City of Franklin

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

Meeting Agenda

Franklin Municipal Planning Commission

Thursday, May 23, 2024 | **7:00 PM** | **Board Room**

Notice is hereby given that a meeting of the Franklin Municipal Planning Commission will be held on the date, time and at the location listed above. Additional information can be found at www.franklintn.gov/planning.

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 attend 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

CITIZEN COMMENTS (Open for citizens to be heard on any issue or concern, including those related to items on the agenda. Please submit a Speaker Card at the beginning of the meeting if you would like to address the Commission. If you would like to speak on a non-consent agenda item, the Chair will hold your comment until the public comment period associated with the item. As provided by law, the Planning Commission shall make no decisions or consideration of action of citizen comments for items not on the agenda, except to refer the matter to the Planning Director for administrative consideration, or to a schedule the matter for consideration at a later date. Those addressing the Commission are requested to come to the microphone and identify themselves by name and address for the official record. The Chair may restrict the period for public comment, including the length of the public comment period, the number of individuals who can speak and the length of time each individual may speak. When time allows, the standard individual public comment time is two minutes.)

Comments on agenda items may be made in person at city hall or by emailing planningintake@franklintn.gov before noon on the day before the meeting. Emailed comments will be provided to the Commission and included in the minutes, but not read aloud in their entirety during the meeting.

APPROVAL OF MINUTES

1. Consideration Of Approval Of The April 25, 2024, FMPC Minutes.

ANNOUNCEMENTS

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.

2. Consideration Of Approval Of Items 3-4, 6, 8-10, And 12-14 On The Consent Agenda.

SITE PLAN SURETIES

3. Berry Farms Town Center PUD Subdivision, Site Plan, Section 4, Lot 203 (Twice Daily Convenience Store); Extend The Maintenance Agreement For Landscaping Improvement To October 24, 2024. (CONSENT AGENDA)

Sponsors: Melodie Brady

4. Carothers Development Property Subdivision, Final Plat, Revision 1; Extend The Performance Agreement For Drainage Improvement to May 22, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

5. Franklin Commons South Subdivision, Site Plan, Section 4, Revision 2, Lot 8 (Building Addition); Call Letter Of Credit For Performance Agreement For Landscaping, Streets Private, Drainage And Green Infrastructure Improvements.

Sponsors: Melodie Brady

6. Highlands At Ladd Park PUD Subdivision, Final Plat, Section 37; Extend The Performance Agreement For Green Infrastructure Improvement To May 22, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

7. Lincoln Square Subdivision, Site Plan, Revision 1, Lots 6-8 (Aspen Grove Plaza Office Park Phase III Building 4); Call Surety Posted By Cashier's Check For The Performance Agreement For The Multipurpose Trail Improvement.

Sponsors: Melodie Brady

8. Lockwood Glen PUD Subdivision, Final Plat, Section 5; Extend The Performance Agreement For Drainage Improvement To May 22, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

9. Natures Landing Subdivision, Site Plan, Revision 1; Reduce The Performance Agreement For Landscaping Improvement By 50% To $63,500.00 And Extend To May 22, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

10. Standard At Cool Springs Subdivision, Site Plan, Lots 2 And 3, Revision 1; Extend The Performance Agreement For Landscaping Improvement To May 22, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

11. Church Of The City Subdivision, Final Plat, Creating One Lot And Dedicating Right-Of-Way And Easements, On 44.37 Acres, Located At The Southwest Corner Of The Intersection Of Murfreesboro Road And Mack Hatcher Memorial Parkway.

Sponsors: Emily Wright, Amy Diaz-Barriga, Ariella Stanford

12. Hard Bargain II PUD Subdivision, Final Plat, Creating 2 Single Family Residential Lots, On 0.33 Acres, Located At 958 Glass Street. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

13. Liberty Park Subdivision, Site Plan (Expansion 2023), Rehabilitating The Existing Parking Lots, Dog Park, Disc Golf Trailhead And Adding Two New Public Restrooms, Batting Cages, Cricket Fields, And A Farmer's Market, On 84.60 Acres, Located Southwest Of The Intersection of Cool Springs Boulevard And E. McEwen Drive, At 2080 Turning Wheel Lane. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

14. Westhaven PUD Subdivision, Final Plat, Section Jewell 2, Creating 79 Single-Family Lots, 3 Open Space Lots, And Dedicating Public Right-Of-Way And Easements, On Acres 21.889, Located At The Intersection Of Townsend Boulevard And Bolton Street. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

ENVISION FRANKLIN PLAN AMENDMENTS

15. Consideration Of Resolution 2023-73, A Resolution By The Franklin Municipal Planning Commission To Adopt A Comprehensive Update To Envision Franklin.
BOMA WS 3/12/24
BOMA 3/26/24 (6-1 Recommendation to Approve)

Sponsors: Emily Wright, Kelly Dannenfelser, Andrew Orr

ANY OTHER BUSINESS

ADJOURN

City of Franklin

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CALL TO ORDER

Chair Lindsey called the meeting to order at 7:00 PM.

Board Members Present: Michael Orr, Ann Petersen, Roger Lindsey, Scott Harrison, Jimmy Franks, Nick Mann, Alma McLemore, and Jennifer Williamson

Board Members Absent: Marcia Allen

Staff Members Present: Bill Squires, Emily Wright, Amy Diaz-Barriga, Joey Bryan, Melodie Brady, Tia Holden, and Jimmy Wiseman

CITIZEN COMMENTS (Open for citizens to be heard on any issue or concern, including those related to items on the agenda. Please submit a Speaker Card at the beginning of the meeting if you would like to address the Commission. If you would like to speak on a non-consent agenda item, the Chair will hold your comment until the public comment period associated with the item. As provided by law, the Planning Commission shall make no decisions or consideration of action of citizen comments for items not on the agenda, except to refer the matter to the Planning Director for administrative consideration, or to a schedule the matter for consideration at a later date. Those addressing the Commission are requested to come to the microphone and identify themselves by name and address for the official record. The Chair may restrict the period for public comment, including the length of the public comment period, the number of individuals who can speak and the length of time each individual may speak. When time allows, the standard individual public comment time is two minutes.)

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

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APPROVAL OF MINUTES

1. Consideration Of Approval Of The March 28, 2024 FMPC Minutes.

Sponsors:

Attachments: 1. FINAL March 28 2024 FMPC Mintues

A motion was made by Alderman Petersen, seconded by Commissioner Orr to Approve the Minutes from the March 28, 2024, meeting. The motion carried 6-0 (Commissioner Harrison and Commissioner McLemore abstained from vote).

ANNOUNCEMENTS

Ms. Wright: The development plan discussed at the Joint Conceptual Workshop already had a neighborhood meeting. The project was brought before the Commission for an update based on changes to access. There is no neighborhood meeting required for these minimal changes.

CONSENT AGENDA

2. Consideration Of Approval Of Items 3-6, 8-16, 19-20, And 22-24 On The Consent Agenda.

Sponsors:

Attachments: None

A motion was made by Commissioner Harrison, seconded by Commissioner Williamson to Approve items 3-6, 8-16, 19-20, and 22-24 as presented on the Consent Agenda. The motion carried 8-0.

SITE PLAN SURETIES

3. 508 Duke Drive Subdivision, Site Plan, Lot 4 (TPS Office Development); Extend The Performance Agreement For Landscaping Improvement To April 24, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

4. 508 Duke Drive Subdivision, Site Plan, Section 1; Extend The Performance Agreement For Green Infrastructure, Landscaping, Sewer, Sidewalk And Streets Improvements To April 24, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

5. Andover Park PUD Subdivision, Final Plat; Extend The Performance Agreement For Green Infrastructure Improvement To April 24, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

6. Berry Farms Town Center PUD Subdivision, Final Plat, Section 4; Extend The Performance Agreement For Drainage Improvement To April 24, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

7. Echelon PUD Subdivision, Final Plat, Section 1; Call Letter Of Credit For Performance Agreement For Green Infrastructure Improvement.

Sponsors: Melodie Brady, Amy Diaz-Barriga, Emily Wright

Attachments:
1. Echelon PUD Sub FP, sec 1 COF 5824 - email to applicant with letter
2. Echelon PUD Sub FP, sec 1 COF 5824 - letter to applicant
3. Echelon PUD Sub FP, sec 1 COF 5824 - performance agreement

Staff Presentation: Melodie Brady. Echelon PUD Subdivision, Final Plat, Section 1 was approved, with conditions, on May 18, 2015. The performance agreement was signed on June 19, 2015. The irrevocable standby letter of credit was issued on March 14, 2017. Every year, an action request is mailed to Crescent Palmetto Bluff (developer) giving them the opportunity to ask for the performance agreement to be released to maintenance. An action request was received on June 9, 2017, that was signed by a licensed design professional stating they inspected the site and requested a 75% reduction. A City inspector inspected the site and agreed with the request to reduce the green infrastructure improvement by 75% from $261,000.00 to $65,250.00. Other than a request to extend for one year, that was the last request received for this project. The property owners have complained to the City several times about the unresolved stormwater issues. Engineering staff have made several attempts to contact the developer to complete the remainder of the work, but no progress has been made. Calling the surety will allow the City to complete the improvements needed, and the dollar amount that will be called will cover the cost.

Recommendation: Staff recommends that the FMPC declares the performance agreement for the Echelon Subdivision, section 1 to be in default and authorize the calling of the agreement and surety for the completion of the improvement.

Public Comment: Eric Brockway, 122 Obree Court. Mr. Brockway stated that he is in favor, as a member of the neighborhood, of calling the bond so that an easement can be established making the necessary changes to the storm water drainage problems.

Applicant Presentation: None

Motion
Commissioner Orr motioned to call letter of credit for performance agreement for green infrastructure improvement for Echelon PUD Subdivision, seconded by Commissioner McLemore.

Commissioner Mann stated after much discussion over the last year about holding developers accountable for development promises and assurances made during the approval process, he's appreciative of staff's willingness to bring this item forward. The city provides ample time for the developers to do the work that was promised and when the work isn't completed, there are consequences.

The motion carried 8-0.

8. McEwen Place PUD Subdivision, Site Plan, Section 3, Lot 303 And 304 (Block C); Extend The Performance Agreement For Sidewalk Improvement To April 24, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady
Attachments: None

The item was Approved on Consent Agenda.

9. McEwen Town Center PUD Subdivision, Site Plan, Section 3 (Infrastructure); Extend The Performance Agreement For Drainage, Green Infrastructure And Streets Improvements To October 24, 2024. (CONSENT AGENDA)

Sponsors: Melodie Brady
Attachments: None

The item was Approved on Consent Agenda.

10. October Park PUD Subdivision, Site Plan; Extend The Performance Agreement For Landscaping Improvement To October 24, 2024. (CONSENT AGENDA)

Sponsors: Melodie Brady
Attachments: None

The item was Approved on Consent Agenda.

11. Quail Hollow Business Park Subdivision, Final Plat, Section 2, Revision 4; Release The Maintenance Agreement For Sewer Improvement. (CONSENT AGENDA)

Sponsors: Melodie Brady
Attachments: None

The item was Approved on Consent Agenda.

12. Resource Centre PUD Subdivision, Final Plat; Extend The Performance Agreement For Traffic Signal And Warrant Study Improvement To April 24, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady
Attachments: None

The item was Approved on Consent Agenda.

13. Riverbluff PUD Subdivision, Site Plan, Section 1; Accept The Landscaping Improvement, Release The Performance Agreement And Establish A One-Year Maintenance Agreement. (CONSENT AGENDA)

Sponsors: Melodie Brady
Attachments:
1. Riverbluff PUD Sub, sec 1 - action request
2. Riverbluff PUD Sub, sec 1 - inspection punch list

The item was Approved on Consent Agenda.

14. Travel Centers Of America Subdivision, Site Plan; Extend The Performance Agreement For Green Infrastructure Improvement To April 24, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

15. Westhaven PUD Subdivision, Final Plat, Section 34; Accept The Drainage Improvement, Release The Performance Agreement And Establish A One-Year Maintenance Agreement. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments:
1. Westhaven PUD Sub, sec 34 - action request
2. Westhaven PUD Sub, sec 34 - inspection punch list

The item was Approved on Consent Agenda.

16. Wynfield Village Subdivision, Site Plan; Extend The Performance Agreement For ITS Elements, Landscaping And Sidewalks Improvements To April 24, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

REZONINGS/DEVELOPMENT PLANS

17. Consideration Of Ordinance 2024-15, An Ordinance To Remove 0.18 Acres Out Of The Central Franklin Overlay District (CFO) And Zone Into The Columbia Avenue Overlay District 1 (CAO1- Urban Commercial Development Sub-District) For The Property Located South Of South Margin Street And West Of Cummins Street, Located At 314 Cummins Street.

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:
1. MAP 314 Cummins Street, Rezoning
2. ORD 2024-15 314 Cummins St CAO Zoning_Combined_Law approved
3. 2007-03_ltr_24-04-01_Cover Letter and Combined Documents

Staff Presentation: Joey Bryan. The applicant is requesting to remove 0.18 acres from the Central Franklin Overlay District (CFO) and zone that property into the Columbia Avenue Overlay District 1 (CAO1-Urban Commercial Development Sub-District). The subject property is located at 314 Cummins Street and is currently zoned in the Central Commercial District (CC). Overlay districts are in addition to the base zoning district and provide additional regulations to maintain the established character of the district. The Columbia Avenue Overlay District is intended to "enhance the character and function of the Columbia Avenue gateway into Franklin." The CAO1 includes properties along Columbia Avenue between Five Points and Fowlkes Street and is characterized by a mix of one and two-story commercial buildings built over time, two historic residential buildings and shallow front building setbacks with some variation. Most properties in the CAO1 district span from Columbia to Cummins Street. However, this is one property that does not touch Columbia, yet is surrounded by the existing CAO1 Overlay district. The CAO1 District rezoning is compatible with the surrounding properties that are already within the CAO1 and will provide a more cohesive design for future development.

Recommendation: Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Ordinance 2024-15.

Public comment: None

Applicant Presentation: Matt Taylor, Margin Project. Mr. Taylor explained that this is an administrative request to include the 0.18 (314 Cummins Street) acres in the Columbia Avenue Overlay District 1 so that the property will fall under the same guidelines and ordinances as the rest of the Margin Project.

Motion
Commissioner Harrison motioned to recommend approval of Ordinance 2024-15, An Ordinance To Remove 0.18 Acres Out Of The Central Franklin Overlay District (CFO) And Zone Into The Columbia Avenue Overlay District 1 (CAO1- Urban Commercial Development Sub-District) For The Property Located South Of South Margin Street And West Of Cummins Street, Located At 314 Cummins Street to BOMA, seconded by Commissioner Franks.

Discussion: None

The motion carried 8-0.

18. Consideration Of Ordinance 2024-14, An Ordinance To Rezone 1.11 Acres From Residential 4 (R4) To Office Residential (OR) District For The Property Located North Of West Main Street And West Of Roberts Street, At 1138 And 1142 West Main Street.

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:
1. MAP Petway Place, Rezoning, Lots 17 and 18
2. ORD 2024-14 Petway Place Rez_Combined_Law approved
3. COF 8439 Survey 1
4. COF 8439 Survey 2

Staff Presentation: Joey Bryan. The subject property currently consists of two single family residential lots and are Lots 17 and 18 of the Petway Place Subdivision. Envision Franklin places these parcels in the Neighborhood Mixed Use Design Concept, which provides specific language for new development inside Mack Hatcher Parkway, which states “The small-town identity of the area should be preserved through special attention to massing and scale of new development. Historic structures are important community resources and should be preserved and protected. New buildings should be designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings.” The properties are located along West Main Street across from commercially zoned properties and adjacent to established residential subdivisions. The recommendations of the Neighborhood Mixed-Use Design Concept supports Zoning Districts with high activity and retail opportunities, such as Central Commercial. However, the Office Residential Zoning District provides a more contextual and transitional district that allows for both residential and limited nonresidential opportunities that maintain the recommendations and principles of the Neighborhood Mixed-Use Design Concept. The applicant has not submitted any additional plans for redevelopment currently. However, any new development would be limited to the ‘House’ building type to be compatible with the established neighborhood and the height would be limited to a 2-story maximum. The properties are also within the Central Franklin Overlay (CFO) which provides additional regulations for new development in the central core of the City.

Project Consideration: The sanitary sewer at this location must be evaluated for increased sewer flows to accommodate any future re-development.

Recommendation: Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Ordinance 2024-14.

Public comment: None

Applicant Presentation: James and Shelly Luckett, 2085 Carters Creek Pike. Mrs. Luckett stated that their goal is to preserve and maintain the property as it is currently. The OR designation will allow for additional uses of the homes for the future, if necessary. Mrs. Luckett thanked staff for their assistance during this process.

Motion
Commissioner Franks motioned to recommend approval of Ordinance 2024-14, An Ordinance To Rezone 1.11 Acres From Residential 4 (R4) To Office Residential (OR) District For The Property Located North Of West Main Street And West Of

Roberts Street, At 1138 And 1142 West Main Street to the Board of Mayor and Alderman, seconded by Commissioner Harrison.

Commissioner Petersen stated her concerns about the surrounding neighborhoods should the owners decide not to maintain the single-family home use and asked what the actual uses are for Office Residential (OR).

Ms. Diaz-Barriga noted that on pages 82-83 of the zoning ordinance the permitted uses include passive parks and open spaces, single-family homes, charitable and social organizations, and essential services, and offices. Chapter 3, pages 40-41 of the zoning ordinance details setback and height requirements along with other specifics regarding zoning standards.

Commissioner Williamson stated that initially she had similar concerns about the OR classification but looking at the zoning map there are similar zoning districts that continue through the Main Street corridor into downtown Franklin. These similar zoning districts provide context that support the rezoning of 1138 And 1142 West Main Street to Office Residential.

Chair Lindsey noted that across the street from 1138 And 1142 West Main Street, the properties are used as office buildings which would be consistent with the OR zoning.

Commissioner Mann encouraged the owners to maintain the properties as single-family homes, if possible. There is a high demand for living space in the Franklin core.

The motion carried 8-0.

Chair Lindsey thanked the Luckett's for their stewardship of the properties.

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

19. Eastview Subdivision, Final Plat, Block A, Revision 1, Lot 17, Creating 2 Lots, Reserving Right-Of-Way, And Dedicating Easements, On 0.35 Acres, Located At 1414 West Main Street. (CONSENT AGENDA).

Sponsors: Emily Wright, Amy Diaz-Barriga, Ariella Stanford

Attachments:
1. MAP Eastview Subdivision, Final Plat, Block A, Revision 1, Lot 17
2. 21-0101 Final Plat rev 4-2-24
3. Conditions of Approval

The item was Approved on Consent Agenda.

20. Franklin Grove Subdivision, Final Plat, Creating One Nonresidential Lot, On 5.19 Acres, Located At 423 South Margin Street. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:
1. MAP Franklin Grove Subdivision, Final Plat
2. Franklin Grove FInal Plat
3. COF 8433 Conditions of Approval_01

The item was Approved on Consent Agenda.

21. Franklin South Business Park Subdivision, Site Plan, Lot 106, Revision 1, Developing A Telecommunications Tower, On 1.03 Acres, Located At 4404 Franklin South Court.

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:
1. MAP Franklin South Business Park Subdivision, Site Plan, Lot 106, Revision 1
2. Landscape Sheets US-TN-5428_Ag Expo_CD_Rev0_04.04.2024.KV+D
3. 1-7 Pages from US-TN-5428_Ag Expo_CD_Rev0_04.04.2024 (signed) flat
4. 8-14 Pages from US-TN-5428_Ag Expo_CD_Rev0_04.04.2024 (signed) flat-2

5. 15-21 Pages from US-TN-5428_Ag Expo_CD_Rev0_04.04.2024 (signed) flat-3
6. 22-28 Pages from US-TN-5428_Ag Expo_CD_Rev0_04.04.2024 (signed) flat-4
7. 29-35 Pages from US-TN-5428_Ag Expo_CD_Rev0_04.04.2024 (signed) flat-5
8. 36-37 Pages from US-TN-5428_Ag Expo_CD_Rev0_04.04.2024 (signed) flat-6
9. COF 8432 Conditions of Approval_01

Staff Presentation: Joey Bryan. The applicant is requesting to develop a telecommunications tower on the property located at 4404 Franklin South Court. The property consists of 1.03 acres and is zoned Regional Commerce 12 District (RC12), which allows for the use of telecommunications towers with additional regulations on location and proximity to residential uses. The site plan as submitted meets those additional regulations. Site plans for telecommunication towers require approval from the Franklin Municipal Planning Commission and cannot be administratively approved.

Recommendation: Staff recommends approval with conditions (outlined in the staff report) of the Franklin South Business Park Subdivision, Lot 106, Revision 1.

Public Comment: None

Applicant Presentation: Russell Been. Mr. Been, of Cellective Solutions, a site acquisition company and hired by Vertical Bridge, stated that he has worked with the city staff to comply with site plan requirements and is in agreement with staff conditions.

Motion
Commissioner Harrison motioned to approve the site plan for Franklin South Business Park Subdivision, Lot 106, Revision 1, Developing A Telecommunications Tower, On 1.03 Acres, Located At 4404 Franklin South Court, seconded by Commissioner McLemore.

Commissioner Franks stated that he would like to see the completed drawings including the viewshed from different angles. There's a vacant lot at the end of the cul-de-sac along with a garage door company for sale that both have a lot of value. Placement of the tower in the proposed location will make it difficult to sell these properties.

Mr. Been stated that he worked with staff to submit all the drawings.

Commissioner Franks asked Mr. Been if there were other locations where the cell tower would be better suited and less intrusive. The Long Lane overpass is scheduled to be built in the future and cell service will be necessary in that area.

Mr. Been explained that he has been working on this location for a year and a half and working with city staff on the site plan for eight months.

Commissioner Mann noted that the complete documents were submitted but, for some reason, aren't loading. Commissioner Mann asked staff why this approval is before the FMPC instead of being handled administratively.

Ms. Wright explained that, historically, cell tower submittals have generated public interest making the most appropriate way to accommodate the public input was through a public hearing during the Planning Meeting. City staff have never felt comfortable administratively approving cell tower submittals without an opportunity for public input and guidance from the FMPC. For whatever reason, this submittal didn't generate much interest from the public.

Commissioner Williamson asked Mr. Been about the height of the tower and the distance from homes located at the end of Alfred Ladd Lane.

Mr. Been. The tower is proposed to be 150 feet tall with a lightening rod at the end that is 10 feet long. The purpose of the tower is to provide cell coverage along this section of interstate 65, the interchange at Peytonsville Road, and to new development in the area.

Commissioner Mann asked if there were alternatives to the 160 foot tower such as micro-towers and what the distance is between the proposed tower and the next closest towers.

Mr. Been explained that because of the development (Peytonsville Road Interchange area) along this section of I-65 more cell coverage is needed. Small cell or micro-towers are typically attached to the top of an electrical post and provide coverage for 6-8 homes within its proximity. A small cell can also provide enhanced cell coverage for high traffic periods when traffic may be at a standstill. Small cells are an extension of macro cell towers, and, in this case, a macro cell tower is needed. Mr. Been went on to say that the closest existing tower is the tower on the other side of the Ag Center, on the backside of the hill.

Commissioner Franks suggested upgrades to the existing tower by the Ag Center or to consider property on the west side of the interstate for the proposed tower.

Mr. Been explained that the tower on the backside of the hill by the Ag Center serves the residential area to the northeast. The proposed tower would serve cars traveling on I-65 and the new development on the west side of interstate 65.

Commissioner Franks asked why this specific lot was chosen as the site for the tower and where on the lot is the tower to be located. Will the tower be toward the rear of the lot?

Mr. Been stated that the zoning ordinance recommends placement of the tower on a commercially zoned property. The Travel Center, Williamson County (government) and the available site owners within commercial subdivision were all approached for possible locations of the tower. Mr. Been also noted he has worked extensively with city staff to accommodate city requirements with the site plan being redesigned and resubmitted multiple times. The tower is proposed to be setback 80 feet from the road as stipulated by the zoning ordinance. Mr. Been provided the full-sized set of plans (physical) for the Board to see.

Commissioner Franks stated that the proposed tower placement will hurt the value of the remaining lots for sale, some of which could potentially be multi-story office buildings. The tower is needed but Commissioner Franks stated that he doesn't support the location of the telecommunications tower or the site plan.

Ms. Diaz-Barriga stated that staff supports the site plan as it does meet all the requirements of the zoning ordinance. To answer Commissioner Williamson's question regarding distance between the tower and the first residential home on Alfred Ladd Road, Ms. Diaz-Barriga stated that it is 1750 feet.

Commissioner Franks suggested deferral of the item or disapproval of the site-plan and asked if neighbors were sent notices regarding FMPC's vote on the site plan.

Mr. Squires noted that a proper motion to approve with conditions is the question. This motion cannot be amended into a denial of the item. However, a motion to defer would be appropriate and would take precedence over the motion to approve with conditions.

Ms. Diaz-Barriga stated that a notice was published in the paper as required by the zoning ordinance. Staff has a signed owner's affidavit from the property owners of the proposed tower site stating that they know the site plan is being voted on at this meeting. Physical signs were not required by the zoning ordinance.

Commissioner Orr noted the presence of an electrical substation located in the general area of the proposed tower making the location of the tower an appropriate use of the site.

Pending no further discussion, Chair Lindsey stated that there is a proper motion to approve with conditions a site plan for Franklin South Business Park, Lot 106, made by Commissioner Harrison and seconded by Commissioner McLemore.

Motion to Defer
Commissioner Franks motioned to defer the Franklin South Business Park Subdivision, Site Plan, Lot 106, Revision 1, Developing A Telecommunications Tower, On 1.03 Acres, Located At 4404 Franklin South Court to the next voting meeting.

There being no second to the motion, Chair Lindsey stated the motion fails.

Chair Lindsey asked the Commissioners to vote on the main motion by roll call vote.

The original motion carried 7-1 (Commissioner Franks voting against).

22. Laguna Subdivision, Final Plat (formerly Tavistock Subdivision), Changing The Subdivision Name, And Recreating 6 Single-Family Residential Lots And 2 Open Space Lots, On 7.43 Acres, Located At 4060 Clovercroft Road. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:
1. MAP Laguna Subdivision, Final Plat
2. CONDITIONS OF APPROVAL 8443 Laguna Subdivision, Final Plat (formerly Tavistock Subdivision) Conditions of Approval
3. FINAL PLAT Laguna Subdivision, Final Plat

The item was Approved on Consent Agenda.

