS BE KNOWN OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH ALL LABOR AND TOOLS NECESSARY TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITELY ESTABLISH THE POSITION OF UNDERGROUND UTILITY LINES.
- AT LOCATIONS WHERE THE SEWER LINE OF WATER LINE IS UNDERNEATH PROPOSED PAVEMENT, THE TRENCH SHALL BE BACKFILLED TO SUBGRADE WITH CRUSHED STONE.
- ANY AND ALL FEES, LICENSES AND PERMITS NECESSARY FOR THIS CONSTRUCTION ARE TO BE OBTAINED PRIOR TO INITIATION OF CONSTRUCTION AND THE COST OF SAME TO BE BORNE BY THE CONTRACTOR.
- ALL SANITARY SEWER LINES, INCLUDING SERVICE LINES, SHALL BE LOW PRESSURE AIR TESTED BY THE CONTRACTOR. THE TEST SHALL BE CONDUCTED IN THE PRESENCE OF A CITY OF FRANKLIN SEWER DEPARTMENT REPRESENTATIVE.
- ALL DRIVES SHALL BE CONSTRUCTED TO SUBGRADE, AND ALL PROPOSED FILLS SHALL BE MADE AND COMPACTED PRIOR TO CONSTRUCTION OF SANITARY SEWERS.
- CONTRACTOR IS RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL BENDS, JOINTS, AND FITTINGS TO CONSTRUCT UTILITIES.
- ALL SANITARY SEWER SERVICE LINES SHALL MAINTAIN A MINIMUM 2% SLOPE.
- SITE CONTRACTOR SHALL CONSTRUCT ALL UTILITY SERVICES TO PROPERTY LINE. BUILDING CONTRACTOR SHALL MAKE ALL CONNECTIONS.
- WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND. LIGHT INDUSTRIAL (LI) AND HEAVY INDUSTRIAL (HI) DISTRICTS SHALL BE PERMITTED TO HAVE THEIR OFF-SITE LINES OVERHEAD.
- WHERE A WASTEWATER LINE CROSSES UNDER WATER MAINS, THE TOP OF THE WASTEWATER SHALL BE AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER MAIN. IF THE ELEVATION OF THE WASTEWATER CAN NOT BE VARIED TO MEET THE ABOVE REQUIREMENTS, RELOCATE THE WATER MAIN TO PROVIDE THIS SEPARATION, OR ELSE RECONSTRUCT IT WITH MECHANICAL JOINT DUCTILE IRON PIPE FOR A DISTANCE OF 10 FEET ON EACH SIDE OF THE WASTEWATER WITH A FULL JOINT OF THE WATER MAIN CENTERED OVER THE WASTEWATER, AND ENCASED IN CONCRETE.



BATSON & ASSOCIATES
Civil Engineering Consultants

5150 REMINGTON DRIVE
BRENTWOOD, TENNESSEE 37027
(615) 424-4840 • FAX (615) 370-9363



PRELIMINARY PLAT

508 DUKE DRIVE
FRANKLIN, TN

FRANKLIN PROJECT NUMBER 6218
MAP: PARCEL:

DESCRIPTION	DATE
COMMENT 1	1 SEP 2016

PROJECT NO. -
DATE 22 JUL 2016
DRAWN BY NN
CHECKED BY GMB

SITE UTILITY EXHIBIT

C-2.2

DRAINAGE STRUCTURE TABLE									
STRUC. #	TOP	INV. IN.(#)	INV. IN.(#)	INV. OUT	P I P E S			ACTUAL FLOW	MAX. FLOW
1 Area Drain	696.00			-	1 - 2	-	RCP 67"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
2 Area Drain	696.00	(1)		-	2 - 3	-	RCP 95"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
3 Area Drain	694.00	(2)		-	3 - 4	-	RCP 67"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
4 Area Drain	694.00	(3)		-	4 - 5	-	RCP 99"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
5 Area Drain	694.50	(4)		-	5 - 6	-	RCP 100"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
6 Area Drain	692.50	(5)		-	6 - 9	-	RCP 114"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
7 Area Drain	692.3			-	7 - 8	-	RCP 69"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
8 Area Drain	691.50	(7)		-	8 - 9	-	RCP 55"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
9 Area Drain	691.60	(8)	(8)	-	9 - 10	-	RCP 105"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
10 Area Drain	690.50	(9)		-	10 - 11	-	RCP 56"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
11 Area Drain	689.00	(10)		-	11 - 12	-	RCP 78"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
12 Area Drain	689.40	(11)		-	12 - 13	-	RCP 87"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
13 Area Drain	690.40	(12)		-	13 - 16	-	RCP 106"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
14 Outlet	-			-	14 - 15	-	RCP 60"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
15 Area Drain	691.50	(14)		-	15 - 16	-	RCP 153"	% FLOW = QFS VELOCITY = FPS	CAPACITY = QFS VELOCITY = FPS
16 Area Drain	690.90	(13)	(15)	683.20					

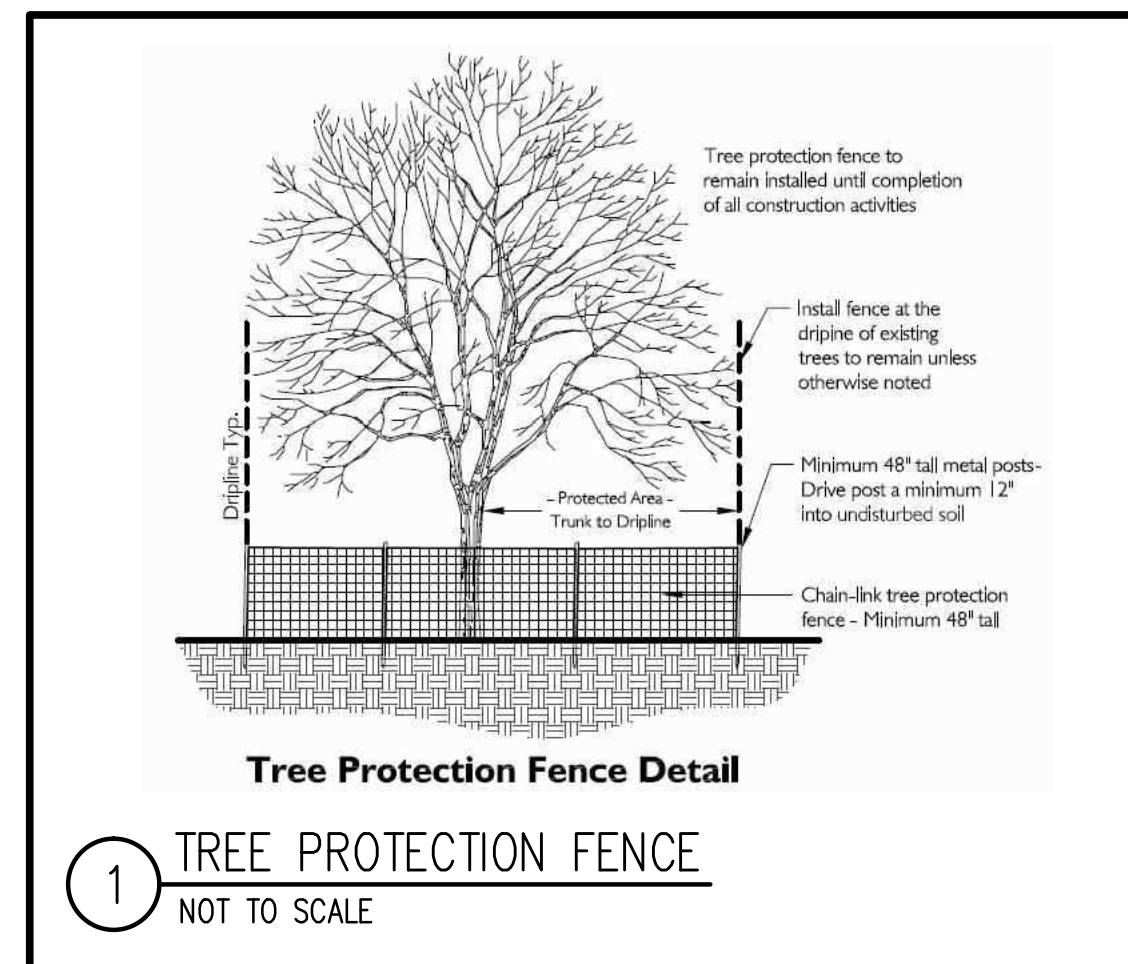
THE CITY OF FRANKLIN IS NOT A MEMBER OF TN ONE CALL. CONTRACTOR'S RESPONSIBILITY TO CONTACT FRANKLIN WATER MANAGEMENT, NO LESS THAN 72 HOURS PRIOR TO COMMENCING WORK.

FRANKLIN GRADING AND DRAINAGE NOTES SEE SHEET C-15

WATER QUALITY BMP'S SHALL NOT BE INSTALLED UNTIL BUILD OUT IS NEAR COMPLETION TO PREVENT CONSTRUCTION SEDIMENT FROM ENTERING WATER QUALITY BMP'S. WATER QUALITY AREAS SHALL NOT BE USED AS SEDIMENT BASINS DURING CONSTRUCTION. INSTALLER'S OF WATER QUALITY BMP'S SHOULD FOLLOW ALL INSTALLATION GUIDELINES SET FORTH IN THE CITY OF FRANKLIN BMP MANUAL LOCATED ON THE CITY'S WEBSITE.

OUR PERVIOUS PAVERS WILL BE DESIGNED FOR WATER QUALITY AS WELL AS DETENTION. WE WILL TIE INTO THE EXISTING STORM DRAINAGE SYSTEM STUBBED OUT TO THE SITE. OUR WATER QUALITY & DETENTION WILL BE DESIGNED TO THE CITY OF FRANKLIN REQUIREMENTS. A BIO-POND WILL BE USED FOR A PORTION OF BUILDING E LOT 1.

IMPERVIOUS SURFACE = 113,242 SQ. FT.
PERVIOUS PAVERS = 52,567 SQ. FT.
BIO-POND = 1,190 SQ. FT.



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.

- LEGEND**
- SF SILT FENCE
 - 700 PROPOSED CONTOUR LINE AND ELEVATION
 - DETAIL "2" ON SHEET "C4"
 - 700+0 SPOT ELEVATION
 - PERVIOUS PAVERS W/ DETENTION

PROPOSED BIO-POND VOLUME
693.5 = 1,190 SQ. FT.
694 = 1,393 SQ. FT.

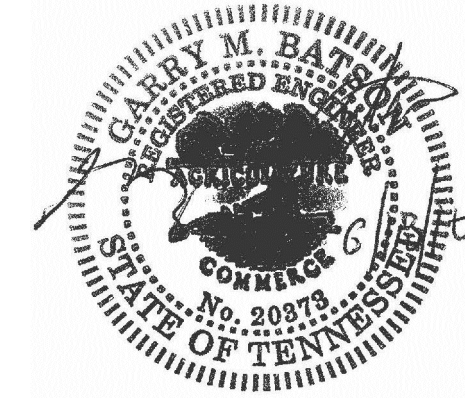
GENERAL GRADING AND EROSION CONTROL NOTES

- ALL SLOPES TO BE 3:1 OR FLATTER UNLESS NOTED OTHERWISE HEREON.
- THE GENERAL CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO ADJACENT PROPERTIES DURING CONSTRUCTION. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING CONSTRUCTION OF THIS PROJECT.
- THE GENERAL CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR JOB SITE CONDITIONS, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING CONSTRUCTION. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND IS NOT LIMITED TO NORMAL WORKING HOURS.
- THE LOCATION AND/OR ELEVATION OF THE EXISTING UTILITIES SHOWN HEREON IS BASED ON UTILITY COMPANY RECORDS AND WHERE POSSIBLE, FIELD MEASUREMENTS. THE CONTRACTOR SHALL NOT RELY UPON THIS INFORMATION AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CALL THE TENNESSEE ONE CALL AND/OR THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION AND REQUEST FIELD VERIFICATION OF UTILITY LOCATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO RELOCATE EXISTING UTILITIES CONFLICTING WITH IMPROVEMENTS SHOWN HEREON IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- BEFORE INSTALLATION OF STORM OR SANITARY SEWER, THE CONTRACTOR SHALL EXCAVATE AND VERIFY ALL CROSSINGS AND INFORM THE CLIENT AND THE ENGINEER OF ANY CONFLICTS. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT HE IS NOT NOTIFIED OF DESIGN CONFLICTS PRIOR TO CONSTRUCTION.
- ALL CONSTRUCTION WITHIN THE RIGHT-OF-WAY SHALL BE COORDINATED WITH THE CITY OF FRANKLIN HIGHWAY DEPARTMENT MAINTENANCE ENGINEER.
- NO TREES ARE TO BE REMOVED AND/OR VEGETATION DISTURBED EXCEPT AS NECESSARY FOR GRADING PROPOSED.
- TOPSOIL IS TO BE STRIPPED FROM ALL CUT AND FILL AREAS, STOCKPILED IN LOCATIONS DESIGNATED BY THE OWNER, AND REDISTRIBUTED OVER GRADED AREAS TO A MINIMUM DEPTH OF 6". (CHECK GEOTECHNICAL STUDY)
- ALL DIMENSIONS AND LOCATIONS OF TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE SUBJECT TO ADJUSTMENT AS DESIGNATED BY THE ENGINEER.
- MULCH AND SEED ALL GRADED AREAS AS SOON AS POSSIBLE AFTER GRADING IS COMPLETE.
- CONSTRUCT ALL SILT BARRIERS BEFORE BEGINNING GRADING OPERATIONS.
- REMOVE SEDIMENT FROM ALL DRAINAGE STRUCTURES PRIOR TO ACCEPTANCE BY THE OWNER.
- CLEAN SILT BARRIERS WHEN THEY ARE APPROXIMATELY 33% OBSTRUCTED BY SEDIMENT OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. SILT BARRIERS SHALL BE REPLACED AS EFFECTIVENESS IS SIGNIFICANTLY REDUCED.
- REMOVE ALL TEMPORARY EROSION AND WATER POLLUTION CONTROL DEVICES ONLY ONCE A HEAVY SOLID STAND OF GRASS HAS BEEN ESTABLISHED ON THE SITE.
- SURPLUS MATERIAL NOT REQUIRED FOR SITE CONSTRUCTION SHALL BE DISPOSED OF BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE AFTER THE OWNER'S APPROVAL.
- ALL STORM SEWER CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS OF THE CITY OF FRANKLIN STREET DEPARTMENT.
- FILL MATERIAL, IF ANY, SHALL BE BORROWED AT THE CONTRACTOR'S EXPENSE.
- 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.
- THE TREE PROTECTION BARRIER IS DIAGRAMMATIC ONLY. THE TREE PROTECTION BARRIER SHALL BE INSTALLED TO THE LIMITS OF THE CRITICAL ROOT ZONE OR A MINIMUM DISTANCE OF ONE TIME THE RADIUS OF THE DRUPLINE, AS MEASURED FROM THE TRUNK OF THE PROTECTED TREE.
- ANY REQUIRED EXCAVATION IN OR AROUND THE PROTECTION ZONE TO ACCOMMODATE UNDERGROUND SERVICES, FOOTINGS, ETC. SHALL BE INDICATED ON THE PLAN, AND SHALL BE EXCAVATED BY HAND. IN ADDITION, RELATED ROOT PRUNING SHALL BE ACCOMPLISHED VIA ANSI A-300-95 STANDARD SO AS TO MINIMIZE IMPACT ON THE GENERAL ROOT SYSTEM.
- THE STORAGE OF BUILDING MATERIALS OR STOCKPILING SHALL NOT BE PERMITTED WITHIN THE LIMITS OF OR AGAINST THE PROTECTION BARRIERS.
- TREES WITHIN THE PROTECTION BARRIERS MUST BE ADEQUATELY CARED FOR THROUGHOUT THE CONSTRUCTION PROCESS (I.E., THEY MUST BE WATERED SUFFICIENTLY, PARTICULARLY IF THE TREE'S ROOT SYSTEM HAS BEEN DISTURBED BY EXCAVATION). FILL SHALL NOT BE PLACED UPON THE ROOT SYSTEM AS TO ENDANGER THE HEALTH OR LIFE OF THE AFFECTED TREE.

BA

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PRELIMINARY PLAT

508 DUKE DRIVE
FRANKLIN, TN

FRANKLIN PROJECT NUMBER 6218
MAP: PARCEL:

DESCRIPTION	DATE
COMMENT 1	1 SEP 2016

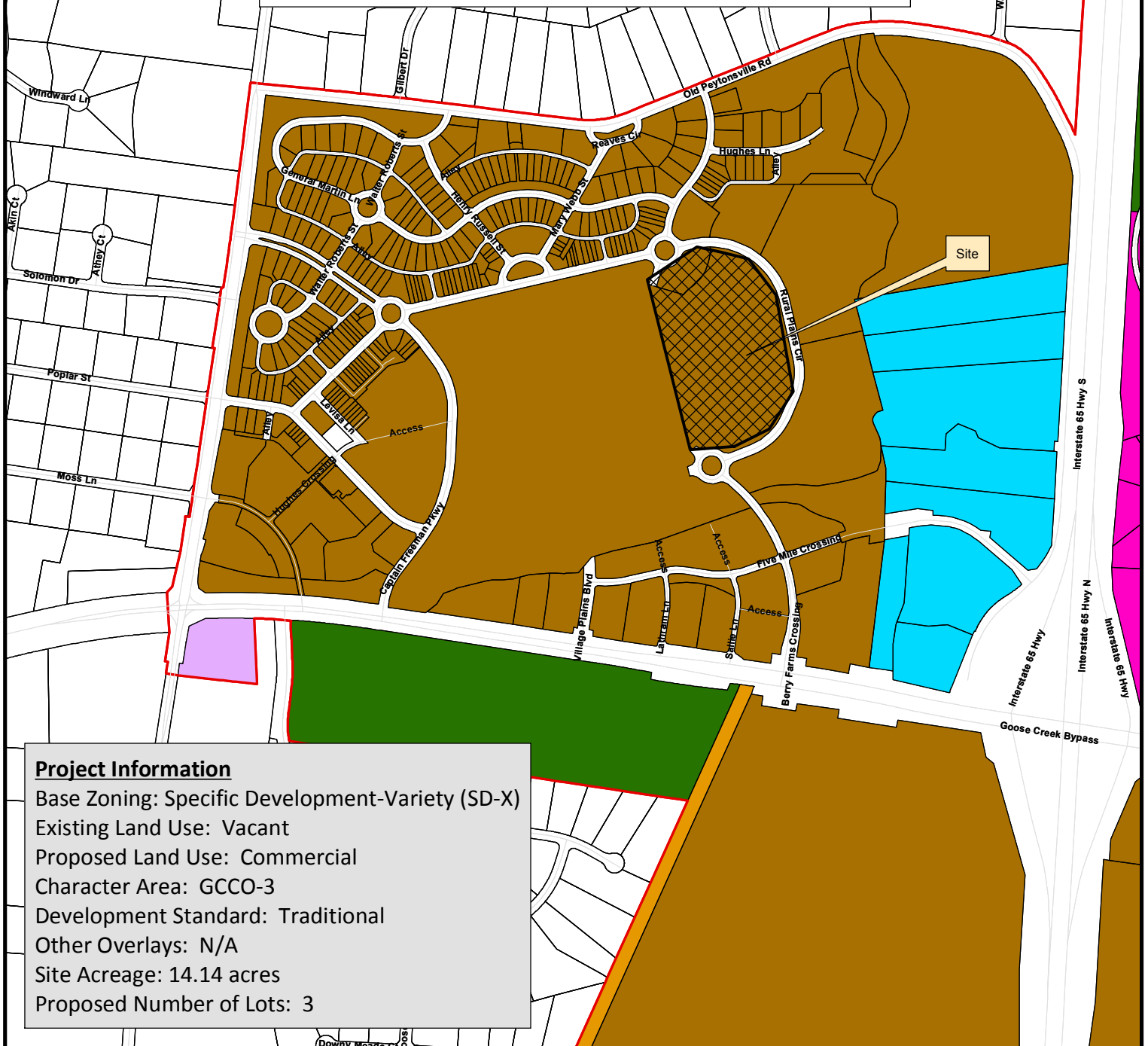
PROJECT NO. -
DATE 22 JUL 2016
DRAWN BY NN
CHECKED BY GMB

SITE GRADING & DRAINAGE EXHIBIT

C-2.3

SHEET 7 OF 7

BERRY FARMS TOWN CENTER PUD SUBDIVISION,
FINAL PLAT, SECTION 10 AND REVISION TO SECTION 7, LOT 7099
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/2016



Project Information

Base Zoning: Specific Development-Variety (SD-X)
Existing Land Use: Vacant
Proposed Land Use: Commercial
Character Area: GCCO-3
Development Standard: Traditional
Other Overlays: N/A
Site Acreage: 14.14 acres
Proposed Number of Lots: 3

- | | |
|--|-------------------------------------|
| Section 10 | SD-X Specific Development-Variety |
| AG Agricultural District | OR Office Residential District |
| ER Estate Residential | GO General Office District |
| R-1 Residential District | CC Central Commercial District |
| R-2 Residential District | NC Neighborhood Commercial District |
| R-3 Residential District | GC General Commercial District |
| R-6 Residential District | LI Light Industrial District |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District | |
| SD-R Specific Development-Residential | |



0 475 950 1,900 Feet

This map was created by the Franklin Planning Department. It was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials (c) copyright 2016. All rights reserved.

CONDITIONS OF APPROVAL:

Engineering - Final Plat Checklist

General Comments

1. C. Final Plat

- The previous comment "Applicant shall show location and description of all **existing** and **proposed** utility features, including: water lines, fire hydrants, sanitary sewer, lift/pump stations, storm sewers, culverts, outfalls, ground-based utility vaults larger than 10 square feet, or water towers. Indicate on each utility which is **proposed** and which is **existing**." was not completely addressed. The plat must clarify which utilities and features are currently existing. All other utilities and features must be proposed.

2. C. Final Plat

- The previous comment "Applicant shall show the location and description of all existing man-made structures and site features (including utilities) both above and below ground. If any of the man-made features are proposed indicate which features are proposed." was not completely addressed. Clarify which features are currently existing. All other features shown must be proposed.

Performance Agreement and Surety

General Comments

3. Engineering Sureties

- Any unposted sureties associated with this development from [site plan\(s\) 6220](#) shall be transferred to this final plat as a condition of approval. No action is necessary from applicant.

(Previous comment restated for informational purposes only, no response necessary.)

NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE TWO LOTS AND RIGHT OF WAY.

2. EXISTING BASE ZONING: SD-X (SPECIFIC DEVELOPMENT-VARIETY)
CHARACTER AREA OVERLAY: GCCO-3
DEVELOPMENT AREA STANDARD: TRADITIONAL
(SUBJECT TO THE STANDARDS ESTABLISHED IN THE BOMA APPROVED CONCEPT PLAN AND PATTERN BOOK)

3. THE EXISTING CONDITIONS SHOWN HEREIN WERE DERIVED FROM A COMBINATION OF THE FOLLOWING:

- EXISTING CONDITIONS TOPOGRAPHIC SURVEY, PROVIDED BY LITTLEJOHN ENGINEERING ASSOCIATES INC., DATED MAY 9, 2016.
- THE APPROVED SITE PLAN FOR BFC SECTION 7 (COF PROJECT #4720).
- THE APPROVED SITE PLAN FOR BFC SECTION 9 (COF PROJECT #4721).

THE DESIGN PROVIDED HEREIN IS BASED UPON THE ASSUMPTION THAT INFRASTRUCTURE FROM COF PROJECTS #4720 AND #4721 HAS BEEN INSTALLED PER PLAN. IN THE EVENT THAT CONSTRUCTION OF SURROUNDING INFRASTRUCTURE PROJECTS HAS NOT BEEN COMPLETED AND PROPER ACCESS TO THIS PROJECT HAS NOT BEEN PROVIDED, THE ENGINEER SHALL PROVIDE AN ADDENDUM TO THE EPSC SHEETS TO PROVIDE PROPER CONSTRUCTION ACCESS TO AND FROM THIS SITE PER FRANKLIN AND IDEC SPECIFICATIONS. PRIOR TO ISSUANCE OF A GRADING PERMIT FOR THIS PROJECT, PROPER CONSTRUCTION ACCESS SHALL BE INSTALLED, INSPECTED, AND ACCEPTED BY THE CITY OF FRANKLIN STAFF.

4. THE PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD PLAIN AND IS DETERMINED TO BE IN ZONE "X" AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM PANEL NUMBER 47187C0355F, DATED SEPTEMBER 29, 2006.

5. THIS PROPERTY CAN BE FOUND ON WILLIAMSON COUNTY TAX MAP 106 AND IS KNOWN AS A PORTION OF PARCEL 32.02.

6. OWNER/ SUBDIVIDER: RURAL PLAINS PARTNERSHIP C/O BNB-WCO INVESTORS, LLC
ADDRESS: 2000 MERIDIAN BOULEVARD SUITE 250
FRANKLIN, TENNESSEE 37067
PHONE NO.: 615-550-5580
P.O.C.: PHIL FAWCETT (pfawcett@boyle.com)

7. SURVEYOR: LITTLEJOHN ENGINEERING ASSOCIATES, INC.
ADDRESS: 1935 21ST AVE. SOUTH
NASHVILLE, TENNESSEE 37212
PHONE NO.: OFFICE 615-385-4144 FAX 615-385-4020
P.O.C.: ROBERT SEARSON (rsearson@leinc.com)

8. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND.

9. UTILITY AND OTHER PRIVATE EASEMENTS SHOWN MAY BE MODIFIED BY SEPARATE INSTRUMENT WITHOUT RE-RECORDING OF THE FINAL PLAT.

10. ALL STREET LIGHT LOCATIONS AND QUANTITIES ARE APPROXIMATE. FINAL POSITIONING AND QUANTITY SHALL BE AT THE DIRECTION OF M.T.E.M.C.

11. ALL SIDEWALKS, TRAILS, PATHS, ETC., LYING OUTSIDE OF PUBLIC RIGHT OF WAY SHALL BE PUBLIC ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS' ASSOCIATION OR ASSIGNS, INCLUDING INDIVIDUAL PROPERTY OWNERS. SIDEWALK LOCATIONS WILL BE PROVIDED WITH THE SITE PLAN FOR EACH LOT.

12. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER AND APPROPRIATE FEDERAL AND STATE PERMITS.

13. NO BUILDING PERMITS SHALL BE ISSUED FOR PROJECTS IN THIS SECTION UNTIL THE INDIVIDUAL SITE PLAN HAS BEEN APPROVED.

14. PRIVATE DRIVES SHALL ALSO SERVE AS PUBLIC UTILITY AND DRAINAGE EASEMENT.

15. THE OWNER/SUBDIVIDER, RURAL PLAINS PARTNERSHIP, ATTESTS THAT NO ONE OTHER THAN THE OWNER HOLDS MINERAL RIGHTS TO THE PROPERTY. NO DOCUMENTATION HAS BEEN FOUND.

16. RIGHTS OF CROSS ACCESS FOR EACH LOT SHALL BE DETERMINED BY THE C.C.R.'S OF BERRY FARMS AS RECORDED IN BOOK 6581, PAGES 153-155, ROWC. SAID C.C.R.'S PROVIDE PEDESTRIAN AND VEHICULAR CROSS ACCESS THROUGH ALL LOTS IN THIS DEVELOPMENT.

17. RURAL PLAINS ASSOCIATION OF OWNERS, INC., OR ASSIGNS, INCLUDING INDIVIDUAL PROPERTY OWNERS WILL BE RESPONSIBLE FOR THE MAINTENANCE OF DRAINAGE EASEMENTS AND STORMWATER MANAGEMENT FEATURES.

18. PROJECT GEODETIC REFERENCE NETWORK BASED ON: COORDINATE SYSTEM U.S. STATE PLANE 1983, ZONE 4100; PROJECT DATUM NAD 1983 (CONUS); VERTICAL DATUM NAVD 88; COMBINED FACTOR = 0.99991825; CONVERGENCE ANGLE = 00°29'18.14463".

19. ALL BRICK PAVEMENT CROSSWALKS, INSIDE OR OUTSIDE OF PUBLIC ROW, SHALL BE PUBLIC ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE POA/HOA.

20. MINIMUM REQUIRED SETBACK LINES:

FRONT YARD: * ARTERIAL *

SIDE YARD: *

REAR YARD: *

* SEE RURAL PLAINS DESIGN GUIDELINES PATTERN BOOK FOR VARIANCES TO SETBACK LINES

BASED UPON BUILDING ORIENTATIONS IN THE GUIDELINES FOR THE OVERALL PUD.

21. SURVEY FIELD DATA COLLECTED ON 4-9-2015.

22. THE RECORDED OF THIS PLAT VOIDS, VACATES AND SUPERCEDES LOT 7099 OF BERRY FARMS TOWN CENTER PUD SUBDIVISION, SECTION 7 AS RECORDED IN PLAT BOOK P63, PAGE 137, REGISTER'S OFFICE OF WILLIAMSON COUNTY, TENNESSEE.

23. MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA.

24. THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNERS' LOT AT THE HOMEOWNERS' EXPENSE.

CERTIFICATE OF APPROVAL OF WATER AND SEWER SYSTEMS

I hereby certify that:

- the water and sewer systems designated in "Berry Farms Town Center PUD Subdivision Final Plat, Section 10" Subdivision have been installed in accordance with City specifications, or
- a performance agreement and surety in the amount of \$_____ for the water system and \$_____ for the sewer system has been posted with the City of Franklin, Tennessee, to assure completion of such systems.

Director Water Management Department
City of Franklin

Date

CERTIFICATE OF ELECTRIC POWER

Middle Tennessee Electric Membership Corporation (MTEMC) will provide electric service to the subject property according to the normal operating practices of MTEMC as defined in the rules and regulations, bylaws, policy bulletins and operational bulletins of MTEMC, and in accordance with the plat approval checklist, tree planting guidelines and other regulations contained on the MTEMC website at www.mtemc.com (collectively the "requirements"). No electric service will be provided until MTEMC's requirements have been met and approved in writing by an authorized representative of MTEMC. Any approval is, at all times, contingent upon continuing compliance with MTEMC's Requirements.

Middle Tennessee Electric Membership Corporation

Date

CERTIFICATE OF APPROVAL FOR RECORDING

Approved by the Franklin Municipal Planning Commission, Franklin, Williamson County, Tennessee, with the exception of such conditions, if any, as are noted in the Planning Commission minutes for the _____ day of _____, 2016, and this plat has been approved for recording in the Registers Office of Williamson County.

Secretary
Franklin Municipal Planning Commission

Date

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME, STREET NAMES, AND ADDRESSING

Subdivision name and street names approved by the Williamson County Emergency Management Agency.

Williamson County Emergency Management Agency

Date

City of Franklin

Date

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND SIDEWALKS

I hereby certify that:

- the streets, drainage, and sidewalks designated in "Berry Farms Town Center PUD Subdivision Final Plat, Section 10" Subdivision have been installed in accordance with City specifications, or
- a performance agreement and surety in the amount of \$_____ for streets, \$_____ for drainage, and \$_____ for sidewalks has been posted with the City of Franklin, Tennessee, to assure completion of such improvements.

Director, Streets Department
City of Franklin, Tennessee

Date

CERTIFICATE OF SURVEY

I (we) hereby certify that the subdivision plat as shown hereon is correct and that all of the monuments shown hereon have been or will be placed as indicated. This subdivision plat correctly represents a survey made under my supervision on the 9th day of April, 2015.

Robert M. Searson, Tenn. License No. 1666

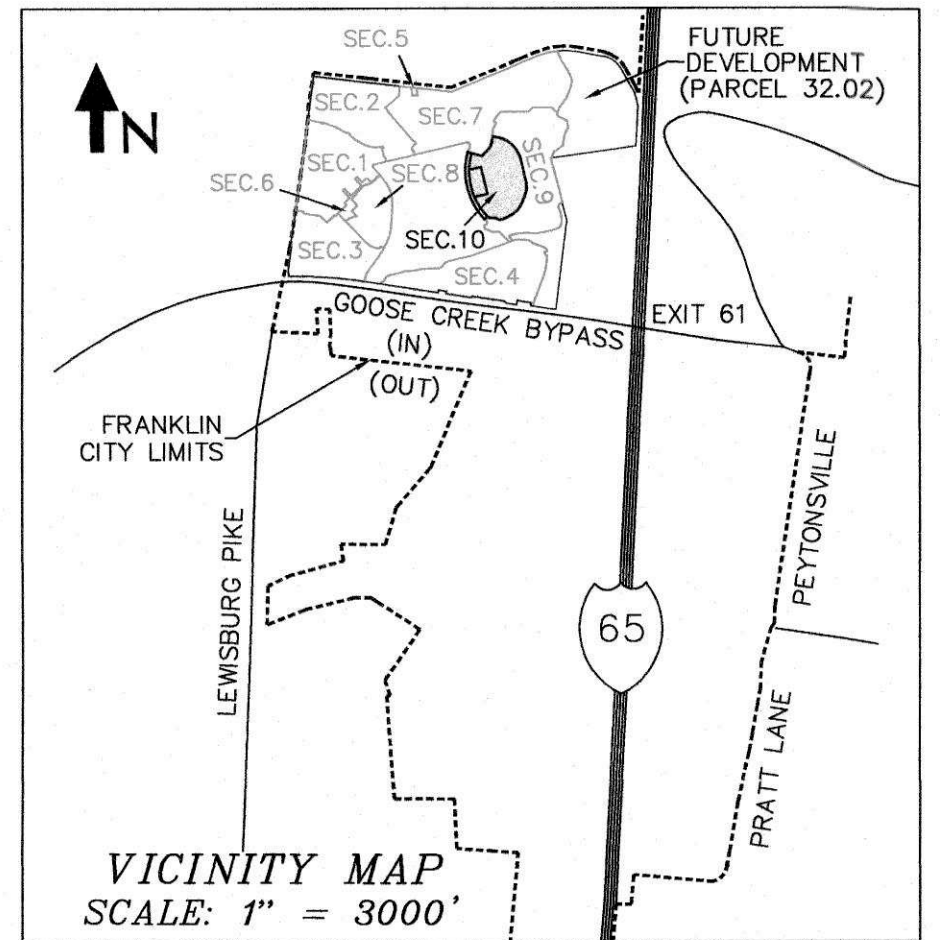
Date

CERTIFICATE OF OWNERSHIP

I (we) hereby certify that I am (we are) the owner(s) of the property shown hereon as of record in Book 2654, Page 823, R.O.W.C., Tennessee, and adopt the plan of subdivision of the property as shown hereon and dedicate all public ways and easements as noted. No lot(s) as shown hereon shall again be subdivided, resubdivided, altered or changed so as to produce less area than is hereby established until otherwise approved by the Franklin Municipal Planning Commission, and under no condition shall such lot(s) be made to produce less area than is prescribed by the restrictive covenants as of record in Book _____, Page _____, R.O.W.C., Tennessee, running with the title to the property. I (we) further certify that there are no liens on this property, except as follows: Book _____, Page _____, R.O.W.C.

Rural Plains Partnership
Owner

Date



SCALE: 1" = 100'

AREA	LOT	SQ. FT.	ACRES
	1001	476,198	10.93
	1002	58,196	1.34
	7099	36,499	0.84
	ROW	44,910	1.03
	Total	615,802	14.14

LINE	BEARING	DISTANCE
L1	N73°56'22" W	135.68'
L2	N77°00'00" E	24.88'
L3	S02°55'20" E	3.71'
L4	S46°32'10" W	45.50'
L5	S77°00'00" W	5.05'
L6	N77°00'00" E	5.13'
L7	S73°56'22" E	45.00'
L8	S23°49'34" W	100.31'
L9	S67°52'21" W	99.91'

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	TANGENT	CHORD BEARING	CHORD LENGTH
C1	45.70'	105.00'	24°56'16"	23.22'	S43°56'15" W	45.34'
C2	78.62'	808.00'	5°34'30"	39.34'	N19°01'41" E	78.59'
C3	38.50'	39.00'	56°33'53"	20.98'	N50°05'53" E	36.96'
C4	91.95'	88.00'	59°51'55"	50.67'	N48°26'53" E	87.82'
C5	44.91'	44.00'	58°29'05"	24.63'	N47°45'28" E	42.99'
C6	88.01'	365.00'	13°48'55"	44.22'	N83°54'28" E	87.80'
C7	235.74'	227.67'	59°19'43"	129.67'	S26°44'32" W	225.35'
C8	299.22'	808.00'	21°13'05"	151.34'	S33°35'09" E	297.51'
C9	18.72'	884.37'	1°12'46"	9.36'	S44°04'13" E	18.72'
C10	74.33'	35.00'	121°40'36"	62.72'	S16°09'42" W	61.13'
C11	74.65'	35.00'	122°12'35"	63.41'	N15°53'43" E	61.29'
C12	991.97'	858.00'	66°14'31"	559.77'	N12°05'19" W	937.64'
C13	84.43'	39.00'	124°01'56"	73.40'	N40°59'02" W	68.88'
C14	84.14'	39.00'	123°36'54"	72.76'	S41°11'33" E	68.75'
C15	74.66'	870.00'	4°55'02"	37.36'	S18°09'23" W	74.64'
C16	210.19'	808.00'	14°54'18"	105.69'	S08°47'17" W	209.60'
C17	342.86'	808.00'	24°18'45"	174.05'	S10°49'14" E	340.29'
C18	186.39'	290.00'	36°49'34"	96.54'	S05°24'47" W	183.20'
C19	222.94'	290.00'	44°02'47"	117.30'	S45°50'57" W	217.49'
C20	52.82'	53.50'	56°33'54"	28.79'	N83°50'42" W	50.70'
C21	74.73'	89.00'	48°06'44"	39.73'	N79°37'07" W	72.56'
C22	55.31'	53.50'	59°14'20"	30.42'	N74°03'19" W	52.88'
C23	3.40'	808.00'	0°14'28"	1.70'	N44°18'55" W	3.40'
C24	485.33'	365.00'	76°11'05"	286.12'	S51°05'32" E	450.36'

Littlejohn
An S&ME Company

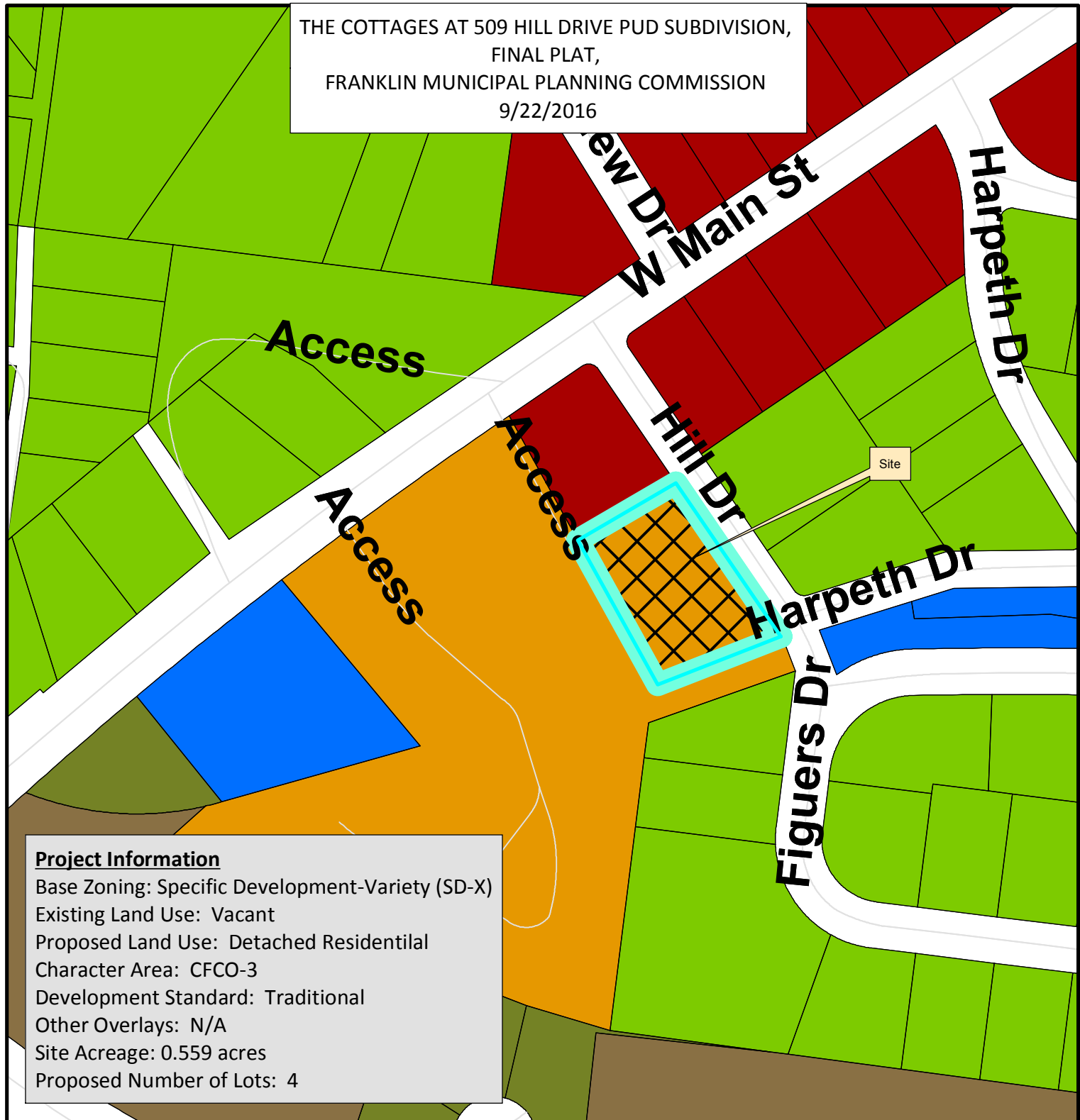
1935 21st Avenue South, NASHVILLE, TENNESSEE 37212
T 615.385.4144 F 615.385.4020 www.leinc.com

BERRY FARMS TOWN CENTER
PUD SUBDIVISION
FINAL PLAT
SECTION 10
& RESUBDIVISION OF SECTION 7 - LOT 7099
C.O.F. NO. 6219
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

TOTAL ACRES: 13.28 TOTAL LOTS: 2
ACRES NEW PUBLIC STREETS: ±0.5 DISTRICT: 8TH
LFT NEW PUBLIC STREETS: ±879 CLOSURE ERROR: ±110000
DATE: 08-08-16
REV: 09-01-16

LEA PROJECT #554716056 SHEET 1 OF 1

THE COTTAGES AT 509 HILL DRIVE PUD SUBDIVISION,
FINAL PLAT,
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/2016



Project Information

Base Zoning: Specific Development-Variety (SD-X)
Existing Land Use: Vacant
Proposed Land Use: Detached Residential
Character Area: CFCO-3
Development Standard: Traditional
Other Overlays: N/A
Site Acreage: 0.559 acres
Proposed Number of Lots: 4

- | | |
|--|-------------------------------------|
| 509 Hill Drive | SD-X Specific Development-Variety |
| AG Agricultural District | OR Office Residential District |
| ER Estate Residential | GO General Office District |
| R-1 Residential District | CC Central Commercial District |
| R-2 Residential District | NC Neighborhood Commercial District |
| R-3 Residential District | GC General Commercial District |
| R-6 Residential District | LI Light Industrial District |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District | |
| SD-R Specific Development-Residential | |



0 90 180 360
Feet

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It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
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CONDITIONS OF APPROVAL:

Performance Agreement and Surety

General Comments

1. Engineering Sureties

- Any unposted sureties associated with this development from site plan(s) 5862 shall be transferred to this final plat as a condition of approval. No action is necessary from applicant.

(Previous comment restated for informational purposes only, no response necessary.)

Planning

General Comments

2. Resubmittal Warning

- Applicant shall complete the One-Stop process for Project # 5747 the Development Plan for Cottages at 509 Hill Drive PUD Subdivision before this Final Plat can be approved. Submittal and approval can occur together at the One Stop.

Detached Residential lot Tree Chart

The following 3 inch caliper canopy trees are required for each lot.

Lot Number	Lot SF	Caliper inches	# of Trees
1	3197	3	1
2	2996	3	1
3	2996	3	1
4	2996	3	1

LEGAL DESCRIPTION

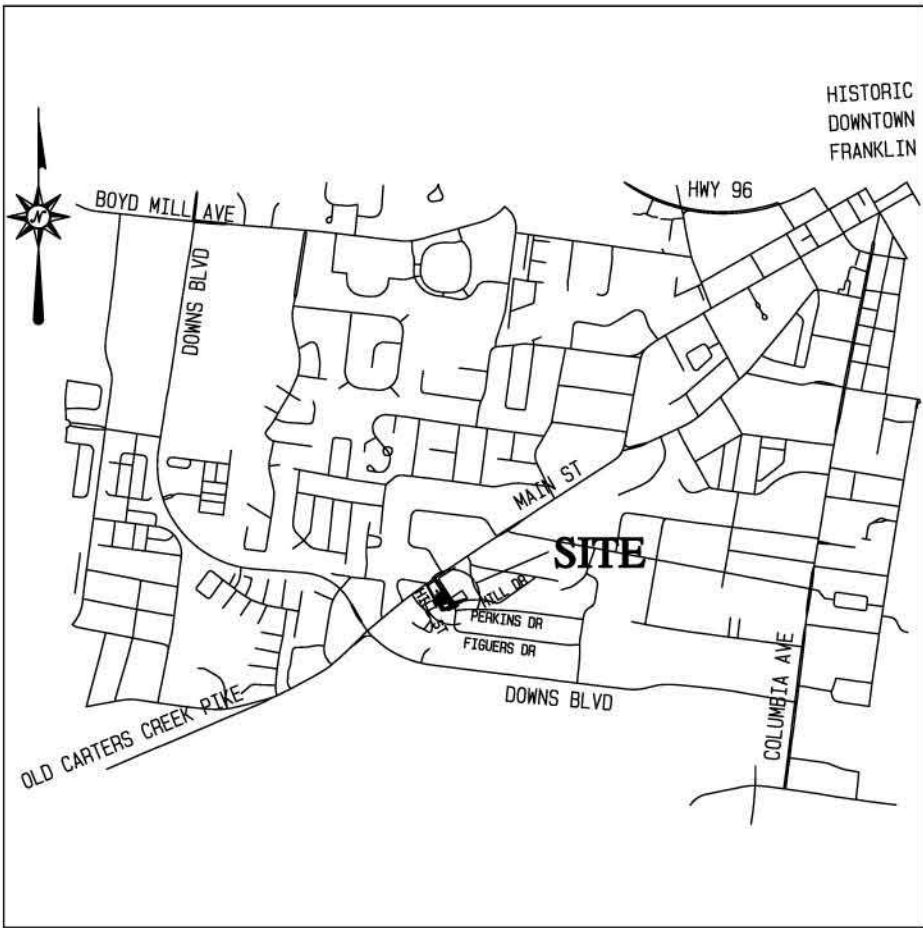
NINTH CIVIL DISTRICT OF WILLIAMSON COUNTY. THIS PARCEL OF LAND BEING FURTHER DESCRIBED AS LOT 13 AND 14 OF BLOCK C OF GREENACRES SUBDIVISION (PB 1 PAGE 87) AS RECORDED IN TEH PUBLIC RECORDS OF THE REGISTERS OFFICE OF WILLIAMSON COUNTY.

GENERAL NOTES

- THE PURPOSE OF THIS PLAT IS TO CREATE 4 RESIDENTIAL LOTS.
- BEARINGS SHOWN HEREON ARE BASED ON TENNESSEE STATE PLANE COORDINATE ZONE 5301, Fipszone 4100; NAD 83 DATUM
- THE ZONING FOR THIS PROPERTY IS (SD-R) SPECIFIC DEVELOPMENT RESIDENTIAL: MECO 4 DEVELOPMENT STANDARDS: TRADITIONAL CHARACTER AREA :
- SUBJECT PLATTED PARCEL IS A PARCEL 2 AS SHOWN ON WILLIAMSON COUNTY TAX MAP 0781.
- OWNER / SUBDIVIDER:
CONTACT: TYLER PENNINGTON

ADDRESS: 629 POST OAK CIRCLE
BRENTWOOD, TN. 37027
TELEPHONE NO. 615.472.8916
EMAIL: TPENN24@YAHOO.COM

SURVEYOR: HARRAH & ASSOCAITES
CONTACT: ROGER HARRAH RLS
ADDRESS: 504 AUTUMN SPRINGS COURT
SUITE B-15, FRANKLIN, TN 37067
TEL. NO.: 615 778-0863
EMAIL: rogerh@harrarahgroup.com
- THIS PROPERTY LIES IN "ZONE X" AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON FLOOD INSURANCE RATE MAP No. 47187C0192F DATED SEPTEMBER 29, 2006.
- THE RECORDING OF THIS PLAT, VOIDS, VACATES, AND SUPERCEDES THE RECORDING OF LOT 13 AND 14 OF BLOCK C OF GREENACRES SUBDIVISION (PB 1 PAGE 87) R.O.W.C
- ALL NOTES SHOWN HEREON APPLY TO ALL SHEETS OF THIS PLAT.
- WITHIN NEW DEVELOPMENTS AND FOR OFFSITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE, ELECTRICAL, (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE AND WATER LINES SHALL BE PLACED UNDERGROUND.
- STREAM BUFFERNOTE: THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION ALLOWED ALLOWED IN STREAM BUFFER EXCEPT AS PERMITTED BY THE CITY ENGINEER.
- LOT 0S1 IS INTENDED AS AN OPEN SPACE LOT AND NO DEVELOPMENT IS PERMITTED IN THIS LOT EXCEPT AS SPECIFIED BY THE CITY OF FRANKLIN ZONING ORDINANCE. LOT SPECIFIC WATER SERVICES WILL NOT BE PROVIDED TO THIS LOT.
- SHARED ACCESS DRIVES ARE TO BE MAINTAINED BY EITHER THE PROPERTY OWNER(S) OR BY THE 509 HILL DRIVE COTTAGES HOA, AND ARE DEDICATED AS DRAINAGE PRIVATE DRAINAGE AND UTILITY EASEMENTS.
- THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF AN UPDATED TITLE COMMITTMET FOR THIS PROPERTY. THERE MAY BE EASEMENTS OR OTHER MATTERS OF RECORD NOT SHOWN THAT AN ACCURATE AND CURRENT TITLE SEARCH WOULD REFLECT.
- SIDEWALKS OUTSIDE OF PUBLIC RIGHT-OF-WAY SHALL BE PUBLIC ACCESS EASEMENTS AND SHALL BE MAINTAINED BY EITHER THE PROPERTY OWNER(S) OR BY THE 509 HILL DRIVE COTTAGES HOA.
- THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNERS' LOT AT THE HOMEOWNERS' EXPENSE.



VICINITY MAP

NOT TO SCALE

LEGEND

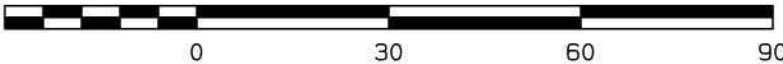
- FOUND IRON ROD (FDIR)
- SET NEW 5/8" IRON ROD WITH CAP (RLS2039)
- FOUND CONCRETE MONUMENT (TDOOT)
- SET CONCRETE MONUMENT
- EXISTING SANITARY MANHOLE
- ✱ POWER POLE
- ✱ GUY ANCHOR
- ⊞ WATER METER
- ⊞ WATER VALVE
- ST— STORM SEWER
- W— WATER LINE
- O-E— OVERHEAD POWER LINE
- SS— SANITARY SEWER LINE
- G— GAS LINE
- U-E— UNDERGROUND ELECTRIC
- DB DEED BOOK
- PB PAGE
- FH FIRE HYDRANT
- P.U.D.E. PUBLIC UTILITY & DRAINAGE EASEMENT
- R.O.W.C., TN. REGISTER'S OFFICE OF WILLIAMSON COUNTY
- R.O.W. RIGHT-OF-WAY
- D.U.E. DRAINAGE AND UTILITY ESMT.
- U.E. UTILITY ESMT
- H.W. HEADWALL

FINAL PLAT

COTTAGES AT 509 HILL DRIVE
A REPLAT OF LOT 13 AND 14 OF BLOCK C
OF GREENACRES SUBDIVISION (PB 1 PAGE 87)

CITY OF FRANKLIN PROJECT NO. 6232

JOB NO: T307-004



REVISIONS:

08/30/16 ADDED PLANNING COMMENTS JH

FINAL SUBDIVISION PLAT

FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

TOTAL ACRES: 0.559 TOTAL LOTS: 1

ACRES NEW STREETS: N/A FEET NEW STREETS: N/A

CIVIL DISTRICT: 9TH CLOSURE ERROR: >1: 10, 000

SCALE: 1" = 30' DATE: AUGUST 8th 2016

SHEET 1 OF 1

STREAM BUFFER

THE STREAM BUFFER AREA IS FOR THE PROTECTION OF ALL NATIVE VEGETATION AND IS NOT TO BE MOWED OR DISTURBED.

SPECIAL UTILITY NOTE

THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES WERE TAKEN FROM VISIBLE APURTENANCES AT THE SITE, PUBLIC RECORD AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE ON TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) THREE NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 1-800-351-1111.

ZONING AND SETBACK INFORMATION:

- CURRENT ZONING IS SD-R4 SPECIFIC DEV. RESIDENTIAL & CFCO-3 CHARACTER OVERLAY IS MECO-4 TRADITIONAL STANDARDS
- MINIMUM REQUIRED SETBACK LINES: BASED ON ZONING STANDARDS:
FRONT = 15'
SIDE = 5'
REAR = 5'
MUST VERIFY WITH STAFF FOR DETERMINATION OF CONDITIONS.

STORMWATER NOTE

The maintenance of all stormwater management features shall be the responsibility of the property owner (s) or HOA.

RECORDERS INFORMATION:

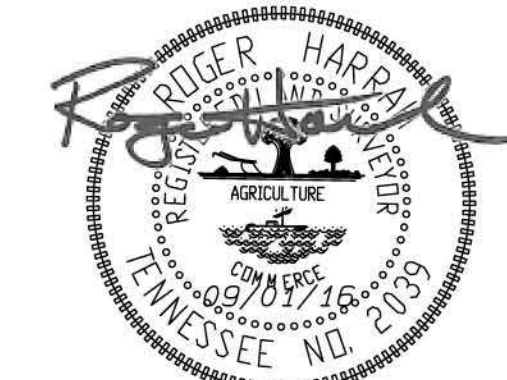
ADDITIONAL SITE INFORMATION

ROGER HARRAH LS 2039

CERTIFICATE OF SURVEY

APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, FRANKLIN, WILLIAMSON COUNTY, TENNESSEE, WITH THE EXCEPTION OF SUCH CONDITIONS, IF ANY, AS ARE NOTED IN THE PLANNING COMMISSION MINUTES FOR THE DAY OF 20, AND THIS PLAT HAS BEEN APPROVED FOR RECORDING IN THE REGISTER S OFFICE OF WILLIAMSON COUNTY.

SECRETARY FRANKLIN MUNICIPAL PLANNING COMMISSION DATE



I HEREBY CERTIFY THAT THE SUBDIVISION PLAT AS SHOWN HEREON IS CORRECT AND THAT ALL OF THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED AS INDICATED. THIS SUBDIVISION PLAT CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION ON THE 2ND DAY OF JULY, 2015.

ROGER H. HARRAH TN. REG. NO. 2039 DATE SIGNED 09-01-16

CERTIFICATE OF OWNERSHIP

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN HEREON AS OF RECORD IN DEED BOOK 6281 PAGE 351, R.O.W.C, TENNESSEE, AND ADOPT THE PLAN OF SUBDIVISION OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED. NO LOT (S) AS SHOWN HEREON SHALL AGAIN BE SUBDIVIDED, RESUBDIVIDED, ALTERED OR CHANGED SO AS TO PRODUCE LESS AREA THAN IS HEREBY ESTABLISHED UNTIL OTHERWISE APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, AND UNDER NO CONDITION SHALL SUCH LOT (S) BE MADE TO PRODUCE LESS AREA THAN IS PRESCRIBED BY THE RESTRICTIVE COVENANTS AS OF RECORD IN BOOK PAGE R.O.W.C., TENNESSEE, RUNNING WITH THE TITLE TO THE PROPERTY. I (WE) FURTHER CERTIFY THAT THERE ARE NO LIENS ON THIS PROPERTY, EXCEPT AS FOLLOWS: BOOK PAGE R.O.W.C.

OWNERS:

KP PROPERTIES

AUTHORIZED AGENT DATE:

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES APPROVED BY THE WILLIAMSON COUNTY DEPARTMENT OF EMERGENCY COMMUNICATIONS.

WILLIAMSON COUNTY DEPARTMENT OF EMERGENCY COMMUNICATIONS DATE

CERTIFICATE OF APPROVAL OF WATER AND SEWER SYSTEM

I HEREBY CERTIFY THAT: (1) THE SEWER SYSTEMS DESIGNATED IN GALLERIA COMMERCIAL COMPLEX SUBDIVISION FINAL PLAT, REVISION # HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR (2) A PERFORMANCE BOND IN THE AMOUNT OF \$ FOR THE SEWER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

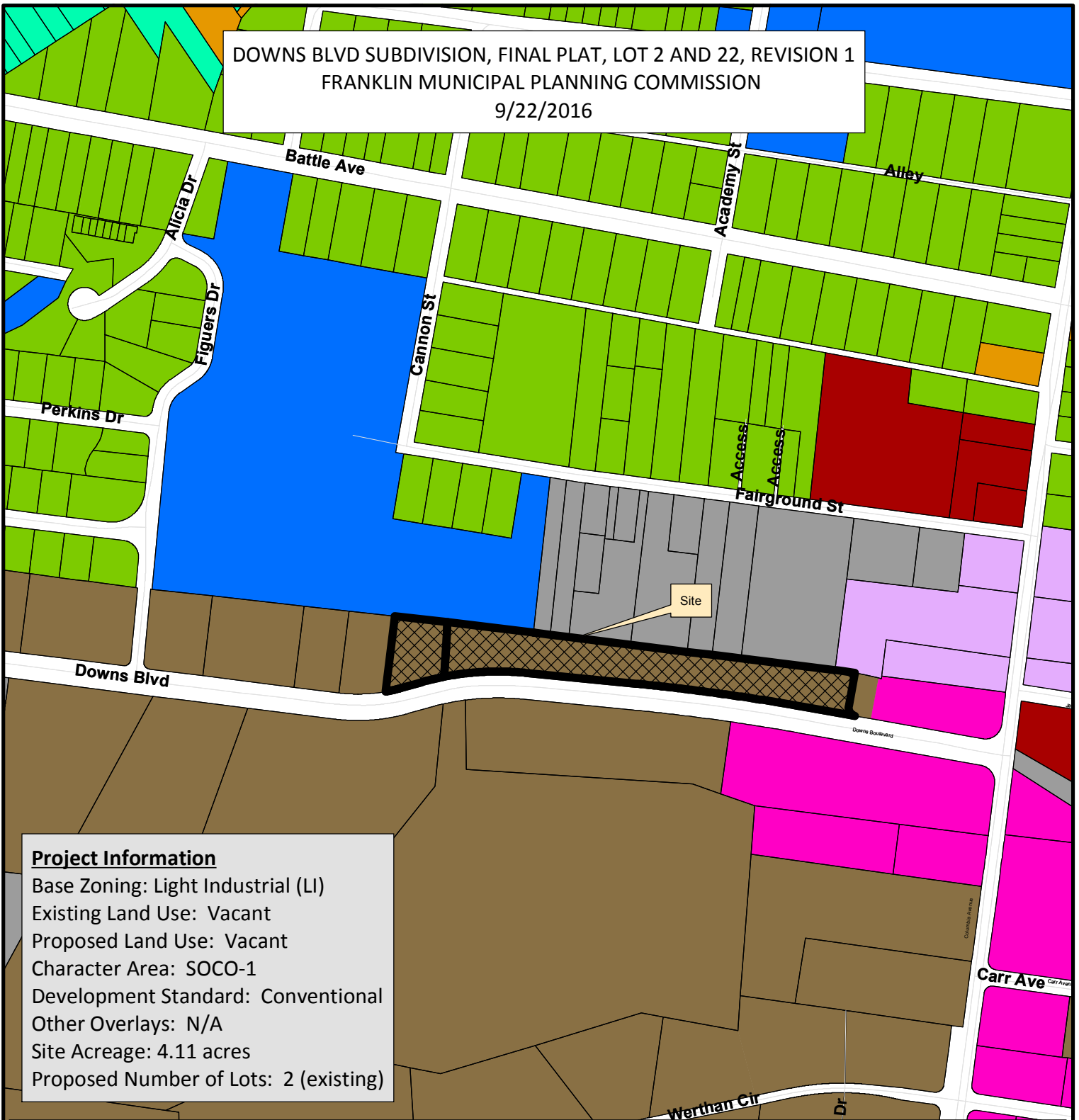
SUPT., WATER AND SEWER FRANKLIN, TENNESSEE DATE

CERTIFICATE OF APPROVAL OF STREETS AND DRAINAGE

I HEREBY CERTIFY THAT: (1) THE STREETS AND DRAINAGE DESIGNATED IN GALLERIA COMMERCIAL COMPLEX SUBDIVISION FINAL PLAT, REVISION # HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR (2) A PERFORMANCE BOND IN THE AMOUNT OF \$ FOR STREETS AND \$ FOR DRAINAGE HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

SUPT., STREETS FRANKLIN, TENNESSEE DATE

DOWNS BLVD SUBDIVISION, FINAL PLAT, LOT 2 AND 22, REVISION 1
 FRANKLIN MUNICIPAL PLANNING COMMISSION
 9/22/2016



Project Information

Base Zoning: Light Industrial (LI)
 Existing Land Use: Vacant
 Proposed Land Use: Vacant
 Character Area: SOCO-1
 Development Standard: Conventional
 Other Overlays: N/A
 Site Acreage: 4.11 acres
 Proposed Number of Lots: 2 (existing)

- | | |
|--|-------------------------------------|
| Lots 2 and 22 | SD-X Specific Development-Variety |
| AG Agricultural District | OR Office Residential District |
| ER Estate Residential | GO General Office District |
| R-1 Residential District | CC Central Commercial District |
| R-2 Residential District | NC Neighborhood Commercial District |
| R-3 Residential District | GC General Commercial District |
| R-6 Residential District | LI Light Industrial District |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District | |
| SD-R Specific Development-Residential | |



0 262.5 525 1,050 Feet

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CONDITIONS OF APPROVAL:

Addressing

General Comments

1. Addressing

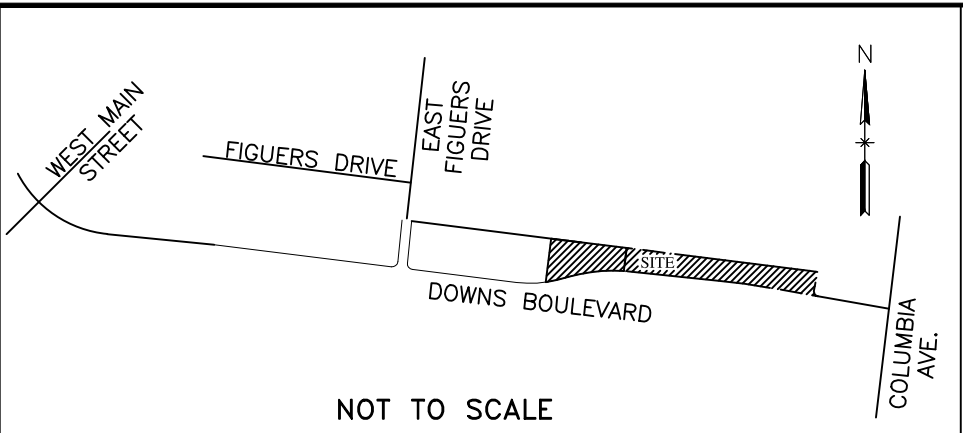
- This is a new comment, however can be done at Post PC submittal. Lot 3 is 300 Downs Blvd and Lot 2 is 200 Downs Blvd. All addresses are required to be on final plats.