23. Shawnee PUD Subdivision, Final Plat, Creating 1 Multifamily Residential Lot, 2 Open Space Lots, And Establishing Easements, On 2.24 Acres, Located At 1101 Shawnee Drive. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:
1. MAP Shawnee PUD Subdivision, Final Plat
2. 2024.04.04 Final Plat - Shawnee PUD Subdivision (COF 8440)
3. COF 8440 Conditions of Approval_01

The item was Approved on Consent Agenda.

24. Westhaven PUD Subdivision, Final Plat, Section 64, Creating 21 Single-Family Lots, 1 Open Space Lot, And Dedicating Public Right-Of-Way And Easements, On Acres 6.388, Located Near The Intersection Of Championship Boulevard And Congress Drive. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:
1. MAP Westhaven PUD Subdivision, Final Plat, Section 64
2. CONDITIONS OF APPROVAL 8445 Westhaven PUD Subdivision, Final Plat, Section 64
3. FINAL PLAT COF 8445 Westhaven PUD Subdivision, Final Plat, Section 64

The item was Approved on Consent Agenda.

ANY OTHER BUSINESS

Chair Lindsey asked if there was any further business. There was none.

ADJOURN

A motion was made by Commissioner Harrison, seconded by Commissioner Orr to Adjourn. The motion carried 8-0.

There being no further business, the meeting adjourned at 7:45 PM.

_____ _____

Chair Date

HISTORIC FRANKLIN TENNESSEE

City of Franklin

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

File #: 21-0187

DATE: May 7, 2024

TO: Franklin Municipal Planning Commission

FROM:

SUBJECT:

Consideration Of Approval Of Items 3-4, 6, 8-10, And 12-14 On The Consent Agenda.

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning

BACKGROUND/STAFF COMMENTS:
(Brief description of the history and supporting information regarding the item, including an explanation of why staff is recommending the action.)

FINANCIAL IMPACT:

(Include the cost of the item, how the item will be funded, which fund it will come from, if there are grants or loans involved and whether the item is included in the current approved budget.)

RECOMMENDATION:

Staff recommends

File #: 21-0199

DATE: May 13, 2024

TO: Franklin Municipal Planning Commission

FROM: Melodie Brady, Surety Coordinator

SUBJECT:

Franklin Commons South Subdivision, Site Plan, Section 4, Revision 2, Lot 8 (Building Addition); Call Letter Of Credit For Performance Agreement For Landscaping, Streets Private, Drainage And Green Infrastructure Improvements.

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Municipal Planning Commission concerning the Notice of Non-Extension for letter of credit for Franklin Commons South Subdivision, Site Plan, Section 4, Revision 2, Lot 8 (Building Addition) from US Bank.

BACKGROUND/STAFF COMMENTS:

Franklin Commons South Subdivision, Site Plan, Section 4, Revision 2, Lot 8 (Building Addition) was approved, with conditions, on February 17, 2021. The performance agreement was signed on July 13, 2021. The irrevocable standby letter of credit was issued on July 14, 2021, in the amount of $132,000.00. While construction on the site has commenced, the improvements have not been reduced or released to maintenance.

The City of Franklin received a Notice of Non-Extension on March 21, 2024, stating the letter of credit will expire on May 27, 2024, with no further extensions. The City of Franklin notified Pedigo-Franklin Properties, L.P. via email on March 25, 2024, asking for them to contact the bank immediately and instruct them to rescind the non-extension notice, thereby restoring the required autorenewal clause. Mr Pedigo did respond to the email stating "I will". On April 29, 2024, The City of Franklin contacted Mr Pedigo stating that the bank has not sent the updated letter of credit to rescind the non-extension notice. On April 30, 2024, The City of Franklin received an email from Lina Terry, Vice President Business Banking Relationship Manager for US Bank stating that the rescind non-extension notice would be processed, and the City would receive it before May 13, 2024. On May 10, 2024, The City of Franklin received an email from Lina Terry stating that the rescind non-extension notice may not be received by May 13, 2024.

Due to the expiration date of the letter of credit (May 27, 2024), the FMPC meeting schedule (May 23, 2024), and our deadline for publishing the meeting agenda packet (May 15, 2024), staff is currently recommending calling the letter of credit for the improvements listed below. If staff receives the updated letter of credit to rescind the non-extension notice by the FMPC meeting date, staff will

update the recommendation accordingly.

Improvements on this performance agreement are landscaping for $4,000.00, streets private for $25,000.00, drainage for $19,000.00 and green infrastructure for $84,000.00. The amount for the improvements should cover the cost to complete the project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the FMPC declare the performance agreement for Franklin Commons South to be in default and authorize the calling of the agreement and surety for the completion of the improvements.

Should staff receive the updated letter of credit to rescind the non-extension notice by the FMPC meeting date, staff will revise the recommendation to deny the calling of the agreement and surety for the completion of improvements.

usbank.com

U.S. BANK NATIONAL ASSOCIATION
GLOBAL TRADE & STANDBY SERVICES, SL-MO-T6IL
505 N. 7TH STREET
ST. LOUIS, MISSOURI 53202

SWIFT: USBKUS44STL
TELEPHONE: 877-716-5696
FACSIMILE: 314-418-8078

NOTICE OF NON-EXTENSION

03/21/24

CITY OF FRANKLIN, TENNESSEE AND/OR
THE FRANKLIN MUNICIPAL PLANNING
COMMISSION
109 THIRD AVENUE SOUTH
FRANKLIN, TN 37064

RE: STANDBY LETTER OF CREDIT NO. SLCLSTL12759

DATE OF ISSUANCE: JULY 14, 2021

APPLICANT: PEDIGO-FRANKLIN PROPERTIES, L.P.
1711 OLD FORT PKWY, SUITE A
MURFREESBORO, TN 37129

IN ACCORDANCE WITH THE TERMS OF THIS STANDBY LETTER OF CREDIT YOU ARE NOTIFIED THAT WE DO NOT ELECT TO EXTEND THIS INSTRUMENT FOR ANY ADDITIONAL PERIOD OF TIME. THE STANDBY WILL, THEREFORE, EXPIRE AT OUR COUNTERS ON MAY 27, 2024 WITH NO FURTHER EXTENSIONS.

REGARDS,

U.S. BANK NATIONAL ASSOCIATION

AUTHORIZED SIGNATURE

CC: PEDIGO-FRANKLIN PROPERTIES, L.P.
1711 OLD FORT PKWY, SUITE A
MURFREESBORO, TN 37129

CC: (RM)

RECEIVED
JUL 15 2021

PERFORMANCE AGREEMENT

KNOW ALL MEN BY THESE PRESENTS: That **PEDIGO-FRANKLIN PROPERTIES, L.P.,** (hereinafter "Principal"), a Tennessee Limited Partnership, is indebted and firmly bound unto the CITY OF FRANKLIN, TENNESSEE for the use and benefit of the Franklin Municipal Planning Commission of Franklin, Tennessee, and for the use and benefit of all future lot owners within that certain site known as **FRANKLIN COMMONS SOUTH SUBDIVISION, SITE PLAN, SECTION 4, REVISION 2, LOT 8 (BUILDING ADDITION) PROJECT 7449,** in the penal sum of **ONE HUNDRED THIRTY TWO THOUSAND AND NO/100 DOLLARS ($132,000.00)** good and lawful money of the United States of America, for securing the performance of certain improvements and works, as hereinafter set forth, and for the payment of which sum well and truly to be made the undersigned does hereby bind itself, its heirs, executors, administrators, successors and assigns, firmly by these presents, and in support thereof represents, acknowledges and agrees as follows:

Recitals

1. That **PEDIGO-FRANKLIN PROPERTIES, L.P.,** is a Tennessee Limited Partnership, having a mailing address of 1711 Old Fort Parkway, Suite A, Murfreesboro, Tennessee, 37129.

2. The Principal has submitted a Site Plan of **FRANKLIN COMMONS SOUTH SUBDIVISION, SITE PLAN, SECTION 4, REVISION 2, LOT 8 (BUILDING ADDITION) PROJECT 7449,** a site located in the 9th Civil District of Williamson County, Tennessee, and situated within the corporate limits of the City of Franklin, Tennessee, said site plan prepared by M2 Group, LLC, dated February 4, 2021.

3. The approval of the Franklin Municipal Planning Commission is a condition precedent to the right of the Principal to receive necessary construction permits.

4. The Franklin Municipal Planning Commission will not approve the Site Plan of the subdivision for issuance of necessary permits until all grading, ditching, storm drainage, sanitary sewers, water lines and street improvements, street lights, landscaping and other improvements are completed and installed in accordance with

the regulations and specifications of the City of Franklin and the conditions established by the Franklin Municipal Planning Commission, or until a satisfactory Performance Agreement with sufficient surety is furnished.

5. It is the desire of the Principal to have necessary building permits issued so as to provide for the orderly development and transfer of property, and to have said permits issued prior to the actual completion of construction and installation of the improvements and works.

6. It is estimated that the cost of completing all improvements to **streets private** is **TWENTY FIVE THOUSAND AND NO/100 DOLLARS ($25,000.00);** to **drainage** is **NINETEEN THOUSAND AND NO/DOLLARS ($19,000.00);** to **green infrastructure** is **EIGHTY FOUR THOUSAND AND NO/100 DOLLARS ($84,000.00);** and to **landscaping** is **FOUR THOUSAND AND NO/100 DOLLARS ($4,000.00).**

7. Pursuant to the procedures followed by the Franklin Municipal Planning Commission, it is permissible for the Principal, in lieu of the completion of said improvements and works prior to issuance of necessary permits, to execute a agreement with good and sufficient surety satisfactory to the Franklin Municipal Planning Commission and the City of Franklin in an amount equal to the estimated cost of completion of the construction and installation of the required improvements and works, providing and insuring that said improvements and works will be constructed.

8. To secure installation of the aforesaid improvements and works, and to induce the Franklin Municipal Planning Commission and the City of Franklin to allow issuance of necessary building permits prior to completion of the required improvements and works, Principal provides this performance agreement and an irrevocable letter of credit from **a financial institution meeting the requirements of the City of Franklin Zoning Ordinance, containing an automatic renewal feature with no expiration date, callable within the physical limits of Williamson and/or Davidson County, Tennessee**, the proceeds of which are payable to the City of Franklin, Tennessee and/or the Franklin Municipal Planning Commission in an

amount equal to ONE HUNDRED THIRTY TWO THOUSAND AND NO/100 DOLLARS ($132,000.00).

9. The Franklin Municipal Planning Commission and the City of Franklin are willing to authorize the issuance of necessary permits upon the execution of this agreement by the Principal and the providing of the surety, understanding that this agreement is subject to the condition that the Principal will satisfactorily complete the construction of all required improvements and works, as herein set forth, and obtain their inspection approval and acceptance by the Franklin Municipal Planning Commission and the City of Franklin as required by the City of Franklin, but no less often than annually.

10. Principal agrees to have a registered professional engineer and/or registered landscape architect, depending on the type of improvements, involved in the construction phase of the project for the purpose of monitoring construction in order to determine conformity with approved plans and specifications of City of Franklin. All costs for the aforementioned professional services shall be borne by Principal.

NOW THEREFORE,

In the event said Principal shall fully comply with all the terms hereof, and shall construct, install and complete all of the required improvements and works, as hereinafter enumerated, and as are shown on the approved Site Plan, which Site Plan was reviewed and approved by the Franklin Municipal Planning Commission, and which Site Plan was reviewed and approved by the Superintendents of Streets, Water/Wastewater, Engineer, and Landscape Architect of the City of Franklin, and as also stated herein, which installation and completion shall be in accordance with the regulations of the City of Franklin, Tennessee, and also in accordance with the regulations and requirements of the Franklin Municipal Planning Commission, and in accordance with all conditions established by the Franklin Municipal Planning Commission as set forth in the minutes of its meetings, and do all of said work in a proper and workmanlike manner to the satisfaction of the City of Franklin, Tennessee, then this obligation shall be void. In the event that any of the required improvements

and works are not completed in accordance with each of the aforesaid rules, regulations and requirements, then the entire penal sum of $132,000.00, with respect to that improvement, shall be forfeited and paid to the Franklin Municipal Planning Commission and the City of Franklin by Principal and/or Surety as liquidated damages for such default. The Franklin Municipal Planning Commission and/or the City of Franklin shall then use said funds to pay for completion of the required improvements and works, refunding any unused portion of said funds. Action by the City of Franklin and/or the Franklin Municipal Planning Commission through the City Attorney in calling on the letter of credit to pay $132,000.00 pursuant to the terms of this Performance Agreement shall not be deemed a release of Principal for any liability hereunder. The Principal acknowledges that it is liable for all obligations under this Performance Agreement.

Witness my hand this the 13TH day of July, 2021.

PEDIGO-FRANKLIN PROPERTIES, L.P.
A Tennessee Limited Partnership

BY: [signature] PRESIDENT OF RESOURCE HOLDINGS INC.

TITLE: THE GENERAL PARTNER

STATE OF Tennessee)

COUNTY OF Rutherford)

Personally appeared before me, Shawnna Thompson, a Notary Public of said County and State, Jerrold Don Pedigo with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath, acknowledged (her)himself to be the President of **PEDIGO-FRANKLIN PROPERTIES, L.P.,** a Tennessee Limited Partnership, and that (s)he as such President, being authorized so to do, executed the foregoing instrument for the purposes contained therein.

Witness my hand and seal, this the 13th day of July, 2021.

[signature]
NOTARY PUBLIC

My Commission Expires: May 18, 2025

SHAWNNA THOMPSON
STATE OF TENNESSEE NOTARY PUBLIC
COUNTY OF RUTHERFORD

City of Franklin

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

File #: 21-0165

DATE: May 2, 2024

TO: Franklin Municipal Planning Commission

FROM: Melodie Brady, Surety Coordinator

SUBJECT:

Lincoln Square Subdivision, Site Plan, Revision 1, Lots 6-8 (Aspen Grove Plaza Office Park Phase III Building 4); Call Surety Posted By Cashier's Check For The Performance Agreement For The Multipurpose Trail Improvement.

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Municipal Planning Commission concerning failure to complete improvements related to Lincoln Square Subdivision, revision 1, lots 6-8 (Aspen Grove Office Park Phase III Building 4).

BACKGROUND/STAFF COMMENTS:

Lincoln Square Subdivision, Site Plan, Revision 1, Lots 6-8 (Aspen Grove Plaza Office Park Phase III Building 4) was approved, with conditions on July 25, 2013. The performance agreement for the multipurpose trail improvement was signed on November 25, 2013. The cashier's check was received on November 25, 2013. Every year, an action request was mailed to Corey Craig, Aspen Grove Office Partners (developer) giving them the opportunity to ask for the performance agreement to be reduced or released to maintenance.

The City will be working on a project that is close to the work that was obligated to be completed, near the intersection of Aspen Grove Drive and Jordan Road. If the developer were to choose to finally complete the work prior to the City starting their project, the City would end up having to remove the recently installed trail improvement work. Instead, the City would like to call the surety, and incorporate the remaining improvement work into the City project. The applicant was sent a letter stating that the surety will be called and incorporate the money assigned to this improvement into our project, reassigning the completion of the multipurpose trail to the City.

FINANCIAL IMPACT:

It is the staff's estimation that the amount of the surety will cover the work to be completed.

RECOMMENDATION:

Staff recommends that FMPC declares the performance agreement for the Lincoln Square Subdivision, revision 1, lot 6-8 to be in default and authorize the calling of the agreement and cashier's check for the completion of the improvement.

From:	Melodie Brady
To:	corey@celebrationhomes.com
Cc:	Paul Holzen; Jonathan Marston; Amy Diaz-Barriga; Vernon Gerth; Daniel Brady
Subject:	City of Franklin - Lincoln Square
Date:	Thursday, April 11, 2024 4:19:00 PM
Attachments:	Lincoln Square.pdf

Mr Craig,

Hope you are doing well. Please see the attached letter about Lincoln Square. Please let me know if you have any questions. Have a great day.

Thank you,

Melodie Brady
Surety Coordinator

City of Franklin
109 3rd Avenue South, Suite 133
Franklin, TN 37064

Phone: 615-550-6736

PLANNING AND SUSTAINABILITY DEPARTMENT

Emily Wright, AICP
Director

HISTORIC
FRANKLIN
TENNESSEE

Dr. Ken Moore
Mayor

Eric S. Stuckey
City Administrator

April 11, 2024

Mr. Corey Craig
Aspen Grove Office Partners
3333 Aspen Grove Drive
Suite 140
Franklin, TN 37067

Dear Mr. Craig,

I hope this letter finds you well. I am writing to find out where you stand on the project at Lincoln Square Subdivision, Site Plan, Revision 1, Lots 6-8 (Aspen Grove Plaza Office Park Phase III Building 4) COF 2708. Action requests have been mailed to you every year since the cashier's check ($14,000.00) and performance agreement was received on November 25, 2013, with no response back from you.

The City will be working on a project that is close to the work you are obligated to complete. Because of this, the City intends to call the agreement, and incorporate the money assigned to this improvement into our project, reassigning the completion of the multipurpose trail to the City. Please respond to this correspondence within seven days if you take objection with this course of action, otherwise the City will take your nonresponse as acceptance.

Please acknowledge the receipt of this letter at your earliest convenience. Should you have any questions or require further clarification, do not hesitate to contact me directly at 615-550-6736 or melodie.brady@franklintn.gov.

Very sincerely,

Melodie Brady

Melodie Brady
Surety Coordinator
City of Franklin

NOV 25 2013

PERFORMANCE AGREEMENT

KNOW ALL MEN BY THESE PRESENTS: That **ASPEN GROVE OFFICE PARTNERS** (hereinafter "Principal"), a Tennessee General Partnership, qualified to do business in Tennessee, (hereinafter "Principal"), is indebted and firmly bound unto the CITY OF FRANKLIN, TENNESSEE for the use and benefit of the Franklin Municipal Planning Commission of Franklin, Tennessee, and for the use and benefit of all future lot owners within that certain site known as **Lincoln Square Subdivision, Site Plan, Revision 1, Lots 6-8 (Aspen Grove Plaza Office Park Phase III Building 4) Project 2708,** in the penal sum of **FOURTEEN THOUSAND AND NO/100 DOLLARS ($14,000.00)** good and lawful money of the United States of America, for securing the performance of certain improvements and works, as hereinafter set forth, and for the payment of which sum well and truly to be made the undersigned does hereby bind itself, its heirs, executors, administrators, successors and assigns, firmly by these presents, and in support thereof represents, acknowledges and agrees as follows:

Recitals

1. That **ASPEN GROVE OFFICE PARTNERS,** is a Tennessee General Partnership, qualified to do business in Tennessee, having a mailing address of 3333 Aspen Grove Drive, Suite 140, Franklin, Tennessee, 37067.

2. The Principal has submitted a Site Plan of Lincoln Square Subdivision, Site Plan, Revision 1, Lots 6-8 (Aspen Grove Plaza Office Park Phase III Building 4) Project 2708, a site located in the 8th Civil District of Williamson County, Tennessee, and situated within the corporate limits of the City of Franklin, Tennessee, said Site Plan prepared by Batson and Associates, dated March 11, 2013 and revised on July 2, 2013.

3. The approval of the Franklin Municipal Planning Commission is a condition precedent to the right of the Principal to receive necessary construction permits.

4. The Franklin Municipal Planning Commission will not approve the Site Plan of the subdivision for issuance of necessary permits until all grading, ditching,

storm drainage, sanitary sewers, water lines and street improvements, street lights, landscaping and other improvements are completed and installed in accordance with the regulations and specifications of the City of Franklin and the conditions established by the Franklin Municipal Planning Commission, or until a satisfactory Performance Agreement with sufficient surety is furnished.

5. It is the desire of the Principal to have necessary building permits issued so as to provide for the orderly development and transfer of property, and to have said permits issued prior to the actual completion of construction and installation of the improvements and works.

6. It is estimated that the cost of completing all improvements to **multipurpose trail** is **FOURTEEN THOUSAND AND NO/100 ($14,000.00).**

7. Pursuant to the procedures followed by the Franklin Municipal Planning Commission, it is permissible for the Principal, in lieu of the completion of said improvements and works prior to issuance of necessary permits, to execute a agreement with good and sufficient surety satisfactory to the Franklin Municipal Planning Commission and the City of Franklin in an amount equal to the estimated cost of completion of the construction and installation of the required improvements and works, providing and insuring that said improvements and works will be constructed.

8. To secure installation of the aforesaid improvements and works, and to induce the Franklin Municipal Planning Commission and the City of Franklin to allow issuance of necessary building permits prior to completion of the required improvements and works, Principal provides this Performance Agreement and FOURTEEN THOUSAND AND NO/100 DOLLARS ($14,000.00) cash to be deposited into an escrow account by the City of Franklin.

9. The Franklin Municipal Planning Commission and the City of Franklin are willing to authorize the issuance of necessary permits upon the execution of this agreement by the Principal and providing of the surety, understanding that this agreement is subject to the condition that the Principal will, prior to July 25, 2014, complete the construction of all required improvements and works, as herein set forth,

and obtain their inspection, approval and acceptance by the Franklin Municipal Planning Commission and the City of Franklin.

10. Principal agrees to have a registered professional engineer and/or registered landscape architect, depending on the type of improvements, involved in the construction phase of the project for the purpose of monitoring construction in order to determine conformity with approved plans and specifications of City of Franklin. All costs for the aforementioned professional services shall be borne by Principal.

NOW THEREFORE,

In the event said Principal shall, on or before July 25, 2014, fully comply with all the terms hereof, and shall construct, install and complete all of the required improvements and works, as hereinafter enumerated, and as are shown on the approved Site Plan prepared by Batson and Associates, which Site Plan was reviewed and approved by the Franklin Municipal Planning Commission, and which Site Plan was reviewed and approved by the Superintendents of Streets, Water/Wastewater, and Engineer of the City of Franklin, and as also stated herein, which installation and completion shall be in accordance with the regulations of the City of Franklin, Tennessee, and also in accordance with the regulations and requirements of the Franklin Municipal Planning Commission, and in accordance with all conditions established by the Franklin Municipal Planning Commission as set forth in the minutes of its meetings, and do all of said work in a proper and workmanlike manner to the satisfaction of the City of Franklin, Tennessee, then this obligation shall be void. In the event that any of the required improvements and works are not completed on or before July 25, 2014, and in accordance with each of the aforesaid rules, regulations and requirements, then the entire penal sum of $14,000.00, with respect to that improvement, shall be forfeited and paid to the Franklin Municipal Planning Commission and the City of Franklin by Principal and/or Surety as liquidated damages for such default. The Franklin Municipal Planning Commission and/or the City of Franklin shall then use said funds to pay for completion of the required improvements

and works, refunding any unused portion of said funds. Action by the City of Franklin and/or the Franklin Municipal Planning Commission through the City Attorney in withdrawing the $14,000.00 cash, or such lesser amount as is necessary, pursuant to the terms of this Performance Agreement shall not be deemed a release of Principal for any liability hereunder. The Principal acknowledges that it is liable for all obligations under this Performance Agreement.

Witness my hand this the 25 day of November, 2013.

ASPEN GROVE OFFICE PARTNERS
a Tennessee General Partnership, qualified to do business in Tennessee

BY: _____

TITLE: Chief Mgr.

STATE OF Tennessee)

COUNTY OF Williamson)

Personally appeared before me, M. Todd Jackson, a Notary Public of said County and State, Jim Leuty, with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath, acknowledged (her) himself to be the Chief Manager of **ASPEN GROVE OFFICE PARTNERS,** a Tennessee General Partnership, qualified to do business in Tennessee, and that (s)he as such Chief Manager, being authorized so to do, executed the foregoing instrument for the purposes contained therein.

Witness my hand and seal, this the 25 day of November, 2013.

_____
NOTARY PUBLIC

My Commission Expires: 7-26-15

M. TODD JACKSON
STATE OF TENNESSEE NOTARY PUBLIC
WILLIAMSON COUNTY
My Commission Expires July 26, 2015

File #: 21-0181

DATE: May 7, 2024

TO: Franklin Municipal Planning Commission

FROM: Emily Wright, Director of Planning and Sustainability
Amy Diaz-Barriga, Asst Director of Planning Development
Ariella Stanford, Planner

SUBJECT:

Church Of The City Subdivision, Final Plat, Creating One Lot And Dedicating Right-Of-Way And Easements, On 44.37 Acres, Located At The Southwest Corner Of The Intersection Of Murfreesboro Road And Mack Hatcher Memorial Parkway.

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8464
Applicant: JC Elder
Owner: Church of the City

BACKGROUND/STAFF COMMENTS:
This final plat creates 1 lot and dedicates right-of-way and easements. The property is zoned Civic and Institutional (CI) and consists of 44.37 acres. The corresponding site plan was approved in October 2023, and the final plat is consistent with the site plan. The creation of new lots on this final plat requires approval by the Franklin Municipal Planning Commission.