Engineering - Final Plat Checklist

General Comments

2. C. Final Plat

- Applicant shall show the street classification of all public streets (local, major collector, etc) on the plat. **Applicant shall dedicate 24 feet of right-of-way along the Downs Blvd. frontage in all three lots for accommodation of Major Thoroughfare Plan long-term widening of the street from 2 lanes to 4 lanes.** Downs Blvd. is a Major Collector street, Columbia Ave. is a Major Arterial street.



NOT TO SCALE

VICINITY MAP

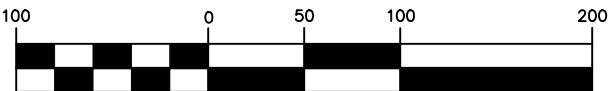
LOT AREA TABLE			REQUIRED # OF 3" CALIPER TREES PER LOT
LOT NO.	SQ. FT.	ACRES	3" TREES
22	64,627.20	1.48	
2	107,019.05	2.46	
2A	7,548.37	0.17	
TOTAL	179,194.62	4.11	

LEGEND

IRON PIN OLD	● IP(O)
IRON PIN NEW	●
WATER VALVE	⊠
UTILITY POLE	⊞
LIGHT POLE	⊞
MANHOLE	⊞
GAS VALVE	⊞
WATER VALVE	⊞
FIRE HYDRANT	⊞
WATER METER	⊞
GAS METER	⊞
SIGN POST	⊞
EDGE OF PAVEMENT	---
PUBLIC UTILITY AND DRAINAGE EASEMENT	---
PROPERTY/R.O.W. LINE	---
EDGE OF CONC.	---
UNDERGROUND GAS	--- G --- G
UNDERGROUND WATER	--- W --- W
OVERHEAD WIRES	--- OH --- OH --- OH --- OH ---

ADZONE 5301, FIPSTONE 4100
S.P.C.S. NAD 83 P.B. P54, PG. 7

GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME, STREET NAMES AND ADDRESSING	
Subdivision name and street names approved by the Williamson County Emergency Management Agency.	
Williamson County Emergency Management Agency	Date
City of Franklin, Tennessee	Date

CERTIFICATE OF OWNERSHIP

I (We) hereby certify that I am (we are) the owner(s) of the property shown hereon (SEE NOTE 8) and adopt the plan of subdivision of the property shown hereon and dedicate all public ways and easements as noted. No lot(s) as shown hereon shall again be subdivided, resubdivided, altered, or changed so as to produce less area than is hereby established until otherwise approved by the Franklin Municipal Planning Commission, and under no condition shall such lot(s) be made to produce less area than is prescribed by the restrictive covenants as of record in Book _____ Page _____ R.O.W.C., Tennessee, running with the title to the property. I (We) further certify that there are no liens on this property, except as follows:
Book _____, Page _____, R.O.W.C., Tennessee.

By: _____ Date: _____
DREW J. LUNA BOOK 6662, PAGE 29

CERTIFICATE OF APPROVAL OF
WATER AND SEWER SYSTEMS

I hereby certify that: (1) the water and sewer systems designated in Resub. Lot 2, Revision 9, (Resub lots 1 & 2) Downs Blvd. Properties & Resub. Lot 22, Revision 4, Resub Lots 3-4 & 13-22 Subdivision have been installed in accordance with City specifications, or 2) a performance agreement and surety in the amount of \$ _____ for the water system and \$ _____ for the sewer system has been posted with the City of Franklin, Tennessee, to assure completion of such systems.

Director Water Management
City of Franklin, Tennessee
Date: _____

CERTIFICATE OF APPROVAL OF
STREETS, DRAINAGE AND SIDEWALKS

I hereby certify that:
(1) the streets, drainage and sidewalks designated and as shown hereon have been installed in accordance with City specifications, or amount of \$ _____ for streets, \$ _____ for drainage and \$ _____ for sidewalks has been posted with the City of Franklin, Tennessee, to assure completion of such improvements.

Director Streets Department
City of Franklin, Tennessee
Date

CERTIFICATE OF APPROVAL
FOR RECORDING

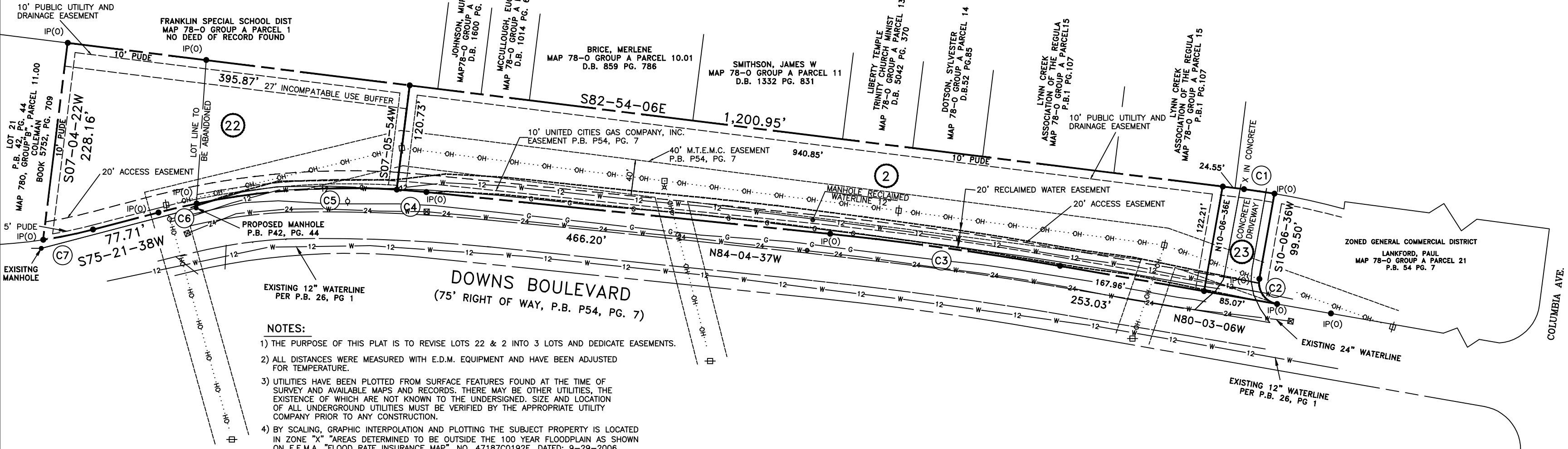
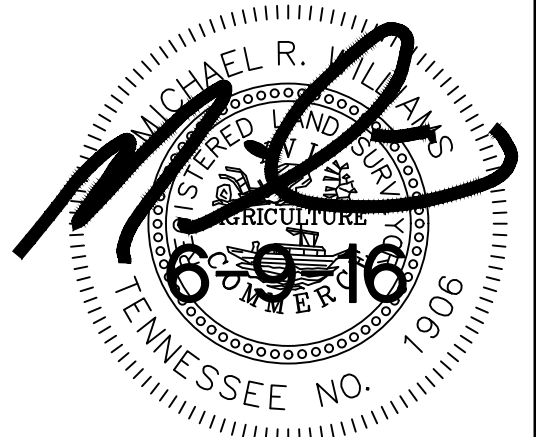
Approved by the Franklin Municipal Planning Commission, Franklin, Williamson County, Tennessee, with the exception of such conditions, if any, as are noted in the Planning Commission minutes for the _____ day of _____, 20____, and this plat has been approved for recording in the Register's Office of Williamson County.

Secretary: Franklin Municipal Planning Commission
Date

CERTIFICATE OF SURVEY

I (We) hereby certify that the subdivision plat as shown hereon is correct and that all of the monuments shown hereon have been placed as indicated. This subdivision plat correctly represents a survey made under my supervision on the _____ day of _____, 20____.

Michael R. Williams TN RLS # 1906
HFR Design, Inc.



NOTES:

- THE PURPOSE OF THIS PLAT IS TO REVISE LOTS 22 & 2 INTO 3 LOTS AND DEDICATE EASEMENTS.
- ALL DISTANCES WERE MEASURED WITH E.D.M. EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
- UTILITIES HAVE BEEN PLOTTED FROM SURFACE FEATURES FOUND AT THE TIME OF SURVEY AND AVAILABLE MAPS AND RECORDS. THERE MAY BE OTHER UTILITIES, THE EXISTENCE OF WHICH ARE NOT KNOWN TO THE UNDERSIGNED. SIZE AND LOCATION OF ALL UNDERGROUND UTILITIES MUST BE VERIFIED BY THE APPROPRIATE UTILITY COMPANY PRIOR TO ANY CONSTRUCTION.
- BY SCALING, GRAPHIC INTERPOLATION AND PLOTTING THE SUBJECT PROPERTY IS LOCATED IN ZONE "X" "AREAS DETERMINED TO BE OUTSIDE THE 100 YEAR FLOODPLAIN AS SHOWN ON F.E.M.A. "FLOOD RATE INSURANCE MAP", NO. 47187C0192F, DATED: 9-29-2006.
- 5/8" IRON RODS WITH CAPS () SET AT ALL CORNERS UNLESS OTHERWISE SHOWN.
- WITHIN NEW DEVELOPMENTS AND/OR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES (INCLUDING CABLE TELEVISION, ELECTRICAL, NATURAL GAS SEWER, TELEPHONE AND WATER LINES) SHALL BE PLACED UNDERGROUND.
- THIS PROPERTY IS ALL OF WILLIAMSON COUNTY TAX MAP 70, PARCEL 35.00 & TAX MAP 780, GROUP "B", PARCEL 11.00.
- SUBJECT PROPERTY OWNED BY DREW J. LUNA AS RECORDED IN BOOK 6662, PAGE 29 IN THE REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.
- THE PROPERTY IS CURRENTLY ZONED "LIGHT INDUSTRIAL DISTRICT. SETBACKS SHOWN TAKEN FROM P.B. P54, PG. 7, FRONT/STREET=75', SIDE=25', REAR=25' ALL ZONING AND SETBACK INFORMATION MUST BE VERIFIED WITH CITY OF FRANKLIN PLANNING & CODES DEPT.
- CURRENT OWNER HAS NO KNOWLEDGE OF ANY ENTITY HAVING MINERAL RIGHTS TO THE SUBJECT PROPERTY.
- NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS BETWEEN LOTS. THE CITY OF FRANKLIN IS NOT RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ANY ENCROACHMENTS THAT ARE DAMAGED OR REMOVED IN THE COURSE OF MAINTENANCE ACTIVITY WITHIN EASEMENTS.
- THE RECORDING OF THIS PLAT WILL VOID, VACATE AND SUPERCEDE THE RECORDING OF LOT 2, P.B. P54, PG. 7 & LOT 22, P.B. P42, PG. 44.
- THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNERS' LOT AT THE HOMEOWNERS' EXPENSE.

Owner/Subdivider:
DREW J. LUNA
2000 HERITAGE POINTE DR.
FRANKLIN, TN 37064
PH. 615-417-3344
lunad@wcrtn.com

PREPARED BY:

HFR DESIGN

214 Centerview Drive Suite 300
Brentwood, TN 37027

615.370.8530

hfrdesign.com

615.370.8500

SURVEY DIVISION

mwilliams@hfrdesign.com

CURVE DATA

NO.	DELTA	RADIUS	TANGENT	LENGTH	CHORD	BEARING
C1	02-27-14	828.95'	17.75'	35.50'	35.50'	S81-40-29E
C2	89-50-23	25.00'	24.93'	39.20'	35.31'	S35-07-54E
C3	04-01-35	3792.58'	133.32'	266.53'	266.47'	S82-03-51W
C4	02-15-51	864.44'	34.16'	58.41'	58.41'	N85-12-27W
C5	15-19-04	864.44'	116.25'	231.10'	230.42'	S86-00-06W
C6	02-58-49	864.44'	22.49'	44.96'	44.96'	S76-51-02W
C7	06-02-08	554.50'	29.23'	58.41'	58.38'	S78-22-42W

SITE INFORMATION:
LOT 2
FINAL PLAT REVISION 9, RESUBDIVISION OF LOT 1 & 2
DOWNS BOULEVARD PROPERTIES SUBDIVISION
PLAT BOOK P54, PAGE 7
MAP 78, PARCEL 35
DREW LUNA
BOOK 6662, PAGE 29
LOT 22
FINAL PLAT REVISION 4, RESUBDIVISION OF LOTS 3-4 & 13-22
DOWNS BOULEVARD PROPERTIES SUBDIVISION
PLAT BOOK P42, PAGE 44
MAP 780, GROUP "B", PARCEL 11
DREW LUNA
BOOK 3618, PAGE 935

MTEMC CERTIFICATE OF APPROVAL FOR RECORDING

Middle Tennessee Electric Membership Corporation (MTEMC) will provide electric service to the subject property according to the normal operating practices of MTEMC as defined in the rules and regulations, bylaws, policy bulletins and operational bulletins of MTEMC, and in accordance with the plat approval checklist, tree planting guidelines and other regulations contained on the MTEMC website at www.mtemc.com (collectively the "Requirements"). No electric service will be provided until MTEMC's Requirements have been met and approved in writing by an authorized representative of MTEMC. Any approval is, at all times, contingent upon continuing compliance with MTEMC's Requirements.

SINGLE FAMILY LOT PLANTING REQUIREMENTS:
The following canopy trees are required for each single-family lot:
There shall be a total of 48 trees required in Section 25.

Lot Size:	Canopy Trees Required (Min. 3" caliper)
Less than 10,000 square feet	2
10,001-12,500	3
12,501 - 20,000	4

Middle Tennessee Electric Membership Corporation
Date

COF PROJECT # 6164

RESUB. LOT 2, REVISION 9,(RESUB LOTS 1 & 2)
DOWNS BLVD. PROPERTIES & RESUB. LOT 22,
REVISION 4, RESUB. LOTS 3-4 & 13-22
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

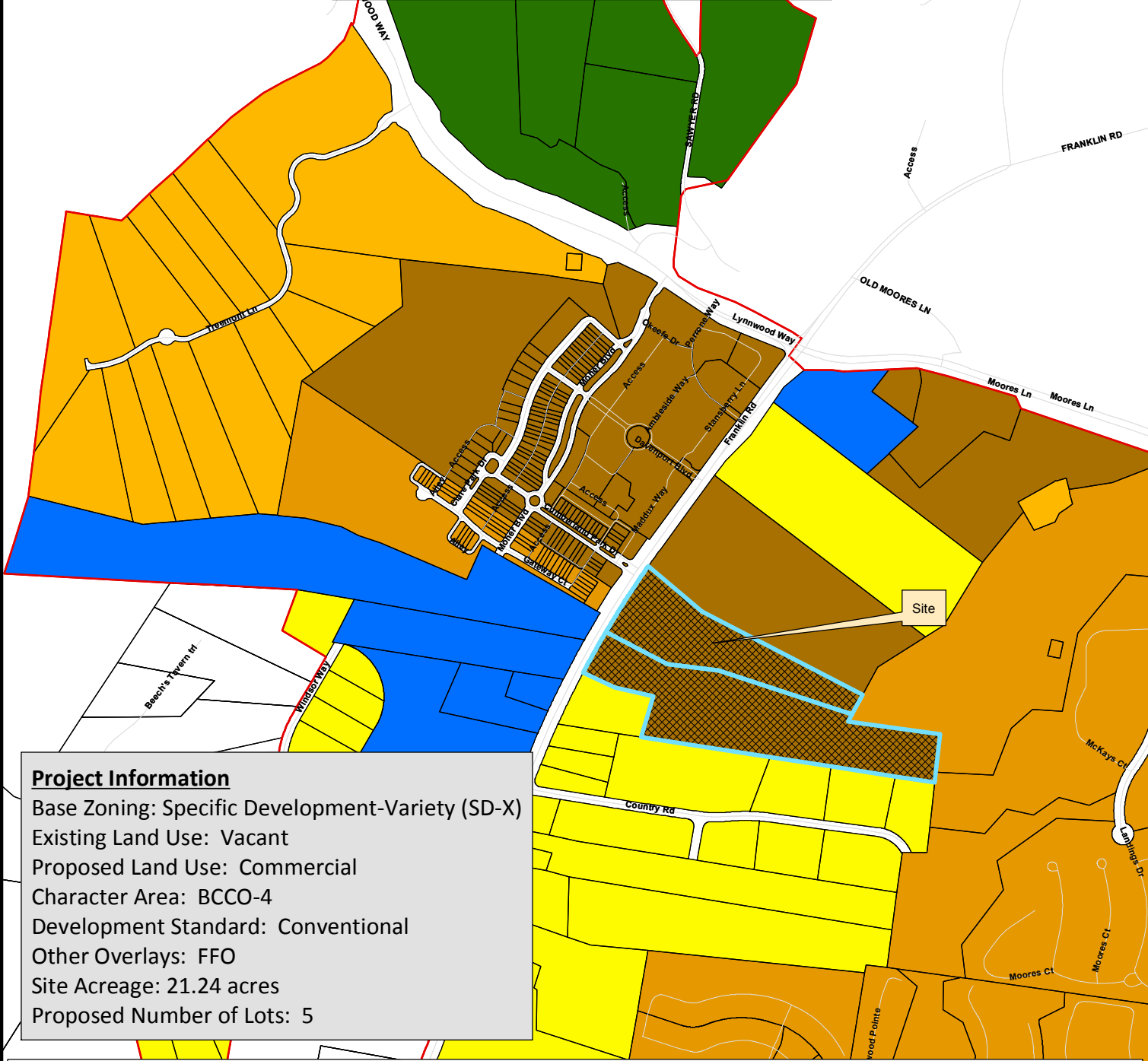
TOTAL ACRES: 6.651 TOTAL LOTS: 3

ACRES NEW STREETS: 0 FEET NEW STREETS: 0

CIVIL DISTRICT: 9TH CLOSURE ERROR: 1:10,000+

DATE: 6-9-16 HFR PROJECT NO. 2015035

FAMILY LEGACY PUD SUBDIVISION, FINAL PLAT,
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/2016



Project Information
 Base Zoning: Specific Development-Variety (SD-X)
 Existing Land Use: Vacant
 Proposed Land Use: Commercial
 Character Area: BCCO-4
 Development Standard: Conventional
 Other Overlays: FFO
 Site Acreage: 21.24 acres
 Proposed Number of Lots: 5

- | | |
|--|-------------------------------------|
| Family Legacy PUD Subdivision | SD-X Specific Development-Variety |
| AG Agricultural District | OR Office Residential District |
| ER Estate Residential | GO General Office District |
| R-1 Residential District | CC Central Commercial District |
| R-2 Residential District | NC Neighborhood Commercial District |
| R-3 Residential District | GC General Commercial District |
| R-6 Residential District | LI Light Industrial District |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District | |
| SD-R Specific Development-Residential | |

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CONDITIONS OF APPROVAL:

Engineering - Final Plat Checklist

General Comments

1. B. Vicinity Map

- Applicant shall correctly indicate the corporate limits on vicinity map and use a different line type to differentiate it from the roadways. The Franklin City Limits line shown is incorrect.

2. C. Final Plat

- The previous comment has not been completely addressed.

Applicant shall show all permanent stormwater BMPs/Green Infrastructure in a "Green Infrastructure Easement." **This includes the parking area designed to be installed as pervious pavers for water quality.**

3. C. Final Plat

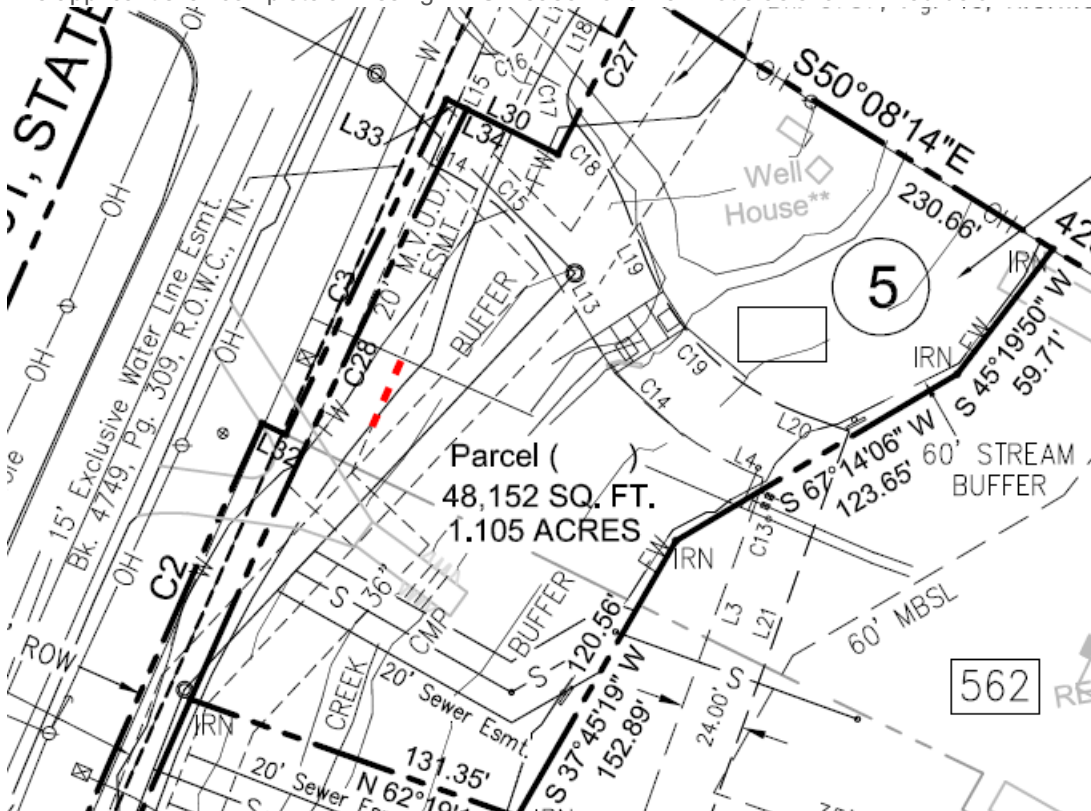
- The previous comment has not been addressed. Applicant shall show a public access easement for the drive aisle cross-connection to the Branch Creek Crossing development to the north. Since a portion of the drive aisle is shown as ROW dedication, only the portion of the drive aisle that is outside of the ROW need be shown in an easement.

4. C. Final Plat

- Applicant shall indicate all existing and proposed easements associated with utilities. City of Franklin Easement Requirements (per Technical Specifications - General Design Requirements):

- 0-12' depth: 20' exclusive easement on center
- 12'-20' depth: 30' exclusive easement on center
- Depths greater than 20' require prior approval from Engineering/Water Management Departments

The applicant shall complete a missing MVUD easement line in lot 5 as shown in red below:



Performance Agreement and Surety

General Comments

5. Engineering Sureties

- Any unposted sureties associated with this development from [site plan\(s\) 6072](#) shall be transferred to this final plat as a condition of approval. No action is necessary from applicant.

(Previous comment restated for informational purposes only, no response necessary.)

Water/Sewer

General Comments

6. Utility easement

- Applicant failed to address issue, applicant shall label the sewer line depths to ensure the proper easement widths are provided. There is an existing easement, but with re-platting the depths determine the easement width. Depths shall be labeled.

EASEMENTS

A. Water, Wastewater and/or Reclaimed Water Mains: When required, permanent exclusive easements must be provided with a minimum width of 20 feet. Easement width requirements are as follow:

1. 0'-12' depth requires 20' easement.
2. 13'-20' depth requires 30' easement.
3. Depths greater than 20' requires prior approval.

A minimum 10-foot wide temporary construction easement on each side of the permanent easement must also be provided. No trees shall be planted within the permanent easements

7. Utility service

- Applicant did not address comment, each lot shall have access to sanitary sewer or be labeled as non buildable lot.

8. COF plat responsibility note

- Applicant shall add the following note to the plat notes:
 - The City of Franklin Water Management department has unrestricted access to its domestic water, sanitary sewer, reclaim water lines or system improvements located within its exclusive easements within the development. In the event landscaping, fencing, concrete or other structures are installed or placed within a City of Franklin easement, the City of Franklin shall have the right to remove such encroachments within the easement as may be necessary for the City of Franklin to repair, maintain or replace its infrastructure which is now or in the future may be located within the easement without obtaining any further permission from the property owner or HOA. The property owner or HOA shall be responsible for repairing and/or replacing any such landscaping, fencing, concrete or other structures removed or disturbed by the City of Franklin in common open space lots and in areas owned by the property owner or HOA at no expense to the City of Franklin. Individual homeowners shall be responsible for structures removed or disturbed by the City of Franklin within an easement on the homeowners' lot at the homeowners' expense.

Zoning

General Comments

9. FFO

- The property does not lie within the Floodway Overlay (FWO) as outlined in note #2. It lies in the Floodway Fringe Overlay (FFO). The Floodway Overlay consists of the actual floodway. The Floodway Fringe Overlay consists of the 100 year floodplain. There is no floodway located on this property. Please correct the note and label the FFO accordingly on the plat.

Family Legacy PUD Subdivision, final plat (Life Celebration Center of Franklin) - submittal 002.pdf

10. Note

- This is a new comment. Lot 3 is a unbuildable lot. Please remove the label 'Lot in reserve' and replace it with 'Unbuildable Lot.'

ETNAI PIAT

- FINAL PLAN
FAMILY LEGACY PUD SUBDIVISION
LIFE CELEBRATION CENTER OF FRANKLIN

8TH CIVIL DISTRICT, CITY OF FRANKLIN,
WILLIAMSON COUNTY, TENNESSEE

NAD 83 DATUM

CURVE TABLE				
CURVE	ANGLE	RADIUS	CHORD BEARING	CHORD
C1	7°05'12"	8242.40	829°51'56"W	277.17
C2	02°08'21"	5686.58	S31.42°42'W	212.30
C3	01°23'12"	5676.58	S33°29'11"W	140.69
C4	01°04'13"	5668.11	S31°10'05"W	105.87
C5	7°04'20"	1217.40	S29°59'33"W	273.53
C6	35°27'02"	100.00	N41°37'31"W	60.89
C7	37°21'35"	126.00	S42°34'45"E	80.71
C8	88°56'18"	10.00	N16°47'23"W	14.01
C9	89°59'58"	5.00	N72°40'46"E	7.07
C10	2°49'45"	489.00	N24°15'22"E	24.14
C11	41°50'57"	100.00	S64°08'11"W	71.43
C12	49°06'32"	100.00	S37°45'58"E	83.11
C13	21°50'17"	10.00	N16°45'16"E	3.79
C14	33°33'44"	131.50	S40°40'49"E	75.93
C15	31°09'43"	94.50	N39°28'49"W	50.77
C16	7°59'13"	15.00	N73°55'56"E	18.88
C17	68°02'39"	15.00	S00°55'01"W	16.79
C18	18°53'36"	100.00	N23°09'31"W	34.55
C19	49°06'32"	100.00	S17°45'58"E	83.11
C20	90°56'22"	5.00	S37°06'06"E	7.10
C21	90°00'00"	5.00	S72°40'46"W	7.07
C22	57°03'42"	52.50	S89°08'55"W	50.15
C23	59°53'27"	107.50	S89°56'12"E	107.32
C24	59°53'27"	80.00	S89°56'12"E	79.87
C25	57°03'42"	80.00	S89°08'55"W	76.42
C26	90°00'00"	5.00	N72°40'46"E	7.07
C27	0°42'12"	5629.58	S32°32'53"W	69.12
C28	02°49'35"	5668.11	S34°56'59"W	246.62

L34	38.53	S55°48'13"E
-----	-------	-------------



Not to Scale

TOTAL AREA: 989,764 SQUARE FEET OR 22.72 ACRES

FINAL PLAT
FAMILY LEGACY PUD SUBDIVISION
LIFE CELEBRATION CENTER OF FRANKLIN

8TH CIVIL DISTRICT, CITY OF FRANKLIN,

WILLIAMSON COUNTY, TENNESSEE



SCALE: 1" = 100

CITY OF FRANKLIN PROJECT # 6221

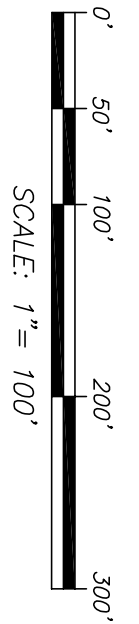
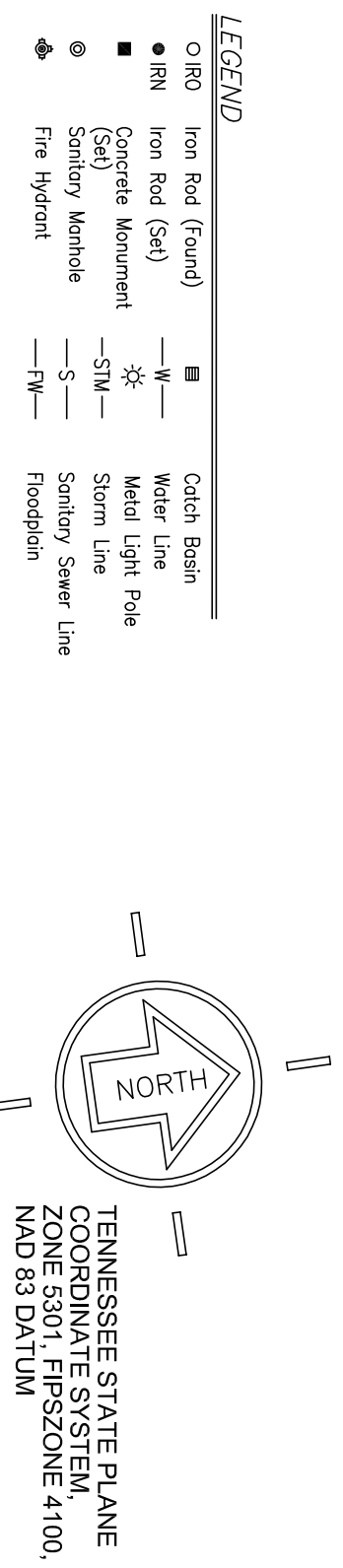
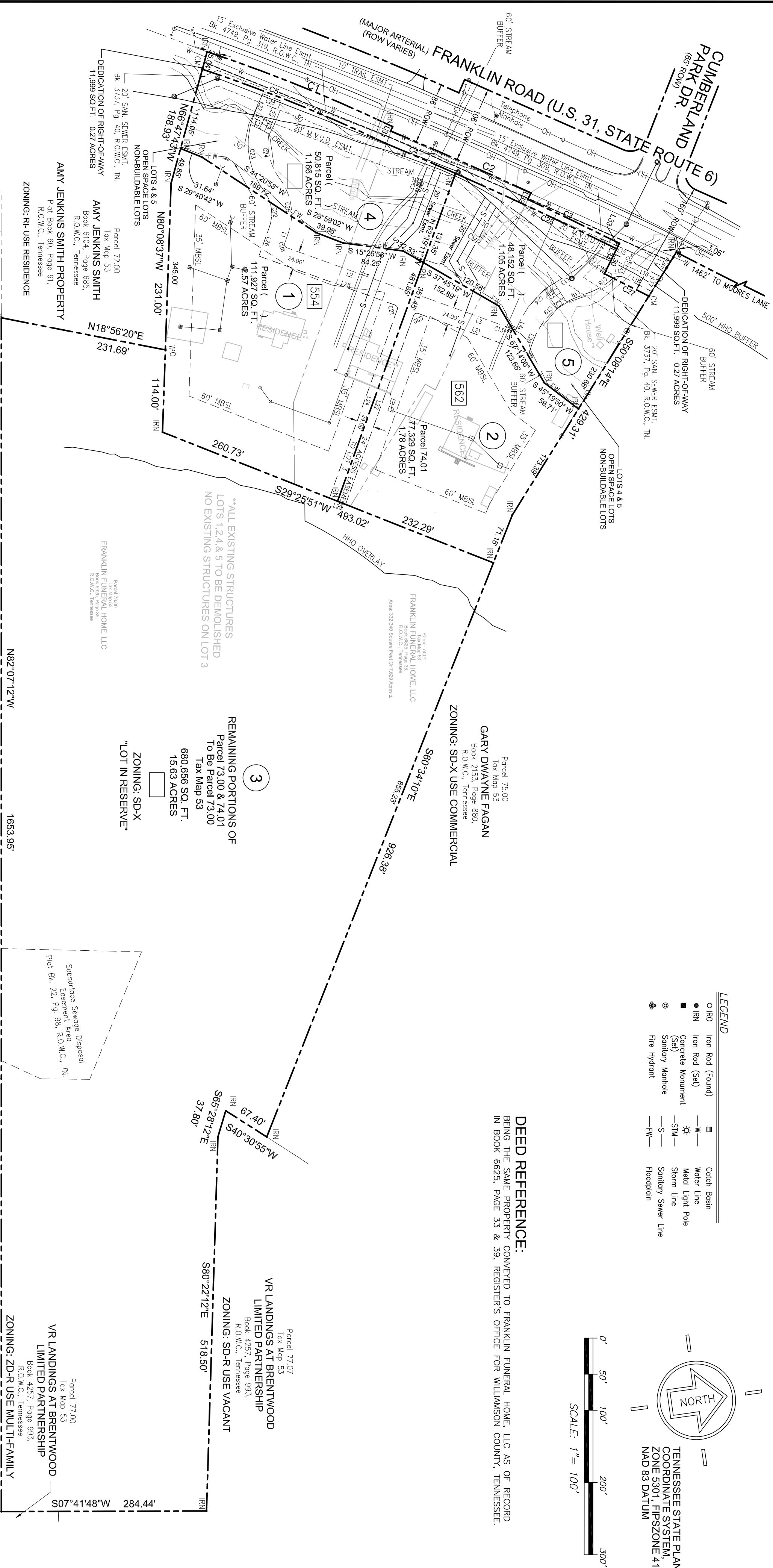
CERTIFICATE OF OWNERSHIP	CENTRAL CITY OF CONVENT	SEWER SYSTEMS	FOR RECORDING	FRANKLIN, WILLIAMSON COUNTY, TENNESSEE
--------------------------	-------------------------	---------------	---------------	--

WILLIAM GREGOR,

DATE

* BOOK 6625, PAGE 33 & 39, R.O.W.C., TN.

1



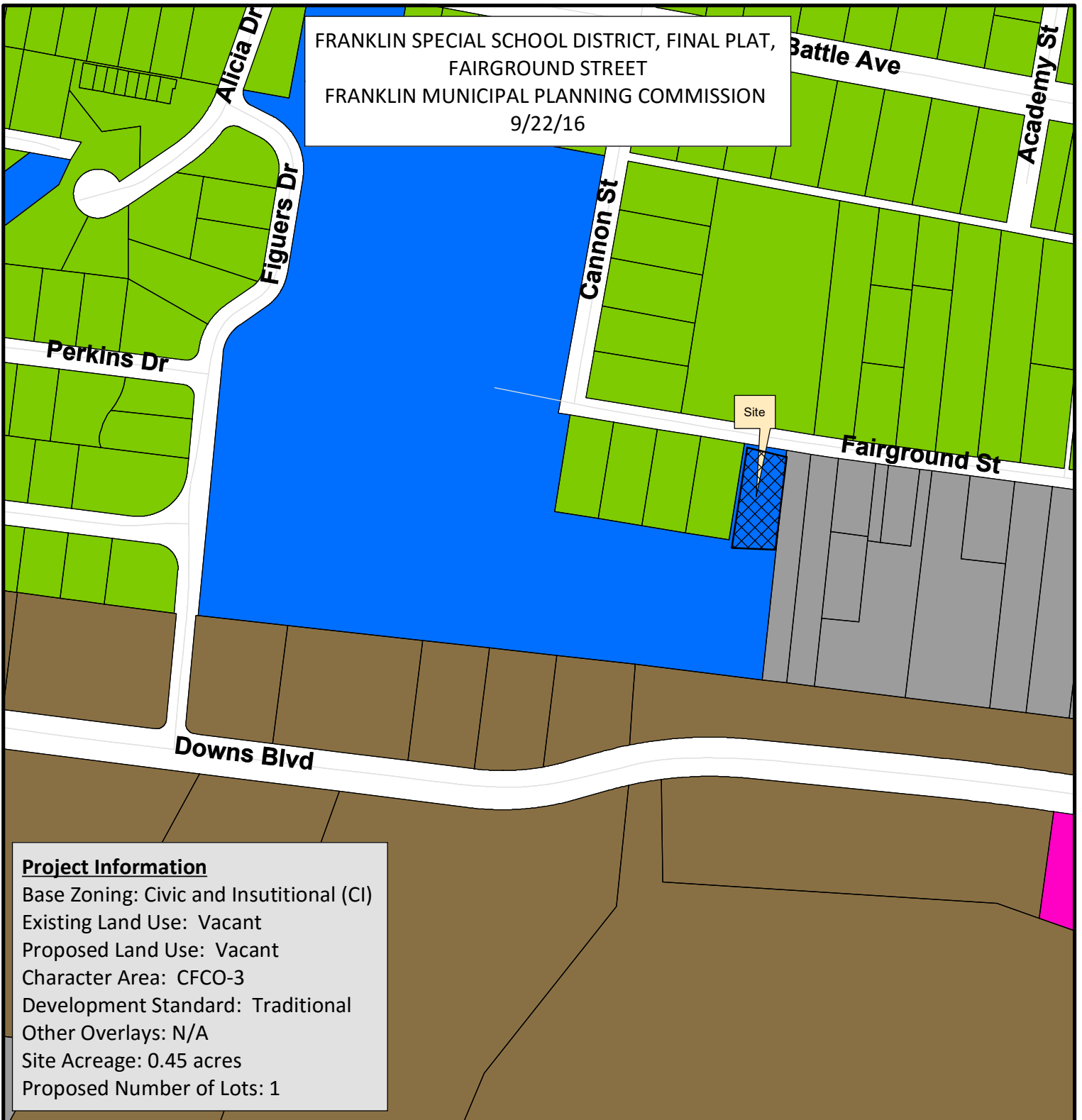
CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND SIDEWALKS	CERTIFICATE OF APPROVAL OF SUBDIVISION NAME, STREET NAMES, AND ADDRESSING	CERTIFICATE OF APPROVAL OF WATER SYSTEMS
I HEREBY CERTIFY THAT: (1) THE STREETS, DRAINAGE AND SIDEWALKS DESIGNATED IN "WATER'S EDGE PLUD SUBDIVISION, SECTION 2," HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR (2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF \$_____ FOR STREETS, \$_____ FOR DRAINAGE, AND \$_____ FOR SIDEWALKS HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.	SUBDIVISION NAME AND STREET NAMES APPROVED BY THE WILLIAMSON COUNTY EMERGENCY MANAGEMENT AGENCY. WILLIAMSON COUNTY EMERGENCY _____ DATE _____ MANAGEMENT AGENCY CITY OF FRANKLIN _____ DATE _____	I HEREBY CERTIFY: (1) THE WATER SYSTEMS DESIGNATED IN "LIFE CELEBRATION CENTER OF FRANKLIN" HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR (2) A PERFORMANCE BOND IN THE AMOUNT OF \$_____ FOR THE ON-SITE WATER SYSTEM AND \$_____ FOR THE OFF-SITE WATER SYSTEM HAS BEEN POSTED WITH THE MALLORY VALLEY UTILITY DISTRICT OF ASSURE COMPLETION OF SUCH SYSTEMS.
DIRECTOR, STREETS DEPARTMENT _____ DATE _____ CITY OF FRANKLIN, TENNESSEE		MALLORY VALLEY WATER UTILITY DISTRICT _____ DATE _____

PLAT BOOK 3, PAGE 40,
 R.O.W.C., Tennessee
 ZONING: RI USE RESIDENCE
 COUNTY ROAD
 BEING PARCELS 73.00 & 74.01 ON TAX MAP 53
 8TH CIVIL DISTRICT, CITY OF FRANKLIN,
 WILLIAMSON COUNTY, TENNESSEE
 CITY OF FRANKLIN PROJECT # 6221
 TOTAL AREA: 989,764 SQUARE FEET OR 22.72 ACRES

FINAL PLAT
FAMILY LEGACY PUD SUBDIVISION
LIFE CELEBRATION CENTER OF FRANKLIN

I (WE) HEREBY CERTIFY THAT I (AM (THE AGED) THE OWNER(S) OF THE PROPERTY SHOWN HEREON AS ENJOINED IN BOOK ____ PAGE ____ R.O.W.C. TENNESSEE, AND ADOPT THE PLAN OR SUBDIVISION OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED ON LOT(S) AS SHOWN HEREON SHALL AGAIN BE SURROUNDED, RESIDUATED, ALTERED OR CHANGED SO AS TO PRODUCE LESS AREA THAN IS HEREBY ESTABLISHED UNTIL OTHERWISE APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, AND UNDER NO CIRCUMSTANCES SHALL SUCH LOT(S) BE MADE TO PRODUCE LESS AREA THAN IS PRESCRIBED BY THE RESPECTIVE COVENANTS AS OF RECORD IN BOOK ____ PAGE ____ R.O.W.C. TENNESSEE, RUNNING WITH THE TITLE TO THE PROPERTY. I (WE) FURTHER CERTIFY THAT THERE ARE NO LENS ON THIS PROPERTY, EXCEPT AS FOLLOWS: BOOK ____ PAGE ____ R.O.W.C.		I (WE) HEREBY CERTIFY THAT THE SUBDIVISION PLAT AS SHOWN HEREON IS CORRECT AND THAT ALL OF THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED AS INDICATED. THE SUBDIVISION OF BOOKS ____ REPRESENTS AS SURVEY MADE BY ME OR UNDER MY SUPERVISION ON THE LEAD DAY OF ____ 20____.	
* OWNER(S) - FRANKLIN FUNERAL HOME, LLC WILLIAM GREGORY		DATE _____	
* BOOK 6625, PAGE 33 & 39, R.O.W.C. 7N		DATE _____	
LAND SURVEYOR TENNESSEE JAMES TERRY & ASSOCIATES 211 DOWELSON PIKE STE. 6 NASHVILLE, TENNESSEE 37214 PHONE: (615) 490-6920		DATE _____	
DIRECTOR SEWER DEPARTMENT CITY OF FRANKLIN, TENNESSEE		DATE _____	
APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, FRANKLIN, WILLIAMSON COUNTY, TENNESSEE, WITH THE EXCEPTION OF SUCH CONDITIONS, IF ANY AS ARE NOTED IN THE PLANNING COMMISSION MINUTES FOR DAY OF ____ 20____ AND THIS PLAT HAS BEEN APPROVED FOR RECORDING IN THE REGISTERS OFFICE OF WILLIAMSON COUNTY.		TOTAL ACRES: 22.72 ± ACRES NEW STREETS: 0.40 CIVIL DISTRICT: 8TH MILES OF NEW ROAD: 0.00	
PREPARED BY: JAMES TERRY & ASSOCIATES 211 DOWELSON PIKE STE. 6 NASHVILLE, TENNESSEE 37214 PHONE: (615) 490-6920		TOTAL LOTS: 5 FEET NEW STREETS: 0.00 CLOSURE ERROR: 1:10,000+ DATE: AUGUST 1, 2016 REV 8-31-2016	
SECRETARY FRANKLIN MUNICIPAL PLANNING COMMISSION		JOB NUMBER: 2015-174 SHEET 2 OF 2	

FRANKLIN SPECIAL SCHOOL DISTRICT, FINAL PLAT,
FAIRGROUND STREET
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/16



Project Information

Base Zoning: Civic and Institutional (CI)
Existing Land Use: Vacant
Proposed Land Use: Vacant
Character Area: CFCO-3
Development Standard: Traditional
Other Overlays: N/A
Site Acreage: 0.45 acres
Proposed Number of Lots: 1

- | | |
|--|-------------------------------------|
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |
| SD-R Specific Development-Residential | |



0 200 400 800
Feet

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It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
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CONDITIONS OF APPROVAL:

Performance Agreement and Surety

General Comments

1. Engineering Sureties

- No sureties are associated with this Final Plat.
- I acknowledge.

Nothing added to plat.

-

No sureties are associated with this Final Plat.

(Previous comment restated for informational purposes only, no response necessary.)

Planning

General Comments

2. Setbacks

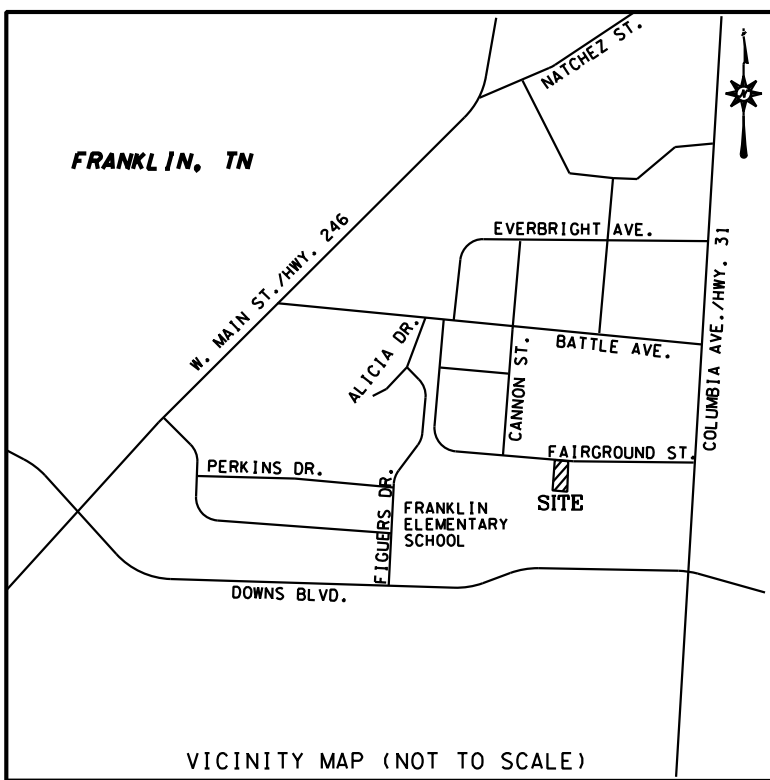
- Revise setbacks. You have listed nonresidential in conventional areas, this is traditional development standard.
- Changed setbacks as required.
- Applicant shall list the front yard setback for this property. (You included the range but need a specific amount)

3. One-Stop Procedure

• Due to the applicant's diligence in addressing staff comments and resolving most issues prior to resubmittal, this project is eligible for the One-Stop Post-PC review process. To participate in the One-Stop Post-PC process, the applicant must submit complete and corrected plans electronically through the IDT online review system by the scheduled One-Stop review date and be present at the One-Stop Center on the scheduled date and time that the One-Stop Post-PC service is available. The intent of One-Stop review is to close all outstanding conditions of approval and gain final document approval in an abbreviated time frame. Plans are reviewed on a first-come, first-serve basis in the One-Stop Center.

- For eligible final plats, the applicant shall bring a mylar with all non-City Hall signatures provided. The applicant will also be required to establish required sureties prior to City Department signatures being applied. The sureties may be established after the one stop process.
- In the case of site plans, the one stop process can only satisfy the City of Franklin review process. The review by State Authority and pre-construction meetings with staff in the field will still be required prior to the issue of stormwater and grading and/or utility construction permits.

If all conditions of approval have not been met at the scheduled One-Stop review, the applicant will be required to submit the project for additional review at another scheduled One-Stop date. The next available One-Stop Post-PC date is **[DATE]** and the applicant must check in at the One Stop center **between the hours of 8:00 and 11:00 a.m.** in order for their plans to be reviewed that day. The applicant may contact the Department of Building and Neighborhood Services with any questions regarding the process and for any future One-Stop Post-PC dates.



SURVEYOR'S NOTES:

- THE PURPOSE OF THE PLAT IS TO CREATE A SINGLE LOT, AND DEDICATE RIGHT-OF-WAY AND EASEMENTS FROM THE FRANKLIN SPECIAL SCHOOL DISTRICT BOARD OF EDUCATION PROPERTY, A 23.6 ACRE TRACT.
- ALL DISTANCES ARE BASED ON A FIELD RUN SURVEY USING EDM EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
- THIS SURVEY WAS PREPARED FROM CURRENT DEED OF RECORD AND DOES NOT REPRESENT A TITLE SEARCH OR A GUARANTEE OF TITLE. FURTHERMORE, SURVEYOR HAS MADE NO INDEPENDENT INVESTIGATION OR SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT A CURRENT AND ACCURATE TITLE SEARCH MAY REVEAL.
- THE SUBJECT PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION "OTHER AREAS ZONE X", "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 47187C0192F, EFFECTIVE DATE OF SEPTEMBER 29, 2006.
- 1/4" IRON RODS WITH CAPS (●) SET AT ALL CORNERS UNLESS OTHERWISE SHOWN.
- WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES (INCLUDING CABLE TELEVISION, ELECTRICAL, NATURAL GAS, SEWER, TELEPHONE, AND WATER LINES) SHALL BE PLACED UNDERGROUND.
- THIS PROPERTY IS PART OF WILLIAMSON COUNTY TAX MAP 0780, GROUP A, PARCEL 1.
- SUBJECT PROPERTY OWNED BY "FRANKLIN SPECIAL SCHOOL DISTRICT BOARD OF EDUCATION" AS RECORDED IN BOOK 94, PAGE 157 IN THE REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.
- THE PROPERTY IS CURRENTLY ZONED "CI" (CIVIC AND INSTITUTIONAL DISTRICT). IT IS WITHIN THE 3-8 SITE DEVELOPMENT STANDARDS, ALL ZONING AND SETBACK INFORMATION MUST BE VERIFIED WITH THE CITY OF FRANKLIN PLANNING AND CODES DEPARTMENT.
- CURRENT OWNER HAS NO KNOWLEDGE OF ANY ENTITY HAVING MINERAL RIGHTS TO THE SUBJECT PROPERTY.
- NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS BETWEEN LOTS. THE CITY OF FRANKLIN IS NOT RESPONSIBLE FOR REPAIR OF REPLACEMENT OF ANY ENCROACHMENTS THAT ARE DAMAGED OR REMOVED IN THE COURSE OF MAINTENANCE ACTIVITY WITHIN EASEMENTS.
- MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA.

THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNERS' LOT AT THE HOMEOWNERS' EXPENSE.

UTILITY NOTES:

THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS, PLANS, ORAL REPORT, OR FIELD MARKINGS PREPARED BY OTHERS; THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS NO LESS THAN (3) OR NO MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT, TENNESSEE ONE CALL 1-800-351-1111.

THERE MAY BE UTILITIES IN WHICH THIS SURVEYOR IS NOT AWARE. THIS LAND SURVEYOR IS NOT RESPONSIBLE FOR ANY DETERMINATION OR LOCATION OF ANY UNDERGROUND CONDITIONS NOT VISIBLE AND OBVIOUS BY INSPECTION OF THE PREMISES, INCLUDING BUT NOT LIMITED TO SOILS, GEOLOGICAL CONDITIONS, PHYSICAL DEVICES AND FACILITIES, TANKS, PIPELINES, OR BURIED CABLES. ALTHOUGH SOME UNDERGROUND UTILITIES MAY BE SHOWN AS PART OF THIS SURVEY, THEIR LOCATIONS ARE APPROXIMATE AND CANNOT BE RELIED UPON WITHOUT A COMPLETE EXCAVATION AND SURVEY LOCATION OF THE UTILITY. THIS SURVEYOR SHALL NOT BE RESPONSIBLE FOR ANY LIABILITY THAT MAY ARISE OUT OF THE MAKING OF OR FAILURE TO MAKE SUCH DETERMINATION OR LOCATION OF ANY SUBSURFACE CONDITION.

HFR DESIGN

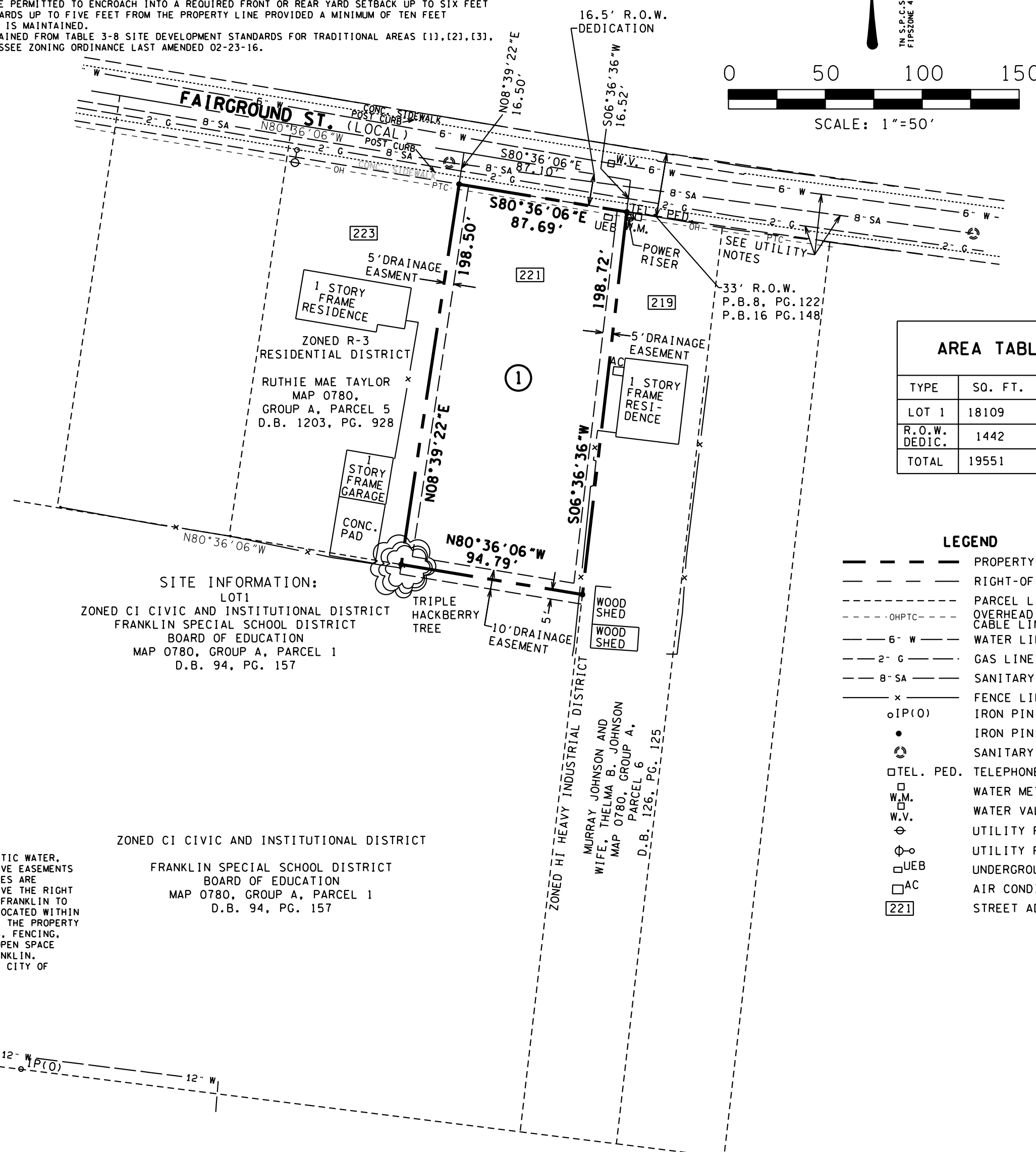
214 Centerview Drive Suite 300
Brentwood, TN 37027

615.370.8500 615.370.8530 hfrdesign.com

PREPARED FOR:
FRANKLIN SPECIAL
SCHOOL DISTRICT
ATTN: JOHN MCADAMS
507 NEW HIGHWAY 96 WEST
FRANKLIN, TN 37064
jdmcadams@fssd.org
PHONE: 615-794-6624

MINIMUM REQUIRED SETBACK LINES FOR ZONING OF CI CIVIC AND INSTITUTIONAL DISTRICT:
FRONT YARD AND SIDE STREET SETBACK (4)(5)(6)(7)----- 0-20 FEET
SIDE YARD SETBACK (8)(12)----- 0 FEET
REAR YARD SETBACK (8)----- 0 FEET

NOTES:
[4] FOR MIXED-USE AND SINGLE-USE NONRESIDENTIAL BUILDING TYPES DEVELOPED ACCORDING TO THE TRADITIONAL STANDARDS, THE FRONT BUILDING SETBACK SHALL BE MEASURED FROM THE BACK EDGE OF THE SIDEWALK, NOT THE RIGHT-OF-WAY LINE.
[5] LARGER OR SMALLER SETBACKS, LOT WIDTHS, LOT FRONTAGES AND LOT SIZES, BEYOND THE RANGE PRESENTED IN THIS TABLE, ARE PERMITTED IN CASES WHERE TOPOGRAPHICAL OR NATURAL CONSTRAINTS EXIST, OR WHERE A PARTICULAR DESIGN APPROACH WARRANTS A DIFFERENT SETBACK, SUBJECT TO SUBSECTION 2.4.2, PLANNED UNIT DEVELOPMENTS.
[6] IN CASES WHERE A TRANSITIONAL FEATURE IS REQUIRED, THE MINIMUM SETBACK AND LOT WIDTH SHALL BE IN ACCORDANCE WITH SUBSECTION 5.3.4, TRANSITIONAL FEATURES.
[7] THE MINIMUM SETBACK FROM MACK HATCHER PARKWAY SHALL BE 80 FEET, AND THE MINIMUM SETBACK FROM INTERSTATE 65 SHALL BE 100 FEET.
[8] WHERE AN IMMEDIATELY ADJACENT EXISTING BUILDING IS SET BACK LESS THAN THE MINIMUM REQUIRED SIDE OR REAR YARD, THE MINIMUM SIDE OR REAR YARD REQUIREMENT SHALL INSTEAD BE THE SAME AS THE IMMEDIATELY ADJACENT DEVELOPED BUILDING, BUT NOT LESS THAN FIVE FEET. BUILDINGS SHALL MAINTAIN A MINIMUM SPACING OF TEN FEET.
[12] APPURTENANCES ARE PERMITTED TO ENCROACH INTO A REQUIRED FRONT OR REAR YARD SETBACK UP TO SIX FEET AND WITHIN SIDE YARDS UP TO FIVE FEET FROM THE PROPERTY LINE PROVIDED A MINIMUM OF TEN FEET BETWEEN BUILDINGS IS MAINTAINED.
ABOVE INFORMATION OBTAINED FROM TABLE 3-8 SITE DEVELOPMENT STANDARDS FOR TRADITIONAL AREAS (1),(2),(3), OF THE FRANKLIN TENNESSEE ZONING ORDINANCE LAST AMENDED 02-23-16.