PROCEDURAL REQUIREMENTS:
1. In addition to uploading the corrected plat to the online plan review website (https://franklin.contractorsplanroom.com/secure/), the applicant shall submit the Mylar to the Department of Building and Neighborhood Services (Suite 110, Franklin City Hall). The mylar shall be 18 inches by 24 inches in size. The Certificates of Approval for the Subdivision Name and Street Names, Water System (if not COF Water), Survey, and Ownership shall be signed when the plat is resubmitted. The Mylar shall be submitted to BNS within five (5) business days of the corrected electronic plat being uploaded to the online plan review website (or vice versa) or the item shall be rejected as incomplete for City review. With the resubmittal, each condition of approval/open issue in the online plan review system shall contain a full response from the applicant as to the satisfaction or completion of that condition.
2. The City's project identification number shall be included in all correspondence with any City department relative to this project.
3. The applicant shall upload a .dwg copy of the final plat through the IDT system (link above)

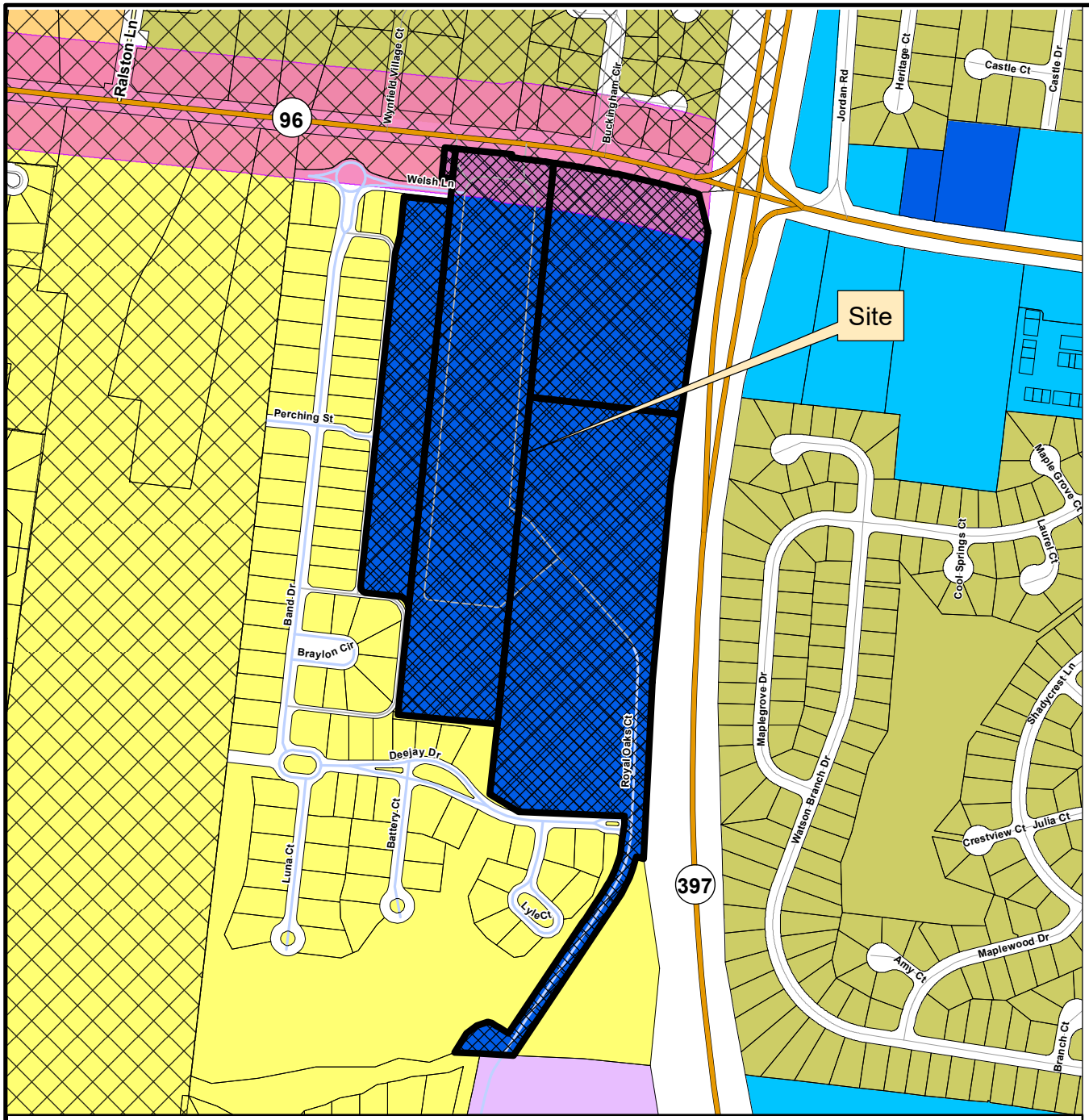
in Tennessee state plan coordinates, NAD 83, NAVD 88, zone 4100/5301 for incorporation of the plat into the Franklin GIS database.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends approval with conditions of Church of the City Subdivision, Final Plat. Conditions of approval are attached.



CHURCH OF THE CITY SUBDIVISION
FINAL PLAT

Project Information
Existing Zoning: CI Civic and Institutional
Overlay Districts: CFO, SCO
Site Acreage: 44.37 acres
Total Number of Lots: 1

Legend

- Church of the City Subdivision
- Central Franklin Overlay
- Scenic Corridor Overlay
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial 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 2024. All rights reserved.

N

0 250 500 1,000
Feet

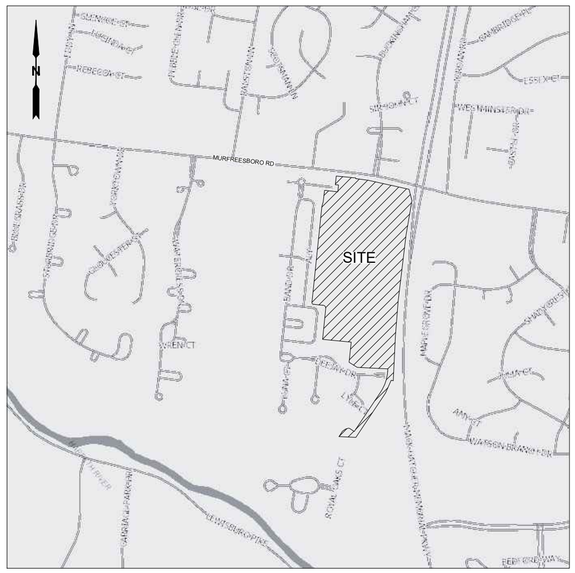
HISTORIC FRANKLIN TENNESSEE

FINAL PLAT
for
CHURCH OF THE CITY

828 MURFREESBORO ROAD
FRANKLIN, TN 37064
TAX MAP 079, PARCELS 094.00, 095.00, & 096.02
DEED BOOK 396, PAGE 422; DEED BOOK 1259, PAGE 668; &
DEED BOOK 1671, PAGE 452, R.O.W.C.

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO DEDICATE EASEMENTS, RIGHT-OF-WAY, AND CONSOLIDATE EXISTING PARCELS INTO ONE (1) BUILDABLE LOT.
2. BEARINGS AS SHOWN ARE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPSZONE 4100; NAD 83 DATUM.
3. SUBJECT PARCEL: MAP 079.00, PARCELS 094.00, 95.00, & 96.02.
4. SUBJECT PROPERTY LOCATED IN THE 9TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TENNESSEE.
5. PROPERTY IS ZONED CI, CIVIC INSTITUTIONAL DISTRICT; ZONING OVERLAY DISTRICTS: CFO, CENTRAL FRANKLIN OVERLAY & SCO, SCENIC CORRIDOR OVERLAY
6. THE ACCURACY OF ANY FLOOD HAZARD DATA SHOWN ON THIS REPORT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAP. A PORTION OF THE DESCRIBED TRACT LIES WITHIN FLOODWAY, AND IS SHOWN IN THE AREA ZONE AE (SHADED) AS SAID TRACT PLOTS BY SCALE ON FEMA FIRM MAP NUMBER 47187C0211G ON THE FLOOD INSURANCE RATE MAPS FOR CITY OF FRANKLIN, TENNESSEE (EFFECTIVE DATE DECEMBER 22, 2016).
7. LOT SHALL CONFORM TO ALL REQUIREMENTS OF THE "FRANKLIN ZONING ORDINANCE".
8. 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.
9. UTILITIES AS SHOWN WERE TAKEN FROM VISIBLE FIELD LOCATIONS. UTILITY DETAILS AND PRECISE GROUND LOCATIONS SHOULD BE OBTAINED FROM THE PROPER AUTHORITIES BEFORE ANY GROUND DISTURBANCE OR CONSTRUCTION IS STARTED.
10. THE CURRENT OWNER HAS NO KNOWLEDGE OF ANY ENTITY HAVING MINERAL RIGHTS TO THE SUBJECT PROPERTY.
11. THE CITY OF FRANKLIN WATER MANAGEMENT IS NOT RESPONSIBLE FOR ANY DRIVEWAY CROSSINGS.
12. 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.
13. MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES, INCLUDING LOT LINE SWALES, SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA. 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.
14. SIDEWALKS AND TRAILS OUTSIDE OF PUBLIC RIGHT-OF-WAY SHALL BE PUBLIC ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE PROPERTY OWNER(S) OR THE HOA.
15. NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS. 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.
16. GREEN INFRASTRUCTURE EASEMENTS ARE EXCLUSIVE EASEMENTS DEFINING AREAS SET ASIDE FOR THE CONSTRUCTION, MAINTENANCE, REPAIR, MONITORING, AND OTHER ACTIVITIES NECESSARY FOR THE FURTHERANCE OF WATER QUALITY FEATURES DESIGNATED AS GREEN INFRASTRUCTURE PRACTICES BY THE CITY OF FRANKLIN, AND TO PROVIDE PUBLIC ACCESS TO SUCH FEATURES. ANY AND ALL ACTIVITIES, EXCEPT AS SPECIFICALLY PERMITTED BY NOTATION ON THE CURRENT PLAT OF RECORD AND/OR WITHIN THE RECORDED LONG TERM MAINTENANCE AGREEMENT, SHALL BE STRICTLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY ENGINEER OR HIS DESIGNEE.
17. CROSS ACCESS EASEMENTS SHALL PROVIDE PERPETUAL, NON EXCLUSIVE ACCESS FOR THE PURPOSES OF VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS ACROSS THE CROSS ACCESS EASEMENT. PROPERTY OWNER(S) SHALL MAINTAIN AND KEEP THE CROSS ACCESS EASEMENT WITHIN THEIR DEVELOPMENT IN A COMMERCIALLY REASONABLE CONDITION AND STATE OF REPAIR.
18. TREES SHALL BE PRUNED TO A MINIMUM OF EIGHT FEET ABOVE GRADE AND NO FENCES OR OTHER OBSTRUCTIONS SHALL BE TALLER THAN THREE FEET ABOVE GRADE WITHIN SIGHT TRIANGLES FOR STREET INTERSECTIONS AND ROADWAY SIGNAGE PER THE LATEST VERSION OF AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
19. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER, OR HIS DESIGNEE.
20. PRINCIPAL BUILDING SETBACKS ARE: FRONT YARD ABUTTING LOCAL OR COLLECTOR STREETS - 25'; FRONT YARD ABUTTING ARTERIAL STREET - 75', SIDE YARD - 25'; REAR YARD - 25'
21. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A GENERAL PROPERTY SURVEY AND CONFORMS TO THE ACCURACY OF A CATEGORY 1 SURVEY AS CURRENTLY DEFINED AND ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, AND THE RATIO OF PRECISION IS LESS THAN 1:10,000.
22. THERE SHALL BE NO DIRECT ACCESS FROM ANY LOTS TO MACK HATCHER MEMORIAL PARKWAY. UPON COMPLETION OF THE DRIVEWAY CONSTRUCTION WITHIN THE CROSS-ACCESS EASEMENT SHOWN HEREON, ACCESS TO MURFREESBORO ROAD/STATE ROUTE 96 SHALL BE LIMITED TO THE LOCATION OF THE CROSS-ACCESS EASEMENT SHOWN HEREON.
23. THE PROPERTY SHOWN HEREON IS SUBJECT TO THE LONG TERM MAINTENANCE PLAN AGREEMENT AS RECORDED IN DEED BOOK ____, PAGE ____, IN THE REGISTER'S OFFICE OF WILLIAMSON COUNTY, TN.



VICINITY MAP - NOT TO SCALE

APPLICANT:
JC ELDER
1615 16TH AVE S
NASHVILLE, TN 37212

OWNER:
CHURCH OF THE CITY
828 MURFREESBORO RD
FRANKLIN, TN 37064

SURVEYOR:
MARK CANTRELL, T-SQUARE ENGINEERING & SURVEYING
111 SOUTHEAST PKWY CT
FRANKLIN, TN 37064

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 _____, Page _____, 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(s) 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 Date
Franklin Municipal Planning Commission

Certificate of Approval of Subdivision Name, Street Names, and Addressing

Subdivision name and street names approved by the Williamson County Emergency Management Agency and the City of Franklin.

Williamson County Emergency Management Agency Date

City of Franklin Date

MTEMC Signature

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.

Date Middle Tennessee Electric Membership Corporation

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 16th day of FEBRUARY, 2024.

Surveyor Date 5-2-2024

Certificate of Approval of Water and Sewer Systems

I hereby certify that:

A. The water and sewer systems designated in _____ Subdivision have been installed in accordance with City specifications, or

B. 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 Date
City of Franklin, Tennessee

Certificate of Approval of Streets, Drainage, Sidewalks, and Green Infrastructure

I hereby certify that:

A. The streets, drainage, sidewalks, and green infrastructure designated in _____ Subdivision have been installed in accordance with City specifications, or

b. A performance agreement and surety in the amount of $_____ for streets, $_____ for drainage, $_____ for sidewalks, and $_____ for green infrastructure has been posted with the City of Franklin, Tennessee, to assure completion of such improvements.

Director, Streets Department Date
City of Franklin, Tennessee

REVISIONS		
NO.	DATE	
1	5-2-24	REVISED PER CITY COMMENTS

DATE: 5-2-2024	DRAWN BY: DSW
SCALE:	REVIEWER:

FINAL PLAT
COF #8464

CHURCH OF THE CITY

J. MARK CANTRELL
PROFESSIONAL LAND SURVEYOR
XVI
AGRICULTURE
COMMERCE
TENNESSEE NO. 1859
5-2-2024

PROJECT
21-0833

SHEET
1 OF 3

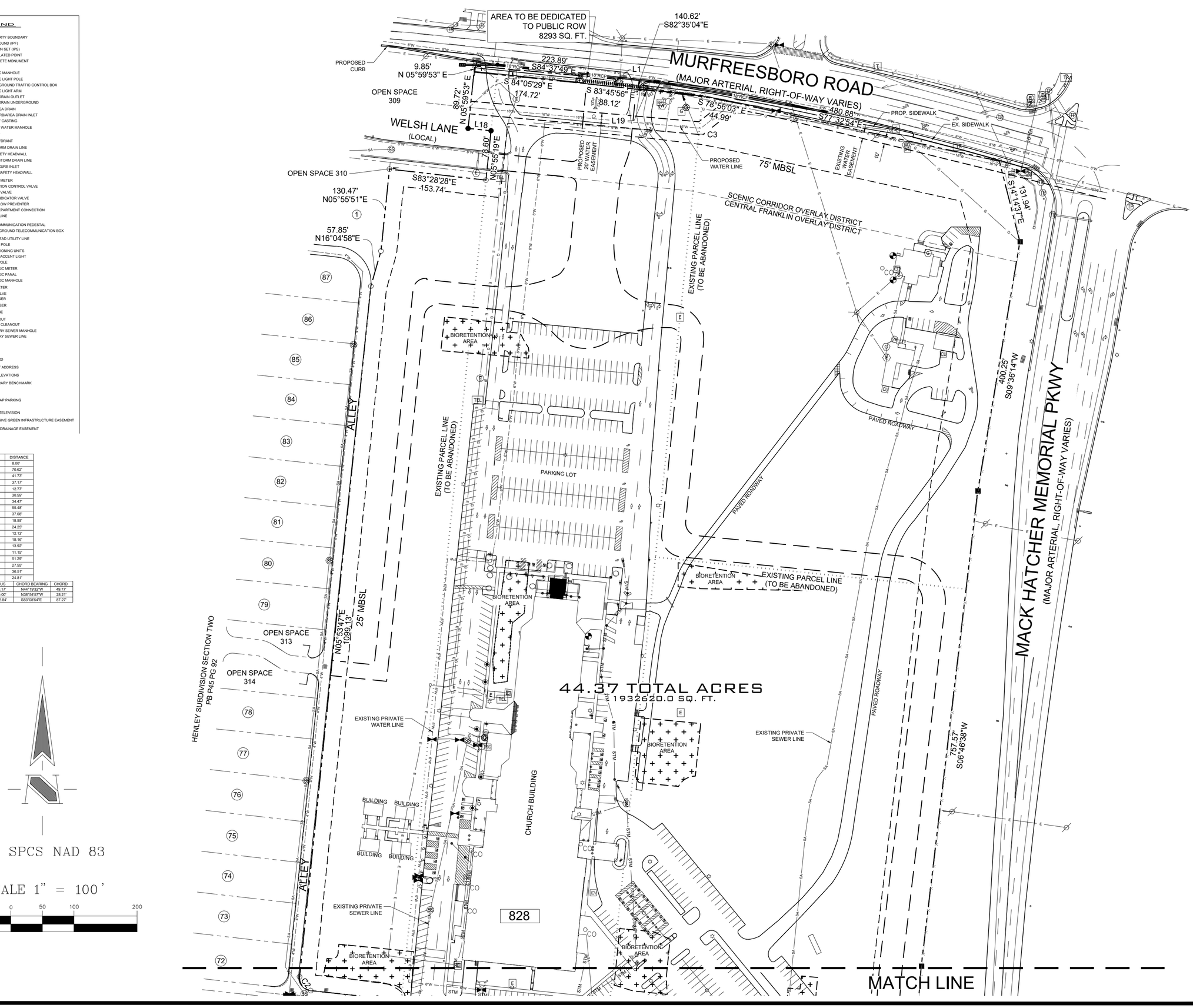
T-SQUARE ENGINEERING

LEGEND

- PROPERTY BOUNDARY
- IRON FOUND (IPF)
- IRON PIN SET (IPS)
- CALCULATED POINT
- CONCRETE MONUMENT
- TRAFFIC MANHOLE
- TRAFFIC LIGHT POLE
- UNDERGROUND TRAFFIC CONTROL BOX
- TRAFFIC LIGHT ARM
- ROOF DRAIN OUTLET
- ROOF DRAIN UNDERGROUND
- EX. AREA DRAIN
- EX. CURB/AREA DRAIN INLET
- TOP OF CASTING
- STORM WATER MANHOLE
- SPIGOT
- FIRE HYDRANT
- EX. STORM DRAIN LINE
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- WATER VALVE
- POST INDICATOR VALVE
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- FIRE DEPARTMENT CONNECTION
- WATERLINE
- TELECOMMUNICATION PEDESTAL
- UNDERGROUND TELECOMMUNICATION BOX
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- PIPE RISER
- GAS LINE
- CLEANOUT
- SEWER CLEANOUT
- SANITARY SEWER MANHOLE
- SANITARY SEWER LINE
- SIGNS
- FENCE
- BOLLARD
- 828 STREET ADDRESS
- SPOT ELEVATIONS
- XXXXX TEMPORARY BENCHMARK
- TREE
- HANDICAP PARKING
- SIGN
- CABLE TELEVISION
- EXCLUSIVE GREEN INFRASTRUCTURE EASEMENT
- PUBLIC DRAINAGE EASEMENT

LINE	BEARING	DISTANCE
L1	S07°24'59"W	8.00'
L2	N31°54'02"E	70.62'
L3	N54°17'29"E	41.73'
L4	N71°22'44"E	37.17'
L5	S78°24'18"E	12.77'
L6	S58°41'32"E	30.59'
L7	S56°13'25"E	34.47'
L8	N33°35'44"E	55.48'
L9	N33°24'25"E	37.08'
L10	N32°47'13"E	18.55'
L11	N31°41'54"E	24.25'
L12	N30°03'23"E	12.12'
L13	N28°04'21"E	18.16'
L14	N25°32'14"E	13.92'
L15	N23°44'41"E	11.15'
L16	N18°57'19"E	51.29'
L17	N02°57'25"E	27.55'
L18	N84°12'45"W	36.51'
L19	S83°48'49"E	24.81'

CURVE	ARC	RADIUS	CHORD BEARING	CHORD
C1	53.93	39.17'	N44°19'32"W	49.77'
C2	31.31'	20.00'	N38°54'57"W	28.21'
C3	87.27'	3322.84'	S83°08'54"E	87.27'



TN SPCS NAD 83

SCALE 1" = 100'

100 0 50 100 200

NO.	DATE	REVISIONS
1	5-2-24	REVISED PER CITY COMMENTS

DATE:	DRAWN BY:
5-2-2024	DSW
SCALE:	REVIEWER:
1" = 100'	

FINAL PLAT

COF #8464

CHURCH OF THE CITY

J. MARK CANTRELL
PROFESSIONAL LAND SURVEYOR
XVI
AGRICULTURE
COMMERCE
TENNESSEE NO. 1859
5-2-2024

PROJECT
21-0833

SHEET
2 OF 3

T-SQUARE ENGINEERING

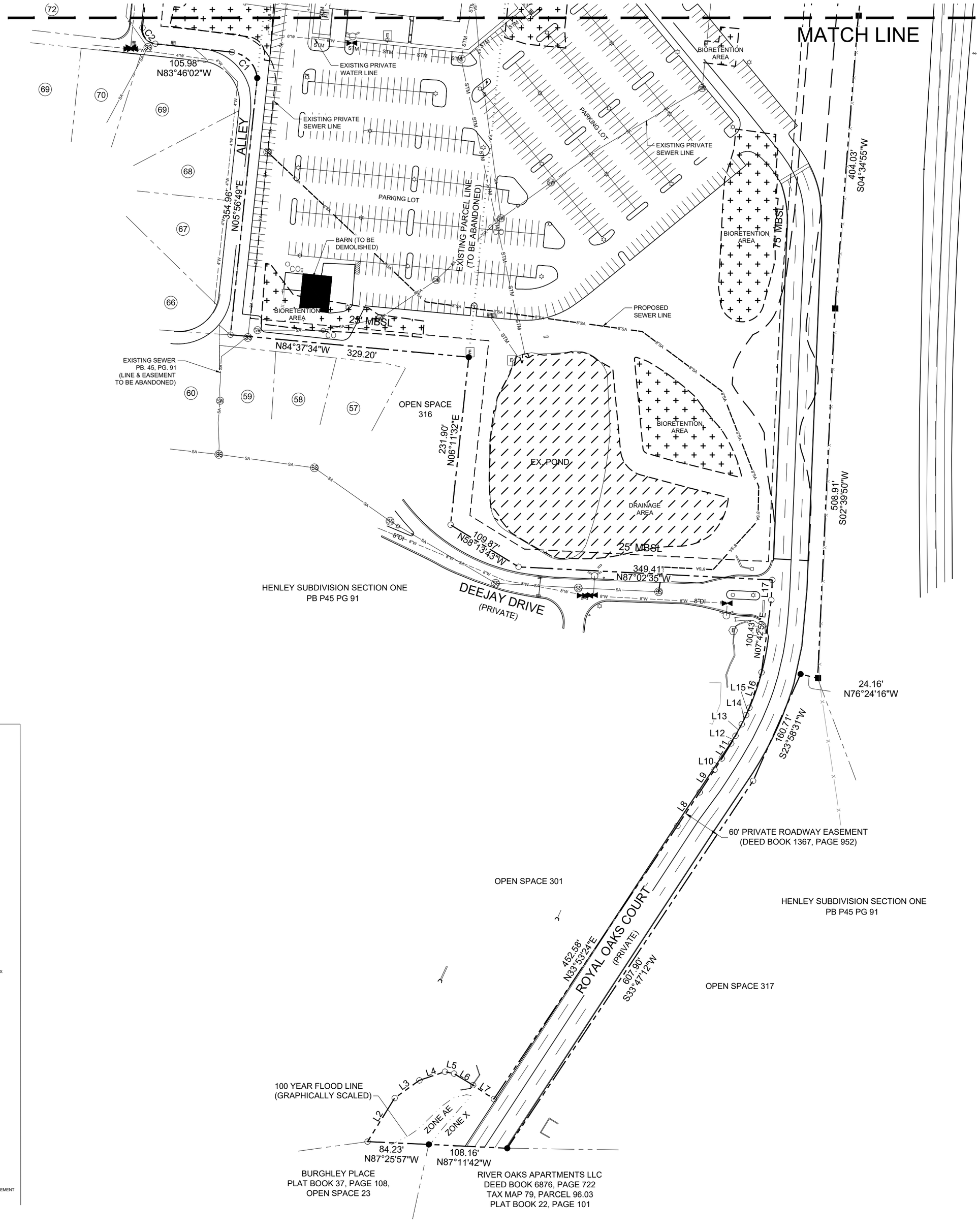
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T-SQUARE ENGINEERING

SHEET 3 OF 3

PROJECT 21-0833

J. MARK CANTRELL
PROFESSIONAL LAND SURVEYOR
XVI
AGRICULTURE
COMMERCE
TENNESSEE NO. 1859
5-2-2024

FINAL PLAT

COF #8464

SCALE: 1" = 100'
DATE: 5-2-2024
REVIEWER:
DRAWN BY: DSW

NO.	DATE	REVISIONS
1	5-2-24	REVISED PER CITY COMMENTS

CHURCH OF THE CITY

COF no: 8464

CONDITIONS OF APPROVAL:

Open Issues: 7 These issues are currently being filtered

Engineering - Final Plat Checklist

General Issues

25. 0. General Information

lance.fittro@franklintn.gov Applicant shall ensure that any modifications to the site plan COF #8237 are reflected on the final plat. The final plat shall match the site plan. This comment to remain as a condition of approval in the event the site plan is modified prior to One Stop submittal of the final plat.

32. C. Final Plat

lance.fittro@franklintn.gov With the submittal to One Stop, Applicant shall complete the reference on the plat to the deed book and page number where the Long Term Maintenance Plan (LTMP) agreement and attachments for the subject property are recorded.


23. THE PROPERTY SHOWN HEREON IS SUBJECT TO THE LONG TERM MAINTENANCE PLAN AGREEMENT AS RECORDED IN DEED BOOK ____, PAGE ____, IN THE REGISTER'S OFFICE OF WILLIAMSON COUNTY, TN.

MTEMC

21-0833 FINAL PLAT rev 5-2-24.pdf

36. MTEMC Easement

ehale@mtemc.com Please note 40' easement on all overhead electric and 20' on all underground electric lines.
Thanks

Performance Agreement and Surety

General Issues

22. Engineering Sureties

kevin.long@franklintn.gov Applicant shall post sureties in the following amount (previously omitted from the site plan):

- **I. City Water: $ 66,000**

Additionally, any unposted sureties associated with this development from site plan: **COF #8237 (Church of the City Subdivision, Site Plan)** shall be transferred to this final plat as a condition of approval.

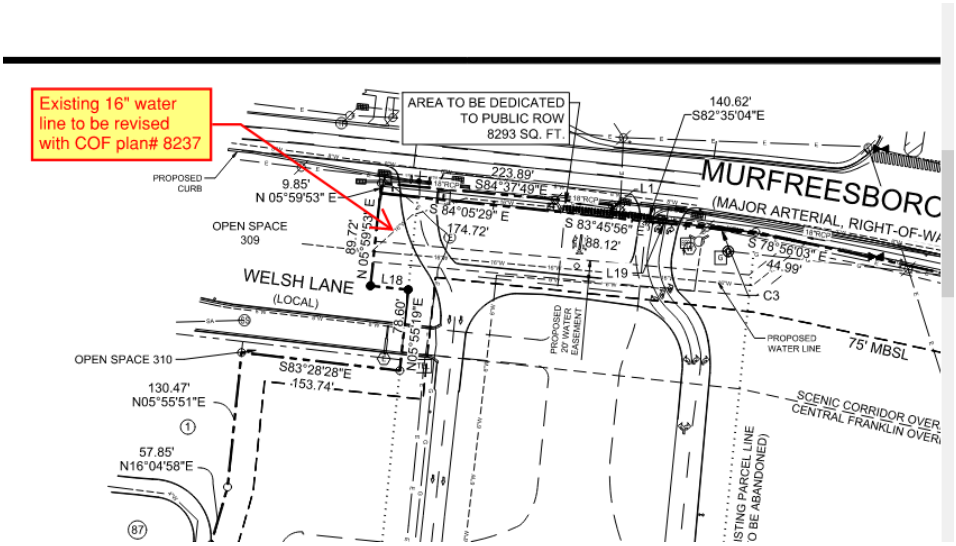
(This comment serves only as a reminder to staff and does not hinder approval. No response is necessary from the applicant beyond "N/A" or "Acknowledged" to satisfy requirements of the IDT system.)

Water/Sewer

General Issues

5. Water relocation

ben.mcneil@franklintn.gov	The applicant has corrected the water alignment but did not include the note for the revision of the water line in accordance with COF plan 8237. The applicant shall add the note for the One Stop submittal.



City of Franklin

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

File #: 21-0182

DATE: May 7, 2024

TO: Franklin Municipal Planning Commission

FROM: Emily Wright, Director of Planning and Sustainability
Amy Diaz-Barriga, Asst Director of Planning Development
Joseph Bryan, Principal Planner

SUBJECT:

Hard Bargain II PUD Subdivision, Final Plat, Creating 2 Single Family Residential Lots, On 0.33 Acres, Located At 958 Glass Street. (CONSENT AGENDA)

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8435
Applicant: Mathew Piofer, Civil & Environmental Consultants, Inc.
Owner: Hard Bargain Association, Derrick Solomon, Rep.

BACKGROUND/STAFF COMMENTS:
The purpose of this plat is to create 2 single family residential lots, on 0.33 acres, for the property located at 958 Glass Street. The plat corresponds to the Hard Bargain II PUD Subdivision Development Plan. The development plan received final approval in January 2024 and the site plan is receiving conditional administrative approval as part of the current review cycle.

PROCEDURAL REQUIREMENTS:
1. In addition to uploading the corrected plat to the online plan review website (https://franklin.contractorsplanroom.com/secure/), the applicant shall submit the Mylar to the Department of Building and Neighborhood Services (Suite 110, Franklin City Hall). The mylar shall be 18 inches by 24 inches in size. The Certificates of Approval for the Subdivision Name and Street Names, Water System (if not COF Water), Survey, and Ownership shall be signed when the plat is resubmitted. The Mylar shall be submitted to BNS within five (5) business days of the corrected electronic plat being uploaded to the online plan review website (or vice versa) or the item shall be rejected as incomplete for City review. With the resubmittal, each condition of approval/open issue in the online plan review system shall contain a full response from the applicant as to the satisfaction or completion of that condition.
2. The City's project identification number shall be included in all correspondence with any City department relative to this project.
3. The applicant shall upload a .dwg copy of the final plat through the IDT system (link above)

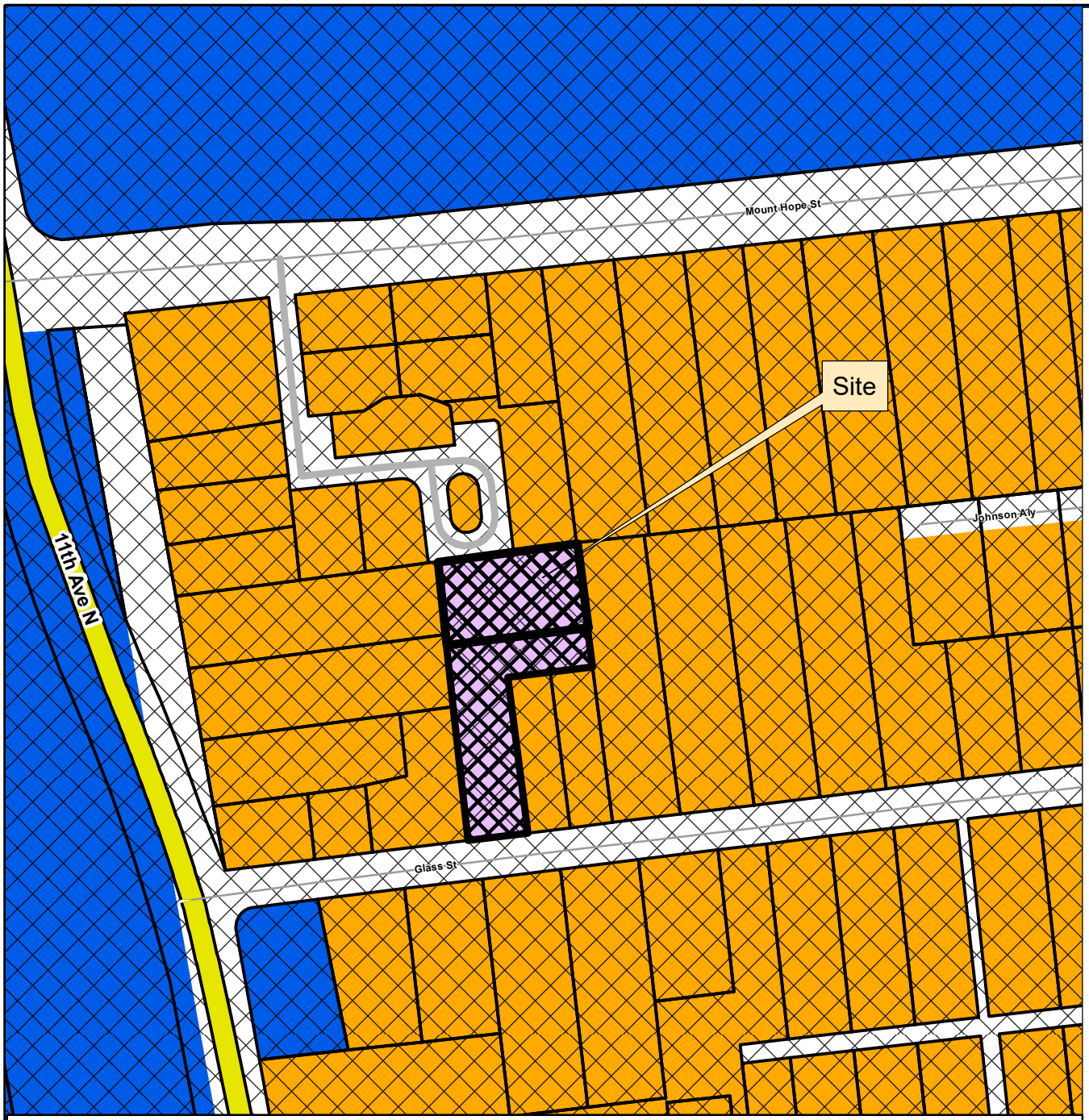
in Tennessee state plan coordinates, NAD 83, NAVD 88, zone 4100/5301 for incorporation of the plat into the Franklin GIS database.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends approval with conditions of the Hard Bargain II PUD Subdivision Final Plat.



HARD BARGAIN II PUD SUBDIVISION
FINAL PLAT

Project Information
Existing Zoning: PD Planned District
Overlay Districts: CFO
Site Acreage: 0.33 acres
Total Number of Lots: 2

Legend

- Hard Bargain II PUD Subdivision
- Central Franklin Overlay
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial 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 2024. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

APPROVALS

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND SIDEWALKS

I HEREBY CERTIFY THAT:

A. THE STREETS, DRAINAGE, AND SIDEWALKS HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

B. 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 — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF WATER AND SEWER SYSTEMS

I HEREBY CERTIFY THAT:

1. THE WATER AND SEWER SYSTEMS HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

2. A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $_____ FOR THE SEWER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH SYSTEMS.

_____ _____

DIRECTOR WATER MANAGEMENT DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF PROVISION OF ELECTRICAL SERVICE

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.

_____ _____

MTEMC — DATE

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME, STREET NAMES, AND ADDRESSING

SUBDIVISION NAME AND STREET NAMES APPROVED BY THE WILLIAMSON COUNTY EMERGENCY MANAGEMENT AGENCY AND THE CITY OF FRANKLIN.

_____ _____

WILLIAMSON COUNTY EMERGENCY MANAGEMENT AGENCY — DATE

_____ _____

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 — DATE
FRANKLIN MUNICIPAL PLANNING COMMISSION

SIGNATURE BY CITY OF FRANKLIN MUNICIPAL PLANNING COMMISSION CONSTITUTES ACCEPTANCE BY THE CITY OF FRANKLIN OF ANY EASEMENT GRANTED TO THE PUBLIC BY THIS PLAT.

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 4156, PAGE 684 AND BOOK 3532, PAGE 314, R.O.W.C, TENNESSEE, AND ADOPT THE PLAN OF SUBDIVISION OF THE PROPERTY AS SHOWN HEREON;

AND GRANTS TO THE PUBLIC THE PUBLIC DRAINAGE EASEMENTS, OVER PORTIONS OF LOTS 2 & 3, AS DETAILED ON SHEET 4. PERVIOUS BRICK PAVERS WITHIN THIS EASEMENT SHALL BE MAINTAINED AS SPECIFIED PER THE EXECUTED MAINTENANCE AGREEMENT;

AND FURTHER GRANTS TO THE PUBLIC THE 20.00' PUBLIC SEWER EASEMENT, OVER A PORTION OF LOT 2, AS DETAILED ON SHEET 4;

AND FURTHER GRANTS TO THE PUBLIC THE 12.00' WIDE PUBLIC EMERGENCY ACCESS EASEMENT, OVER A PORTION OF LOT 1, AS DETAILED ON SHEET 4;

AND FURTHER GRANTS TO LOTS 1 & 2 THE 10.00' PRIVATE SHARED ACCESS EASEMENT, OVER A PORTION OF LOTS 1 & 2, AS DETAILED ON SHEET 4;

AND FURTHER GRANTS TO LOT 1, THE 5.00' PRIVATE DRIVEWAY EASEMENT, OVER A PORTION OF LOT 2, AS DETAILED ON SHEET 4;

AND FURTHER GRANTS TO MIDDLE TENNESSEE ELECTRIC, ITS SUCCESSORS AND ASSIGNS THE 10.00' EASEMENT OVER A PORTION OF LOT 1, AS DETAILED ON SHEET 4. UNDERGROUND CONDUITS SHALL HAVE A MINIMUM OF 5.00' HORIZONTAL AND 18" VERTICAL SEPARATION FROM WATER LINES. THE SERVICE IS TO SERVE LOT 1 AND LOT 2 ONLY, MAINTENANCE AND REPLACEMENT OF THE SERVICES IS ACCEPTABLE. NO ADDITIONAL SERVICE OR UTILITY TO BE INSTALLED WITHIN THIS EASEMENT WITHOUT THE APPROVAL OF THE CITY OF FRANKLIN;

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.

_____ _____

NAME: DERRICK SOLOMON — DATE
DATE

TITLE: EXECUTIVE DIRECTOR

OWNER: HARD BARGAIN MT. HOPE REDEVELOPMENT, INC.

SURVEYOR'S CERTIFICATE

I 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 8TH DAY OF MARCH, 2023. THE SUBDIVISION BOUNDARY HAS A CLOSURE OF GREATER THAN 1:10,000 AND THEREFORE IS CLASSIFIED AS A CLASS 1 SURVEY.

_____ 5-2-2024

BENJAMIN J. HRON — DATE
DATE
TENNESSEE PROFESSIONAL LAND SURVEYOR
LICENSE NO. 3384

DRAFT FOR REVIEW ONLY



DRAFT FOR REVIEW ONLY

PLAT INDEX

SHEET 1: LAND SURVEYOR'S CERTIFICATE, OWNERS CERTIFICATE, APPROVALS
SHEET 2: PLAT BOUNDARY DETAIL
SHEET 3: UTILITY AND PROPOSED SITE DETAILS
SHEET 4: EASEMENT & BUILDING SETBACK DETAILS

PLAT NOTES

1) THE PURPOSE OF THIS PLAT IS TO RECONFIGURE TWO EXISTING PARCELS INTO TWO BUILDABLE LOTS AND ONE OPEN SPACE LOT.

2) THE RECORDING OF THIS PLAT VOIDS, VACATES AND SUPERCEDES THE PREVIOUS RECORDING OF LOT 8, AN OPEN SPACE LOT SHOWN ON THE FINAL PLAT ENTITLED "HARD BARGAIN MT. HOPE SUBDIVISION" AS RECORDED IN PLAT BOOK 58, PAGE 112, R.O.W.C.

3) SIDEWALKS AND TRAILS OUTSIDE OF PUBLIC-RIGHT-OF WAY SHALL BE PUBLIC ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE PROPERTY OWNER(S) OR HOA.

4) ALL OPEN SPACE SHALL BE PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE OWNER(S) OR HOA.

5) MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES, INCLUDING LOT LINE SWALES, SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA.

6) NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS. 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.

7) 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 WITH 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.

8) 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.

9) THE PROPERTY SHOWN HEREON IS LOCATED IN UNSHADED ZONE "X", DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ACCORDING TO F.I.R.M. MAP "WILLIAMSON COUNTY, TENNESSEE (AND INCORPORATED AREAS)" PANEL 192 OF 485, MAP NUMBER 47187C0192G REVISED DATE DECEMBER 22, 2016 THIS STATEMENT DOES NOT GUARANTEE THAT THE SUBJECT PROPERTY WILL OR WILL NOT FLOOD.

10) THE '20' WIDE R.O.W. RESERVED FOR FUTURE ALLEY" GRANTED PER HARD BARGAIN MT. HOPE SUBDIVISION, RECORDED IN PLAT BOOK 58, PAGE 112, IS ABANDONED BY THE RECORDING OF THIS PLAT.

11) THE LINE BETWEEN LOT 8 PER (R4) AND PARCEL 41 IS ABANDONED BY THE RECORDING OF THIS PLAT. THIS LINE WAS BETWEEN M5 & M16 AS REPORTED ON SHEET 2 OF 3.

12) DENOTES CRITICAL LOT FOR DRAINAGE DUE TO THE LACK OF EXISTING DRAINAGE INFRASTRUCTURE IN THE VICINITY. THESE LOTS SHALL REQUIRE SUBMITTAL OF A CRITICAL LOT SIT PLAN WITH ANY FUTURE BUILDING PERMIT SUBMITTAL DETAILING IMPERVIOUS LOT COVERAGE AND MEANS OF LIMITING STORM WATER RUNOFF ONTO ADJACENT PROPERTIES.

13) CITY OF FRANKLIN IS NOT RESPONSIBLE FOR PAVERS INSTALLED OVER WATER LINE AND/OR WITHIN THE 12.00' WIDE PUBLIC EMERGENCY ACCESS EASEMENT GRANTED THIS PLAT. MAINTENANCE OR REPLACEMENT OF WATER LINE MAY IMPACT PAVERS, PROPERTY OWNER AND/OR HOA IS RESPONSIBLE TO ENSURE PAVERS ARE FULLY RESTORED TO APPROVED CONSTRUCTION DETAIL AT NO COST TO THE CITY OF FRANKLIN.

FINAL PLAT OF:

HARD BARGAIN II PUD

WITH ABANDONMENT OF ALLEY RESERVATION

A SUBDIVISION OF:

MAP 78B-K, PARCEL 8, LOT 8, HARD BARGAIN MT. HOPE SUBDIVISION, PLAT BOOK 58, PAGE 112
& MAP 78B-B, PARCEL 41, BOOK 3532, PAGE 314

LOCATED IN:

CITY OF FRANKLIN, WILLIAMSON COUNTY, 9TH CIVIL DISTRICT, TENNESSEE

CONTAINING 19,943 SQUARE FEET OR 0.46 ACRES

CREATING 3 LOTS

CITY OF FRANKLIN PROJECT NO. 8435

Civil & Environmental Consultants, Inc.
117 Seaboard Lane
Suite E-100
Franklin, TN 37067
Ph: 615.333.7797
www.cecinc.com

DRAWN BY:	BJH	CHECKED BY:	MKS	APPROVED BY:	BJH
DATE:	MAY 2, 2024	DWG SCALE:	N/A	PROJECT NO:	324-479

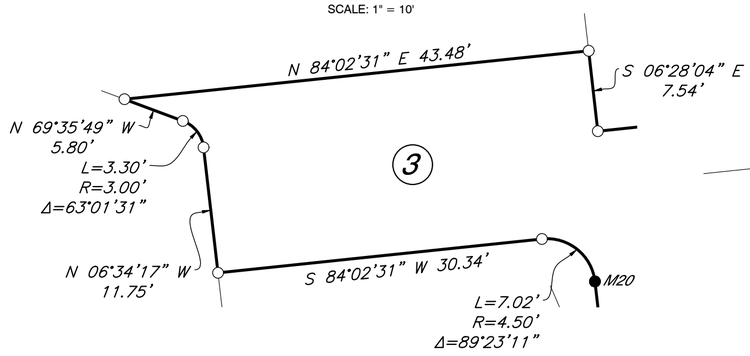
PREPARED FOR:
HARD BARGAIN MT. HOPE REDEVELOPMENT, INC.
P.O. BOX 545
FRANKLIN, TN

DRAWING NO.: **SV02**

SHEET 1 OF 4

DETAIL

SCALE: 1" = 10'



SURVEYOR'S NARRATIVE

WE WERE RETAINED BY HARD BARGAIN MT. HOPE REDEVELOPMENT, INC. TO PREPARE AND MONUMENT THE PLAT OF "HARD BARGAIN II PUD".

THE SUBJECT PROPERTY IS COMPRISED OF TWO PARCELS AS IDENTIFIED BY THE WILLIAMSON COUNTY TAX ASSESSOR'S OFFICE AS: TAX MAP 78B, GROUP K, PARCEL 8.00, LEGALLY IDENTIFIED AS LOT 8, HARD BARGAIN MT. HOPE SUBDIVISION, HEREON REFERENCED AS (R4) AND TAX MAP 78B, GROUP B, PARCEL 41.00, LEGALLY DESCRIBED AS PARCEL 2 IN QUITCLAIM DEED, RECORDED IN BOOK 3532, PAGE 314.

LOT 8

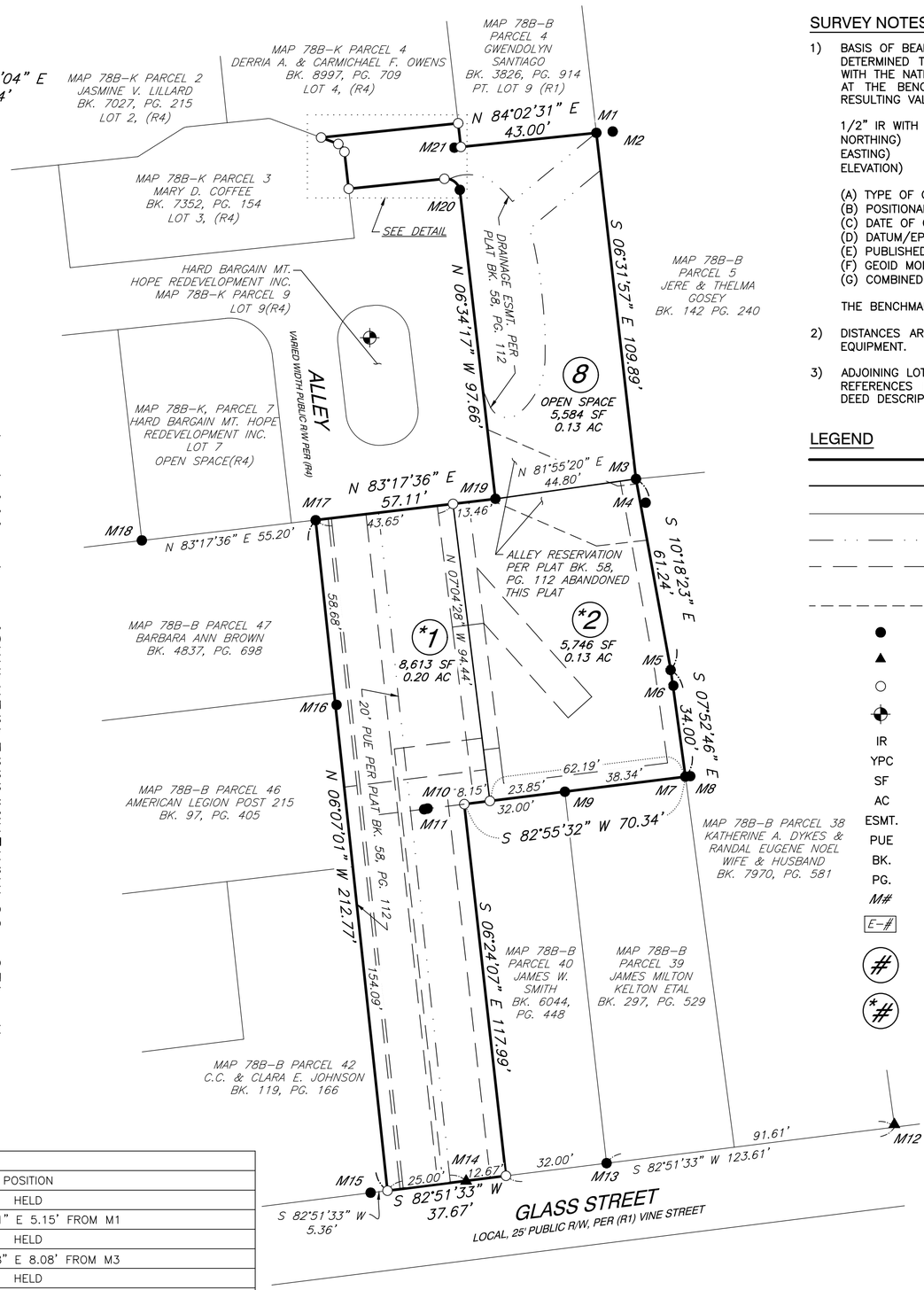
I ESTABLISHED THE BOUNDARY OF LOT 8 WITH A COMBINATION OF RECOVERED RECORD BOUNDARY EVIDENCE AND GEOMETRY PER (R4) AS REPORTED HEREON.

PARCEL 41

PARCEL 41 IS A PORTION OF LOT 8, W.S. McLEMORE "HARD BARGAIN", DATED 3-12-1873, RECORDED IN PLAT BOOK 1, PAGE 121 & DEED BOOK 3, PAGE 588, HEREON REFERENCED AS (R1) AND IS COMPRISED OF TWO DESCRIPTIONS. THE CURRENT VESTING DEED REPORTED PER THE WILLIAMSON COUNTY TAX ASSESSOR, HEREON REFERENCE AS (D11) DESCRIBES A PORTION OF THESE LANDS BUT NOT ALL OF THEM. IN ORDER TO FIND A DESCRIPTION OF THE OTHER PORTION OF PARCEL 41, I RESEARCHED WILLIAMSON COUNTY PUBLIC RECORDS BACK TO THE FIRST CONVEYANCE OF LOT 8 FROM W.S. McLEMORE, THE OWNER OF THE LANDS OF (R1) TO HIS SON WILLIAM McLEMORE, AS EVIDENCED BY DEED REFERENCE (D1). IN SAID (D1) WILLIAM McLEMORE WAS CONVEYED ALL OF LOTS 8 & 9 PER (R1). WILLIAM McLEMORE THEN CONVEYED TWO PORTIONS OF LOT 8 (R1) AS EVIDENCED BY DEED REFERENCE (D2) TO JENNIE CAROTHERS AND (D3) TO TOM CAROTHERS. TOM CAROTHERS DIED IN 1947 AND THE LANDS DESCRIBED IN (D3) WERE LEFT TO HIS WIFE JENNIE CAROTHERS. AT THIS POINT IN TIME JENNIE CAROTHERS OWNED ALL OF THE LANDS CONTAINED IN PARCEL 41. AFTER JENNIE CAROTHERS DIED IN 1976 THE LANDS IDENTIFIED AS PARCEL 41 WERE LEFT TO THREE PERSONS: CARRIE L. WILSON (1/3), ANN SPENCER (1/3) & ALBERT WILSON (1/3). OVER THE NEXT 21 YEARS THESE LANDS WERE CONVEYED TO OTHER ENTITIES, HOWEVER THE DESCRIPTIONS WERE NEVER CHANGED. IN 1997 CARRIE F. WILSON WAS THE VESTING OWNER AS EVIDENCED BY DEED REFERENCE (D7), HOWEVER AT THIS POINT THE DESCRIPTION CONTAINED IN (D3) WAS OMITTED FROM THIS DEED. I BELIEVE SHE STILL WAS CONVEYED BOTH THE LANDS DESCRIBED IN (D2) AND (D3) AS EVIDENCED BY THE EXPLANATORY PARAGRAPH FOLLOWING THE DESCRIPTION. IN 1999 CARRIE F. WILSON DEFAULTED ON A LOAN AND THE LANDS WERE CONVEYED TO EQUICREDIT CORP. OF AMERICA AS EVIDENCED BY DEED REFERENCE (D9). EQUICREDIT CORP. OF AMERICA THEY CONVEYED THESE LANDS TO EMPTY HANDS FELLOWSHIP, INC AS EVIDENCED BY DEED REFERENCE (D10). EMPTY HANDS FELLOWSHIP THEN CONVEYED THEN LANDS TO HARD BARGAIN MT. HOPE REDEVELOPMENT, INC. AS EVIDENCED BY DEED REFERENCE (D11).

DUE TO THE ABOVE DESCRIBED COMPLEXITY OF PARCEL 41, TWO PRIOR SURVEYS WERE COMPLETED HEREON REFERENCED AS (R2) & (R3). THE RESULTING RESOLVED BOUNDARY LINES REPORTED ON BOTH (R2) & (R3) WERE NEVER LEGALLY AGREED UPON OR FULLY RESOLVED BY MEANS OF ANY DOCUMENT PROVIDED TO THE LAND SURVEYOR.