AREA TABLE		
TYPE	SO. FT.	ACRES
LOT 1	18109	0.42
R.O.W. DEDIC.	1442	0.03
TOTAL	19551	0.45

- #### LEGEND
- PROPERTY LINE
 - RIGHT-OF-WAY LINE
 - PARCEL LINE
 - OVERHEAD POWER, TELEPHONE, CABLE LINE
 - 6" W WATER LINE
 - 2" G GAS LINE
 - 8" SA SANITARY SEWER LINE
 - FENCE LINE
 - IRON PIN OLD
 - IRON PIN NEW
 - SANITARY SEWER MANHOLE
 - TEL. PED. TELEPHONE PEDESTAL
 - W.M. WATER METER
 - W.V. WATER VALVE
 - UTILITY POLE
 - UTILITY POLE W/LIGHT
 - UEB UNDERGROUND ELECTRIC BOX
 - AC AIR CONDITIONING UNIT
 - 221 STREET ADDRESS

MTEMC CERTIFICATE OF APPROVAL FOR RECORDING

Middle Tennessee Electric Membership Corporation (MTEMC) will provide electric service to the subject property according to the normal operating practices of MTEMC as defined in the rules and regulations, bylaws, policy bulletins and operational bulletins of MTEMC, and in accordance with the plat approval checklist, tree planting guidelines and other regulations contained on the MTEMC website at www.mtemc.com (collectively the "Requirements"). No electric service will be provided until MTEMC's Requirements have been met and approved in writing by an authorized representative of MTEMC. Any approval is, at all times, contingent upon continuing compliance with MTEMC's Requirements.

Middle Tennessee Electric Membership Corporation Date

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME, STREET NAMES AND ADDRESSING	
Subdivision name and street names approved by the Williamson County Emergency Management Agency.	
Williamson County Emergency Management Agency	Date
City of Franklin, Tennessee	Date

CERTIFICATE OF OWNERSHIP	
I (We) hereby certify that I am (we are) the owner(s) of the property shown hereon (SEE NOTE 7) and adopt the plan of subdivision of the property shown hereon and dedicate all public ways and easements as noted. No lot(s) as shown hereon shall again be subdivided, resubdivided, altered, or changed so as to produce less area than is hereby established until otherwise approved by the Franklin Municipal Planning Commission, and under no condition shall such lot(s) be made to produce less area than is prescribed by the restrictive covenants as of record in Book..... Page..... R.O.W.C., Tennessee, running with the title to the property. I (We) further certify that there are no liens on this property except as follows: Book..... Page..... R.O.W.C., Tennessee.	
By: FRANKLIN SPECIAL SCHOOL DISTRICT, BOOK 94, PAGE 157	Date:

CERTIFICATE OF APPROVAL OF WATER AND SEWER SYSTEMS	
I hereby certify that: (1) the water and sewer systems designated in PUT PLAT TITLE HERE have been installed in accordance with City specifications, or (2) a performance agreement and surety in the amount of \$..... for the water system and \$..... for the sewer system has been posted with the City of Franklin, Tennessee, to assure completion of such systems.	
Director Water Management Department, City of Franklin, Tennessee	Date:

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND SIDEWALKS	
I hereby certify that: (1) the streets, drainage and sidewalks designated and as shown hereon have been installed in accordance with City specifications, or an amount of \$..... for streets, \$..... for drainage, and \$..... for sidewalks has been posted with the City of Franklin, Tennessee to assure completion of such improvements.	
Director Streets Department City of Franklin, Tennessee	Date:

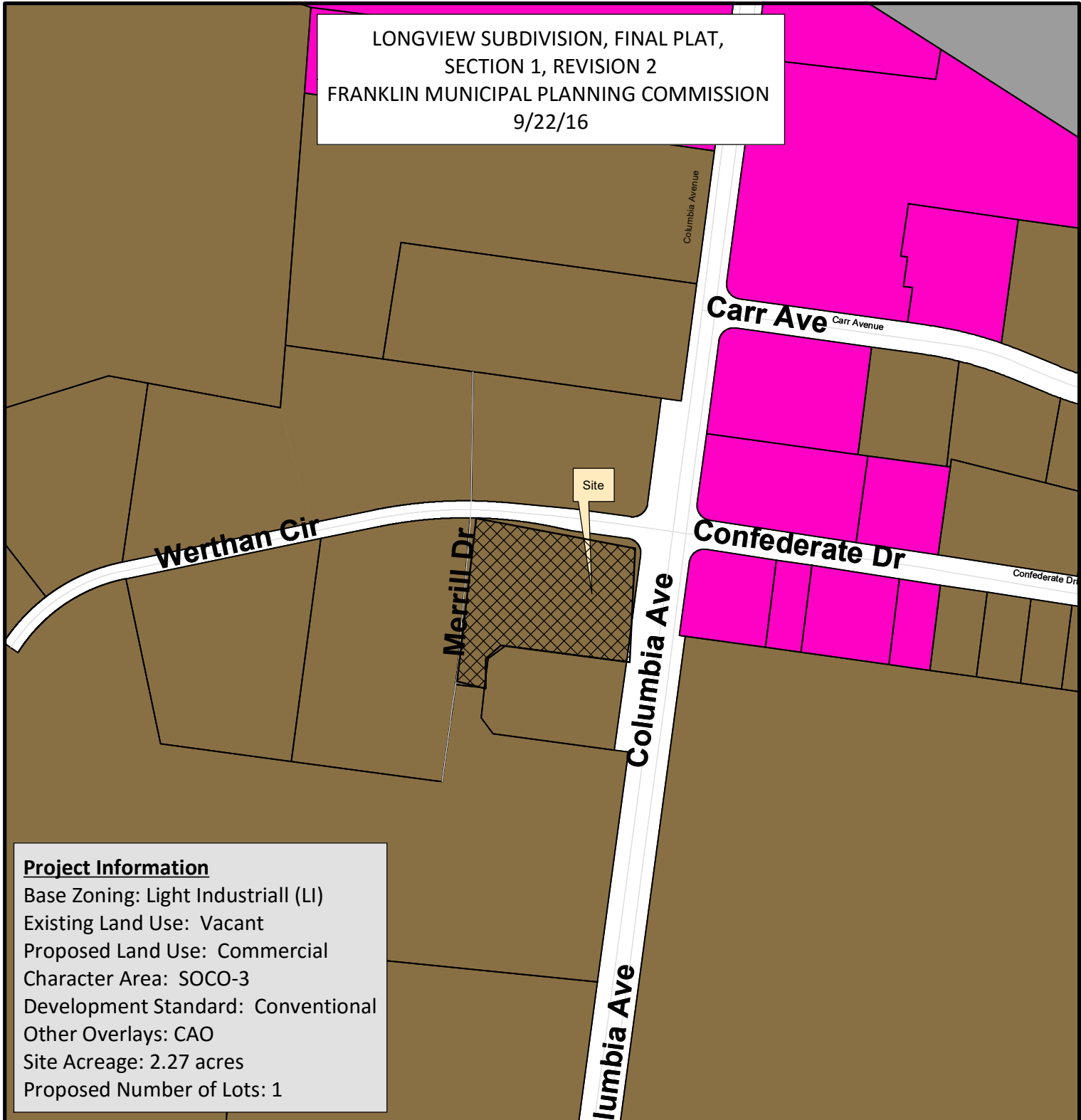
CERTIFICATE OF APPROVAL FOR RECORDING	
Approved by the Franklin Municipal Planning Commission, Franklin, Williamson County, Tennessee, with the exception of such conditions, if any, as are noted in the Planning Commission minutes for the day of 20..... and this plat has been approved for recording in the Register's Office of Williamson County.	
Secretary: Franklin Municipal Planning Commission	Date:

CERTIFICATE OF SURVEY	
I (We) hereby certify that the subdivision plat as shown hereon is correct and that all of the monuments shown hereon have been placed as indicated. This subdivision plat correctly represents a survey made under my supervision on the day of 20.....	
Michael K. Story TN RLS #1989 HFR Design, Inc.	



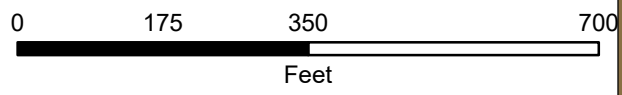
COF PROJECT # 6224	
ONE LOT SUBDIVISION OF THE FRANKLIN SPECIAL SCHOOL DISTRICT BOARD OF EDUCATION PROPERTY	
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE	
TOTAL ACRES: 0.45	TOTAL LOTS: 1
ACRES NEW STREETS: 0	FEET NEW STREETS: 0
CIVIL DISTRICT: 9TH	CLOSURE ERROR: 1:10,000+
DATE: 07-14-16	HFR PROJECT NO. 2015197.54

LONGVIEW SUBDIVISION, FINAL PLAT,
SECTION 1, REVISION 2
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/16



Project Information
 Base Zoning: Light Industrial (LI)
 Existing Land Use: Vacant
 Proposed Land Use: Commercial
 Character Area: SOCO-3
 Development Standard: Conventional
 Other Overlays: CAO
 Site Acreage: 2.27 acres
 Proposed Number of Lots: 1

- | | |
|--|-------------------------------------|
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |
| SD-R Specific Development-Residential | |



This map was created by the Franklin Planning Department. It was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials (c) copyright 2016. All rights reserved.

CONDITIONS OF APPROVAL:

Engineering - Final Plat Checklist

General Comments

1. C. Final Plat

- Applicant shall ensure that all permanent stormwater BMPs/Green Infrastructure are placed in "Green Infrastructure" easements.
- noted I am not designing any new structures. this is a re-plat of existing lots
- The previous comment, "Applicant shall ensure that all permanent stormwater BMPs/Green Infrastructure are placed in "Green Infrastructure" easements" has not been addressed.

There are bioretention areas proposed to be installed with the Site Plan associated with this lot (COF #6174). These BMPs are required to be placed within "Green Infrastructure" easements. The applicant shall show these easements on this plat.

Performance Agreement and Surety

General Comments

2. Engineering Sureties

- Any unposted sureties associated with this development from [site plan\(s\) 6174](#) shall be transferred to this final plat as a condition of approval. No action is necessary from applicant.
- Noted
- Any unposted sureties associated with this development from [site plan\(s\) 6174](#) shall be transferred to this final plat as a condition of approval. No action is necessary from applicant.

(Previous comment restated for informational purposes only, no response necessary.)

Planning

General Comments

3. Character area

- Include correct Character Area information. (SOCO-1) and Columbia Avenue Overlay and Development Standard-Conventional

4. One-Stop Procedure

- Due to the applicant's diligence in addressing staff comments and resolving most issues prior to resubmittal, this project is eligible for the One-Stop Post-PC review process. To participate in the One-Stop Post-PC process, the applicant must submit complete and corrected plans electronically through the IDT online review system by the scheduled One-Stop review date and be present at the One-Stop Center on the scheduled date and time that the One-Stop Post-PC service is available. The intent of One-Stop review is to close all outstanding conditions of approval and gain final document approval in an abbreviated time frame. Plans are reviewed on a first-come, first-serve basis in the One-Stop Center.

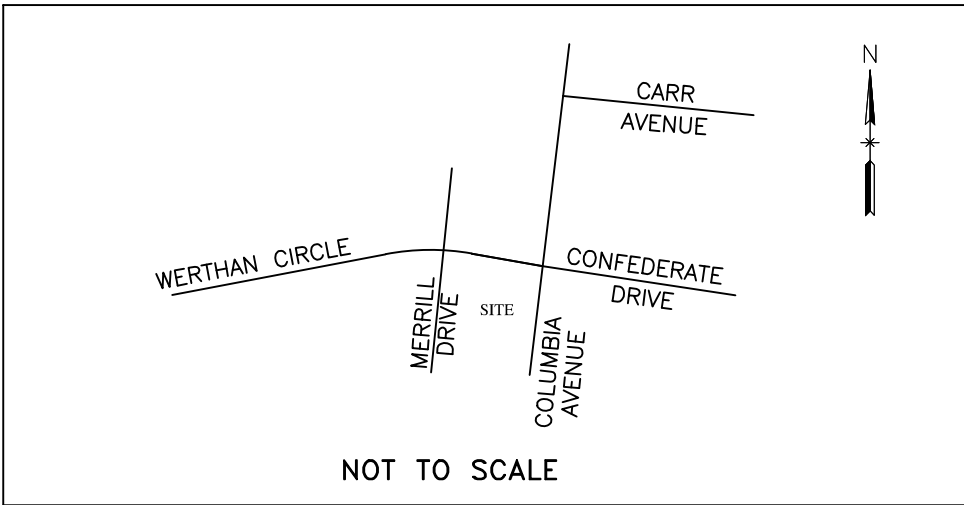
- For eligible final plats, the applicant shall bring a mylar with all non-City Hall signatures provided. The applicant will also be required to establish required sureties prior to City Department signatures being applied. The sureties may be established after the one stop process.
- In the case of site plans, the one stop process can only satisfy the City of Franklin review process. The review by State Authority and pre-construction meetings with staff in the field will still be required prior to the issue of stormwater and grading and/or utility construction permits.

If all conditions of approval have not been met at the scheduled One-Stop review, the applicant will be required to submit the project for additional review at another scheduled One-Stop date. The next available One-Stop Post-PC date is **[DATE]** and the applicant must check in at the One Stop center **between the hours of 8:00 and 11:00 a.m.** in order for their plans to be reviewed that day. The applicant may contact the Department of Building and Neighborhood Services with any questions regarding the process and for any future One-Stop Post-PC dates.

General Comments**5. COF plat responsibility note**

- Applicant shall add the following note to the plat notes:
 - The City of Franklin Water Management department has unrestricted access to its domestic water, sanitary sewer, reclaim water lines or system improvements located within its exclusive easements within the development. In the event landscaping, fencing, concrete or other structures are installed or placed within a City of Franklin easement, the City of Franklin shall have the right to remove such encroachments within the easement as may be necessary for the City of Franklin to repair, maintain or replace its infrastructure which is now or in the future may be located within the easement without obtaining any further permission from the property owner or HOA. The property owner or HOA shall be responsible for repairing and/or replacing any such landscaping, fencing, concrete or other structures removed or disturbed by the City of Franklin in common open space lots and in areas owned by the property owner or HOA at no expense to the City of Franklin. Individual homeowners shall be responsible for structures removed or disturbed by the City of Franklin within an easement on the homeowners' lot at the homeowners' expense.

G:\2015212\Survey\PLAT\2015212.52 PLAT.dwg, 8/31/2016 10:35:31 AM, DReagan, ARCH full bleed C (24.00 x 18.00 inches), 1:40



VICINITY MAP

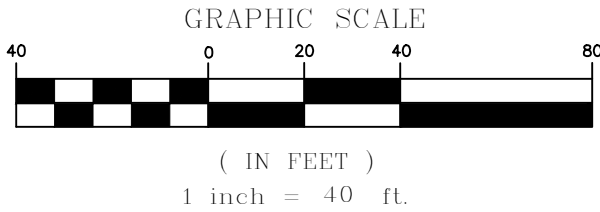
LEGEND

IRON PIN OLD 1/2" OR 5/8" REBAR	● IP(O)	EDGE OF PAVEMENT	---
5/8" IRON PIN NEW	● IP(N)	PROPERTY/R.O.W. LINE	---
GAS VALVE	⊕	EDGE OF CONC.	---
WATER VALVE	⊗	WATER LINE	--- 6' W 6' W ---
FIRE HYDRANT	⊕	SEWER LINE	--- S 8' S 8' ---
WATER METER	⊕	CURB AND GUTTER	=====
MANHOLE	⊕	EASEMENT LINE	----
UTILITY POLE	⊕	PUBLIC UTILITY & DRAINAGE EASEMENT	---- PUDE ----
LIGHT POLE	⊕	MINIMUM BUILDING SETBACK LINE	---- MBSL ----
GAS METER	⊕	GASE LINE	--- G --- G ---
SIGN POST	⊕		

LOT AREA TABLE			
LOT NO.	SQ. FT.	ACRES	
14	64,427	1.48	
23	34,252	0.79	
TOTAL	98,679	2.27	

ADSZONE 5301, FIPSZONE 4100
S.P.C.S. NAD 83 P.B. P54, PG. 7

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME, STREET NAMES AND ADDRESSING	
Subdivision name and street names approved by the Williamson County Emergency Management Agency.	
Williamson County Emergency Management Agency	Date
City of Franklin, Tennessee	Date
CERTIFICATE OF OWNERSHIP	
I (We) hereby certify that I am (we are) the owner(s) of the property shown hereon (SEE NOTE 6) and adopt the plan of subdivision of the property shown hereon and dedicate all public ways and easements as noted. No lot(s) as shown hereon shall again be subdivided, resubdivided, altered, or changed so as to produce less area than is hereby established until otherwise approved by the Franklin Municipal Planning Commission, and under no condition shall such lot(s) be made to produce less area than is prescribed by the restrictive covenants as of record in Book _____ Page _____ R.O.W.C., Tennessee, running with the title to the property I (We) further certify that there are no liens on this property, except as follows: Book _____, Page _____, R.O.W.C., Tennessee.	
By: CVHC6 LLC, MICHAEL SHAHSAVARI, V.P/SECRETARY	Date:



NOTES:

- THE PURPOSE OF THIS PLAT IS TO RENAME AN EASEMENT FROM "20' ARTERIAL BUFFER" TO "ALL ACCESS PUBLIC EASEMENT(AAPE)" ON LOT 14 AND ADD A 10'X50' ACCESS EASEMENT TO GIVE ACCESS TO LOT 23 AS SHOWN HEREON.
- ALL DISTANCES WERE MEASURED WITH E.D.M. EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
- UTILITIES HAVE BEEN PLOTTED FROM SURFACE FEATURES FOUND AT THE TIME OF SURVEY AND AVAILABLE MAPS AND RECORDS. THERE MAY BE OTHER UTILITIES, THE EXISTENCE OF WHICH ARE NOT KNOWN TO THE UNDERSIGNED. SIZE AND LOCATION OF ALL UNDERGROUND UTILITIES MUST BE VERIFIED BY THE APPROPRIATE UTILITY COMPANY PRIOR TO ANY CONSTRUCTION.
- 5/8" IRON RODS WITH CAPS (●) SET AT ALL CORNERS UNLESS OTHERWISE SHOWN.
- THE PROPERTY IS LOCATED IN ZONE "X" AREAS NOT AFFECTED BY THE 100 YEAR FLOOD PLAIN BASED ON F.E.M.A. "FLOOD RATE INSURANCE MAP", NO. 47187C0195F, DATED: SEPTEMBER 29, 2006.
- DEED REFERENCES FOR THE PROPERTIES SURVEYED ARE SHOWN IN THE SITE INFORMATION TABLE SHOWN BELOW AS OF RECORD IN THE REGISTER'S OFF FOR WILLIAMSON COUNTY, TENNESSEE.
- ALL EASEMENTS & UTILITIES SHOWN WERE TAKEN FROM CURRENT PLAT OF RECORD BEING "FINAL PLAT SECTION 1 LONGVIEW" P.B. P50, PG. 127.
- THE RECORDING OF THIS PLAT WILL VOID, VACATE AND SUPERCEDE THE RECORDING OF LOTS 14 AND 23 AS SHOWN RECORDED IN "FINAL PLAT SECTION 1 LONGVIEW" AS OF RECORD IN PLAT BOOK P50, PAGE 127, R.O.W.C., TN.
- THIS PROPERTY IS ZONED LIGHT INDUSTRIAL/SUBURBAN.
- LOT 14 WILL HAVE NO DIRECT VEHICULAR ACCESS ONTO COLUMBIA AVENUE.
- BUILDING ON LOT 14 SHALL HAVE FRONT ELEVATIONS ON BOTH PUBLIC STREET AND PRIVATE DRIVES WHEN FORMAL SITES PLANS ARE SUBMITTED.
- LOT 23 IS A REQUIRED OPEN SPACE LOT CREATED TO COMPLY WITH THE SAVING THE FARMSTEAD ACT AND IS, THEREFORE, A NON-BUILDABLE LOT.
- ACCESS FROM LOTS TO PUBLIC STREETS AND PRIVATE DRIVES SHALL ONLY BE ALLOWED AT THE LOT ACCESS RAMP LOCATIONS SHOWN HEREON.
- BIO RETENTION AREAS WITH CURB CUTS AND UNDER DRAINS ARE TO BE CONSTRUCTED WITHIN THE 8' WIDE STRIP OF LAND BETWEEN THE BACK OF CURB AND THE FRONT OF THE SIDEWALK. THESE STORMWATER FACILITIES ARE FOR THE COLLECTION AND WATER QUALITY TREATMENT OF THE STREET RUN-OFF AND INCLUDE UNDER DRAIN SYSTEMS WHICH HAVE BEEN SIZED TO INCLUDE THE POST-DEVELOPMENT RUN-OFF FROM THE LOTS THAT NATURALLY SLOPE TOWARD THESE FACILITIES. LOT NUMBERS 9, 10 AND 11 WILL BE PROVIDED WITH ONE (1) STUB-OUT FROM THIS SYSTEM, AND WILL BE REQUIRED TO LIMIT THE POST-DEVELOPMENT 10-YEAR THRU 100-YEAR STORM EVENTS INFLOW TO THE UNDER DRAIN SYSTEM, TO NO MORE THAN THE PRE-DEVELOPMENT 10-YEAR STORM EVENT RUN-OFF FROM THE ENTIRE LOT. LOT NUMBERS 12 AND 14 WILL BE PROVIDED WITH TWO (2) STUB-OUTS FROM THE SYSTEM, AND WILL BE REQUIRED TO LIMIT THE POST-DEVELOPMENT 10-YEAR THRU 100-YEAR STORM EVENTS INFLOW TO THE UNDER DRAIN SYSTEM, TO NO MORE THAN THE PRE-DEVELOPMENT 10-YEAR STORM EVENT RUN-OFF FROM THE PORTION OF THE LOT THAT NATURALLY SLOPES TOWARD THE STUB-OUT LOCATION. NO RUN-OFF WILL BE ALLOWED TO ENTER THE STORMWATER FACILITIES FROM ANY LOT BY ANY OTHER MEANS EXCEPT THE STUB-OUT LOCATIONS, INCLUDING SHEET FLOW OVER THE SURFACE, INCLUDING THE PORTION OF THE LOT FROM THE BACK OF CURB TO THE BACK OF SIDEWALK.
- WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES (INCLUDING CABLE TELEVISION, ELECTRICAL, NATURAL GAS SEWER, TELEPHONE AND WATER LINES) SHALL BE PLACED UNDERGROUND.
- PROPERTY OWNER(S) SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES.
- THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY NE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNERS' LOT AT THE HOMEOWNERS' EXPENSE.

PREPARED BY:

HFR DESIGN

214 Centerview Drive Suite 300
Brentwood, TN 37027

615.370.8530

hfrdesign.com

615.370.8500

SURVEY DIVISION

mwilliams@hfrdesign.com



Owner/Subdivider:
CVHC6 LLC MICHAEL SHAHSAVARI, V.P/SECRETARY
1728 GENERAL GEORGE PATTON DR.
BRENTWOOD, TN 37027

CURVE DATA

NO.	DELTA	RADIUS	TANGENT	LENGTH	CHORD	BEARING
C1	12-13-10	735.50'	78.73'	156.86'	156.56'	S83-10-00E
C2	05-26-25	152.50'	7.25'	14.48'	14.47'	S79-46-38E
C3	90-03-19	25.00'	25.02'	39.29'	35.37'	S37-28-23E

SITE INFORMATION:

LOT 14
FINAL PLAT - SECTION I - LONGVIEW
PLAT BOOK P50, PAGE 127
MAP 90, PARCEL 6.08
CVHC6 L.L.C.
BOOK 6683, PG. 557

LOT 23
FINAL PLAT - SECTION I - LONGVIEW
PLAT BOOK P50, PAGE 127
MAP 90, PARCEL 6.11
CVHC6 L.L.C.
BOOK 6683, PG. 557

COF PROJECT # 6225

RESUBDIVISION OF LOTS 14 AND 23
FINAL PLAT - SECTION I - LONGVIEW
REVISION 1

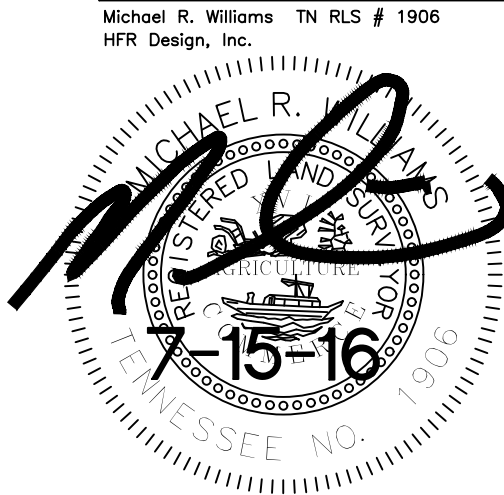
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

TOTAL ACRES: 2.27 TOTAL LOTS: 2

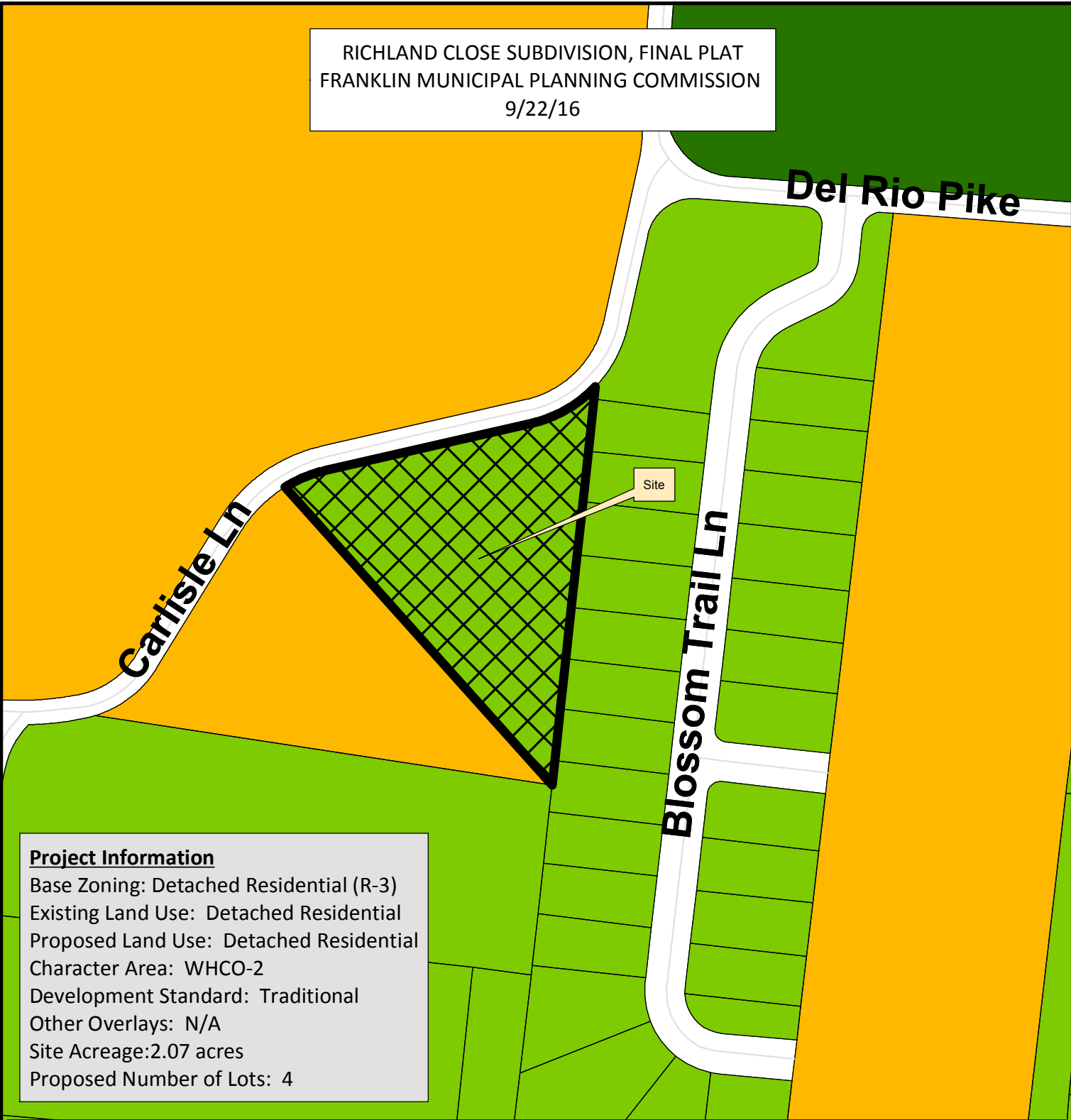
ACRES NEW STREETS: 0 FEET NEW STREETS: 0

CIVIL DISTRICT: 9TH CLOSURE ERROR: 1:10,000+

DATE: 7-15-16 HFR PROJECT NO. 2015212-52



RICHLAND CLOSE SUBDIVISION, FINAL PLAT
 FRANKLIN MUNICIPAL PLANNING COMMISSION
 9/22/16



Project Information
 Base Zoning: Detached Residential (R-3)
 Existing Land Use: Detached Residential
 Proposed Land Use: Detached Residential
 Character Area: WHCO-2
 Development Standard: Traditional
 Other Overlays: N/A
 Site Acreage: 2.07 acres
 Proposed Number of Lots: 4

- | | |
|--|-------------------------------------|
| Richland Close | SD-X Specific Development-Variety |
| AG Agricultural District | OR Office Residential District |
| ER Estate Residential | GO General Office District |
| R-1 Residential District | CC Central Commercial District |
| R-2 Residential District | NC Neighborhood Commercial District |
| R-3 Residential District | GC General Commercial District |
| R-6 Residential District | LI Light Industrial District |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District | |
| SD-R Specific Development-Residential | |



0 110 220 440
 Feet

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 It was compiled from the most authentic information available.
 The City is not responsible for any errors or omissions contained hereon.
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CONDITIONS OF APPROVAL:

Performance Agreement and Surety

General Comments

1. Engineering Sureties

- Any unposted sureties associated with this development from [site plan\(s\) 5962](#) shall be transferred to this final plat as a condition of approval. No action is necessary from applicant.

(Previous comment restated for informational purposes only, no response necessary.)

Planning

[Richland Close Subdivision, final plat - submittal 002.pdf](#)

2. Mineral rights

- Applicant shall indicate who holds the mineral rights to the property on the plat.

Planning (Landscape)

General Comments

3. Detached Residential Lot Tree Chart

- All single family detached residential lots require trees on the lots. The chart as to the number and caliper is on page 65 of the Administrative Manual.