MY RESOLVED BOUNDARY OF PARCEL 41 IS THE RESULT OF THE EVIDENCE REPORTED ON THE FACE OF THIS SURVEY.



SURVEY NOTES

1) BASIS OF BEARINGS – TN STATE PLANE – DETERMINED THIS SURVEY BY STATIC GPS METHODS, PROCESSED WITH THE NATIONAL GEODETIC SURVEY UTILITY O.P.U.S. AT THE BENCHMARK REPORTED HEREON, WITH THE FOLLOWING RESULTING VALUES EXPRESSED IN U.S. SURVEY FEET:

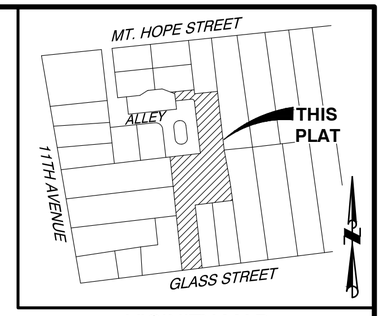
   1/2" IR WITH CAP "SURVEY CONTROL"
   NORTHING) 581093.581
   EASTING) 1708136.152
   ELEVATION) 657.26'

   (A) TYPE OF GPS SURVEY: STATIC – O.P.U.S.
   (B) POSITIONAL ACCURACY: 0.05 FEET
   (C) DATE OF OPUS SURVEY: 2/2023
   (D) DATUM/EPOCH: NAD83(2011) EPOCH 2010.00
   (E) PUBLISHED CONTROL: NGS PID'S DJ9550, DJ9552 & DJ9562
   (F) GEOID MODEL: GEOID 18
   (G) COMBINED GRID FACTOR: 0.99992313

   THE BENCHMARK BEARS S 47°53'07" W 96.38' FROM M1.

2) DISTANCES ARE BASED ON A FIELD SURVEY USING EDM & GPS EQUIPMENT.

3) ADJOINING LOT/PARCEL/ROW LINES, OWNERSHIP AND DEED REFERENCES REPORTED HEREON WERE ACQUIRED FROM EITHER DEED DESCRIPTIONS, RECORD PLATS, OR TAX MAPS.



VICINITY MAP

SCALE: 1" = 200'

LEGEND

———	SUBDIVISION BOUNDARY
———	INTERIOR LOT LINE, CREATED THIS PLAT
———	ADJACENT LOT/PARCEL/ROW LINE, INFORMATIONAL
— · — · —	EASEMENT OF RECORD AS NOTED
– — – — –	EASEMENT GRANTED THIS PLAT, SEE SHEET 4 & CERTIFICATE OF OWNERSHIP
– – – – –	RESERVATION TO BE ABANDONED BY THIS PLAT
●	RECOVERED IR AS NOTED
▲	RECOVERED RAILROAD SPIKE OR MAG NAIL AS NOTED
○	SET 5/8" IR WITH CAP "CEC INC"
⊕	SET BENCHMARK (SEE SURVEY NOTE 1)
IR	IRON ROD
YPC	YELLOW PLASTIC CAP
SF	SQUARE FEET
AC	ACRES
ESMT.	EASEMENT
PUE	PUBIC UTILITY EASEMENT
BK.	BOOK
PG.	PAGE
M#	RECOVERED MONUMENT ID
E-#	EASEMENT GRANTED THIS PLAT SEE DETAILS ON SHEET 3
#	LOT NUMBER THIS PLAT
*#	CRITICAL LOT NUMBER THIS PLAT SEE PLAT NOTE 12, SHEET 1

SCALE IN FEET

0 30 60

BENJAMIN J. HROMAS
REGISTERED LAND SURVEYOR
XVI
TENNESSEE
DRAFT
FOR REVIEW ONLY
5.2.24
TENNESSEE NO. 3384

RECOVERED BOUNDARY MONUMENTATION			
ID	DESCRIPTION	SOURCE	POSITION
M1	5/8" IR, YPC "SOUTHERN STATES SURVEYING"	(R4)	HELD
M2	5/8" IR, YPC "SCHNEIDER CORPORATION"	(R2)	N 84°02'31" E 5.15' FROM M1
M3	5/8" IR, YPC "SOUTHERN STATES SURVEYING"	(R4)	HELD
M4	5/8" IR, YPC "SCHNEIDER CORPORATION"	(R2)	S 22°05'08" E 8.08' FROM M3
M5	5/8" IR, YPC "SOUTHERN STATES SURVEYING"	(R4)	HELD
M6	5/8" IR	UNKNOWN	ON LINE
M7	5/8" IR, YPC "ELITE 2538"	(R3)	HELD
M8	5/8" IR, YPC "SCHNEIDER CORPORATION"	(R2)	N 82°55'32" E 1.50' FROM M7
M9	5/8" IR, YPC "ELITE 2538"	(R3)	HELD
M10	5/8" IR	(R3) ASSUMED	HELD FOR LINE, S 82°55'32" W 12.08' FROM NW CORNER PARCEL 40
M11	5/8" IR	(R2) ASSUMED	HELD FOR LINE, S 82°55'32" W 12.75' FROM NW CORNER PARCEL 40
M12	RAILROAD SPIKE	UNKNOWN	HELD
M13	5/8" IR, YPC "ELITE 2538"	(R3)	HELD
M14	MAG NAIL WITH WASHER "ELITE 2538"	(R2)	HELD FOR LINE, S 82°51'33" W 12.66' FROM SW CORNER PARCEL 40
M15	5/8" IR, YPC "SCHNEIDER CORPORATION"	(R2)	HELD FOR LINE, S 82°51'33" W 5.36' FROM SE CORNER PARCEL 42
M16	5/8" IR, YPC "SOUTHERN STATES SURVEYING"	(R4)	HELD FOR SOUTHELRY LINE OF (R4), N 84°01'44" W 0.35' FROM W. LINE
M17	5/8" IR, YPC "ELITE 2538"	(R3)	HELD
M18	5/8" IR	(R4)	HELD
M19	5/8" IR, YPC "SOUTHERN STATES SURVEYING"	(R4) ASSUMED	HELD
M20	5/8" IR	(R4) ASSUMED	HELD
M21	5/8" IR	UNKNOWN	HELD FOR LINE, S 84°02'31" W 2.06' FROM CORNER

SURVEY REFERENCES

(R1) W.S. McLEMORE "HARD BARGAIN", DATED 3-12-1873, RECORDED IN PLAT BOOK 1, PAGE 121 & DEED BOOK 3, PAGE 588.

(R2) "PROPOSED" BOUNDARY LINE AGREEMENT: BY THE SCHNEIDER CORPORATION, DATED 10-7-2007, UNRECORDED.

(R3) BOUNDARY RETRACEMENT SURVEY: BY JIM FISHER; DATED 11-22-2010, UNRECORDED.

(R4) HARD BARGAIN MT. HOPE SUBDIVISION: BY GREGORY W. MAXWELL; RECORDED 11-26-2013 IN PLAT BOOK 58, PAGE 112.

DEED REFERENCES

(D1) DEED	REGISTERED	02-01-1896	BOOK 18, PAGE 270
(D2) DEED	RECORDED	07-31-1925	BOOK 54, PAGE 89
(D3) DEED	RECORDED	07-31-1925	BOOK 54, PAGE 90
(D4) QUIT CLAIM DEED:	RECORDED	02-03-1997	BOOK 1487, PAGE 695
(D5) SUB. TRUST DEED:	RECORDED	06-16-1999	BOOK 1859, PAGE 3
(D6) WARRANTY DEED:	RECORDED	09-21-1999	BOOK 1904, PAGE 261
(D7) QUIT CLAIM DEED:	RECORDED	04-18-2005	BOOK 3532, PAGE 314

FINAL PLAT OF:

HARD BARGAIN II PUD

WITH ABANDONMENT OF ALLEY RESERVATION

A SUBDIVISION OF:

MAP 78B-K, PARCEL 8, LOT 8, HARD BARGAIN MT. HOPE SUBDIVISION, PLAT BOOK 58, PAGE 112 & MAP 78B-B, PARCEL 41, BOOK 3532, PAGE 314

LOCATED IN:

CITY OF FRANKLIN, WILLIAMSON COUNTY, 9TH CIVIL DISTRICT, TENNESSEE

CONTAINING 19,943 SQUARE FEET OR 0.46 ACRES

CREATING 3 LOTS

CITY OF FRANKLIN PROJECT NO. 8435

Civil & Environmental Consultants, Inc.

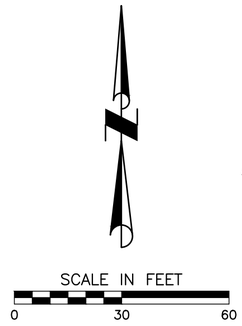
117 Seaboard Lane
Suite E-100
Franklin, TN 37067
Ph: 615.333.7797
www.cecinc.com

DRAWN BY:	BJH	CHECKED BY:	MKS	APPROVED BY:	BJH
DATE:	MAY 2, 2024	DWG SCALE:	1"= 30'	PROJECT NO:	324-479

PREPARED FOR:
HARD BARGAIN MT. HOPE REDEVELOPMENT, INC.
P.O. BOX 545
FRANKLIN, TN

DRAWING NO.: **SV02**

SHEET 2 OF 4

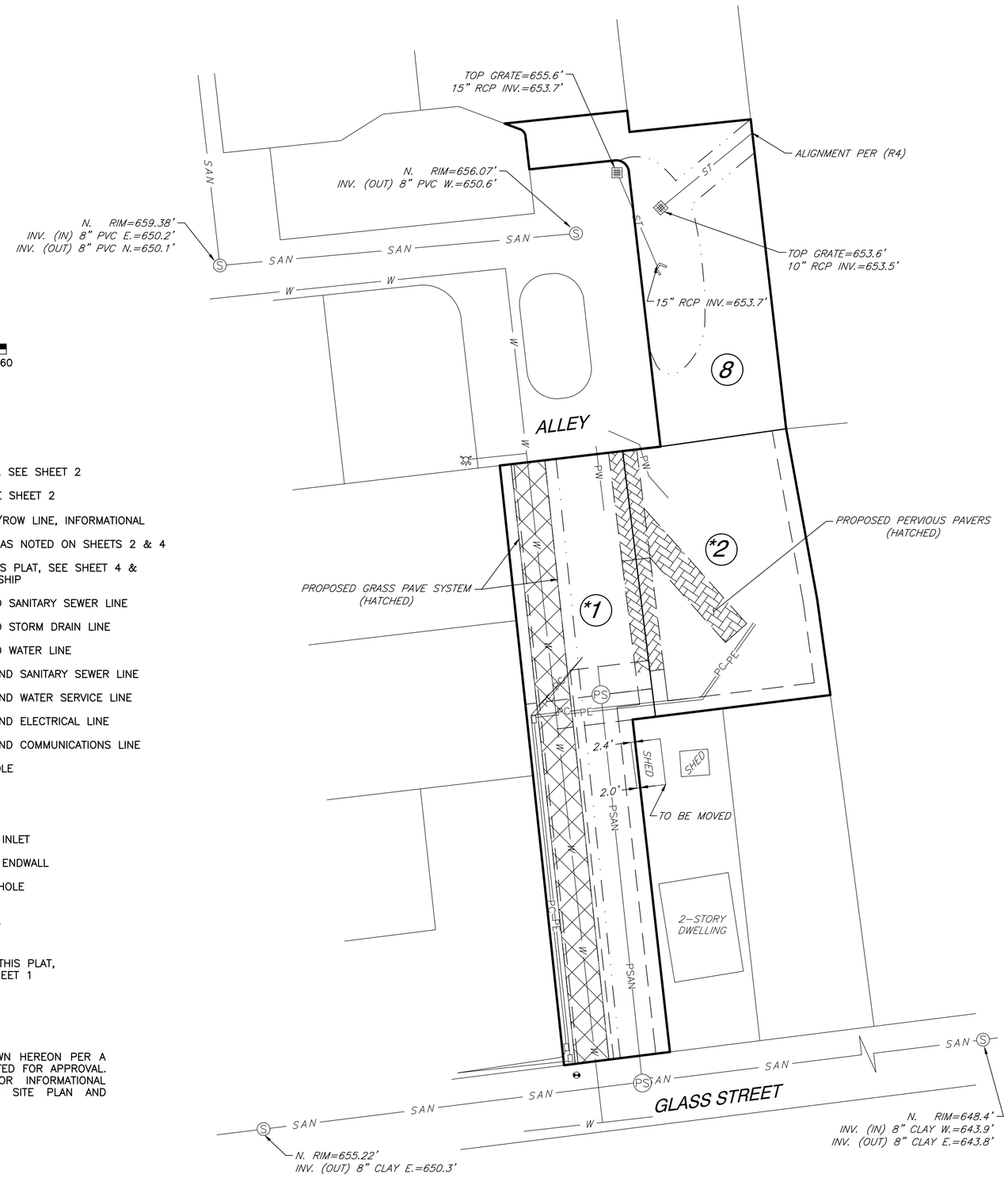


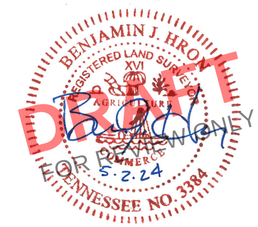
LEGEND

- SUBDIVISION BOUNDARY, SEE SHEET 2
- INTERIOR LOT LINE, SEE SHEET 2
- ADJACENT LOT/PARCEL/ROW LINE, INFORMATIONAL
- EASEMENT OF RECORD AS NOTED ON SHEETS 2 & 4
- EASEMENT GRANTED THIS PLAT, SEE SHEET 4 & CERTIFICATE OF OWNERSHIP
- SAN — EXISTING UNDERGROUND SANITARY SEWER LINE
- ST — EXISTING UNDERGROUND STORM DRAIN LINE
- W — EXISTING UNDERGROUND WATER LINE
- PSAN — PROPOSED UNDERGROUND SANITARY SEWER LINE
- PW — PROPOSED UNDERGROUND WATER SERVICE LINE
- PE — PROPOSED UNDERGROUND ELECTRICAL LINE
- PC — PROPOSED UNDERGROUND COMMUNICATIONS LINE
- (S) EXISTING SEWER MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING STORM DRAIN INLET
- EXISTING STORM DRAIN ENDWALL
- (PS) PROPOSED SEWER MANHOLE
- (#) LOT NUMBER THIS PLAT
- (*#) CRITICAL LOT NUMBER THIS PLAT, SEE PLAT NOTE 12, SHEET 1

SHEET NOTE

PROPOSED FEATURES ARE APPROXIMATELY SHOWN HEREON PER A SITE PLAN WHICH WAS SIMULTANEOUSLY SUBMITTED FOR APPROVAL. THIS INFORMATION REPORTED HEREON IS FOR INFORMATIONAL PURPOSES ONLY AND IS SUBJECT TO SAID SITE PLAN AND CONSTRUCTION.





FINAL PLAT OF:

HARD BARGAIN II PUD

WITH ABANDONMENT OF ALLEY RESERVATION

A SUBDIVISION OF:

MAP 78B-K, PARCEL 8, LOT 8, HARD BARGAIN MT. HOPE SUBDIVISION, PLAT BOOK 58, PAGE 112 & MAP 78B-B, PARCEL 41, BOOK 3532, PAGE 314

LOCATED IN:

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CONTAINING 19,943 SQUARE FEET OR 0.46 ACRES

CREATING 3 LOTS

CITY OF FRANKLIN PROJECT NO. 8435

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DRAWN BY:	BJH	CHECKED BY:	MKS	APPROVED BY:	BJH
DATE:	MAY 2, 2024	DWG SCALE:	1" = 30'	PROJECT NO:	324-479

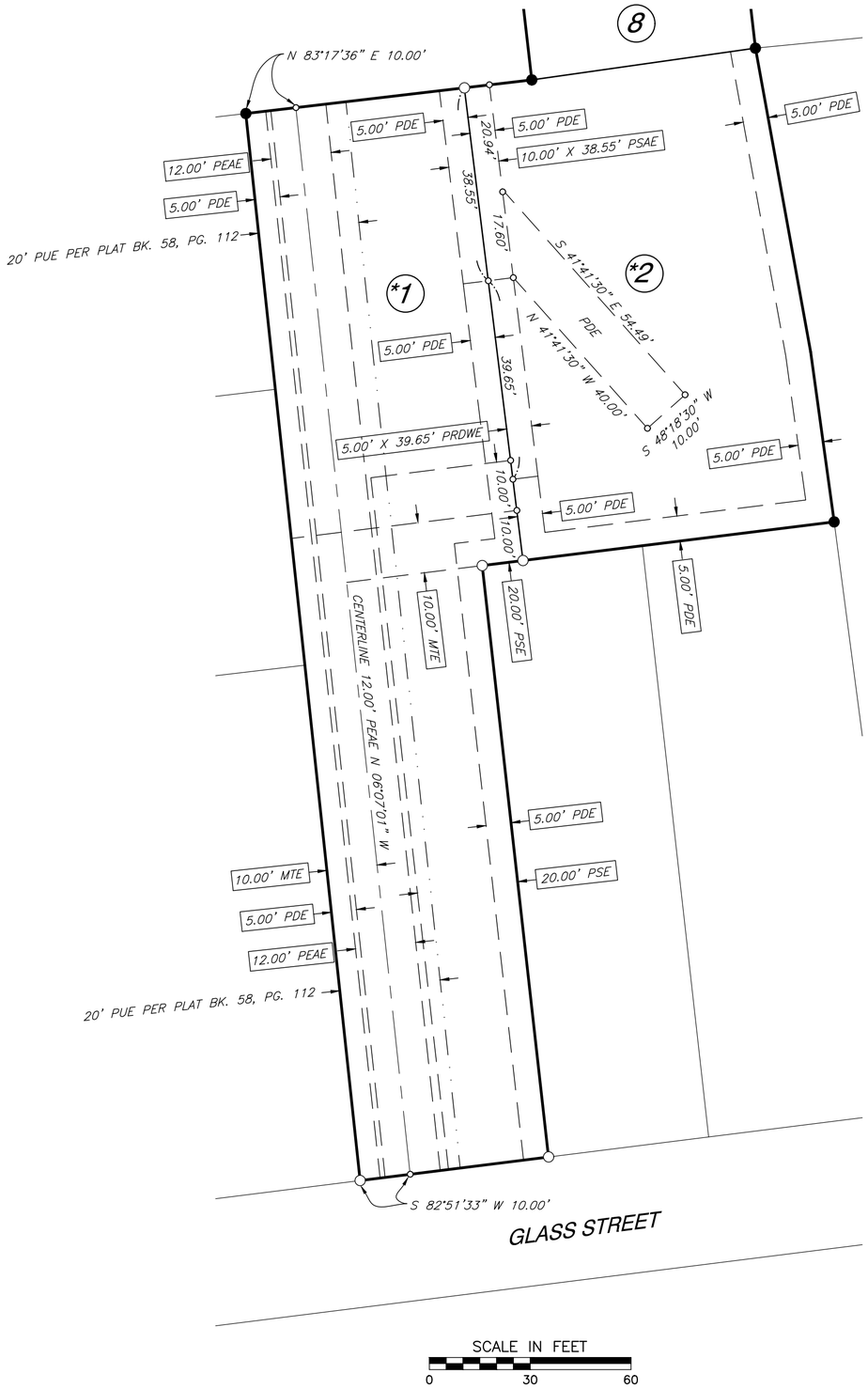
PREPARED FOR:
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P.O. BOX 545
FRANKLIN, TN

DRAWING NO.: **SV02**

SHEET 3 OF 4

EASEMENT DETAIL

SCALE: 1" = 20'

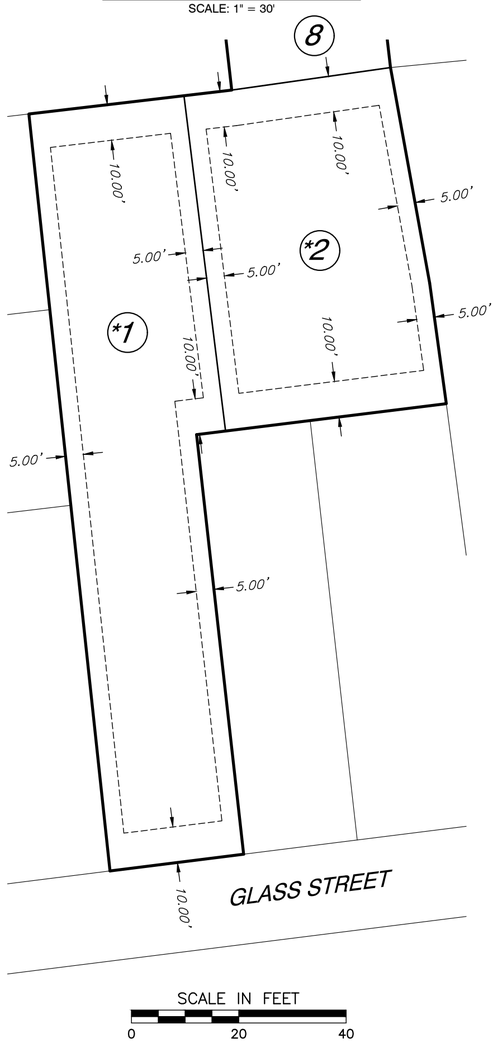


SCALE IN FEET

0 30 60

MINIMUM BUILDING SETBACK

SCALE: 1" = 30'



SCALE IN FEET

0 20 40

LEGEND

———	SUBDIVISION BOUNDARY, SEE SHEET 2
———	INTERIOR LOT LINE, SEE SHEET 2
———	ADJACENT LOT/PARCEL/ROW LINE, INFORMATIONAL
—— · · —— · · ——	EASEMENT OF RECORD AS NOTED
— — — — — —	EASEMENT GRANTED THIS PLAT, SEE CERTIFICATE OF OWNERSHIP
——— – ———	CENTERLINE OF EASEMENT GRANTED THIS PLAT
- - - - - - - - - -	MINIMUM BUILDING SETBACK LINE
●	RECOVERED IR AS NOTED ON SHEET 2
○	SET 5/8" IR WITH CAP "CEC INC"
∘	DIMENSIONED POSITION, NOTHING FOUND OR SET THIS SURVEY
(#)	LOT NUMBER THIS PLAT
(*#)	CRITICAL LOT NUMBER THIS PLAT, SEE PLAT NOTE 12, SHEET 1
PDE	PUBIC DRAINAGE EASEMENT GRANTED THIS PLAT
PSE	PUBLIC SEWER EASEMENT GRANTED THIS PLAT
PEAE	PUBLIC EMERGENCY ACCESS EASEMENT GRANTED THIS PLAT
PSAE	PRIVATE SHARED ACCESS EASEMENT GRANTED THIS PLAT
PRDWE	PRIVATE DRIVEWAY EASEMENT GRANTED THIS PLAT
MTE	MIDDLE TENNESSEE ELECTRIC EASEMENT GRANTED THIS PLAT

BENJAMIN J. HROMAT REGISTERED LAND SURVEYOR XVI STATE OF TENNESSEE AGRICULTURE HERITAGE COMMERCE TENNESSEE NO. 3384

DRAFT NOT FOR RECORDING OR CONVEYANCE 5.2.24

FINAL PLAT OF:

HARD BARGAIN II PUD

WITH ABANDONMENT OF ALLEY RESERVATION

A SUBDIVISION OF:

MAP 78B-K, PARCEL 8, LOT 8, HARD BARGAIN MT. HOPE SUBDIVISION, PLAT BOOK 58, PAGE 112
& MAP 78B-B, PARCEL 41, BOOK 3532, PAGE 314

LOCATED IN:

CITY OF FRANKLIN, WILLIAMSON COUNTY, 9TH CIVIL DISTRICT, TENNESSEE

CONTAINING 19,943 SQUARE FEET OR 0.46 ACRES

CREATING 3 LOTS

CITY OF FRANKLIN PROJECT NO. 8435

Civil & Environmental Consultants, Inc.

117 Seaboard Lane
Suite E-100
Franklin, TN 37067
Ph: 615.333.7797
www.cecinc.com

DRAWN BY:	BJH	CHECKED BY:	MKS	APPROVED BY:	BJH
DATE:	MAY 2, 2024	DWG SCALE:	AS SHOWN	PROJECT NO:	324-479

PREPARED FOR:
HARD BARGAIN MT. HOPE REDEVELOPMENT, INC.
P.O. BOX 545
FRANKLIN, TN

DRAWING NO.: **SV02**

SHEET 4 OF 4

COF no: 8435

CONDITIONS OF APPROVAL:

Open Issues: 27 These issues are currently being filtered

Engineering - Final Plat Checklist

General Issues

5. Text Overlap

dustin.walcott@franklintn.gov Comment not addressed. There is still overlap.

6. C. Final Plat

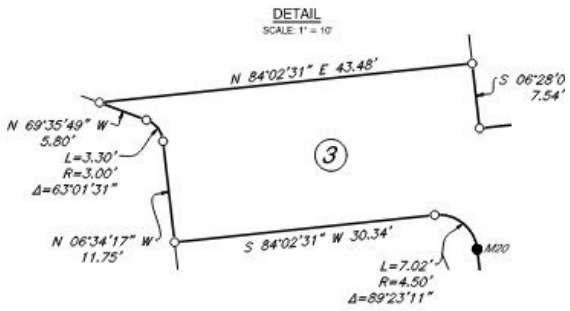
dustin.walcott@franklintn.gov Applicant shall ensure that any changes to Site Plan [COF8436] which is being reviewed concurrently with this Final Plat, are reflected on the Final Plat. The Plat shall match the Site Plan. This comment to remain as a condition of approval in the event the site plan is modified prior to One Stop submittal of the final plat.

19. 0. General Information

lance.fittro@franklintn.gov The previous comment, "*Please combine the several plat sheets submitted to provide an overall sheet with match lines, and enlargement sheets based on those match lines as necessary to convey the easement details. The multiple enlargements without match lines and depicting partial lots or separate easements for the same lot on each sheet creates confusion as to what is being platted.*" remains as a project advisory.

21. C. Final Plat

lance.fittro@franklintn.gov The previous comment, "*The remaining portion of Lot 8 that was previously platted shall remain as Lot 8, not renumbered to Lot 3 as currently shown on the plat*" has been partially addressed. Applicant shall show the renumbering for the enlargement detail on sheet 2 of the plat:



23. C. Final Plat

lance.fittro@franklintn.gov Prior to submittal of the final plat to One Stop, applicant shall provide documentation that the existing structures on the property have been removed or relocated as specified on the site plan. New lot lines through existing structures shall not be permitted.

25. C. Final Plat

lance.fittro@franklintn.gov Applicant shall show the location and description of all existing man-made structures and site features (including utilities) both above and below ground. This is inclusive of the pervious pavement installations and associated drainage easements within the alley that is to be reclassified as the public street Denny Denson Way.

27. C. Final Plat

lance.fittro@franklintn.gov Reclassification and naming of the existing public alley is a condition of approval for both the final plat and associated site plan. Applicant shall show the ROW width and the functional

street classification per the City of Franklin Major Thoroughfare Plan of all public streets on the plat, including the alley that is being reclassified and designated as a public street (Denny Denson Way) as proposed with the associated site plan and as necessary for the lot configuration shown on the subdivision plat. Show the entirety of Denny Denson Way to the intersection with Mount Hope Street within the limits of the plat.

28. C. Final Plat

lance.fittro@franklintn.gov The previous comment,
"*The note belowfrom the previous plat shall be added to the revised plat:*

10. THE PROPOSED DRAINAGE EASEMENT FOR PERVIOUS BRICK PAVERS SHALL BE MAINTAINED BY HARD BARGAIN MT. HOPE REDEVELOPMENT, INC. AS PER THE EXECUTED MAINTENANCE AGREEMENT.

and added to / expanded to include maintenance of the pervious paver driveways and grasspave emergency access drive proposed with the site plan, which are to be maintained by the HOA, not the individual property owner" has not been addressed.

Applicant shall add the aforementioned note regarding maintenance responsibility for existing pervious pavement installations and proposed pervious paver driveways to the plat. The current Note 13 on the plat pertains only to pavers installed over water line, and does not satisfy this requirement:

13) CITY OF FRANKLIN IS NOT RESPONSIBLE FOR PAVERS INSTALLED OVER WATER LINE AND/OR WITHIN THE 12.00' WIDE PUBLIC EMERGENCY ACCESS EASEMENT GRANTED THIS PLAT. MAINTENANCE OR REPLACEMENT OF WATER LINE MAY IMPACT PAVERS, PROPERTY OWNER AND/OR HOA IS RESPONSIBLE TO ENSURE PAVERS ARE FULLY RESTORED TO APPROVED CONSTRUCTION DETAIL AT NO COST TO THE CITY OF FRANKLIN.

29. C. Final Plat

lance.fittro@franklintn.gov Applicant shall add the following notes to the final plat:

1. The purpose of this plat is to ____. *(add "and reclassify the existing alley as a public street to be named Denny Denson Way" to the purpose statement)*

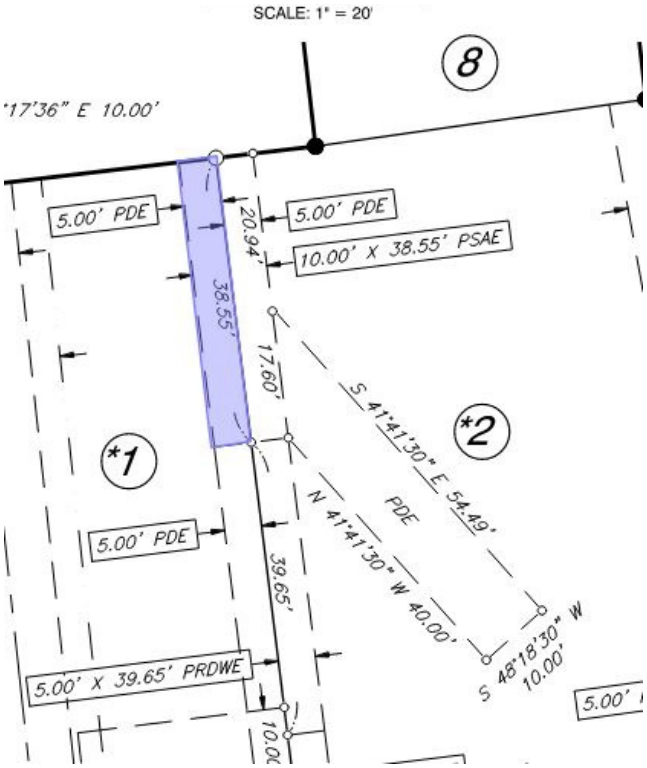
30. C. Final Plat

lance.fittro@franklintn.gov Applicant shall add note to the plat requiring fire sprinklers for the proposed residences on Lots 1 and 2 as indicated in the site plan conditions of approval.

36. C. Final Plat

lance.fittro@franklintn.gov The 5' PRDWE now shown on Lot 2 shall be extended to Lot 1 as necessary to maintain access to Lot 2 from the public ROW.

EASEMENT DETAIL



MTEMC

324479-SV02-PLAT_20240502.pdf

31. MTEMC Easement

ehale@mtemc.com Please show existing OHE lines with a 40' easement. (20' either side)

Parks

General Issues

3. Place on plat

kevinl@franklintn.gov Parks- This is a requirement that all parkland information shall be listed on every set of plans submitted by applicant, in the notes section will be fine.

Once the information is added to the plat, this can move to one stop but will be held until parkland fees have been received.

Performance Agreement and Surety

General Issues

18. Engineering Sureties

kevin.long@franklintn.gov

Applicant shall post sureties in the following amounts, transferred from the associated site plan COF 8436 (Hard Bargain II PUD Subdivision, Site Plan):

I. CITY WATER	
II. CITY SEWER	**$ 74,000.00**
III. PUBLIC SIDEWALK:	
IV. CITY STREETS	
V. PRIVATE STREETS (INCLUDING SHARED ACCESS)	**$ 19,000.00**
VI. STREET ACCESS	**$ 10,000.00**
VII. TEMPORARY TURNAROUNDS	
VIII. TRAFFIC SIGNALS	
IX. I.T.S. ELEMENTS	
X. STORMWATER DRAINAGE	
XI. GREEN INFRASTRUCTURE	**$ 36,000.00**

NOTE: Performance Calculations - Sureties are calculated from the Site Plan and approved during the Site Plan approval process. Sureties shall be posted prior to obtaining a building permit. Where a building permit is not expected, sureties shall be posted prior to obtaining a grading permit. If a Final Plat is approved at any time during the development process, all sureties will be transferred to said plat as a Condition of Approval. Sureties posted should include Public Infrastructure, Erosion Control, Street Access, and all necessary repairs for work completed within the public right-of-way. ***Any driveway or related encroachment on City of Franklin right-of-way, including the modification, revision, or change in use of any existing driveway facilities, shall require a Street Access Surety.*** *A 25% contingency is applied to each surety category. EPSC is based on a flat $7,500 per acre of disturbed area and is distributed proportionally across all surety categories.*

Line Items (For Reference Only:)	**Quantity**
8" Sewer Main	170 LF
4' Manholes	2 EA
Shared Or Emergency Access Drive	250 SY
Street Access	1
Permeable Pavement/Pavers	1275 SF

[Edited By Kevin Long]

37. Performance Agreement

melodie.brady@franklintn.gov ***Advisory Comment:***

Performance Agreement

In order to get the Performance Agreement ready, the following information is needed:

1) Will the sureties be posted with a letter of credit or cash/cashier's check?

2) What is the name of the company that is to be on the performance agreement?

3) What type of company? Example: a Tennessee LLC, a Georgia Corporation, etc

4) What is the mailing address for that company?

Please contact Melodie Brady at 615-550-6736 or melodie.brady@franklintn.gov with any questions.

38. Surety Requirement

melodie.brady@franklintn.gov ***Advisory Comment:***

Surety Requirement

Cash / cashier's check

If using cash or cashier's check to post sureties, the check is to be made out to City of Franklin. Check must be brought to _____, and the City cannot accept a check until the performance agreement has been signed and accepted. If a performance agreement has not yet been accepted at time of check delivery, check will be returned.

If using a letter of credit to post sureties, ensure that the letter of credit includes the following:

1. A clause that states the letter of credit renews automatically;
2. A statement that a minimum of sixty (60) days notice shall be sent from the issuing bank to the City by a receipted means, should the bank elect not to renew the letter of credit;
3. Proof of issuance by a financial institution located in the United States, organized and operating under the laws of the State of Tennessee or the United States, whose deposits are insured by either the Federal Deposit Insurance Corporation (FDIC) or the National Credit Union Administration (NCUA);
4. Identification of a presentation location within the physical limits of Williamson and/or Davidson County (or as permitted in the Performance Agreements section of the Zoning Ordinance) with the statement that documents calling for payment may be made at said location.
5. The following statement shall be included verbatim "This letter of credit may be called upon certification by an official of the City of Franklin that ABC Company (correct company that is also on the Performance Agreement) has failed to complete and/or maintain the public improvements for XXXX (complete name of this project), as outlined in the executed performance agreement dated XXXX (date the performance agreement is signed and notarized)."

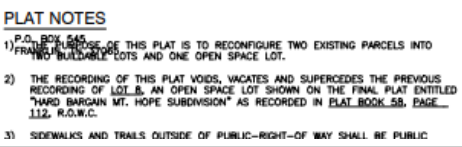
Please contact Melodie Brady at 615-550-6736 or melodie.brady@franklintn.gov with any questions.

Planning

General Issues

32. Notes

joseph.bryan@franklintn.gov Applicant shall revise the notes section that everything is legible.



PLAT NOTES

1) P.O. BOX 545 THE PURPOSE OF THIS PLAT IS TO RECONFIGURE TWO EXISTING PARCELS INTO TWO BUILDABLE LOTS AND ONE OPEN SPACE LOT.

2) THE RECORDING OF THIS PLAT VOIDS, VACATES AND SUPERCEDES THE PREVIOUS RECORDING OF LOT 8, AN OPEN SPACE LOT SHOWN ON THE FINAL PLAT ENTITLED "HARD BARGAIN MT. HOPE SUBDIVISION" AS RECORDED IN PLAT BOOK 58, PAGE 112, R.O.W.C.

3) SIDEWALKS AND TRAILS OUTSIDE OF PUBLIC-RIGHT-OF WAY SHALL BE PUBLIC

33. purpose note

joseph.bryan@franklintn.gov Applicant shall revise the purpose note to "The Purpose of this plat is to create two single

family residential lots."

34. Open space lot

joseph.bryan@franklintn.gov Applicant shall remove open space Lot 8 from the survey as it does not correspond to the Hard Bargain II PUD Subdivision.

35. Void and Vacate note

joseph.bryan@franklintn.gov Applicant shall remove the void and vacate note referencing Lot 8 as it is not needed.

39. Setbacks

joseph.bryan@franklintn.gov Minimum setbacks shall be listed in the Notes and shall not be shown on the lot layout. Building envelopes shall not be shown.

40. Zoning/Entitlements

joseph.bryan@franklintn.gov Applicant shall list the existing zoning and entitlements for the approved development plan on the plat.

41. Acreage

joseph.bryan@franklintn.gov Applicant shall revise the acreage to reflect the total without the open space lot.

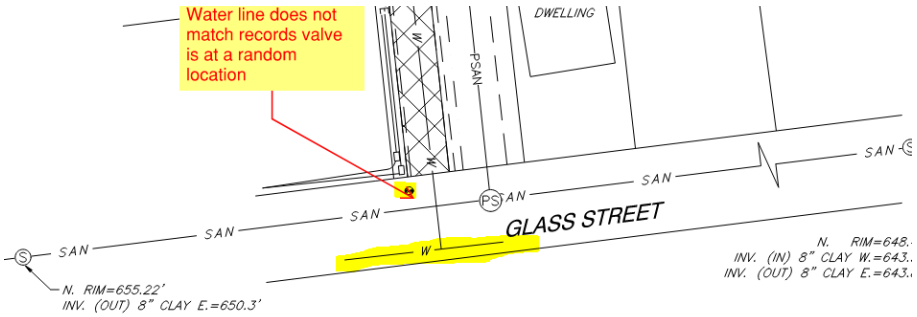
Water/Sewer

General Issues

9. Existing utility

ben.mcneil@franklintn.gov The applicant has provided the requested existing water line along Glass Street, but the location does not match documented location. The applicant must field verify the waterline location and show according to field markings. The valve shown below is from a tee, and does not appear to match the drawings. The applicant shall revise.





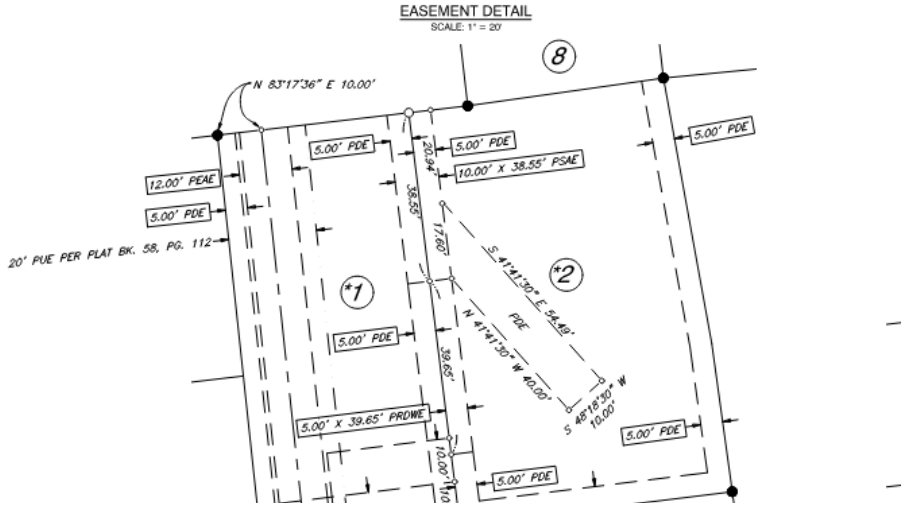
10. Exclusive water/ sewer easements

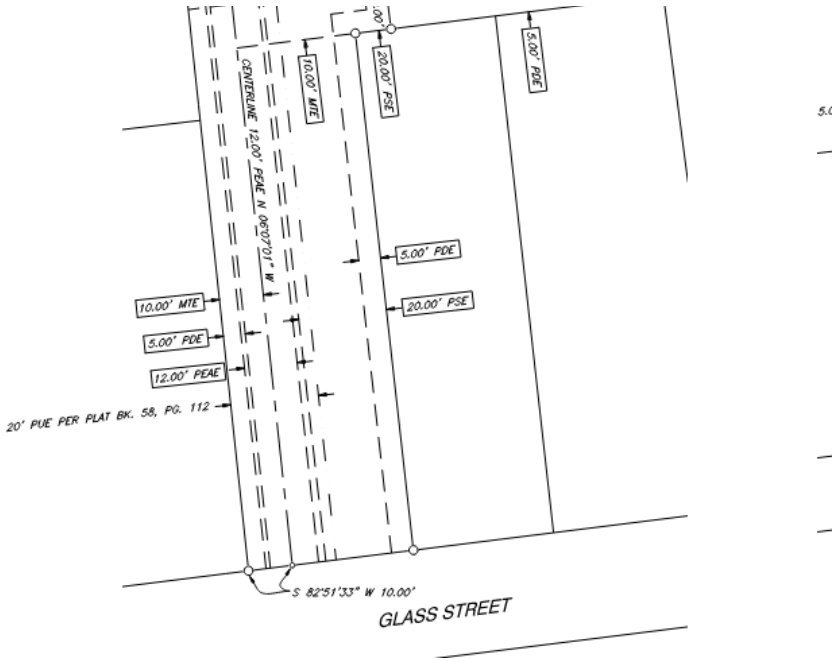
ben.mcneil@franklintn.gov The applicant must revise the water and sanitary sewer easements to be exclusive except for MTEMC as noted. Existing easement for water as noted BK 58 PG 112 is to be updated with proposed plat. PUE is not acceptable for labeling, limits of easements shall be labeled.

In addition, the existing water and proposed sewer shall be shown within the proposed easement area.

14. Plat information

ben.mcneil@franklintn.gov The applicant shall revise the easement detail sheet as all of the line work appears to be the same. The line work is unclear and not easy to follow. See below as the lines all appear very close to the same.




CENTERLINE 12.00' PEAE N 06°07'01" W
10.00' MTE
20.00' PSE
5.00' PDE
5.00' PDE
10.00' MTE
5.00' PDE
12.00' PEAE
20' PUE PER PLAT BK. 58, PG. 112
20.00' PSE
S 82°51'33" W 10.00'
GLASS STREET

City of Franklin

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

File #: 21-018

DATE: April 2, 2024

TO: Franklin Municipal Planning Commission

FROM: Emily Wright, Director of Planning and Sustainability
Amy Diaz-Barriga, Asst Director of Planning Development
Chelsea Randolph, Principal Planner

SUBJECT:

Liberty Park Subdivision, Site Plan (Expansion 2023), Rehabilitating The Existing Parking Lots, Dog Park, Disc Golf Trailhead And Adding Two New Public Restrooms, Batting Cages, Cricket Fields, And A Farmer's Market, On 84.60 Acres, Located Southwest Of The Intersection of Cool Springs Boulevard And E. McEwen Drive, At 2080 Turning Wheel Lane. (CONSENT AGENDA)

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8449
Applicant: Bobby Bell, Lose Design
Owner: City of Franklin

BACKGROUND/STAFF COMMENTS:
The purpose of this site plan is to rehabilitate the existing parking lots, dog park, disc golf trailhead, and add two new public restrooms, batting cages, cricket fields, and a farmer's market. The site is a part of the city's park system and requires approval by the Franklin Municipal Planning Commission.

PROCEDURAL REQUIREMENTS:
1. The applicant shall upload the corrected plan to the online plan review website (https://franklin.contractorsplanroom.com/secure/). All revisions to the approved plans shall be "clouded." With the resubmittal, each condition of approval/open issue in the online plan review system shall contain a full response from the applicant as to the satisfaction or completion of that condition.
2. Once the corrected site plan has been approved, one (1) full-size and one (1) half-sized copy of the final approved landscape plans shall be submitted to the Department of Building and Neighborhood Services for future landscape inspection purposes.
3. Once the project has obtained Site Plan approval, the applicant will be notified by COF Engineering Department with instructions regarding the status of their digitally stamped construction plans.
4. The applicant shall upload complete building plans, including the approved, revised site plans, to the City's IDT site for Building and Neighborhood Services Department review and approval

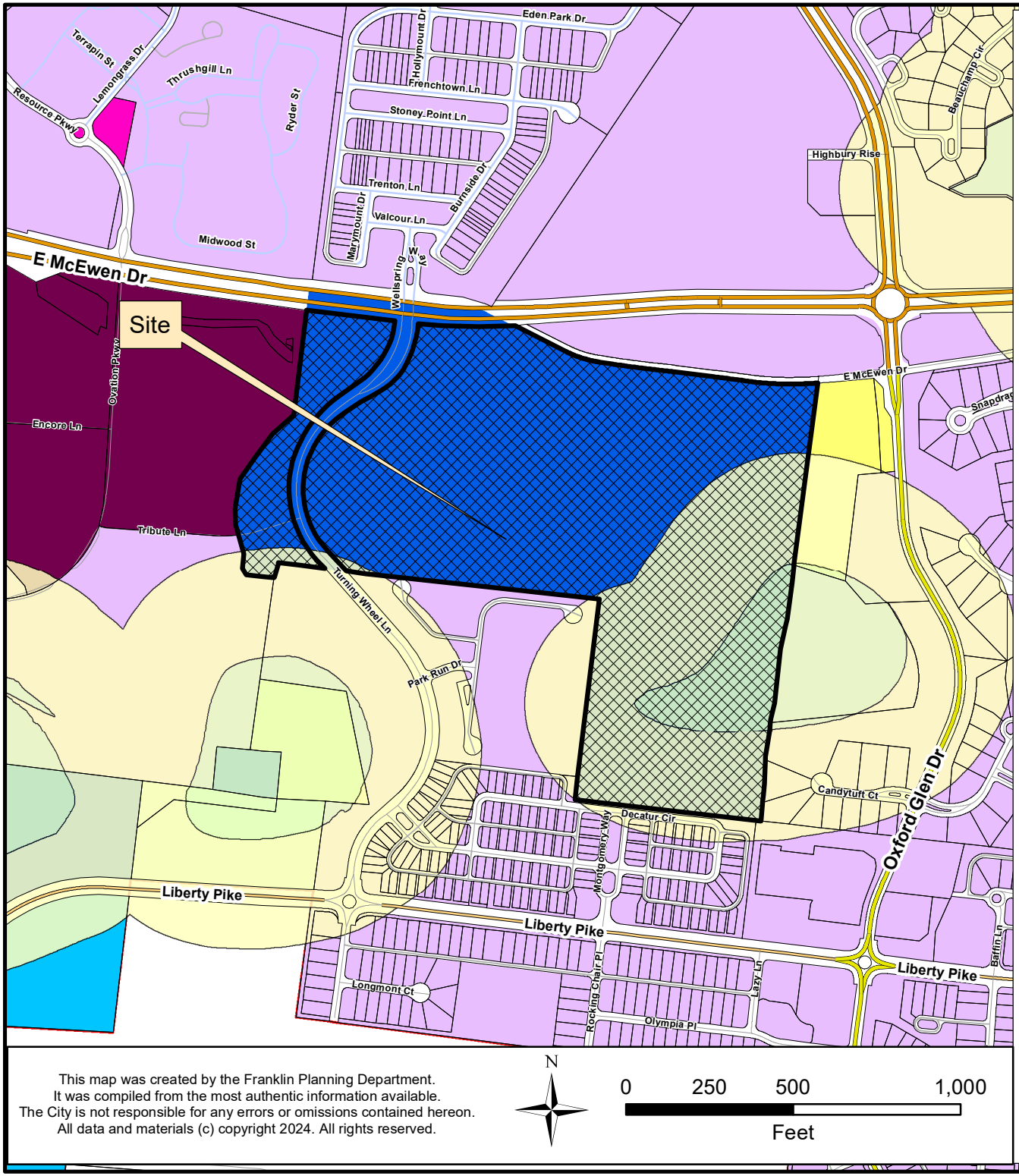
prior to the issuance of a building permit.
5. Prior to the start of any excavation work, the developer and/or contractor shall notify AT&T and Comcast.
6. The City's project identification number shall be included in all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Franklin Municipal Planning Commission approve the site plan for Liberty Park Subdivision, Site Plan (Expansion 2023), with conditions.



LIBERTY PARK SUBDIVISION
SITE PLAN

Project Information

Existing Zoning: CI Civic and Institutional
Overlay Districts: HHO, 500' Buffer of Hillside
Site Acreage: 84.60 acres
Proposed Number of Dwelling Units: None
Proposed Nonresidential Square Footage: 2,155 SF

Legend

- Liberty Park Subdivision
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial 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.
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N

0 250 500 1,000

Feet

HISTORIC FRANKLIN TENNESSEE

SOUTH PRONG SPENCER CREEK

SEE SHEET C1.01

EXISTING ROAD

EXISTING DOG PARK

EXISTING BRIDGE, TYP.

EXISTING ROAD

TOP OF BANK, TYP.

30' RIPARIAN BUFFER ZONE 1

30' RIPARIAN BUFFER ZONE 2

REGULATORY SIGNAGE POST NO PARKING FIRE LANE (3 / C4.01)

EXISTING SALT STORAGE

SEE SHEET C1.05

FUTURE TENNIS AND PICKLE BALL COURTS. SHOWN FOR REFERENCE ONLY. (N.I.C.)

SEE SHEET C1.02

EXISTING BASEBALL FIELD

EXISTING FIRE HYDRANT, TYP.

EXISTING BASEBALL PRACTICE AREA

OPEN AIR FARMERS MARKET

MAIN RESTROOM BUILDING

EXISTING ROAD

DISC GOLF TRAILHEAD

EXISTING ROAD

EXISTING ROAD

EXISTING PLAYGROUND

SEE SHEET C1.04

SEE SHEET C1.03

FUTURE WALKING TRAIL. SHOWN FOR REFERENCE ONLY. (N.I.C.)

RESTROOM BUILDING

EXISTING BASEBALL FIELD

MULTI-PURPOSE PRACTICE FIELD

BATTING CAGES

SHADE & BLEACHERS

BASKETBALL COURT

FUTURE REMOTE RESTROOM BUILDING. SHOWN FOR REFERENCE ONLY. (N.I.C.)

MOUNTAIN BIKE TRAILHEAD

MOUNTAIN BIKE TRAIL, TYP.

EXISTING ROAD

MOUNTAIN BIKE TRAIL, TYP.

PROPERTY LINE, TYP.

0 50 100 150

SCALE: 1" = 50 '

LAYOUT NOTES:

1. SEE SHEET 'C0.01 FOR GENERAL NOTES.
2. SEE ARCHITECTURAL SHEETS FOR BUILDING.
3. INSTALL JOINTS WHERE SHOWN TO ALIGN TO WALLS, BUILDINGS, RADII, ETC. EVENLY SPACE BETWEEN ELEMENTS AS SHOWN. PROVIDE EXPANSION JOINTS BETWEEN CONCRETE PAVEMENT AND VERTICAL ELEMENTS (WALL, CURBS, ETC.). ALL JOINTS TO BE STRAIGHT AND TRUE.
4. LAYOUT ALL CURVES SMOOTHLY WITH NO ABRUPT CHANGES AT TANGENT POINTS.
5. ALL CURBS ARE DIMENSIONED TO THE FACE OF CURB.
6. CONTRACTOR TO TAKE ALL PRECAUTIONS TO FIND AND AVOID SITE UTILITIES. ALL UTILITIES ARE NOT SHOWN ON DRAWING. VERIFY LOCATIONS AND CONSIDER SUCH WHEN ESTIMATING.
7. ALL PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
8. ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC, UNLESS OTHERWISE NOTED.
9. ALL CONSTRUCTION AND MATERIALS SHALL COMPLY WITH TDOT'S STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.
10. ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
11. ALL RADIUS ARE 5' UNLESS OTHERWISE NOTED

LAYOUT INFO LEGEND

- XXX — COORDINATE POINT: SEE SHEET C1.10 FOR COORDINATE LIST.
- 1 / C1.01 — DESCRIPTION/ DETAIL#/SHEET# — DETAIL TAG
- EXPANSION JOINT
- CONTROL JOINT
- PROPERTY LINE, TYP.
- CHAINLINK FENCE (2 / C4.02)
- ORNAMENTAL FENCE (5 / C4.02)

HATCH LEGEND

- PROPOSED ASPHALT PAVEMENT (6 / C4.00)
- CONCRETE PAVEMENT (LIGHT-DUTY) (5 / C4.00)
- SPRIG TURF
- ARTIFICIAL TURF (2 / C4.03)

LOSE DESIGN
SPACES FOR LIFE.