This chart with the correct number of trees and caliper shall be on the plat.,

Water/Sewer

General Comments

4. Utility easement

- Issue Closed
- Issue re-opened
- Applicant failed to address comment, applicant shall label the sewer line depths to ensure the proper easement widths are provided. All COF utility easements shall be labeled as exclusive. Bio retention and utility easements cannot overlap.

EASEMENTS

A. Water, Wastewater and/or Reclaimed Water Mains: When required, permanent exclusive easements must be provided with a minimum width of 20 feet. Easement width requirements are as follow:

- 0'-12' depth requires 20' easement.
- 13'-20' depth requires 30' easement.
- Depths greater than 20' requires prior approval.

A minimum 10-foot wide temporary construction easement on each side of the permanent easement must also be provided. No trees shall be planted within the permanent easements.

[T331003_FP080716.pdf](#)

5. Reclaim Water

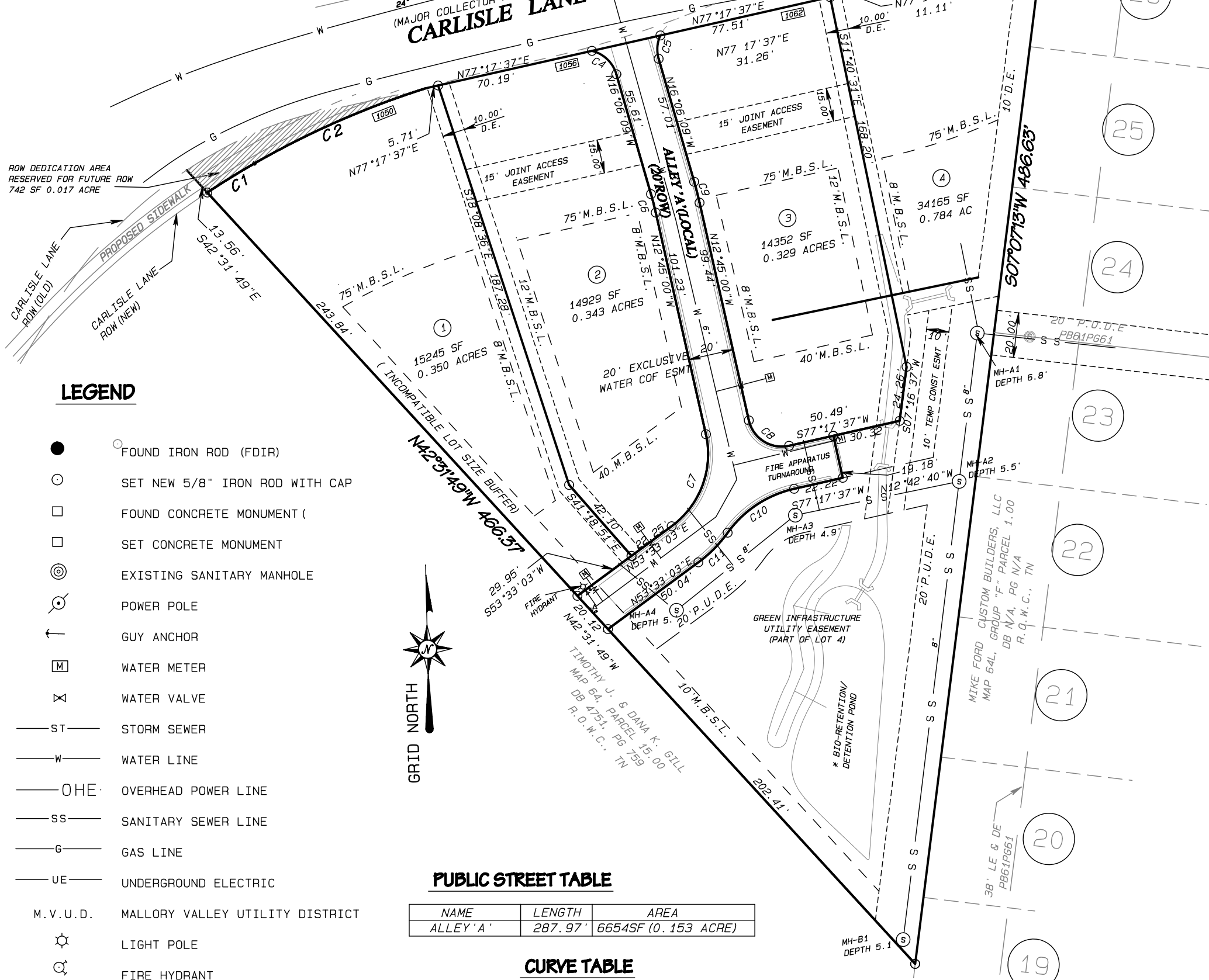
- Applicant failed to address comment, applicant shall show the location and size of the existing reclaim water line.



Carlisle Ln

SPECIAL UTILITY NOTE

THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE. PUBLIC RECORD AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE ON TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) THREE NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 1-800-351-1111.



LEGEND

- FOUND IRON ROD (FDIR)
- SET NEW 5/8" IRON ROD WITH CAP
- FOUND CONCRETE MONUMENT
- SET CONCRETE MONUMENT
- ⊙ EXISTING SANITARY MANHOLE
- ⦿ POWER POLE
- ↑ GUY ANCHOR
- Ⓜ WATER METER
- ⋈ WATER VALVE
- ST— STORM SEWER
- W— WATER LINE
- OHE— OVERHEAD POWER LINE
- SS— SANITARY SEWER LINE
- G— GAS LINE
- UE— UNDERGROUND ELECTRIC
- M.V.U.D. MALLORY VALLEY UTILITY DISTRICT
- ☼ LIGHT POLE
- ⦿ FIRE HYDRANT
- P.U.D.E. PUBLIC UTILITY & DRAINAGE EASEMENT
- D.E. DRAINAGE EASEMENT
- R.O.W.C., TN. REGISTER'S OFFICE OF WILLIAMSON CO.
- R.O.W. RIGHT-OF-WAY
- LE LANDSCAPE EASEMENT

PUBLIC STREET TABLE

NAME	LENGTH	AREA
ALLEY 'A'	287.97'	6654SF (0.153 ACRE)

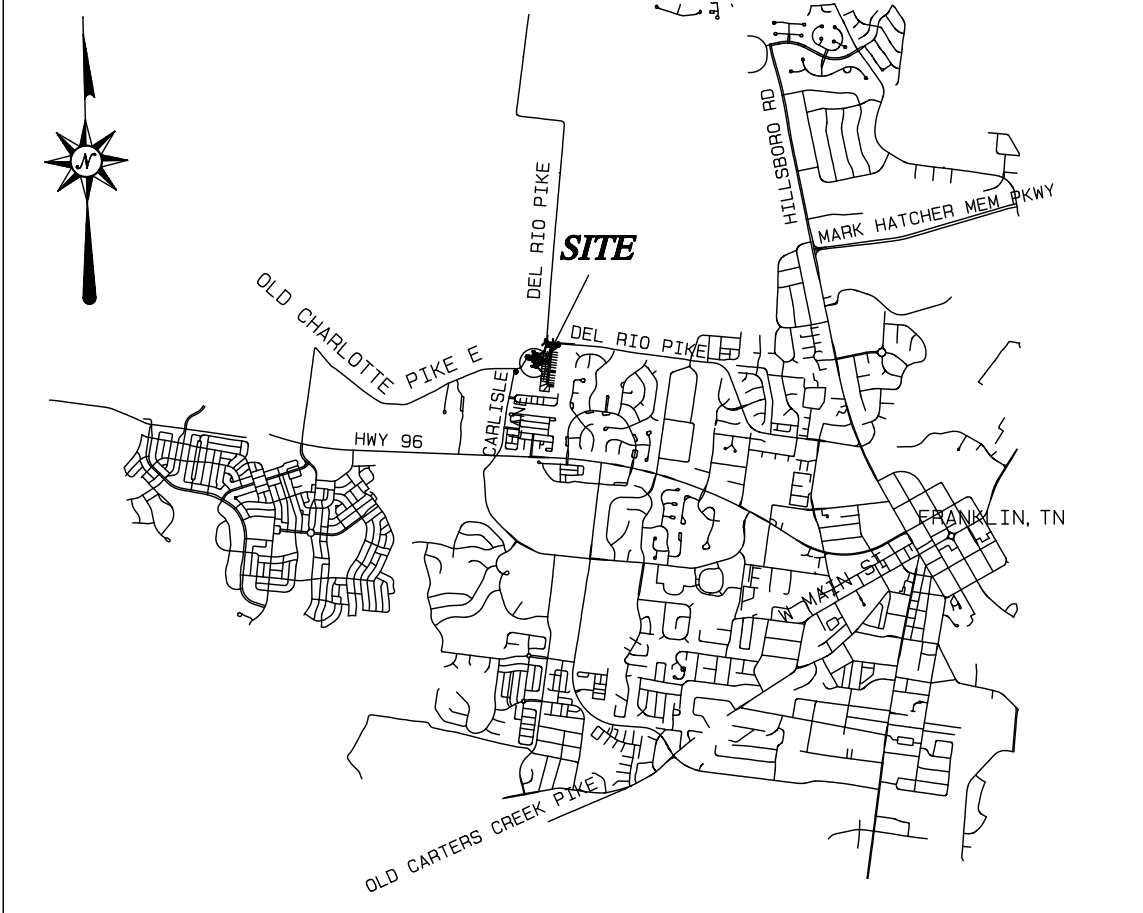
CURVE TABLE

LINE	ARC	RADIUS	CENTRAL ANGLE	TANGENT	CHORD BEARING	CHORD
C1	24.68'	385.77'	03°39'55"	12.34'	N58°18'14"E	24.67'
C2	83.43'	389.73'	12°15'58"	41.88'	N66°18'09"E	83.28'
C3	101.89'	177.41'	32°54'27"	52.40'	N60°21'19"E	100.50'
C4	15.80'	15.00'	60°20'48"	8.72'	S46°16'33"E	15.08'
C5	10.65'	15.00'	40°41'43"	5.56'	N04°14'42"E	10.43'
C6	8.48'	145.00'	03°21'09"	4.24'	S14°25'35"E	8.48'
C7	46.29'	40.00'	66°18'04"	26.13'	S20°24'01"W	43.75'
C8	23.55'	15.00'	89°57'23"	14.99'	N57°43'42"W	21.21'
C9	9.65'	165.00'	03°21'09"	4.83'	N14°25'35"W	9.65'
C10	36.25'	50.00'	41°32'36"	18.96'	N56°31'19"E	35.46'
C11	18.64'	60.00'	17°48'02"	9.40'	N44°39'02"E	18.57'

GENERAL NOTES

- THE PURPOSE OF THIS PLAT IS TO CREATE 4 LOTS ALONG WITH ACCESS, UTILITY AND STORM DRAINAGE EASEMENTS AS SHOWN HEREON AND DEDICATE PUBLIC RIGHT- OF- WAY.
- BEARINGS SHOWN HEREON ARE BASED ON TENNESSEE STATE PLANE COORDINATE ZONE 5301, Fipszone 4100; NAD 83 DATUM
- THE ZONING FOR THIS PROPERTY IS SINGLE FAMILY RESIDENTIAL (R-3)
- SUBJECT PLATTED PARCEL IS DESIGNATED AS MAP 64 PARCEL 14.00 (R.O.W.C)
- OWNER / SUBDIVIDER:
CONTACT: PHIL STINSON
C/O _____DOMUS PARTNERS, LLC_____
PO BOX 90785
NASHVILLE, TN 37209

SURVEYOR: HARRAH & ASSOCIATES
CONTACT: ROGER HARRAH RLS
ADDRESS: 504 AUTUMN SPRINGS COURT
SUITE B-15, FRANKLIN, TN 37067
TEL.: NO.615 778-0863
EMAIL: rogerh@harrarahgroup.com
- THIS PROPERTY LIES IN "ZONE X" AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON FLOOD INSURANCE RATE MAP PANEL No. 47187C0192F DATED SEPTEMBER 29, 2006. INFORMATION SHOWN ON THIS SURVEY IS BASED ON BEING GRAPHICALLY SCALED FROM THE FIRM PANEL AS REFERENCED ABOVE.
- NO TITLE COMMITMENT WAS PROVIDED FOR USE IN THE PREPARATION OF THIS SURVEY, THEREFORE, THERE MAY BE ADDITIONAL EASEMENTS AND ENCUMBRANCES NOT SHOWN ON THIS SURVEY THAT A CURRENT AND ACCURATE TITLE COMMITMENT COULD DISCLOSE.
- WITHIN NEW DEVELOPMENTS AND FOR OFFSITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE, ELECTRICAL, (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE AND WATER LINES SHALL BE PLACED UNDERGROUND.
- SIDEWALKS AND TRAILS OUTSIDE OF PUBLIC RIGHT OF WAY SHALL BE PUBLIC ACCESS EASMENTS AND SHALL BE MAINTAINED BY THE PROPERTY OWNER(S) OR HOA.
- MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OF LOT 4.
- NO PARKING PERMITTED IN ALLEYS.
- NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS BETWEEN LOTS. THE CITY OF FRANKLIN IS NOT RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ANY ENCROACHMENTS THAT ARE DAMAGED OR REMOVED IN THE COURSE OF MAINTENANCE ACTIVITY WITHIN EASEMENTS.
- MAINTENANCE OF THE INCOMPATIBLE LOT SIZE BUFFER IS TO BE MAINTAINED BY LOTS 1 AND 4 RESPECTIVELY.
- MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA.
- THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNERS' LOT AT THE HOMEOWNERS' EXPENSE.
- A 10' TEMPORARY CONSTRUCTION EASEMENT EXISTS ADJACENT TO PROPOSED UTILITY EASEMENTS FOR USE IN UTILITY CONSTRUCTION PURPOSES IF NEEDED.



VICINITY MAP
NOT TO SCALE

DEDICATED RIGHT OF WAY

THE DEDICATED RIGHT OF WAY AS SHOWN IS BASED ON ENGINEERING PLANS THAT WERE PROVIDED BY CLIENT FOR USE IN DETERMINING LIMITS OF RIGHT OF WAY DEDICATION, AS WELL AS PROPOSED SLOPE AND CONSTRUCTION EASEMENTS.

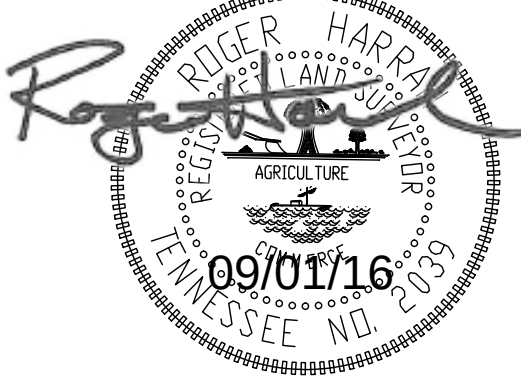
ZONING AND SETBACK INFORMATION:

- ZONING IS RESIDENTIAL R-3
CHARACTER OVERLAY IS WHCO-2
TRADITIONAL AND /OR CONVENTIONAL STANDARDS
- MINIMUM REQUIRED SETBACK LINES: BASED ON ZONING STANDARDS:

PER ZONING INFORMATION ...
YARD FRONTING ANY STREET = 75'
SIDE YARD: 8' (MIN) TO 20' (BLDG. TO BLDG.)
REAR YARD: 40'
INCOMPATIBLE LOT SIZE BUFFER: 10'

PARCEL INFORMATION

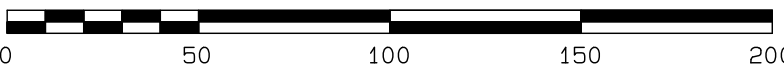
MAP 64, PARCEL 14.00
DOMUS PARTNERS, LLC
DB 6331, PG 390
R.O.W.C., TN
ZONED = R-3
LAND USE = SINGLE FAMILY
RESIDENTIAL



ROGER HARRAH LS 2039

RICHLAND CLOSE SUBDIVISION

MAP 64 PARCEL 14.00 1048 CARLISLE LANE
CITY OF FRANKLIN PROJECT NO. 6229
JOB NO: T331003



REVISIONS:

08/25/16 ADDED PLANNING REVIEW COMMENTS JH

FINAL SUBDIVISION PLAT

FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

TOTAL ACRES: 1.976 TOTAL LOTS: 4
ACRES NEW STREETS: NA FEET NEW STREETS: N/A
CIVIL DISTRICT: 14TH CLOSURE ERROR: >1: 10.000
SCALE: 1" = 50' DATE: AUGUST 5, 2016

CERTIFICATE OF OWNERSHIP

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN HEREON AS OF RECORD IN 1.) DEED BOOK 6331, PAGE 390 R.O.W.C, TENNESSEE AND ADOPT THE PLAN OF SUBDIVISION OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED.
NO LOT(S) AS SHOWN HEREON SHALL AGAIN BE SUBDIVIDED, RESUBDIVIDED, ALTERED OR CHANGED SO AS TO PRODUCE LESS AREA THAN IS HEREBY ESTABLISHED UNTIL OTHERWISE APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, AND UNDER NO CONDITION SHALL SUCH LOT(S) BE MADE TO PRODUCE LESS AREA THAN IS PRESCRIBED BY THE RESTRICTIVE COVENANTS AS OF RECORD IN BOOK _____ PAGE _____ R.O.W.C., TENNESSEE, RUNNING WITH THE TITLE TO THE PROPERTY. I (WE) FURTHER CERTIFY THAT THERE ARE NO LIENS ON THIS PROPERTY, EXCEPT AS FOLLOWS: BOOK _____ PAGE _____ R.O.W.C.

OWNER OR AUTHORIZED AGENT
DANIEL WOOD
DATE: _____
TITLE _____

CERTIFICATE OF SURVEY

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT AS SHOWN HEREON IS CORRECT AND THAT ALL OF THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED AS INDICATED. THIS SUBDIVISION PLAT CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION ON THE 7TH DAY OF FEBRUARY, 2016.

Roger H. Harrah
ROGER H. HARRAH TN. REG. NO. 2039
DATE: 09-01-16

CERTIFICATE OF APPROVAL OF
STREETS AND DRAINAGE

I HEREBY CERTIFY THAT:
(1) THE STREETS AND DRAINAGE DESIGNATED IN RICHLAND CLOSE SUBDIVISION FINAL PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR (2) A PERFORMANCE BOND IN THE AMOUNT OF \$_____ FOR THE WATER SYSTEM AND \$_____ FOR THE SEWER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

SUPT., STREETS
FRANKLIN, TENNESSEE
DATE _____

CERTIFICATE OF APPROVAL
FOR RECORDING

APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, FRANKLIN, WILLIAMSON COUNTY, TENNESSEE, WITH THE EXCEPTION OF SUCH CONDITIONS, IF ANY, AS ARE NOTED IN THE PLANNING COMMISSION MINUTES FOR THE _____ DAY OF _____, 20____, AND THIS PLAT HAS BEEN APPROVED FOR RECORDING IN THE REGISTER S OFFICE OF WILLIAMSON COUNTY.

SECRETARY FRANKLIN MUNICIPAL
PLANNING COMMISSION
DATE _____

CERTIFICATE OF PROVISION
OF ELECTRICAL SERVICE

I HEREBY CERTIFY THAT THE REQUIREMENTS SETFORTH IN RULES, REGULATIONS, BYLAWS, POLICY AND OPERATIONAL BULLETINS, PLAT APPROVAL CHECKLIST AND TREE PLANTING GUIDELINES, HAVE BEEN MET. ANY APPROVAL IS AT ALL TIMES CONTINGENT UPON CONTINUING COMPLIANCE WITH THE AFOREMENTIONED REQUIREMENTS.

MIDDLE TENNESSEE
ELECTRIC
DATE _____

CERTIFICATE OF APPROVAL OF SUBDIVISION
NAME AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES APPROVED BY THE WILLIAMSON COUNTY DEPARTMENT OF EMERGENCY COMMUNICATIONS.

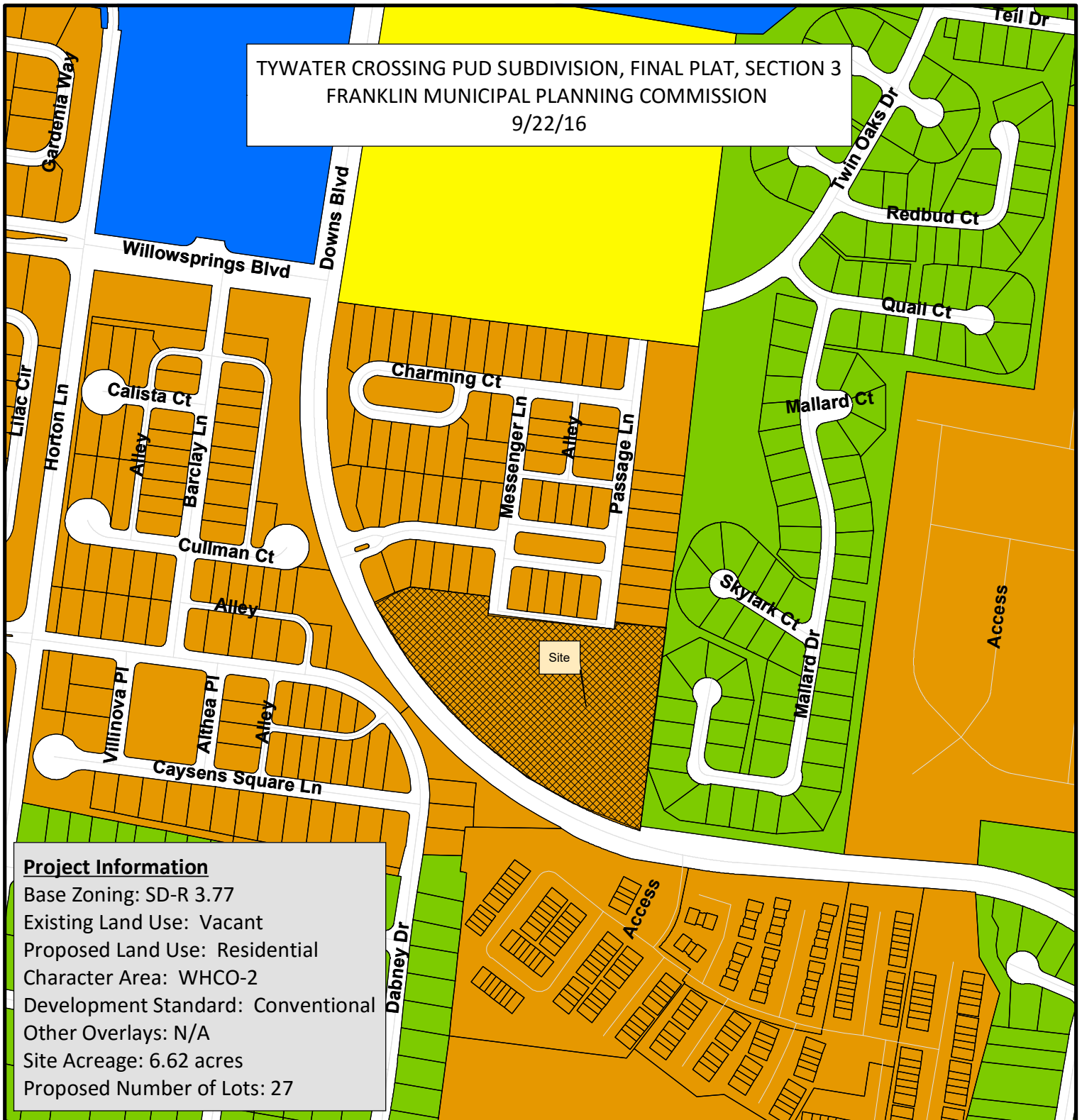
WILLIAMSON COUNTY DEPARTMENT
OF EMERGENCY COMMUNICATIONS
DATE _____

CERTIFICATE OF APPROVAL OF WATER AND SEWER SYSTEMS

I HEREBY CERTIFY THAT:
(1) THE WATER AND SEWER SYSTEMS DESIGNATED IN RICHLAND CLOSE SUBDIVISION HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR
2) A PERFORMANCE BOND IN THE AMOUNT OF \$_____ FOR THE WATER SYSTEM AND \$_____ FOR THE SEWER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH SYSTEMS.

SUPT., WATER AND SEWER
FRANKLIN, TENNESSEE
DATE _____

TYWATER CROSSING PUD SUBDIVISION, FINAL PLAT, SECTION 3
FRANKLIN MUNICIPAL PLANNING COMMISSION
9/22/16



- | | |
|--|-------------------------------------|
| AG Agricultural District | SD-X Specific Development-Variety |
| ER Estate Residential | OR Office Residential District |
| R-1 Residential District | GO General Office District |
| R-2 Residential District | CC Central Commercial District |
| R-3 Residential District | NC Neighborhood Commercial District |
| R-6 Residential District | GC General Commercial District |
| RM-10 Attached 10 Residential District | LI Light Industrial District |
| RM-15 Attached 15 Residential District | HI Heavy Industrial District |
| RM-20 Attached 20 Residential District | CI Civic and Institutional District |
| SD-R Specific Development-Residential | |



0 200 400 800
Feet

This map was created by the Franklin Planning Department. It was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials (c) copyright 2016. All rights reserved.

CONDITIONS OF APPROVAL:

Performance Agreement and Surety

General Comments

1. Engineering Sureties

- Any unposted sureties associated with this development from [site plan 5781](#) shall be transferred to this final plat as a condition of approval. No action is necessary from applicant.

Sureties for this section also include completion of the trail along Downs Boulevard.

- Applicant shall post sureties in the following amounts:

I. City Water: \$65,000
II. City Sewer: \$114,000
III. Streets (including private streets): \$207,000
VI. Drainage: \$73,000
VII. Green Infrastructure: \$55,000

V. SIDEWALKS: \$ 97,000
(Includes \$ 73,000 for sidewalks and \$ 24,000 for the asphalt trail along Downs Blvd.)

(Site plan sureties revised 8/24/2016 based on splitting the asphalt trail out from the sidewalk surety.)

- Understood that sureties associated with this development will be transferred to this plat

Applicant shall post sureties in the following amounts:

I. City Water: \$65,000
II. City Sewer: \$114,000
III. Streets (including private streets): \$207,000
VI. Drainage: \$73,000
VII. Green Infrastructure: \$55,000

V. SIDEWALKS: \$ 97,000
(Includes \$ 73,000 for sidewalks and \$ 24,000 for the asphalt trail along Downs Blvd.)

(Site plan sureties revised 8/24/2016 based on splitting the asphalt trail out from the sidewalk surety.)

(Previous comment restated for informational purposes only, no response necessary.)

Planning

General Comments

2. SD-R Density

- Include SD-R density
 - SD-R Density has been added to Sheet 1 as requested beside the SD-R Label.
- Applicant shall revise the zoning as SD-R 3.77.

3. One-Stop Procedure

- Due to the applicant's diligence in addressing staff comments and resolving most issues prior to resubmittal, this project is eligible for the One-Stop Post-PC review process. To participate in the One-Stop Post-PC process, the applicant must submit complete and

corrected plans electronically through the IDT online review system by the scheduled One-Stop review date and be present at the One-Stop Center on the scheduled date and time that the One-Stop Post-PC service is available. The intent of One-Stop review is to close all outstanding conditions of approval and gain final document approval in an abbreviated time frame. Plans are reviewed on a first-come, first-serve basis in the One-Stop Center.

- For eligible final plats, the applicant shall bring a mylar with all non-City Hall signatures provided. The applicant will also be required to establish required sureties prior to City Department signatures being applied. The sureties may be established after the one stop process.
- In the case of site plans, the one stop process can only satisfy the City of Franklin review process. The review by State Authority and pre-construction meetings with staff in the field will still be required prior to the issue of stormwater and grading and/or utility construction permits.

If all conditions of approval have not been met at the scheduled One-Stop review, the applicant will be required to submit the project for additional review at another scheduled One-Stop date. The next available One-Stop Post-PC date is **[DATE]** and the applicant must check in at the One Stop center **between the hours of 8:00 and 11:00 a.m.** in order for their plans to be reviewed that day. The applicant may contact the Department of Building and Neighborhood Services with any questions regarding the process and for any future One-Stop Post-PC dates.

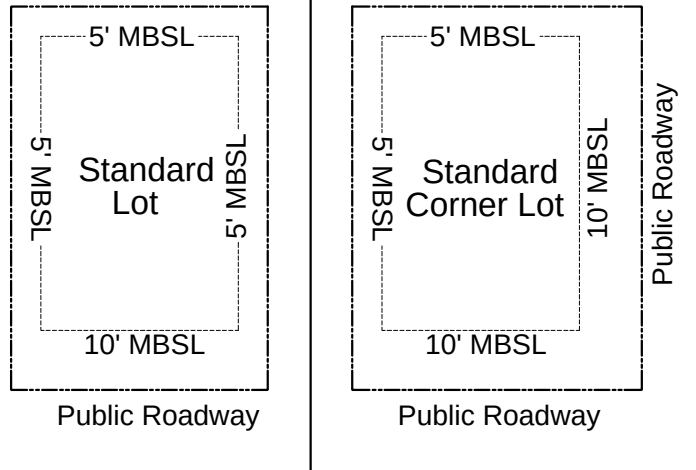
Water/Sewer

General Comments

4. COF plat responsibility note

- Applicant shall add the following note to the plat notes:
 - The City of Franklin Water Management department has unrestricted access to its domestic water, sanitary sewer, reclaim water lines or system improvements located within its exclusive easements within the development. In the event landscaping, fencing, concrete or other structures are installed or placed within a City of Franklin easement, the City of Franklin shall have the right to remove such encroachments within the easement as may be necessary for the City of Franklin to repair, maintain or replace its infrastructure which is now or in the future may be located within the easement without obtaining any further permission from the property owner or HOA. The property owner or HOA shall be responsible for repairing and/or replacing any such landscaping, fencing, concrete or other structures removed or disturbed by the City of Franklin in common open space lots and in areas owned by the property owner or HOA at no expense to the City of Franklin. Individual homeowners shall be responsible for structures removed or disturbed by the City of Franklin within an easement on the homeowners' lot at the homeowners' expense.