THIS DRAWING AND THE DESIGN SHOWN IS THE PROPERTY OF THE ARCHITECT. REPRODUCTION, COPYING, OR USE OF THIS DRAWING WITHOUT THEIR WRITTEN CONSENT IS PROHIBITED, AND ANY INFRINGEMENT IS SUBJECT TO LEGAL ACTION.

JOSHUA A. GULICK — REGISTERED — AGRICULTURE — ARCHITECTURE — COMMERCE — LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION
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SHEET TITLE

OVERALL SITE LAYOUT

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY AL	SCALE 1" = 50'
CHECKED BY JG	

SHEET NO.

C1.00

N:\2019\19231-1_Liberty_Park_City\CAD\01_SHEETS\19231-1_C1.00_SITE_SHEET.dwg - Printed on 2024-04-18 at 9:26:01 AM

COF no: 8449

CONDITIONS OF APPROVAL:

Open Issues: 14 These issues are currently being filtered

Engineering - Site Plan Checklist

General Issues

53. V. Site Permits

amanda.ray@franklintn.gov

FOR FUTURE REFERENCE:
The **Site Permit Application Packet has been uploaded to the Site Document folder.**

City project manager shall:

- Complete the Owners info on the SWG & Utility permit applications.
- Fill in missing info on SWG & Utility permit applications.
- **Include permit applications in the bid documents for this project. Once a bidder has been selected and site work is ready to start the Contractor shall:**
  - Complete the permit application. Incomplete applications will not be processed.
    - Completed permit applications should be emailed to: amanda.ray@franklintn.gov.

FEES:
Fees are not applicable to City Projects.

LONG TERM MAINTENANCE PLAN & AGREEMENT DIRECTIONS:
If a LTMP is required:

- **Jeff Willoughby will add a comment during plan review.**
- **City project manager shall:**
  - **?Email Jeff a complete LTMP package, making sure to use the newest LTMP agreement and form found here. This should be done AFTER plans are approved so latest, approved plan sheets are included.**

Any questions regarding the Site Permitting process can be directed to amanda.ray@franklintn.gov

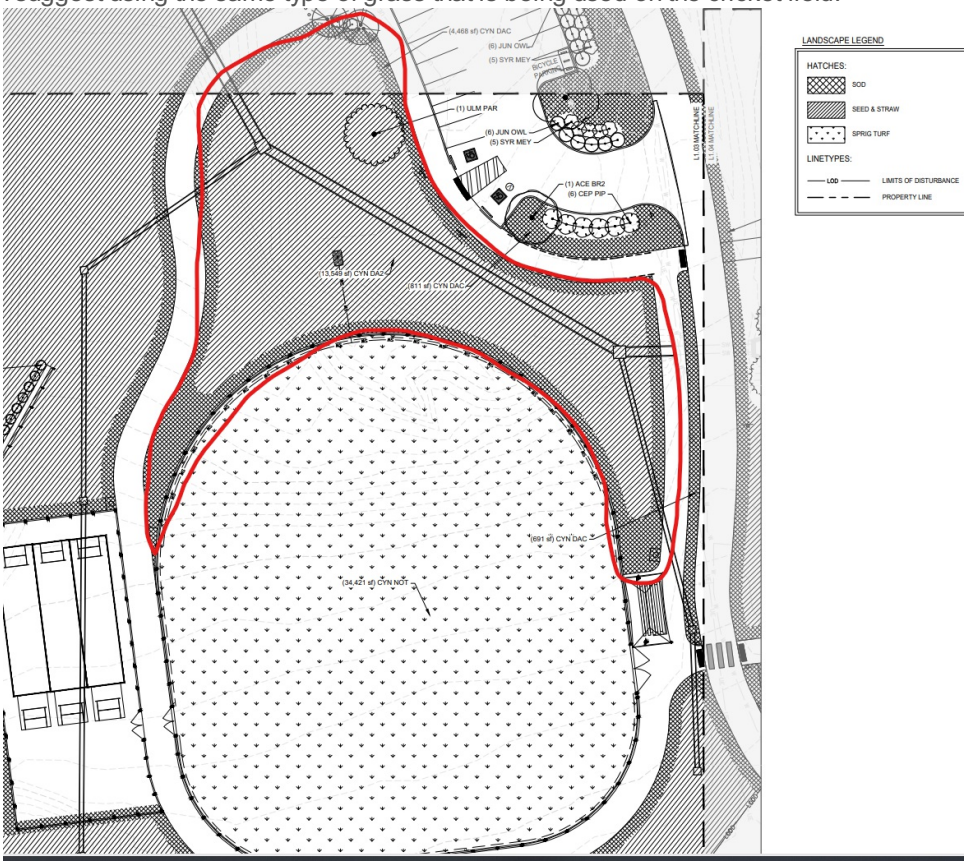
Parks

General Issues

35. types of grass

kevinl@franklintn.gov From John,

- To clarify my previous comment. I am only referring to sheet L1.03, The area circled in red.
  - I suggest using only one type of Bermuda grass in this area. To be either sprigged or sodded.
  - I suggest using the same type of grass that is being used on the cricket field.



[Edited By Kevin Lindsey]

37. note needed to plan set

kevinl@franklintn.gov Parks
Athletics- John Wagnon

- I am unable to find the specifications section 329200 Turf and Grasses.

Applicant shall show specifications of grasses above.

54. Trees and Landscape

brian.walker@franklintn.gov Missing Pages
Pages L1.10 and L1.11 are missing from the plan set.

Performance Agreement and Surety

General Issues

34. Engineering Sureties

kevin.long@franklintn.gov	**No sureties are associated with this Site Plan.** ***(This comment serves only as a reminder to staff and does not hinder approval. No response is necessary from the applicant beyond "N/A" or "Acknowledged" to satisfy requirements of the IDT system.)***

55. Landscape

jason.arnold@franklintn.gov	A Landscape Surety will not be required for this site plan.

Planning (Landscape)

General Issues

56. Missing Sheets

jason.arnold@franklintn.gov	The plan set is Missing Sheets L1.10 and L1.11. These must be included with the One Stop submittal.

Stormwater

General Issues

8. Drainage

Doug.Noonan@franklintn.gov	Comment not addressed, **"Applicant shall identify all outfalls on the EPSC sheets and the acreage flowing through them. It may be help to differentiate between site outfall and bypass/offsite outfall. "** This is not applicable to only the initial sheet, all outfalls shall be identified on all EPSC sheets.

14. EPSC

Doug.Noonan@franklintn.gov	On the interim EPSC sheet baffles are removed and grading changes. I see the note about traps to remain, but the elevations change. It does not appear traps can function as originally designed. Contours on the interim sheet shall be identified. If design changes on the interim, and newly designed trap is proposed ensure a second set of calcs and elevations are provided.

27. Riparian Buffer

jeff.willoughby@franklintn.gov	Please place this on initial EPSC as well as stated above.

28. Riparian Buffer

jeff.willoughby@franklintn.gov	I have reached out to our Parks department to get feedback on this. Additional comments may be forthcoming.

29. Riparian Buffer

jeff.willoughby@franklintn.gov	The buffer management plan references sheet 1L.10 and L1.11 for the planting specifications and further details. However these sheets could not be found. [Edited By Jeff Willoughby]

57. Bioretention

jeff.willoughby@franklintn.gov	1. The landscape schedule has been left off the plant set. Please include 2. *BMP's that require trees in the planting schedule shall require tree holes in the filter bed that must be at least 4 feet deep (or as much as design allows) to provide enough soil volume for the root structure of mature trees. In addition a more organic filter media is required within the planting holes for trees, with ratio of 50% sand, 30% top soil and 20% acceptable leaf compost (or other as approved).This shall be specified in a tree detail on the landscape sheets.*?



SITE CONSTRUCTION DOCUMENTS

LIBERTY PARK SUBDIVISION

SITE PLAN EXPANSION (2023)

PREPARED FOR:
CITY OF FRANKLIN

CITY OF FRANKLIN (C.O.F.) CONTACTS
DIRECTOR OF PARKS - LISA CLAYTON
PARKS SUPERINTENDENT - PAIGE CRUSE
DIRECTOR OF ENGINEERING - PAUL HOLZEN
ENGINEERING PROJECT MANAGER - SHAHAD ABDULRAHMAN

SHEET INDEX

VOLUME 1: SITE

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C0.02	EXISTING CONDITIONS
C0.08	AUTOTURN PLAN
C0.10	OVERALL DEMOLITION PLAN
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C1.01	SITE LAYOUT ENLARGEMENT
C1.02	SITE LAYOUT ENLARGEMENT
C1.03	SITE LAYOUT ENLARGEMENT
C1.04	SITE LAYOUT ENLARGEMENT
C1.05	SITE LAYOUT ENLARGEMENT
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C2.00	OVERALL GRADING PLAN
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C2.04	GRADING PLAN
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C2.06	RIPARIAN BUFFER PLAN
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C2.20	EPSC PHASE 2
C2.30	EPSC PHASE 3
C2.50	PIPE CHART
C2.90	EPSC & DRAINAGE DETAILS
C2.91	EPSC & DRAINAGE DETAILS
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C4.03	SITE DETAILS
C4.04	SITE DETAILS
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A0.02	GENERAL NOTES & LEGENDS
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A0.07	ADA STANDARDS
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A0.11	LIFE SAFETY PLAN
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ARCHICTECTURAL	
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A6.A1	REFLECTED CEILING PLAN - BUILDING A
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A7.01	ROOF DETAILS - STANDING SEAM
A7.10	DETAILS - ROOF PENETRATIONS

PURPOSE STATEMENT:

PROVIDE IMPROVEMENTS TO THE EXISTING PARKING LOTS, DOG PARK, AND DISC GOLF TRAILHEAD AT LIBERTY PARK. IMPROVEMENTS ALSO INCLUDE PROVIDING TWO NEW RESTROOM FACILITIES, A CRICKET FIELD, BATTING CAGES AND A FARMERS MARKET.

OWNER/DEVELOPER

CITY OF FRANKLIN
109 3rd AVENUE SOUTH
FRANKLIN, TN 37064
(615) 791-3217

DESIGNER

LOSE DESIGN
LANDSCAPE ARCHITECTURE/ARCHITECTURE/CIVIL ENGINEERING/PLANNING

2809 FOSTER AVENUE
NASHVILLE, TENNESSEE 37210
PHONE: 615-242-0040
CONTACT:
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SEAN GUTH, AIA, NCARB (SGUTH@LOSE.DESIGN)
BOBBY BELL, PE (BBELL@LOSE.DESIGN)

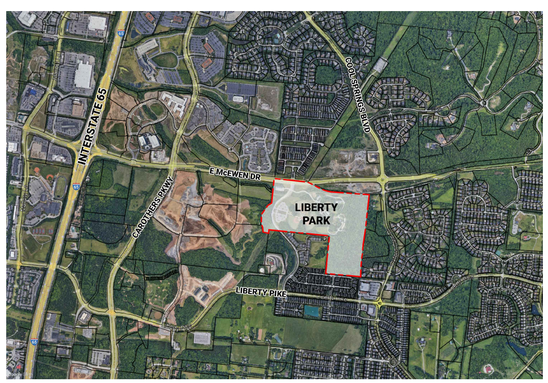
CONSULTANTS

MECHANICAL ENGINEER:
HARMS ENGINEERING
850 NEARTOP DRIVE
NASHVILLE, TN 37205
(615) 356-6789
TIM HARMS

STRUCTURAL ENGINEER:
TRAMMELL ENGINEERING GROUP, LLC
401 W MAIN STREET STE 204
LEBANON, TN 37087
(615) 784-4475
MATTHEW S. TRAMMELL P.E., S.E.

ELECTRICAL ENGINEER:
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2950 KRAFT DRIVE
NASHVILLE, TENNESSEE 37204
(615) 346-3452
ERICH VIERKANT P.E.

LOCATION MAP



SITE DATA

SITE ADDRESS	2080 TURNING WHEEL LANE, 37067
FARMERS MARKET ADDRESS	2090 TURNING WHEEL LANE, 37067
MULTI -PURPOSE PRACTICE FIELD ADDRESS	3000 TURNING WHEEL LANE, 37067
BASKETBALL COURT ADDRESS	3020 TURNING WHEEL LANE, 37067
MB TRAIL HEAD & FUTURE RESTROOM ADDRESS	3030 TURNING WHEEL LANE, 37067
DISC GOLF COURSE ADDRESS	3040 TURNING WHEEL LANE, 37067
MAIN RESTROOM BUILDING ADDRESS	3050 TURNING WHEEL LANE, 37067
EXISTING SALT STORAGE ADDRESS	3060 TURNING WHEEL LANE, 37067
DOG PARK ADDRESS	3070 TURNING WHEEL LANE, 37067
PARCEL ID	MAP 061, PARCEL 00204
EXST. ZONING	CI - CIVIC INSTITUTIONAL
EXST. LAND USE	RECREATION
TOTAL PROPERTY AREA	± 84.60 ACRES (3,685,071 SF)
DISTURBED AREA	14.71 ACRES (640,817 SF)
NEW IMPERVIOUS AREA	2.71 ACRES (118,048 SF)
TOTAL IMPERVIOUS AREA	5.00 ACRES (217,800 SF)
PERVIOUS AREA	79.60 ACRES (3,467,376 SF)
C.O.F. PROJECT NUMBER	10/1/2020
FEMA FLOOD MAP	47187C0220F
IMPERVIOUS SURFACE RATIO (ISR)	
APPLICABLE OVERLAYS	HHO - HILLSIDE / HILLCREST OVERLAY
EXISTING PARKING	42 FORMAL SPACES & 3 GRAVEL LOTS (± 25,600 SF)
TOTAL PARKING PROPOSED	152 SPACES
TOTAL BIKE PARKING REQUIRED	1 BIKE SPACE PER 20 VEHICLE SPACES = 8 SPACES
TOTAL BIKE PARKING PROVIDED	21 SPACES

LOSE DESIGN
SPACES FOR LIFE.

THIS DRAWING AND THE DESIGN SHOWN IS THE PROPERTY OF THE ARCHITECT. REPRODUCTION, COPYING, OR USE OF THIS DRAWING WITHOUT THEIR WRITTEN CONSENT IS PROHIBITED, AND ANY INFRINGEMENT IS SUBJECT TO LEGAL ACTION.

JOSHUA A. GULICK — LICENSED LANDSCAPE ARCHITECT — STATE OF TENNESSEE — AGRICULTURE — COMMERCE — RESIDENCE
04/18/2024

SEAN JACKSON GUTH — REGISTERED ARCHITECT — STATE OF TENNESSEE — AGRICULTURE — COMMERCE — RESIDENCE
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
COVER

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY MH	SCALE N/A
CHECKED BY JG	

SHEET NO.
C0.00

N:\2019\19231-1 Liberty_Park_CDs\CAD\01_SHEETS\19231-1_C0.00_SITE_COVER_SITEMES.dwg - Printed on 2023-04-19 at 9:23:48 AM.

GENERAL NOTES

1. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, DIMENSIONS, LEVELS, PLAN ELEVATIONS, INVERTS, ETC. BEFORE ORDERING MATERIALS AND PROCEEDING WITH THE WORK, AND IS TO BE RESPONSIBLE FOR THE SAME. REMEDIAL WORK RESULTING FROM LACK OF VERIFICATION WILL BE AT CONTRACTOR'S SOLE EXPENSE.
2. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE DAMAGE OR LOSS OF ANY REFERENCE POINTS AND HUBS DURING THE CONSTRUCTION OF HIS/HER WORK, AND SHALL BEAR THE COST OF REPLACING SAME.
3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS, SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY. THE SOILS REPORT AND RECOMMENDATIONS BY PROFESSIONAL THEREIN ARE A PART OF THE REQUIRED CONSTRUCTION DOCUMENTS AND TAKE PRECEDENCE UNLESS SPECIFICALLY NOTED OTHERWISE ON THE PLANS. THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION/PROJECT MANAGER OF ANY DISCREPANCY BETWEEN SOILS REPORT AND PLANS, ETC.
4. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES, TREES, ETC. WHICH ARE TO REMAIN AND NOT TO BE DISTURBED BY THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO SUCH PROPERTY.
5. THE SITE SURVEY SHALL BE CONSIDERED A PART OF THESE PLANS. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR LOCATING IMPROVEMENTS PER THESE PLANS.
6. UPON RECEIPT OF POINT COORDINATE DATA, THE CONTRACTOR SHALL RUN AN INDEPENDENT VERTICAL CONTROL TRAVERSE TO CHECK BENCHMARKS AND A HORIZONTAL CONTROL TRAVERSE THROUGH GIVEN POINTS TO CONFIRM GEOMETRIC DATA AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY CONSTRUCTION.
7. THE LOCATIONS SHOWN ON THE PLAN ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO STARTING CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
8. PRIOR TO STARTING CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED, NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
9. THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICES AND OBTAIN ALL PERMITS AND PAY ALL LEGAL FEES. HE/SHE SHALL ALSO COMPLY WITH ALL CITY, COUNTY AND STATE BUILDING LAWS, ORDINANCES OR REGULATIONS RELATING TO BUILDING SIDEWALKS, STREETS, WATER MAINS, SEWERS, BLASTING, PUBLIC STRUCTURES, ETC.
10. THE CONTRACTOR SHALL ACKNOWLEDGES AND AGREES THAT THE WORK IS ENTIRELY AT THE CONTRACTOR'S RISK UNTIL SITE IS ACCEPTED, AND THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR PROTECTION OF THE PROJECT AND PUBLIC SAFETY. THE CONTRACTOR WILL INDEMNIFY THE OWNER AND LOSE DESIGN. FROM LIABILITY AT THE SITE THROUGHOUT THE CONSTRUCTION PROCESS.
11. ALL DIMENSIONS, GRADES, AND UTILITY LOCATIONS SHOWN ON THESE PLANS WERE BASED ON SITE SURVEY PROVIDED BY OTHERS. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY CONSTRUCTION/PROJECT MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
12. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE WORK AND THE PUBLIC, INCLUDING BARRICADES, WARNING SIGNS, LIGHTS OR OTHER DEVICES SOLELY AT THE DETERMINATION OF THE CONTRACTOR.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES, OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION OF THE WORK, WHETHER CAUSED BY THE CONTRACTOR, SUBCONTRACTORS, OR THE CARELESSNESS OF ANY OF THEIR EMPLOYEES.
14. ALL PAY ITEMS HAVE BEEN EXPLICITLY SET FORTH AS SUCH IN THE PROPOSAL, ALL OTHER ITEMS OF COST ARE TO BE INCLUDED IN THE PRICE OF THE ITEMS ACTUALLY BID UPON.
15. ALL WORK WITHIN THE RIGHTS OF WAY SHALL BE IN ACCORDANCE WITH THE GOVERNING JURISDICTION AND SPECIFICATIONS.
16. THE CONTRACTOR SHALL PROVIDE SUCH BRACING, SHEETING AND SHORING, BLASTING PROTECTION, WARNING LIGHTS AND BARRICADES, ETC. AS MAY BE NECESSARY FOR THE PROTECTION OF LIFE AND PROPERTY FOR EMPLOYEES AND THE GENERAL PUBLIC. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY STATUTES AND RULES REQUIRING CERTAIN PROTECTIVE PERSONAL APPAREL SUCH AS HARD HATS, EAR PLUGS, EYE SHIELDS, PROTECTIVE SHOES, ETC. THE OWNER AND ENGINEER ASSUME NO RESPONSIBILITY OR LIABILITY FOR ACTIONS TAKEN BY THE CONTRACTOR WHICH ENDANGER LIFE OR PROPERTY.
17. THE CONTRACTOR WILL, UPON BECOMING AWARE OF SUBSURFACE OR LATENT PHYSICAL CONDITIONS DIFFERING FROM THOSE DISCLOSED BY THE ORIGINAL SOIL EXPLORATION WORK, PROMPTLY NOTIFY THE OWNER VERBALLY TO PERMIT VERIFICATION OF THE CONDITIONS AND IN WRITING, AS TO THE NATURE OF THE DIFFERING CONDITIONS. NO CLAIM BY THE CONTRACTOR FOR ANY CONDITIONS DIFFERING FROM THOSE ANTICIPATED IN THE PLAN AND SPECIFICATIONS AND DISCLOSED BY THE SOIL STUDIES WILL BE ALLOWED UNLESS THE CONTRACTOR HAS SO NOTIFIED THE OWNER, VERBALLY AND IN WRITING AS REQUIRED ABOVE, OF SUCH DIFFERING CONDITIONS.
18. ANY FOREIGN ITEM FOUND DURING CONSTRUCTION IS THE PROPERTY OF THE LAND OWNER. THIS INCLUDES, BUT IS NOT LIMITED TO, PRECIOUS METALS, COINS, PAPER CURRENCY, ARTIFACTS AND ANTIQUITIES.
19. ALL SURPLUS EXCAVATION SHALL BE PLACED ON-SITE IN A LOCATION DESIGNATED BY OWNER.
20. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS TO INSURE THAT THE NEW WORK SHALL FIT INTO THE EXISTING SITE IN THE MANNER INTENDED AND AS SHOWN ON THE DRAWINGS. SHOULD ANY CONDITIONS EXIST THAT ARE CONTRARY TO THOSE SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO PERFORMING ANY WORK IN THE AREA INVOLVING DIFFERENCES. NOTIFICATION SHALL BE IN THE FORM OF A DRAWING OR SKETCH INDICATING FIELD MEASUREMENTS AND NOTES RELATING TO THE AREA.
21. THE CONTRACTOR SHALL MAINTAIN THE SITE IN A NEAT AND ORDERLY CONDITION AT ALL TIMES. DAILY, AND MORE OFTEN IF NECESSARY, INSPECT & AND PICK UP ALL SCRAP, DEBRIS, & WASTE MATERIAL.
22. THE CONTRACTOR SHALL PROVIDE PROTECTION TO ALL FINISHED WORK. MAINTAIN SURFACES CLEAN, UNMARRED, AND SUITABLY PROTECTED UNTIL ACCEPTANCE BY OWNER.
23. UPON COMPLETION OF PROJECT, CONTRACTOR SHALL CLEAN THE PAVED AREAS PRIOR TO REMOVAL OF TEMPORARY SEDIMENT CONTROLS, AS DIRECTED BY THE CITY AND/OR CONSTRUCTION/PROJECT MANAGER. IF POWER WASHING IS USED, NO SEDIMENT LADEN WATER SHALL BE WASHED INTO THE STORM SYSTEM. ALL SEDIMENT LADEN MATERIAL ON PAVEMENT OR WITHIN THE STORM SYSTEM SHALL BE COLLECTED AND REMOVED FROM THE SITE AT CONTRACTOR'S EXPENSE.
24. CONTRACTOR SHALL AT ALL TIMES ENSURE THAT SWPPP MEASURES PROTECTING EXISTING DRAINAGE FACILITIES BE IN PLACE PRIOR TO THE COMMENCEMENT OF ANY PHASE OF THE SITE CONSTRUCTION OR LAND ALTERATION.
25. THE CONTRACTOR SHALL COORDINATE ALL ROAD CLOSURES, EXCAVATIONS, ETC. WITH LOCAL JURISDICTIONS. ALL TEMPORARY LANE CLOSURES, EXCAVATIONS, BORINGS, TRAFFIC CONTROL, ETC. SHALL BE DONE IN COMPLIANCE WITH LOCAL REQUIREMENTS.
26. THE CONTRACTOR SHALL PERFORM ALL QUANTITY TAKEOFFS REQUIRED FOR BIDDING AND CONSTRUCTION OF THIS PROJECT. LOSE DESIGN ACCEPTS NO RESPONSIBILITY NOR LIABILITY FOR QUANTITY TAKEOFFS PERFORMED FOR THIS PROJECT.

DEMOLITION

1. DEMOLITION INCLUDES THE FOLLOWING WITHIN THE PROPERTY LINES:
   - 1.1. TRANSFER BENCHMARK CONTROL TO NEW LOCATIONS OUTSIDE THE DISTURBED AREA PRIOR TO COMMENCING DEMOLITION OPERATIONS (WHEN APPLICABLE).
   - 1.2. PROVIDE TEMPORARY BARRICADES AND OTHER FORMS OF PROTECTION AS REQUIRED TO PROTECT OWNER'S PERSONNEL AND GENERAL PUBLIC FROM INJURY DUE TO DEMOLITION WORK.
   - 1.3. DEMOLITION AND REMOVAL OF SITE IMPROVEMENTS.
   - 1.4. DISCONNECTING, CAPPING OR SEALING, AND ABANDONING/REMOVING SITE UTILITIES IN PLACE (WHICHEVER IS APPLICABLE).

DEMOLITION (CONT.)