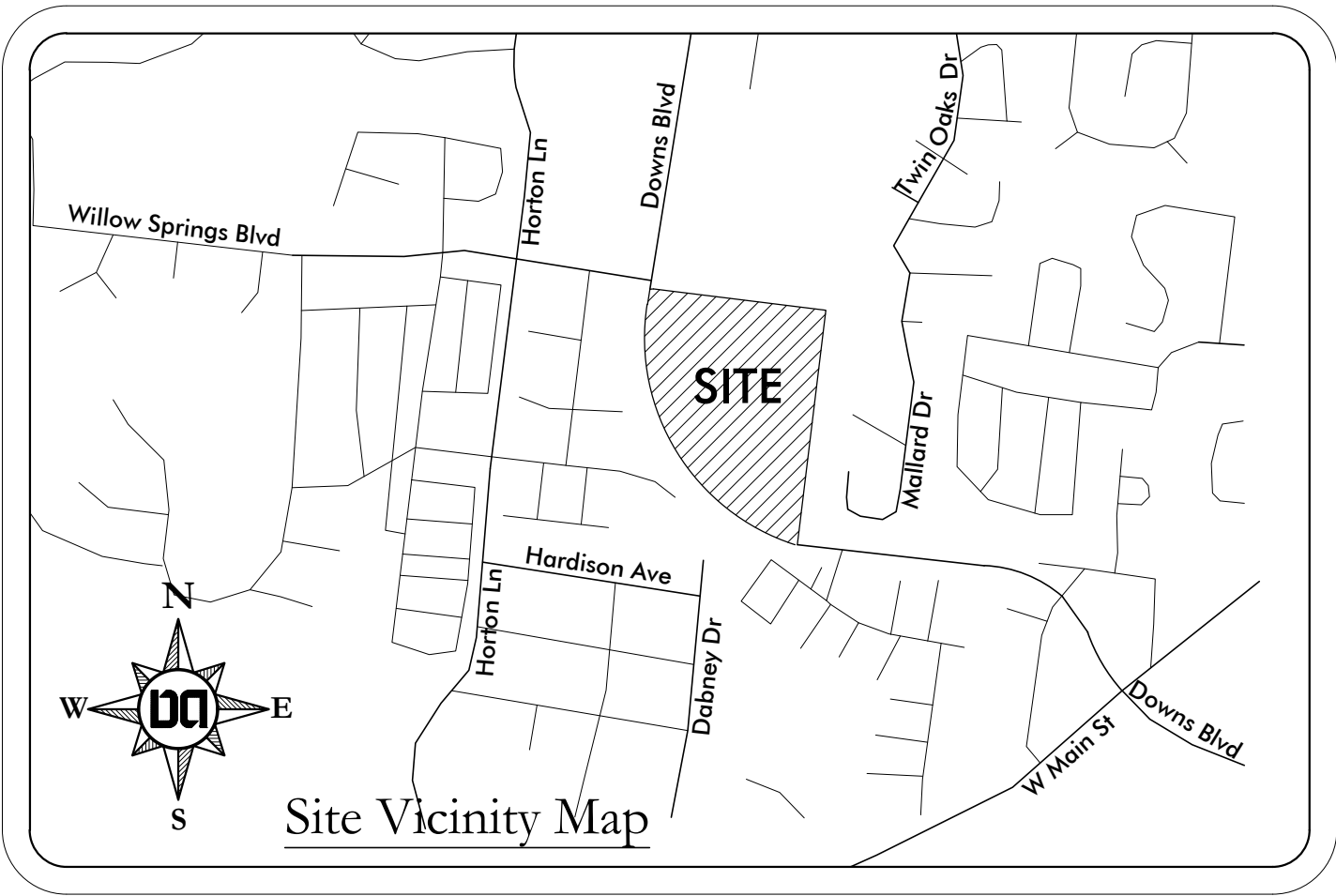
Proposed Lot Exhibits



Site Data

Total Area:	6.623 Acres
Residential Lots:	25 Units
Area in Lots:	4.069 Acres
Area in R.O.W.	1.011 Acres
Area & Length of Streets	1.011 Acres & 1681 LF
Open Space:	1.543 Acres (2 lots)
Development Standard	Conventional
Base Zoning District	SD-R (3.96 Units/Acre)
Character Area Overlay	WHCO-2
Front/Street Setback	10 Feet
Side Yard Setback	5 Feet
Rear/Alley Setback	5 Feet

MTMCM PUBLIC UTILITY & DRAINAGE EASEMENT NOTE:
ADJACENT TO PUBLIC ROADWAYS AND ALLEYWAYS SHALL BE A 10' WIDE PUBLIC UTILITY AND DRAINAGE EASEMENT. THE EASEMENT SHALL BE LOCATED 5' OFF THE PUBLIC RIGHT OF WAY WITH THE REMAINING 5' EXTENDING INTO THE RIGHT OF WAY.



GENERAL NOTES

- THE PURPOSE OF THIS RECORDING IS TO CREATE 27 LOTS.
- THIS SURVEY MEETS THE REQUIREMENTS OF AN "URBAN LAND SURVEY" AS PER CHAPTER 0820-03.05 IN THE STANDARDS OF PRACTICE AS ADOPTED BY THE TENNESSE BOARD OF EXAMINERS FOR LAND SURVEYORS, DATED MARCH 17, 2011. THE RATIO OF PRECISION FOR THE UNADJUSTED SURVEY MEETS OR EXCEEDS 1:10,000.
- PARCEL NUMBERS SHOWN THUS (00) PERTAIN TO PROPERTY TAX MAP 77.
- ALL LOTS ARE TO BE SERVED BY PUBLIC WATER AND SANITARY SEWER PROVIDED BY THE CITY OF FRANKLIN.
- THE LAND SHOWN HEREON CONTAINS 288,516.967 SQUARE FEET OR 6.623 ACRES OF LAND.
- THE PROPERTY SHOWN HEREON IS NOT INCLUDED IN AREAS DESIGNATED AS "SPECIAL FLOOD HAZARD" ON THE LATEST FLOOD INSURANCE PROGRAM MAP , BEING PANEL NO. 47187C0192 F, DATED SEPTEMBER 29, 2006.
- PROPERTY CORNERS SHOWN THUS ARE MARKED BY IRON RODS.
- THE PROPERTY SHOWN HEREON IS CURRENTLY ZONED SD-R
- PROPERTY OWNER:
PATTERSON COMPANY
321 BILLINGSLEY COURT #19
FRANKLIN, TN 37067
- NUMBERS SHOWN THUS [XXX] ARE PROPERTY ADDRESSES.
- BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, NAD83.
- ELECTRIC SERVICE TO BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION (MTEM).
- WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF OR TO PROVIDE SERVICE TO THE NEW DEVELOPMENT, ALL UTILITIES SUCH AS CABLE, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND.
- STREET LIGHT LOCATIONS ARE APPROXIMATE. FINAL POSITIONING AND QUANTITY SHALL BE AT THE DIRECTION OF MTEM.
- THE HOME OWNERS ASSOCIATION IS RESPONSIBLE FOR THE MAINTENANCE OF PEDESTRIAN EASEMENTS, OPEN SPACES AND STORM WATER DENTENTION FACILITIES.
- LOTS SHALL CONFORM TO ALL THE REQUIREMENTS OF THE FRANKLIN ZONING ORDINANCE.
- MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA.
- PARKLAND DEDICATION WILL BE MET AND CONSIST OF THE COMPLETION OF THE TRAIL SYSTEM ALONG DOWNS BLVD. TRAIL TO BE COVERED BY AAPE
- THE RECORDING OF THIS PLAT VOIDS, VACATES AND SUPERCEDES LOT 36 OF TYWATER CROSSING PUD SUBDIVISION, SECTION 1 FINAL PLAT BOOK 57, PAGE 62 R.O.W.C., TN
- THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR THE STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNERS' LOT AT THE HOMEOWNER'S EXPENSE.

DETACHED RESIDENTIAL LOT TREE CHART

NAME	SQ. FT.	NUMBER OF TREES
71	6760.00	Two 3" Caliper Trees
72	6760.00	Two 3" Caliper Trees
73	6850.76	Two 3" Caliper Trees
74	10468.80	Four 3" Caliper Trees
75	10932.66	Four 3" Caliper Trees
76	6827.85	Two 3" Caliper Trees
77	6760.00	Two 3" Caliper Trees
78	7866.86	Two 3" Caliper Trees
79	6760.00	Two 3" Caliper Trees
80	6760.00	Two 3" Caliper Trees
81	6760.00	Two 3" Caliper Trees
82	7404.91	Two 3" Caliper Trees
83	7280.00	Two 3" Caliper Trees
84	7280.00	Two 3" Caliper Trees
85	7280.00	Two 3" Caliper Trees
86	7280.00	Two 3" Caliper Trees
87	7280.00	Two 3" Caliper Trees
88	7280.00	Two 3" Caliper Trees
89	7280.00	Two 3" Caliper Trees
90	7280.00	Two 3" Caliper Trees
91	6241.86	Two 3" Caliper Trees
92	5265.00	Two 3" Caliper Trees
93	5265.00	Two 3" Caliper Trees
94	5265.00	Two 3" Caliper Trees
95	6046.20	Two 3" Caliper Trees

LOT TABLE (Proposed SF Lots)

NAME	SQUARE FEET	ACRES
71	6760.00	0.16
72	6760.00	0.16
73	6850.76	0.16
74	10468.80	0.24
75	10932.66	0.25
76	6827.85	0.16
77	6760.00	0.16
78	7866.86	0.18
79	6760.00	0.16
80	6760.00	0.16
81	6760.00	0.16
82	7404.91	0.17
83	7280.00	0.17
84	7280.00	0.17
85	7280.00	0.17
86	7280.00	0.17
87	7280.00	0.17
88	7280.00	0.17
89	7280.00	0.17
90	7280.00	0.17
91	6241.86	0.14
92	5265.00	0.12
93	5265.00	0.12
94	5265.00	0.12
95	6046.20	0.14

LOT TABLE (Open Space)

NAME	SQUARE FEET	ACRES
70	57678.12	1.32
96	9545.57	0.22



TITLE RESEARCH PROVIDED BY OTHERS SHOWS NO EVIDENCE OF MINERAL RIGHTS BEING OWNED BY OTHER PARTIES.

FINAL PLAT
Tywater Crossing PUD Subdivision
Section 3

Being Parcel 20.02 On Tax Map 77

Franklin, Williamson County, TN
5th Civil District

City of Franklin Project Number 6230

LANDSCAPE
ARCHITECT/PLANNER
DESIGN STUDIO
JASON GODDARD
230 COUNTRYSIDE DRIVE
FRANKLIN, TN 37069
PHONE: (615) 218-8118
jgoddard@designstudioplan.com

OWNER (SECTION THREE)
PATTERSON COMPANY
321 BILLINGSLEY COURT, STE 19
FRANKLIN, TN 37067
CONTACT: EVAN RUGGIERO
PHONE: (615) 416-4066
eruggiero@landsolutionstn.com

Revisions:
COF Comments: 9/1/16

SURVEYOR/ENGINEER
DALE & ASSOCIATES
516 HEATHER PLACE
NASHVILLE, TN 37204
CONTACT:
STEVEN C. MATTHEWS, RLS
PHONE: (615) 297-5166
steve@daleandassociates.net

Prepared by Dale & Associates
July 21, 2016

CERTIFICATE OF OWNERSHIP I (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in 6758, Pages 482-485, R.O.W.C., Tennessee, and adopt the plan of subdivision of the property as shown and dedicate all public ways and easements as noted. No lot(s) as shown hereon shall again be subdivided, resubdivided, altered or changed so as to produce less area than is hereby established until otherwise approved by the Franklin Municipal Planning Commission, and under no condition shall such lot(s) be made to produce less area than is prescribed by the restrictive covenants as of record in Book _____, Page _____, R.O.W.C., TN, running with the title to the property. I(we) further certify that there are no liens on this property, except as follows: Wes Patterson (Patterson Company) _____ Date _____		MTEM Middle Tennessee Electric Membership Corporation (MTEM) will provide electric service to the subject property according to the normal operating practices of MTEM as defined in the rules and regulations, bylaws, policy bulletins and operational bulletins of MTEM, and in accordance with the plat approval checklist, tree planting guidelines and other regulations contained on the MTEM website at www.mtemc.com (collectively the "Requirements"). No electric service will be provided until MTEM's Requirements have been met and approved in writing by an authorized representative of MTEM. Any approval is, at all times, contingent upon continuing compliance with MTEM's Requirements. Middle Tennessee Electric Membership Corporation _____ Date _____		CERTIFICATE OF ACCURACY I (we) hereby certify that the subdivision as shown hereon is correct and that all of the monuments shown hereon have been placed as indicated. This subdivision plat correctly represents a survey made under my supervision on the _____ day of _____, 20____. _____ Date _____ _____ Registered Land Surveyor	CERTIFICATE OF APPROVAL OF WATER AND SEWER SYSTEMS I hereby certify that: (1) the water and sewer systems designated in Tywater Crossing PUD Subdivision, Section 4 have been installed in accordance with City specifications, or (2) a performance bond in the amount of \$ _____ for the water system and \$ _____ for the sewer system has been posted with the City of Franklin, Tennessee, to assure completion of such systems. _____ Supt. Water and Sewer Franklin, Tennessee _____ Date _____	CERTIFICATE OF APPROVAL OF STREETS AND DRAINAGE I hereby certify that: (1) the streets, drainage, and sidewalks designated in Tywater Crossing PUD Subdivision, Section 4 have been installed in accordance with City specifications, or (2) a performance agreement and surety in the amount of \$ _____ for drainage, and \$ _____ for sidewalks has been posted with the City of Franklin, Tennessee, to assure completion of such improvements. _____ Director, Streets Department City of Franklin, Tennessee _____ Date _____	CERTIFICATE OF APPROVAL FOR RECORDING Approved by the Franklin Municipal Planning Commission, Franklin, Williamson County, Tennessee, with the exception of such conditions, if any, as are noted in the Planning Commission minutes for the _____ day of _____, 20____, and this plat has been approved for recording in the Register's Office of Williamson County, recording in the office of the County Register. _____ Secretary Franklin Municipal Planning Commission _____ Date _____	CERTIFICATE OF APPROVAL OF SUBDIVISION NAME, STREET NAMES, AND ADDRESSING Subdivision name and street names approved by the Williamson County Emergency Management Agency. _____ Williamson County Emergency Management Agency _____ Date _____
--	--	--	--	--	---	---	---	---

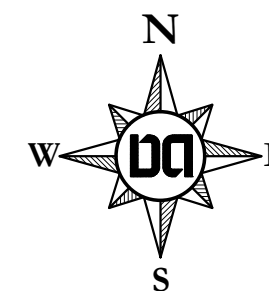
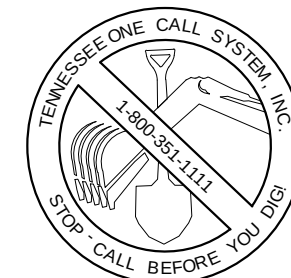
Dale & Associates
Consulting Civil Engineering
Land Planning & Zoning
Landscape Architecture

516 Heather Place
Nashville, Tennessee 37204
(615) 297-5166

Tywater Crossing PUD
Section Four
D&A Plat Number 12045

1

1 of 2



Utility Legend

- Proposed Storm Culvert
- Proposed 8" Water Main
- Proposed 8" Sewer Main
- Proposed 10" Sewer Main
- Existing 8" Water Main
- Existing 24" Water Main
- Existing 12" Reclaimed Main
- Proposed Headwall
- Proposed Catch Basin
- Proposed Sewer Manhole
- Proposed Fire Hydrant
- Proposed Gate Valve & Box
- Proposed Blow Off
- Proposed Street Light

GENERAL NOTES:

- No obstructions or encroachments which impede the flow of stormwater shall be permitted within Public Drainage Easements between lots. The City of Franklin is not responsible for repair or replacement of any encroachments that are damaged or removed in the course of maintenance activity within easements.
- Sidewalks and trails outside of public right-of-way shall be public access easements and shall be maintained by the Homeowners Association.
- All Open Space shall be maintained by the HOA or Property Owner(s) and shall be Public Utility, Drainage and Access Easements.

LINE TABLE

NUMBER	BEARING	DISTANCE
L1	N 63°33'11" E	59.24'
L2	N 71°08'33" E	43.72'
L3	S 06°56'24" W	47.08'
L4	N 06°54'48" E	19.85'
L5	N 89°12'19" W	11.81'
L6	N 25°38'27" E	5.58'
L7	S 25°38'27" W	4.15'

CURVE TABLE

NUMBER	DELTA ANGLE	RADIUS	ARC	CHORD BEARING	CHORD LENGTH
C1	45°40'26"	1210.00'	964.56'	N 49°17'01" W	939.22'
C2	34°29'43"	1210.00'	728.49'	N 43°41'40" W	717.54'
C3	5°20'37"	1210.00'	112.85'	S 63°36'50" E	112.81'
C4	5°50'06"	1210.00'	123.22'	N 69°12'11" W	123.17'
C5	91°55'36"	30.00'	48.13'	N 20°19'21" W	43.13'
C6	18°43'39"	175.00'	57.20'	N 16°16'37" E	56.95'
C7	18°43'39"	125.00'	40.86'	N 16°16'37" E	40.68'
C8	93°25'01"	30.00'	48.91'	N 72°20'58" E	43.67'
C9	90°00'00"	30.00'	47.12'	N 38°05'12" W	42.43'
C10	90°00'00"	30.00'	47.12'	S 51°54'48" W	42.43'
C11	90°01'36"	45.00'	70.71'	S 38°04'24" E	63.65'
C12	90°01'36"	95.00'	149.27'	S 38°04'24" E	134.38'

MTMPC PUBLIC UTILITY & DRAINAGE EASEMENT NOTE:
ADJACENT TO PUBLIC ROADWAYS AND ALLEYS SHALL BE A 10' WIDE PUBLIC UTILITY AND DRAINAGE EASEMENT. THE EASEMENT SHALL BE LOCATED 5' OFF THE PUBLIC RIGHT OF WAY WITH THE REMAINING 5' EXTENDING INTO THE RIGHT OF WAY.

FINAL PLAT

Tywater Crossing PUD Subdivision

Section 3

Being Parcel 20.02 On Tax Map 77

Franklin, Williamson County, TN
5th Civil District

City of Franklin Project Number **6230**

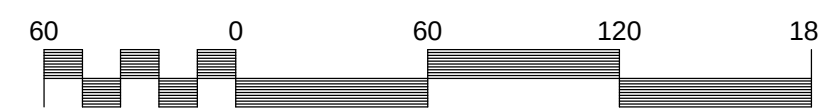
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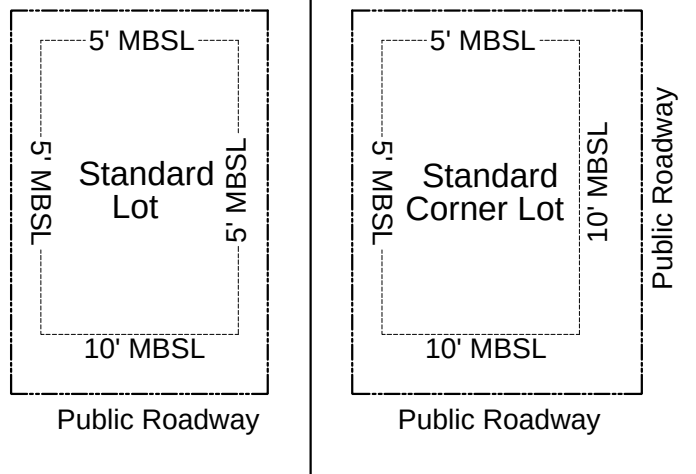
Revisions:
COF Comments: 9/1/16



Scale 1" = 60'

Dale & Associates
Consulting Civil Engineering
Land Planning & Zoning
Landscape Architecture
516 Heather Place
Nashville, Tennessee 37204
(615) 297-5166

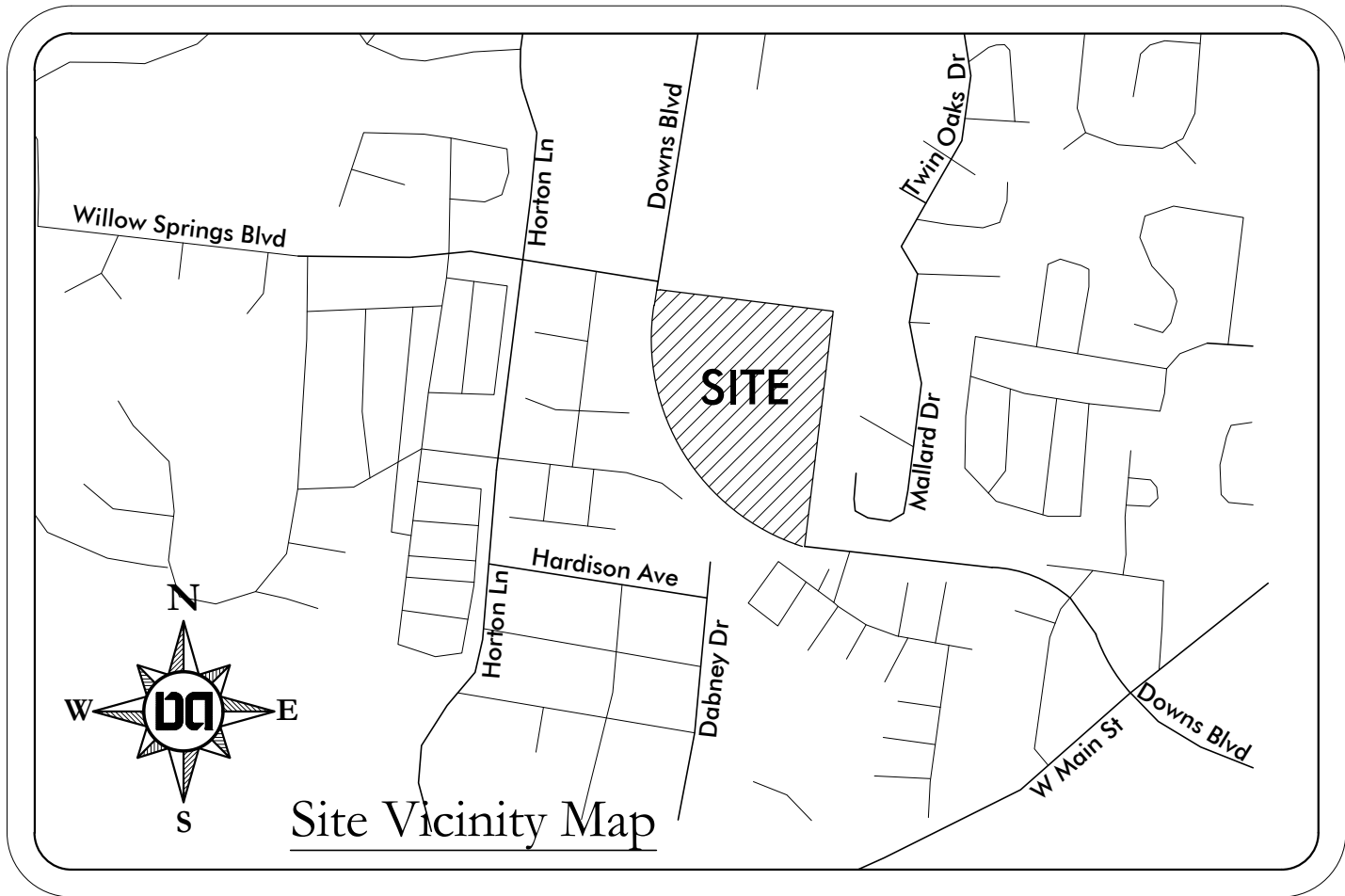
Proposed Lot Exhibits



Site Data

Total Area:	6.623 Acres
Residential Lots:	25 Units
Area in Lots:	4.069 Acres
Area in R.O.W.	1.011 Acres
Area & Length of Streets	1.011 Acres & 1681 LF
Open Space:	1.543 Acres (2 lots)
Development Standard	Conventional
Base Zoning District	SD-R (3.96 Units/Acre)
Character Area Overlay	WHCO-2
Front/Street Setback	10 Feet
Side Yard Setback	5 Feet
Rear/Alley Setback	5 Feet

MTMCM PUBLIC UTILITY & DRAINAGE EASEMENT NOTE:
ADJACENT TO PUBLIC ROADWAYS AND ALLEYWAYS SHALL BE A 10' WIDE
PUBLIC UTILITY AND DRAINAGE EASEMENT. THE EASEMENT SHALL BE
LOCATED 5' OFF THE PUBLIC RIGHT OF WAY WITH THE REMAINING 5'
EXTENDING INTO THE RIGHT OF WAY.



GENERAL NOTES

- THE PURPOSE OF THIS RECORDING IS TO CREATE 27 LOTS.
- THIS SURVEY MEETS THE REQUIREMENTS OF AN "URBAN LAND SURVEY" AS PER CHAPTER 0820-03.05 IN THE STANDARDS OF PRACTICE AS ADOPTED BY THE TENNESSEE BOARD OF EXAMINERS FOR LAND SURVEYORS, DATED MARCH 17, 2011. THE RATIO OF PRECISION FOR THE UNADJUSTED SURVEY MEETS OR EXCEEDS 1:10,000.
- PARCEL NUMBERS SHOWN THUS (00) PERTAIN TO PROPERTY TAX MAP 77.
- ALL LOTS ARE TO BE SERVED BY PUBLIC WATER AND SANITARY SEWER PROVIDED BY THE CITY OF FRANKLIN.
- THE LAND SHOWN HEREON CONTAINS 288,516.967 SQUARE FEET OR 6.623 ACRES OF LAND.
- THE PROPERTY SHOWN HEREON IS NOT INCLUDED IN AREAS DESIGNATED AS "SPECIAL FLOOD HAZARD" ON THE LATEST FLOOD INSURANCE PROGRAM MAP , BEING PANEL NO. 47187C0192 F, DATED SEPTEMBER 29, 2006.
- PROPERTY CORNERS SHOWN THUS -●- ARE MARKED BY IRON RODS.
- THE PROPERTY SHOWN HEREON IS CURRENTLY ZONED SD-R
- PROPERTY OWNER:
PATTERSON COMPANY
321 BILLINGSLEY COURT #19
FRANKLIN, TN 37067
- NUMBERS SHOWN THUS [XXX] ARE PROPERTY ADDRESSES.
- BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, NAD83.
- ELECTRIC SERVICE TO BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION (MTEM).
- WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF OR TO PROVIDE SERVICE TO THE NEW DEVELOPMENT, ALL UTILITIES SUCH AS CABLE, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND.
- STREET LIGHT LOCATIONS ARE APPROXIMATE. FINAL POSITIONING AND QUANTITY SHALL BE AT THE DIRECTION OF MTEM.
- THE HOME OWNERS ASSOCIATION IS RESPONSIBLE FOR THE MAINTENANCE OF PEDESTRIAN EASEMENTS, OPEN SPACES AND STORM WATER DENTENTION FACILITIES.
- LOTS SHALL CONFORM TO ALL THE REQUIREMENTS OF THE FRANKLIN ZONING ORDINANCE.
- MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA.
- PARKLAND DEDICATION WILL BE MET AND CONSIST OF THE COMPLETION OF THE TRAIL SYSTEM ALONG DOWNS BLVD. TRAIL TO BE COVERED BY AAPE
- THE RECORDING OF THIS PLAT VOIDS, VACATES AND SUPERCEDES LOT 36 OF TYWATER CROSSING PUD SUBDIVISION, SECTION 1 FINAL PLAT BOOK 57, PAGE 62 R.O.W.C., TN
- THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR THE STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNERS' LOT AT THE HOMEOWNER'S EXPENSE.

DETACHED RESIDENTIAL
LOT TREE CHART

NAME	SQ. FT.	NUMBER OF TREES
71	6760.00	Two 3" Caliper Trees
72	6760.00	Two 3" Caliper Trees
73	6850.76	Two 3" Caliper Trees
74	10468.80	Four 3" Caliper Trees
75	10932.66	Four 3" Caliper Trees
76	6827.85	Two 3" Caliper Trees
77	6760.00	Two 3" Caliper Trees
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LOT TABLE (Proposed SF Lots)

NAME	SQUARE FEET	ACRES
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72	6760.00	0.16
73	6850.76	0.16
74	10468.80	0.24
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91	6241.86	0.14
92	5265.00	0.12
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95	6046.20	0.14

LOT TABLE (Open Space)

NAME	SQUARE FEET	ACRES
70	57678.12	1.32
96	9545.57	0.22



TITLE RESEARCH PROVIDED BY
OTHERS SHOWS NO EVIDENCE
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FINAL PLAT
Tywater Crossing PUD Subdivision
Section 3

Being Parcel 20.02 On Tax Map 77

Franklin, Williamson County, TN
5th Civil District

City of Franklin Project Number 6230

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Revisions:
COF Comments: 9/1/16

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steve@daleandassociates.net

Prepared by Dale & Associates
July 21, 2016

CERTIFICATE OF APPROVAL OF SUBDIVISION
NAME, STREET NAMES, AND ADDRESSING

Subdivision name and street names approved by the
Williamson County Emergency Management Agency.

Williamson County Emergency Management Agency

Date

CERTIFICATE OF APPROVAL OF STREETS AND DRAINAGE

I hereby certify that:
(1) the streets, drainage, and sidewalks designated in
Tywater Crossing PUD Subdivision, Section 4 have been
installed in accordance with City specifications, or
(2) a performance agreement and surety in the amount of \$
for the water system and \$ for the sewer
system has been posted with the City of Franklin, Tennessee,
to assure completion of such improvements.

Director, Streets Department
City of Franklin, Tennessee

Secretary
Franklin Municipal Planning Commission

Date

CERTIFICATE OF APPROVAL OF WATER
AND SEWER SYSTEMS

I hereby certify that:
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system has been posted with the City of Franklin,
Tennessee, to assure completion of such systems.

Supt. Water and Sewer

Date

CERTIFICATE OF ACCURACY

I (we) hereby certify that the subdivision as shown hereon is
correct and that all of the monuments shown hereon have been
placed as indicated. This subdivision plat correctly represents a
survey made under my supervision on the day of
20__.

Date

Registered Land Surveyor

CERTIFICATE OF OWNERSHIP

I (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon
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Date

MTMCM

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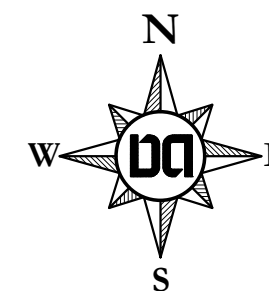
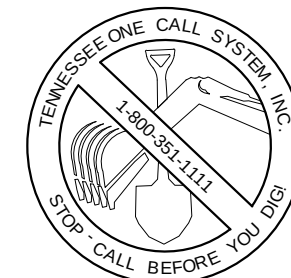
Middle Tennessee Electric Membership Corporation

Date

Tywater Crossing PUD
Section Four
D&A Plat Number 12045

1

1 of 2



Utility Legend

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- Proposed 8" Water Main
- Proposed 8" Sewer Main
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LINE TABLE

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C3	5°20'37"	1210.00'	112.85'	S 63°36'50" E	112.81'
C4	5°50'06"	1210.00'	123.22'	N 69°12'11" W	123.17'
C5	91°55'36"	30.00'	48.13'	N 20°19'21" W	43.13'
C6	18°43'39"	175.00'	57.20'	N 16°16'37" E	56.95'
C7	18°43'39"	125.00'	40.86'	N 16°16'37" E	40.68'
C8	93°25'01"	30.00'	48.91'	N 72°20'58" E	43.67'
C9	90°00'00"	30.00'	47.12'	N 38°05'12" W	42.43'
C10	90°00'00"	30.00'	47.12'	S 51°54'48" W	42.43'
C11	90°01'36"	45.00'	70.71'	S 38°04'24" E	63.65'
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FINAL PLAT

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Franklin, Williamson County, TN
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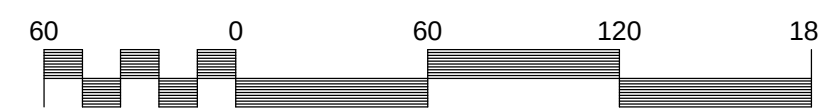
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230 COUNTRYSIDE DRIVE
FRANKLIN, TN 37069
PHONE: (615) 218-8118
jgoddard@designstudioplan.com

Prepared by Dale & Associates
July 21, 2016

SURVEYOR/ENGINEER
DALE & ASSOCIATES
516 HEATHER PLACE
NASHVILLE, TN 37204
CONTACT:
STEVEN C. MATTHEWS, RLS
PHONE: (615) 297-5166
steve@daleandassociates.net

Revisions:
COF Comments: 9/1/16



Scale 1" = 60'

Dale & Associates
Consulting Civil Engineering
Land Planning & Zoning
Landscape Architecture
516 Heather Place
Nashville, Tennessee 37204
(615) 297-5166

ORDINANCE 2016-39

TO BE ENTITLED: "AN ORDINANCE TO AMEND CHAPTERS 3 AND 5 OF THE ZONING ORDINANCE OF THE CITY OF FRANKLIN, TENNESSEE, TO ADOPT THE NEW FEMA FLOOD INSURANCE RATE MAPS, AND AMEND THE CITY OF FRANKLIN ZONING MAP TO UPDATE THE BOUNDARIES OF THE FLOODWAY FRINGE (FFO) AND FLOODWAY (FWO) OVERLAY DISTRICTS ACCORDINGLY."

WHEREAS, the City of Franklin, Tennessee, is a participant in the National Flood Insurance Program (NFIP); and

WHEREAS, the NFIP and Federal Emergency Management Agency (FEMA) requires local communities to maintain certain requirements; and

WHEREAS, the Board of Mayor and Aldermen (BOMA) wishes to maintain eligibility in the NFIP, and in order to do so must meet the NFIP regulations found in Title 44 of the Code of Federal Regulations (CFR), Ch. 1, § 60.3; and

WHEREAS, areas of the City of Franklin are subject to periodic inundation which could result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare; and

WHEREAS, flood losses are caused by the cumulative effect of obstructions in floodplains, resulting in increases in flood heights and velocities; by uses in flood hazard areas which are vulnerable to floods; or construction which is inadequately elevated, floodproofed, or otherwise unprotected from flood damages; and

WHEREAS, the Legislature of the State of Tennessee has in *Tennessee Code Annotated* (T.C.A.) §§ 13-7-201 through 13-7-210, delegated the responsibility to local government units to adopt municipal zoning regulations designed to promote the public health, safety, and general welfare of its citizenry; and

WHEREAS, the City of Franklin has previously adopted the FWO – Floodway Overlay District (FWO) and FFO – Floodway Fringe Overlay District (FFO); and

WHEREAS, the BOMA wishes to amend Subsections 3.4.4 and 3.4.5 in order to update the references to the FEMA Flood Insurance Study (FIS) and Flood Insurance Rate Map (FIRM) adopted in Subsection 5.8.5 (2) (b) that form the basis for the location of the FWO and FFO Overlay Districts; and

WHEREAS, the City of Franklin has previously adopted Floodplain Protection standards in Chapter 5, Subsection 5.8.5, of the City of Franklin Zoning Ordinance; and

WHEREAS, the BOMA wishes to amend Subsection 5.8.5 (2) (b) of the Franklin Zoning Ordinance in order to update the list of Flood Insurance Rate Map, Community Panel Numbers, in order to include and formally adopt the new Flood Insurance Rate Maps, dated December 22, 2016; and

WHEREAS, FEMA formally notified the City of Franklin and issued a final Flood Hazard Determination (FHD) on June 22, 2016; and

WHEREAS, the City of Franklin is required to adopt the new FIS and FIRMs within six (6) months from the date of the FHD; and

WHEREAS, upon passage of Ordinance 2016-39, the City of Franklin is authorized by the CFR to begin utilizing and enforcing the data contained in the new FIS and FIRMs prior to the December 22, 2016, effective date; and

WHEREAS, the BOMA wishes to amend the City of Franklin Zoning Map, to update the boundaries of the FWO and FFO Overlay Districts to coincide with the new FIS and FIRMs; and

WHEREAS, these amendments are in the best interest of the citizens of Franklin.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I. That Chapter 3, Subsection 3.4.4 (4) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

- (4) Undesignated Tributaries and Drainage Areas Within or Affecting the City
The FWO District shall coincide with floodways designated in the Flood Insurance Studies ~~or~~ **and** on the National Flood Insurance Program Flood Insurance Rate Maps, hereinafter referred to as FIRMs, ~~effective September 29, 2006~~ **adopted in Subsection 5.8.5 (2) (b)**, or as subsequently amended by either a Letter of Map Amendment or a Letter of Map Revision. The FWO District width for tributaries and drainage areas within or affecting the city that do not have designated floodways depicted on the zoning map or are not delimited in the Flood Insurance Studies or FIRMs shall be established in accordance with the stormwater management ordinance.

SECTION II. That Chapter 3, Subsection 3.4.5 (5) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

- (5) Undesignated Tributaries and Drainage Areas Within or Affecting the City
The FFO District shall coincide with the 100-year floodplain or floodway fringe boundary as designated in the Flood Insurance Studies ~~or~~ on the FIRMs, ~~effective September 29, 2006~~ **adopted in Subsection 5.8.5 (2) (b)**, or as subsequently amended by either a Letter of Map Amendment or a Letter of Map Revision. The FFO District width for tributaries and drainage areas within or affecting the city that do not have designated floodway fringe areas depicted on the zoning map or are not delimited in the Flood Insurance Studies or FIRMs shall be established in accordance with the stormwater management ordinance.

SECTION III. That Chapter 5, Subsection 5.8.5 (2) (b) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

(b) Basis for Establishing the Areas of Special Flood Hazard

~~The Areas of Special Flood Hazard identified in the City of Franklin, Tennessee, as identified by FEMA, and in its Flood Insurance Study (FIS) and Flood Insurance Rate Map (FIRM), Community Panel Numbers 47187C0180F, 47187C0182F, 47187C0184F, 47187C0190F, 47187C0192F, 47187C0195F, 47187C0203F, 47187C0204F, 47187C0205F, 47187C0208F, 47187C0209F, 47187C0211F, 47187C0212F, 47187C0213F, 47187C0214F, 47187C0220F, 47187C0230F, 47187C0335F, 47187C0355F, 47187C0360F, dated, September 29, 2006, along with all supporting technical data, are adopted by reference and declared to be a part of Section 5.8.5.~~

(i) **The Areas of Special Flood Hazard in the City of Franklin, Tennessee, are identified by FEMA in its Flood Insurance Study (FIS) dated December 22, 2016, and on the Flood Insurance Rate Map (FIRM), Community 470206, as follows:**

A.) Panel Numbers: 47187C0190F, 47187C0195F, 47187C0204F, 47187C0205F, 47187C0208F, 47187C0209F, 47187C0212F, 47187C0220F, 47187C0230F, 47187C0335F, 47187C0355F, 47187C0360F, dated September 29, 2006; and

B.) Panel Numbers: 47187C0180G, 47187C0182G, 47187C0183G, 47187C0184G, 47187C0192G, 47187C0203G, 47187C0211G, 47187C0213G, 47187C0214G, dated December 22, 2016.

(ii) **The FIS and FIRMs, along with all supporting technical data, are hereby adopted by reference and declared to be a part of Subsection 5.8.5.**

SECTION IV. That the Franklin Zoning Map shall be, and is hereby, amended to revise the boundaries of the FWO – Floodway Overlay District (FWO) and FFO – Floodway Fringe Overlay District (FFO) to coincide with the Flood Insurance Study (FIS) and Flood Insurance Rate Maps as specified in the Franklin Zoning Ordinance, Chapter 3, Subsections 3.4.4 (4), 3.4.5 (5), and as adopted and further described in Chapter 5, Subsection 5.8.5 (2) (b).

SECTION V. BE IT FINALLY ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on third and final reading, the health, safety, and welfare of the citizens requiring it.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Eric Stuckey
City Administrator/Recorder

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

Kristen L. Corn
Assistant City Attorney

PLANNING COMMISSION RECOMMENDED:

PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

PASSED THIRD READING:



Federal Emergency Management Agency
Washington, D.C. 20472

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:
115-I

June 22, 2016

The Honorable Ken Moore
Mayor, City of Franklin
109 3rd Avenue South, Suite 103
Franklin, TN 37064

Community: City of Franklin,
Williamson County, Tennessee
Community No.: 470206
Map Panels Affected: See FIRM Index

Dear Mayor Moore:

On February 11, 2015, you were notified of proposed modified flood hazard determinations affecting the Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for the City of Franklin, Williamson County, Tennessee. The statutory 90-day appeal period that was initiated on February 25, 2015, when the Department of Homeland Security's Federal Emergency Management Agency (FEMA) published a notice of proposed Flood Hazard Determinations (FHDs) for your community in *The Tennessean*, has elapsed.

FEMA received no valid requests for changes in the FHDs. Therefore, the determination of the Agency as to the flood hazard information for your community is considered final. The final FHDs will be published in the *Federal Register* as soon as possible. The modified FHDs and revised map panels, as referenced above, will be effective as of December 22, 2016, and revise the FIRM that was in effect prior to that date. For insurance rating purposes, the community number and new suffix code for the panels being revised are indicated above and on the maps and must be used for all new policies and renewals.

The modifications are pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (Public Law 93-234) and are in accordance with the National Flood Insurance Act of 1968, as amended (Title XIII of the Housing and Urban Development Act of 1968, Public Law 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65. Because of the modifications to the FIRM and FIS report for your community made by this map revision, certain additional requirements must be met under Section 1361 of the 1968 Act, as amended, within 6 months from the date of this letter. Prior to December 22, 2016, your community is required, as a condition of continued eligibility in the National Flood Insurance Program (NFIP), to adopt or show evidence of adoption of floodplain management regulations that meet the standards of Paragraph 60.3(d) of the NFIP regulations. These standards are the minimum requirements and do not supersede any State or local requirements of a more stringent nature.

It must be emphasized that all the standards specified in Paragraph 60.3(d) of the NFIP regulations must be enacted in a legally enforceable document. This includes the adoption of the effective FIRM [, FBFM,] and FIS report to which the regulations apply and the modifications made by this map revision. Some of the standards should already have been enacted by your community. Any additional requirements can be met by taking one of the following actions:

1. Amending existing regulations to incorporate any additional requirements of Paragraph 60.3(d);
2. Adopting all the standards of Paragraph 60.3(d) into one new, comprehensive set of regulations;
or
3. Showing evidence that regulations have previously been adopted that meet or exceed the minimum requirements of Paragraph 60.3(d).

Communities that fail to enact the necessary floodplain management regulations will be suspended from participation in the NFIP and subject to the prohibitions contained in Section 202(a) of the 1973 Act as amended.

A Consultation Coordination Officer (CCO) has been designated to assist your community with any difficulties you may be encountering in enacting the floodplain management regulations. The CCO will be the primary liaison between your community and FEMA. For information about your CCO, please contact:

Mr. Jesse Munoz
Director, Federal Insurance and Mitigation Division
Federal Emergency Management Agency, Region IV
3003 Chamblee Tucker Road
Atlanta, Georgia 30341
(770) 220-5200

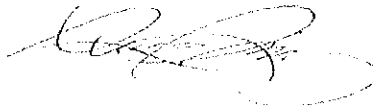
To assist your community in maintaining the FIRM, we have enclosed a Summary of Map Actions to document previous Letter of Map Change (LOMC) actions (i.e., Letters of Map Amendment (LOMAs), Letters of Map Revision (LOMRs)) that will be superseded when the revised FIRM panels referenced above become effective. Information on LOMCs is presented in the following four categories: (1) LOMCs for which results have been included on the revised FIRM panels; (2) LOMCs for which results could not be shown on the revised FIRM panels because of scale limitations or because the LOMC issued had determined that the lots or structures involved were outside the Special Flood Hazard Area as shown on the FIRM; (3) LOMCs for which results have not been included on the revised FIRM panels because the flood hazard information on which the original determinations were based is being superseded by new flood hazard information; and (4) LOMCs issued for multiple lots or structures where the determination for one or more of the lots or structures cannot be revalidated through an administrative process like the LOMCs in Category 2 above. LOMCs in Category 2 will be revalidated through a single letter that reaffirms the validity of a previously issued LOMC; the letter will be sent to your community shortly before the effective date of the revised FIRM and will become effective 1 day after the revised FIRM becomes effective. For the LOMCs listed in Category 4, we will review the data previously submitted for the LOMA or LOMR request and issue a new determination for the affected properties after the revised FIRM becomes effective.

The FIRM and FIS report for your community have been prepared in our countywide format, which means that flood hazard information for all jurisdictions within Williamson County, Tennessee has been combined into one FIRM and FIS report. When the FIRM and FIS report are printed and distributed, your community will receive only those panels that present flood hazard information for your community. We will provide complete sets of the FIRM panels to county officials, where they will be available for review by your community.

The FIRM panels have been computer-generated. Once the FIRM and FIS report are printed and distributed, the digital files containing the flood hazard data for the entire county can be provided to your community for use in a computer mapping system. These files can be used in conjunction with other thematic data for floodplain management purposes, insurance purchase and rating requirements, and many other planning applications. Copies of the digital files or paper copies of the FIRM panels may be obtained by calling our FEMA Map Information eXchange (FMIX), toll free, at 1-877-FEMA MAP (1-877-336-2627). In addition, your community may be eligible for additional credits under our Community Rating System if you implement your activities using digital mapping files.

If you have any questions regarding the necessary floodplain management measures for your community or the NFIP in general, we urge you to call the Director, Federal Insurance and Mitigation Division of FEMA in Atlanta, Georgia, at (770) 220-5200 for assistance. If you have any questions concerning mapping issues in general or the enclosed Summary of Map Actions, please call our FMIX at the toll free number shown above. Additional information and resources your community may find helpful regarding the NFIP and floodplain management, such as *The National Flood Insurance Program Code of Federal Regulations*, *Answers to Questions About the National Flood Insurance Program*, *Use of Flood Insurance Study (FIS) Data as Available Data*, *Frequently Asked Questions Regarding the Effect that Revised Flood Hazards have on Existing Structures*, and *National Flood Insurance Program Elevation Certificate and Instructions*, can be found on our website at <http://www.floodmaps.fema.gov/lfd>. Paper copies of these documents may also be obtained by calling our FMIX.

Sincerely,



Luis Rodriguez, P.E., Chief
Engineering Management Branch
Federal Insurance and Mitigation Administration

Enclosure:
Final Summary of Map Actions

cc: Community Map Repository
Ms. Shanna McCoy, Codes Administrator

FINAL SUMMARY OF MAP ACTIONS

Community: FRANKLIN, CITY OF

Community No: 470206

To assist your community in maintaining the Flood Insurance Rate Map (FIRM), we have summarized below the previously issued Letter of Map Change (LOMC) actions (i.e., Letters of Map Revision (LOMRs) and Letters of Map Amendment (LOMAs)) that will be affected when the revised FIRM becomes effective on December 22, 2016.

1. LOMCs Incorporated

The modifications effected by the LOMCs listed below will be reflected on the revised FIRM. In addition, these LOMCs will remain in effect until the revised FIRM becomes effective.

LOMC	Case No.	Date Issued	Project Identifier	Old Panel	New Panel
LOMR	12-04-6046P ¹	02/04/2013	Lynnwood Branch Restudy	47187C0182F	47187C0182G

¹LOMR only incorporated on panel 47187C0182G. The portion of the LOMR located on panel 47187C0205F will be reflected in a reissued version of the LOMR following publication of the revised FIRM.

2. LOMCs Not Incorporated

The modifications effected by the LOMCs listed below will not be reflected on the revised FIRM panels because of scale limitations or because the LOMC issued had determined that the lot(s) or structure(s) involved were outside the Special Flood Hazard Area, as shown on the FIRM. These LOMCs will remain in effect until the revised FIRM becomes effective. These LOMCs will be revalidated free of charge 1 day after the revised FIRM becomes effective through a single revalidation letter that reaffirms the validity of the previous LOMCs.

LOMC	Case No.	Date Issued	Project Identifier	Old Panel	New Panel
LOMA	951-064	11/09/1994	Lot 10, Section 1, Sturbridge Pointe Subdivision - 300 Richmond Place	4702060007D	47187C0211G
LOMA	951-115	12/13/1994	Units 7 and 8, West Pointe Place Condominiums, Phase 2 - 1129 West Main Street	4702060004D	47187C0211G
LOMA	951-176	01/26/1995	Unit 1, West Pointe Place Condominiums, Phase 1 - 1129 West Main Street	4702060004D	47187C0192G
LOMA	953-091	05/23/1995	Units 29 and 30, West Pointe Place Condominiums, Phase 2 - 1129 West Main Street	4702060004D	47187C0192G
LOMA	R4-981-219	01/20/1998	Lot 11, Section 1, Sturbridge Pointe Subdivision - 304 Richmond Place	4702060007D	47187C0211G
LOMA	R4-981-249	01/21/1998	Units 23 through 26, West Pointe Place Condominiums, Phase 2 - 1129 West Main Street	4702060004D	47187C0192G
LOMA	99-04-1968A	03/25/1999	Lot 2, Section 2, Maplewood - 709 Watson Branch Drive	4702060008D	47187C0211G
LOMA	02-04-5742A	07/24/2002	Unit 3, West Pointe Place Condominiums - 1129 West Main Street	4702060004D	47187C0192G

will
DEFIRM
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this.

FINAL SUMMARY OF MAP ACTIONS

Community: FRANKLIN, CITY OF

Community No: 470206

LOMC	Case No.	Date Issued	Project Identifier	Old Panel	New Panel
LOMA	03-04-5744A	06/05/2003	Building L, Prescott Place at Fieldstone Farms -- Compton Lane	47187C0074E	47187C0184G
LOMA	03-04-7194A	06/16/2003	Bldg. F, Sec. 1, Prescott Place at Fieldstone Farms Condominiums, Phase 2	47187C0074E	47187C0184G
LOMA	03-04-7196A	06/16/2003	Building M, Prescott Place at Fieldstone Farms Condominiums	47187C0074E	47187C0184G
LOMA	03-04-8490A	07/29/2003	Buildings B, D, G, H, N, & O, Prescott Place at Fieldstone Farms Condominiums	47187C0074E	47187C0184G
LOMA	04-04-A360A	08/05/2004	CARRIAGE PARK CONDOMINIUM, LOT 11-B -- 1261 CARRIAGE PARK DRIVE	47187C0133E	47187C0213G
LOMA	05-04-1022A	01/21/2005	CARRIAGE PARK CONDOMINIUM, LOT 11-A -- 1263 CARRIAGE PARK DRIVE	47187C0133E	47187C0213G
LOMA	05-04-0729A	01/27/2005	1129 WEST MAIN STREET, UNIT 6, WEST POINTE PLACE CONDOMINIUMS	47187C0127E	47187C0192G
LOMA	06-04-BA59A	03/21/2006	CARRIAGE PARK CONDOMINIUM, LOT 19, Units A & B -- 1229 & 1231 CARRIAGE PARK DRIVE	47187C0133E	47187C0213G
LOMA	07-04-1413A	01/30/2007	WILLIAMSON FARMERS CO-OP, BUILDINGS A-F -- 200 EDDY LANE (PN: 063-063-049.00-000)	47187C0211F	47187C0211G
LOMA	08-04-6351A	10/09/2008	HARPETH MEADOWS, LOT 12 -- 135 LANCASTER DRIVE	47187C0211F	47187C0211G
LOMA	09-04-8124A	11/12/2009	PN: 09-063M-A-063L-03800-000 -- 497 LIBERTY PIKE, UNITS A,B,D,F,J,K	47187C0211F	47187C0211G
LOMR-F	11-04-2345A	01/27/2011	PN: 063G-E-29.00 -- 807 HILLSBORO ROAD	47187C0184F	47187C0184G
LOMA	13-04-2242A	02/05/2013	BUCKINGHAM PARK SUBDIVISION, SECTION TWO, LOT 183 -- 611 CLARIDGE COURT	47187C0211F	47187C0211G
LOMA	13-04-4201A	05/13/2013	RALSTON GLEN, SECTION ONE, LOT 9 -- 1119 GLENBROOK DRIVE	47187C0211F	47187C0211G
LOMR-F	14-04-1192A	02/18/2014	WILLOW PLUNGE SUBDIVISION, LOT 5 -- 1130 CARNTON LANE	47187C0211F	47187C0211G
LOMR-F	15-04-5807A	05/22/2015	BENELLI PARK SUBDIVISION, SECTION 2, LOT 6 -- 1023 BENELLI PARK COURT	47187C0192F	47187C0192G
LOMA	15-04-6216A	06/02/2015	BENELLI PARK, SECTION 2, LOTS 10 & 11 -- 1034 & 1035 BENELLI PARK COURT	47187C0192F	47187C0192G
LOMA	15-04-6537A	06/22/2015	REBEL MEADOWS SUBDIVISION, SECTION 4, LOT 91 -- 813 RONALD DRIVE	47187C0184F	47187C0184G

FINAL SUMMARY OF MAP ACTIONS

Community: FRANKLIN, CITY OF

Community No: 470206

LOMC	Case No.	Date Issued	Project Identifier	Old Panel	New Panel
LOMR-F	15-04-9146A	09/21/2015	CAROTHERS PARKWAY	47187C0214F 47187C0220F 47187C0360F	47187C0214G 47187C0220F 47187C0360F
LOMR-F	15-04-A429A	12/02/2015	LOCKWOOD GLEN PUD SUBDIVISION-SECTION 5, LOT 222 - 504 LOCKWOOD LANE	47187C0214F	47187C0214G
LOMA	08-04-5187A	07/11/2008	415 Boyd Mill Avenue	47187C0192F	47187C0192G

3. LOMCs Superseded

The modifications effected by the LOMCs listed below have not been reflected on the Final revised FIRM panels because they are being superseded by new detailed flood hazard information or the information available was not sufficient to make a determination. The reason each is being superseded is noted below. These LOMCs will no longer be in effect when the revised FIRM becomes effective.

LOMC	Case No.	Date Issued	Project Identifier	Reason Determination Will be Superseded
LOMA	961-078	11/27/1995	Lot 5, Section 1, Heath Place, Phase 2 - 1316 Kinnard Drive	2
LOMA	97-04-936A	05/14/1997	Lot 1362, Section G1, Fieldstone Farms	2
LOMA	00-04-1500A	02/18/2000	Lot 2, Willow Plunge Subdivision - 1132 Camton Lane	2
LOMA	00-04-2618A	06/06/2000	340 9TH AVENUE NORTH	2
LOMA	03-04-4678A	04/03/2003	Parcel A, Tract I of the R. L. Eatherly Property	3
LOMA	05-04-0927A	01/19/2005	FIELDSTONE FARMS PUD, SECTION G-1, LOT 1307 - 418 ESSEX PARK CIRCLE	2
LOMA	05-04-1903A	03/23/2005	FIELDSTONE FARMS P.U.D., SECTION G-1, LOT 1302 - 428 ESSEX PARK CIRCLE	2
LOMA	05-04-2106A	04/06/2005	FIELDSTONE FARMS, SECTION G1, LOT 1298 - 436 ESSEX PARK CIRCLE	2
LOMA	06-04-C625A	12/19/2006	LOT 3, RESUBDIVISION OF LOT 2, WILLOW PLUNGE SUBDIV, REVISION 1, - 1136 CARNTON LANE	2
LOMR-F	07-04-0225A	12/19/2006	HENLEY, SECTION 1, PORTION OF LOTS 24, 28-31, 43, OPEN SPACES 301 AND 308	3
LOMA	07-04-2910A	05/08/2007	FIELDSTONE FARMS, SECTION G1, LOT 1299 - 434 ESSEX PARK CIRCLE	2

FINAL SUMMARY OF MAP ACTIONS

Community: FRANKLIN, CITY OF

Community No: 470206

LOMC	Case No.	Date Issued	Project Identifier	Reason Determination Will be Superseded
LOMA	12-04-0507A	11/17/2011	JAMISON STATION, SECTION 1, LOT 14 --- 18 DANIELS DRIVE	3
LOMA	12-04-4064A	05/01/2012	CHARLTON GREEN, SECTION 3, LOT 29 -- 436 WATERCRESS DRIVE	2
LOMR-F	12-04-5050A	07/17/2012	PN: 078-06701-00109078 -- 412 EDDY LANE	3
LOMA	13-04-5849A	07/30/2013	PN: 078L-B-078L-01300-000 -- 504 FAIRFAX PLACE	2
LOMA	16-04-3702A	04/20/2016	FIELDSTONE FARMS, SECTION H1, LOT 996 -- 4011 LINDEN COURT	2
LOMA	12-04-0327A		Lot 15, Block -/1, Jamison Station Subdivision - 120 Jamison Station Lane	3

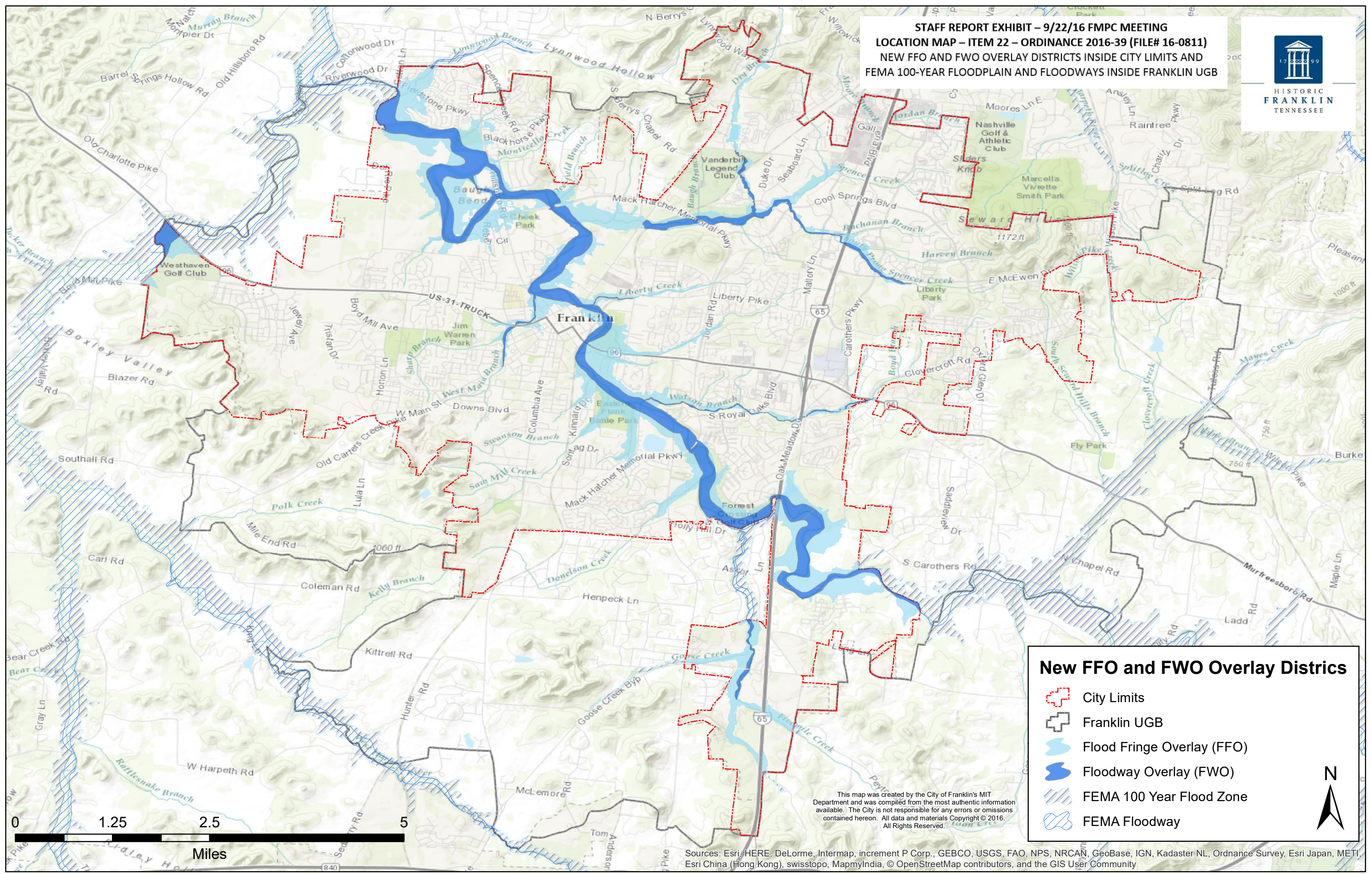
1. Insufficient information available to make a determination.
2. Lowest Adjacent Grade and Lowest Finished Floor are below the proposed Base Flood Elevation.
3. Lowest Ground Elevation is below the proposed Base Flood Elevation.
4. Revised hydrologic and hydraulic analyses.
5. Revised topographic information.

4. LOMCs To Be Redetermined

The LOMCs in Category 2 above will be revalidated through a single revalidation letter that reaffirms the validity of the determination in the previously issued LOMC. For LOMCs issued for multiple lots or structures where the determination for one or more of the lots or structures has changed, the LOMC cannot be revalidated through this administrative process. Therefore, we will review the data previously submitted for the LOMC requests listed below and issue a new determination for the affected properties after the effective date of the revised FIRM.

LOMC	Case No.	Date Issued	Project Identifier	Old Panel	New Panel
			NO CASES RECORDED		

STAFF REPORT EXHIBIT – 9/22/16 FMPC MEETING
LOCATION MAP – ITEM 22 – ORDINANCE 2016-39 (FILE# 16-0811)
NEW FFO AND FWO OVERLAY DISTRICTS INSIDE CITY LIMITS AND
FEMA 100-YEAR FLOODPLAIN AND FLOODWAYS INSIDE FRANKLIN UGB



New FFO and FWO Overlay Districts

- City Limits
- Franklin UGB
- Flood Fringe Overlay (FFO)
- Floodway Overlay (FWO)
- FEMA 100 Year Flood Zone
- FEMA Floodway

This map was created by the City of Franklin's MIT Department and was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials Copyright © 2016. All Rights Reserved.

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swiss topo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community