2. ALL DEMOLISHED MATERIALS (EXCLUDING FOREIGN ITEMS AS LISTED IN 'GENERAL') BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED BY THE OWNER'S REP. DISPOSE OF OFF THE OWNER'S PROPERTY AT NO ADDITIONAL COST.
3. ALL PAVEMENT, BASE COURSES, SIDEWALKS, CURBS, ETC., THAT ARE REMOVED SHALL BE REMOVED TO FULL DEPTH. ALL PAVEMENT, SIDEWALK, AND CURB SHALL BE SAW CUT IN ORDER TO OBTAIN NEAT LINES AND SMOOTH TRANSITIONS TO NEW SURFACES.
4. ALL ITEMS OF CONSTRUCTION REMAINING AND NOT SPECIFICALLY MENTIONED THAT INTERFERES WITH THE NEW CONSTRUCTION SHALL BE REMOVED AS DIRECTED BY THE OWNERS REPRESENTATIVE AT NO ADDITIONAL COST.
5. CONTRACTOR SHALL PROVIDE PROTECTION TO ALL STREETS, TREES, UTILITIES, AND STRUCTURES THAT ARE TO REMAIN. CONTRACTOR-CAUSED DAMAGE WILL BE REPAIRED TO LOCAL STANDARDS AT NO ADDITIONAL COST TO THE OWNER.
6. THE CONTRACTOR SHALL CONFORM TO ALL LOCAL CODES AND OBTAIN ALL PERMITS PRIOR TO BEGINNING WORK.
7. NO TREES ARE TO BE REMOVED AND/OR VEGETATION DISTURBED EXCEPT AS NECESSARY FOR DEMOLITION PURPOSES AND ONLY WITH PRIOR APPROVAL FROM THE OWNER'S REPRESENTATIVE.
8. OBTAIN APPROVED BORROW SOIL MATERIALS OFF-SITE.
9. STORAGE OR SALE OF REMOVED ITEMS OR MATERIALS ON-SITE WILL NOT BE PERMITTED.
10. DO NOT START DEMOLITION WORK UNTIL UTILITY DISCONNECTING AND SEALING HAVE BEEN COMPLETED AND VERIFIED IN WRITING.
11. REMOVE: REMOVE AND LEGALLY DISPOSE OF ITEMS EXCEPT THOSE INDICATED TO BE REINSTALLED, SALVAGED, OR TO REMAIN.
12. REMOVE, REINSTALL AND RELOCATE: REMOVE ITEMS INDICATED; CLEAN, SERVICE, AND OTHERWISE PREPARE THEM FOR REUSE; STORE AND PROTECT AGAINST DAMAGE. REINSTALL ITEMS IN LOCATIONS INDICATED.
13. EXISTING TO REMAIN: PROTECT ITEMS INDICATED TO REMAIN AGAINST DAMAGE AND SOILING THROUGHOUT CONSTRUCTION. WHEN PERMITTED BY THE ENGINEER, ITEMS MAY BE REMOVED TO A SUITABLE, PROTECTED STORAGE LOCATION THROUGHOUT CONSTRUCTION AND THEN CLEANED AND REINSTALLED IN THEIR ORIGINAL LOCATIONS.
14. REGULATORY REQUIREMENTS: COMPLY WITH GOVERNING EPA NOTIFICATION REGULATIONS BEFORE STARTING DEMOLITION. COMPLY WITH HAULING AND DISPOSAL REGULATIONS OF AUTHORITIES HAVING JURISDICTION.
15. CONTRACTOR SHALL SCHEDULE DEMOLITION ACTIVITIES WITH THE CONSTRUCTION/PROJECT MANAGER INCLUDING THE FOLLOWING:
   - 15.1. DETAILED SEQUENCE OF DEMOLITION AND REMOVAL WORK, INCLUSIVE OF STARTING AND ENDING DATES FOR EACH ACTIVITY.
   - 15.2. DATES FOR SHUTOFF, CAPPING, AND CONTINUATION OF UTILITY SERVICES.
   - 15.3. IDENTIFY AND ACCURATELY LOCATE UTILITIES AND OTHER SUBSURFACE STRUCTURAL, ELECTRICAL, OR MECHANICAL CONDITIONS.
16. MAINTAIN EXISTING UTILITIES INDICATED TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE THROUGHOUT CONSTRUCTION OPERATIONS.
   - 16.1. DO NOT INTERRUPT EXISTING UTILITIES SERVING OCCUPIED OR OPERATING FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY ENGINEER AND AUTHORITIES HAVING JURISDICTION. PROVIDE TEMPORARY SERVICES DURING INTERRUPTIONS TO EXISTING UTILITIES, AS ACCEPTABLE TO OWNER AND TO GOVERNING AUTHORITIES.
17. UTILITY REQUIREMENTS: LOCATE, IDENTIFY, DISCONNECT, AND SEAL OR CAP OFF INDICATED UTILITY SERVICES SERVING THE SITE.
   - 17.1. ARRANGE TO SHUT OFF AND CAP UTILITIES WITH UTILITY COMPANIES AND FOLLOW THEIR RESPECTIVE UTILITY KILL AND CAP POLICIES.
   - 17.2. ALL EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE TO BE VERIFIED BY CONTRACTOR. LOSE DESIGN DOES NOT ACCEPT ANY RESPONSIBILITY FOR THE ACCURACY OF EXISTING UTILITIES INDICATED ON THE CONSTRUCTION DOCUMENTS. VERIFY LOCATION OF EXISTING UTILITIES AND EXERCISE EVERY PRECAUTION WHEN WORKING ON OR NEAR THESE AREAS TO AVOID DAMAGE TO THESE EXISTING FACILITIES. UTILITY LINES MAY BE ENCOUNTERED IN EXCAVATION THAT WERE NOT KNOWN OR SHOWN TO EXIST, SO CAUTION SHALL BE TAKEN IN ALL EXCAVATIONS. ACTIVE OR INACTIVE UTILITIES ENCOUNTERED BY THE CONTRACTOR SHALL BE HANDLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANIES.
18. CONDUCT DEMOLITION OPERATIONS TO PREVENT INJURY TO PEOPLE AND DAMAGE TO ADJACENT BUILDINGS AND FACILITIES TO REMAIN. ENSURE SAFE PASSAGE OF PEOPLE AROUND DEMOLITION AREA.
   - 18.1. ERECT TEMPORARY PROTECTION, BARRICADES AS PER LOCAL GOVERNING AUTHORITIES.
   - 18.2. PROTECT EXISTING SITE IMPROVEMENTS AND APPURTENANCES TO REMAIN.
19. EXPLOSIVES: USE OF EXPLOSIVES WILL NOT BE PERMITTED.
20. REMOVE AND TRANSPORT DEBRIS IN A MANNER THAT WILL PREVENT SPILLAGE ON ADJACENT SURFACES AND AREAS.
21. CLEAN ADJACENT BUILDINGS AND IMPROVEMENT OF DUST, DIRT, AND DEBRIS CAUSED BY DEMOLITION OPERATIONS. RETURN ADJACENT AREAS TO CONDITION EXISTING BEFORE START OF DEMOLITION.
22. DAMAGES: PROMPTLY REPAIR DAMAGES TO ADJACENT FACILITIES CAUSED BY DEMOLITION OPERATIONS AT THE CONTRACTORS COST.
23. GENERAL: PROMPTLY DISPOSE OF DEMOLISHED MATERIALS. DO NOT ALLOW DEMOLISHED MATERIALS TO ACCUMULATE ON-SITE.
24. BURNING: DO NOT BURN DEMOLISHED MATERIALS.
25. CONDUCT DEMOLITION OPERATIONS AND REMOVE DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH EXISTING FACILITIES.
   - 25.1. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS, OR OTHER ADJACENT OCCUPIED OR USED FACILITIES WITHOUT PERMISSION FROM OWNER AND AUTHORITIES HAVING JURISDICTION. PROVIDE ALTERNATE ROUTES AROUND CLOSED OR OBSTRUCTED TRAFFIC WAYS IF REQUIRED BY GOVERNING REGULATIONS.
   - 25.2. PROVIDE TEMPORARY FENCES, BARRICADES, COVERINGS OR OTHER PROTECTIONS TO PRESERVE EXISTING ITEMS INDICATED TO REMAIN AND TO PREVENT INJURY OR DAMAGE TO PERSONS OR PROPERTY. APPLY PROTECTIONS TO ADJACENT PROPERTIES AS REQUIRED.
26. ALL TOPSOIL SHALL REMAIN PROPERTY OF THE OWNER.

CLEARING & GRUBBING

1. DO NOT EXCEED CLEARING AND GRUBBING LIMITS OF CONSTRUCTION LINES INDICATED ON THE PLANS.
2. ALL AREAS OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE CROSSED BY HEAVY EQUIPMENT OR USED FOR STORING HEAVY EQUIPMENT OR MATERIALS.
3. NO EQUIPMENT SHALL BE STORED UNDER THE DRIP LINE OF TREES TO REMAIN.
4. DO NOT FALL ANY TREES OR PUSH PILES OF DEBRIS AGAINST TREES TO REMAIN.
5. REMOVE ALL STUMPS, ROCKS, ASPHALT & CONCRETE DEBRIS, ETC. WITHIN CLEARING LIMITS AND DISPOSE OFF SITE IN ACCORDANCE WITH LOCAL, STATE, & FEDERAL REGULATIONS.
6. CONTACT ALL UTILITY AUTHORITIES WHO HAVE LINES WITHIN THE CLEARING AND GRUBBING LIMITS BEFORE STARTING WORK.
7. ALL EROSION CONTROL SEDIMENT BARRIERS, SILT FENCES, AND TREE PROTECTION DEVICES SHALL BE INSTALLED PRIOR TO STARTING CLEARING AND GRUBBING OPERATIONS.
8. CONTRACTOR TO STAKE TRAIL CENTERLINES (WHEN APPROPRIATE) & LIMITS OF CLEARING FOR REVIEW BY LOSE DESIGN PRIOR TO BEGINNING CLEARING OPERATIONS; TREES WITHIN GRADING LIMITS TO BE SAVED WILL BE IDENTIFIED BY THE OWNER'S REPRESENTATIVE. FIELD CHANGES TO GRADING PLANS SHALL BE MADE FOR SMOOTH TRANSITION OF GRADES AROUND ALL TREES.
9. SEE SPECIFICATIONS FOR TREE CLEARING REQUIREMENTS AND PENALTIES FOR DAMAGES TO TREES DESIGNATED TO REMAIN.
10. ALL CLEARING SHALL BE LIMITED TO AREAS TO BE GRADED WITHIN 14 CALENDAR DAYS PER STATE PERMITS.

EXISTING UTILITIES

1. UNDERGROUND UTILITIES HAVE NOT BEEN VERIFIED BY THE OWNER, LOSE DESIGN, OR THEIR REPRESENTATIVES. BEFORE YOU DIG CALL 811 TO HAVE EXISTING UTILITIES MARKED.
2. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT FROM THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UNDERGROUND UTILITIES TO REMAIN.
3. LOSE DESIGN ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THE BASE SURVEY INFORMATION PROVIDED BY OTHERS.

DEVELOPMENT

1. NOTIFY OWNER AND LOSE DESIGN AT 50, 95, AND 100 PERCENT COMPLETION OF EVERY PHASE OF CONSTRUCTION
2. ALL BUFFERS AND TREE SAVE AREAS SHALL BE CLEARLY IDENTIFIED BY FLAGGING AND/OR FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
3. ALL CONSTRUCTION TO COMPLY WITH LOCAL/COUNTY ZONING AND CODES STANDARDS AND STATE OF TENNESSEE STORMWATER REGULATIONS.

GRADING

1. TOPSOIL SHALL BE STORED ON SITE IN LOCATIONS APPROVED BY THE OWNERS REPRESENTATIVE AND OUTSIDE AREAS PRONE TO FLOODING. DRAINAGE SHALL ROUTE AROUND THESE TOPSOIL STOCKPILES FOR THE DURATION OF THE GRADING OPERATIONS. EROSION CONTROL MEASURES SHALL PREVENT LOSS OF TOPSOIL MATERIAL.
2. TOPSOIL SHALL REMAIN THE PROPERTY OF THE CITY OF FRANKLIN.
3. UNSUITABLE SOILS SHALL BE UNIFORMLY SPREAD ACROSS NON-STRUCTURAL FILL AREAS, COVERED WITH TOPSOIL, AND VEGETATED PER DRAWINGS.
4. FILL AREAS SHALL BE PROOF-ROLLED WITH RUBBER-TIRED EQUIPMENT WITH A MINIMUM WEIGHT OF FIFTEEN TONS PRIOR TO BEGINNING FILL OPERATION. AREAS WHICH ARE SOFT OR UNSTABLE SHALL BE UNDERCUT UNTIL STABLE SOILS ARE FOUND. RECOMPACTION OF THESE SOILS TO 98 PERCENT MAXIMUM DRY DENSITY (AS PER ASTM D698 STANDARD PROCTOR) WILL BE ALLOWED, UNDER THE DIRECTION OF A QUALIFIED SOILS ENGINEER.
5. CUT AREA SHALL BE PROOF-ROLLED AFTER FINAL SUBGRADE IS ACHIEVED IN THE SAME MANNER AS FILLED AREAS. SOFT OR UNSTABLE SOILS SHALL BE SCARIFIED TO A DEPTH OF 12" AND RECOMPACTED TO 98 PERCENT MAXIMUM DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR).
6. CONFIRMATION OF ALL COMPACTION REQUIREMENTS SHALL BE CONFIRMED BY A QUALIFIED SOILS ENGINEER. SEE SPECIFICATION FOR SOIL COMPACTION RATES.
7. ALL FILL AREAS SHALL BE RAISED IN LIFTS NOT EXCEEDING 6 INCHES.
8. ALL AREAS WILL BE GRADED TO PROVIDE PROPER DRAINAGE AND PREVENT STANDING WATER.
9. ELEVATIONS SHOWN ON THE PLANS IS THE FINISH GRADE ELEVATION.
10. GRADING SHALL BE SEQUENCED SO THAT BASE STONE IS PLACED WITHIN 14 CALENDAR DAYS OF ACHIEVING OPTIMUM SUBGRADE COMPACTION.
11. ALL GRADING OPERATIONS SHALL BE COMPLETED IN COMPLIANCE OF CITY, COUNTY, AND STATE LAND DISTURBANCE PERMITS AS REQUIRED.

LAYOUT

1. ALL LAYOUT MEASUREMENTS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
2. COORDINATE POINTS SHOWN ARE TAKEN FROM BASE INFORMATION PROVIDED BY OTHERS. CONTRACTOR SHALL CROSS CHECK BETWEEN COORDINATE LAYOUT AND PLAN DIMENSIONS PRIOR TO COMMENCING WORK.
3. LOSE DESIGN, ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THE BASE INFORMATION AS PROVIDED. CONTRACTOR IS TO VERIFY ALL BASE INFORMATION AS NECESSARY AND TO ADVISE THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO ANY LAYOUT WORK
4. ALL WORK SHALL BE COMPLETED TO THE LEVEL INDICATED BY THE SCOPE OF WORK LISTED IN THE BID DOCUMENTS.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF ALL DAMAGED AND/OR DISTURBED MONUMENTS, STAKES, ETC.
6. CONTRACTOR SHALL NOT SCALE DRAWINGS. CONTRACTOR SHALL USE DIMENSION, COORDINATES, AND OTHER INFORMATION PROVIDED ON LAYOUT PLANS.
7. CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION STAKING REQUIRED ON THE PROJECT. THE CONTRACTOR SHALL VERIFY THAT NO CONFLICTS EXIST BETWEEN EXISTING FACILITIES AND PROPOSED FACILITIES PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.
8. CONTRACTOR SHALL NOTIFY LOSE DESIGN WITHIN 24 HOURS OF ANY LAYOUT DISCREPANCIES PRIOR TO PROCEEDING WITH WORK. ALL ADDITIONAL COSTS, INCLUDING BUT NOT LIMITED TO REMEDIAL CONSTRUCTION, ADDITIONAL SITE VISITS, OR ENGINEERING SERVICES AND FEES, ETC., INCURRED DUE TO THE FAILURE TO FOLLOW THIS PROCEDURE WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
9. CONTRACTOR SHALL PROVIDE ADEQUATE LAYOUT INFORMATION TO DEMONSTRATE, TO THE MAXIMUM EXTENT PRACTICAL, THAT NO CONFLICTS BETWEEN VARIOUS TRADES EXIST.
10. DRAINAGE STRUCTURES ARE SHOWN TO INDICATE CASTING TYPE AND LOCATION. CONTRACTOR SHALL STAKE PROPOSED PAVING, STRUCTURES, CURBS, ETC. TO ENSURE DRAINAGE STRUCTURES ARE PLACED TO AVOID CONFLICTS. DRAINAGE STRUCTURES ARE NOT DRAWN TO SCALE.

ADA REQUIREMENTS

1. ALL CONSTRUCTION ACTIVITIES SHALL BE COMPLETED IN FULL COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT ("ADA") AND ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD, FEDERAL REGISTER 36CFR PARTS 1190 AND 1191, ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES; ARCHITECTURAL BARRIERS ACT (ABA) ACCESSIBILITY GUIDELINES
2. CONTRACTOR TO COORDINATE ALL INSPECTIONS AS REQUIRED BY THE LOCAL ADA COMPLIANCE OFFICE.
3. AT ALL INTERSECTION OF TRAILS, SIDEWALKS, PLAZAS, AND OTHER INSTANCES WHERE 90 DEGREE TURNS CAN TAKE PLACE, THE MAX. SLOPE IN ALL DIRECTIONS IS 2 PERCENT.

TREE PROTECTION / REMOVAL

1. EXISTING TREES ON-SITE TO BE REMOVED HAVE BEEN MARKED ON THE SITE PLANS WITH AN "X". ONLY THOSE MARKED TREES SHALL BE REMOVED. CONTRACTOR SHALL PROCEED WITH THE FOLLOWING FOR TREES TO BE REMOVED ONLY:
   - 1.1.1. REMOVE THE TOP OF ALL TREES INCLUDING BRANCHES AND TRUNK IN AN ORGANIZED AND SAFE MATTER BEING CAREFUL NOT TO DAMAGE ANY TREES TO REMAIN OR OTHER SITE FEATURES.
   - 1.2. ALL STUMPS OF TREES BEING REMOVED SHALL BE COMPLETELY EXCAVATED AND REMOVED. ALL EXCAVATED HOLES, FROM REMOVAL OF TREE ROOTS, REMAINING ON-SITE SHALL BE REMEDIATED WITH ENGINEERED FILL AND COMPACTED TO MEET SPECIFICATIONS.
   - 1.3. ALL TREE WASTE, INCLUDING LIMBS, BRANCHES, TRUNKS, ROOTS OR OTHER, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF IN A LEGAL MANNER.
2. ALL TREES THAT HAVE NOT BEEN MARKED ON THESE PLANS WITH AN "X" SHALL BE PROTECTED ON SITE DURING CONSTRUCTION FROM ANY AND ALL DAMAGE. CONTRACTOR SHALL PROCEED WITH THE FOLLOW FOR TREES TO BE PROTECTED ONLY:
   - 2.1. ALL PROTECTED TREES THAT ARE LOCATED NEAR OR WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED BY TREE PROTECTION FENCING PER DETAILS.
   - 2.2. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY PROTECTED TREES THAT ARE DAMAGED DURING CONSTRUCTION.
   - 2.3. IF PROTECTED TREES ARE LOCATED WITHIN THE LIMITS OF CONSTRUCTION, THEY MUST BE PROTECTED DURING SITE CONSTRUCTION.
   - 2.4. IF GRADING, EXCAVATION OR PAVING IS SHOWN TO OCCUR NEAR THE PROTECTED TREE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTRACTING WITH A LOCAL TREE SURGEON FOR RECOMMENDATIONS ON TREE PROTECTION.
   - 2.5. IF DISCREPANCIES OCCUR AND IT IS ANTICIPATED THAT THE PROTECTED TREES WILL BE DAMAGED DUE TO PROPOSED CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGNER IMMEDIATELY OF ANY CONFLICT.
   - 2.6. THE CONTRACTOR SHALL ALSO SUBMIT RECOMMENDATIONS TO THE DESIGNER FROM THE TREE SURGEON FOR PROTECTION MEASURES.
   - 2.7. CONTRACTOR SHALL BE RESPONSIBLE FOR IN-FIELD COORDINATION WITH THE DESIGNER TO RESOLVE ANY CONFLICTS THAT MAY ARISE DUE TO PROTECTED TREES.
   - 2.8. IF THE CONTRACTOR LOCATES TREES IN THE FIELD THAT ARE NOT SHOWN ON THESE PLANS OR THAT ARE MISLOCATED, THE CONTRACTOR SHALL NOTIFY THE DESIGNER FOR REVIEW OF THE TREE AND ITS LOCATION.
   - 2.9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH SUB-CONSULTANTS AND UTILITY PROVIDERS DURING CONSTRUCTION TO ENSURE THE PROTECTION OF THE TREES TO REMAIN.

TREE PROTECTION / REMOVAL (CONT.)

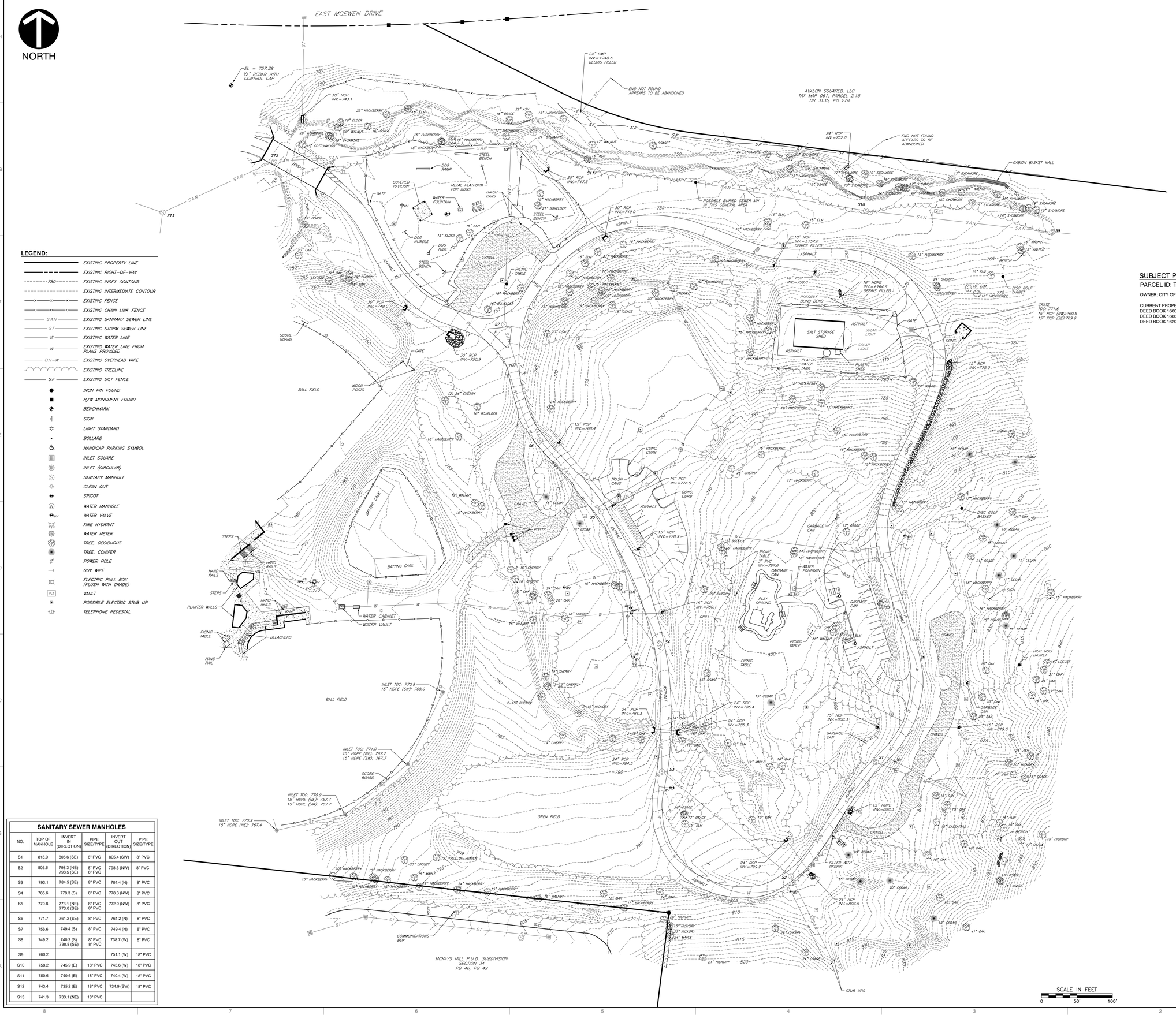
2.10. IN THE EVENT OF UTILITY LINE ADJUSTMENTS, ADDITIONS OR RELOCATIONS, THE CONTRACTOR SHALL WORK WITH THE UTILITY PROVIDER AND INSTALLER TO ROUTE THE UTILITY LINES OUTSIDE OF THE TREE PROTECTION ZONE. IF THIS IS NOT POSSIBLE, RECOMMENDATIONS MUST BE OBTAINED FROM A LOCAL TREE SURGEON FOR REMEDIATION OPTIONS.

2.11. CONTRACTOR MUST SUBMIT ALL REPORTS OR RECOMMENDATIONS FOR TREE PRUNING OR ALTERING TO THE LANDSCAPE ARCHITECT FOR REVIEW PRIOR TO RENDERING SERVICES.

2.12. SEE SHEET L1.09 FOR TREE REMOVAL AND REMEDIATION PLAN.

ABBREVIATIONS

ASPH	- ASPHALT	N.I.C.	- NOT IN CONTRACT
@	- AT	NO	- NUMBER
BC	- BOTTOM OF CURB	O.C.	- ON CENTER
BFP	- BACKFLOW PREVENTER	OD	- OUTSIDE DIAMETER
BS	- BOTTOM OF STEP	PD	- PERFORATED DRAIN
BW	- BOTTOM OF WALL	PL	- PROPERTY LINE
CL	- CENTERLINE	POB	- POINT OF BEGINNING
CJ	- CONTROL JOINT	PP	- POWER POLE
CO	- COMPANY	R	- RADIUS
CONT	- CONTINUOUS	RIM	- TOP OF CASTING
CY	- CUBIC YARD	ROW	- RIGHT OF WAY
DIA	- DIAMETER	SERV	- SERVICE
DR	- DRIVE	SCH	- SCHEDULE
EJ	- EXPANSION JOINT	SF	- SQUARE FEET
ELEC	- ELECTRIC	S.F.	- SILT FENCE
ELEV	- ELEVATION	SQ	- SQUARE
FH	- FIRE HYDRANT	SY	- SQARE YARD
EX	- EXISTING	SIG	- SIGNAL
FT	- FEET	SPEC	- SPECIFICATION(S)
FL	- FLOW LINE	STA	- STATION
GALV	- GALVANIZED	ST	- STREET



LEGEND:

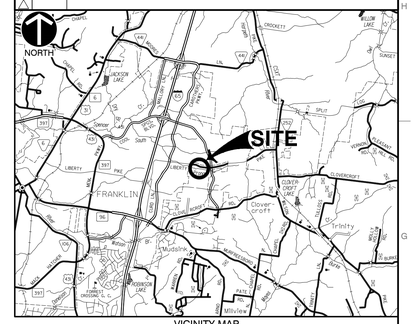
- EXISTING PROPERTY LINE
- EXISTING RIGHT-OF-WAY
- 780 EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- EXISTING FENCE
- EXISTING CHAIN LINK FENCE
- SAN EXISTING SANITARY SEWER LINE
- ST EXISTING STORM SEWER LINE
- W EXISTING WATER LINE
- W EXISTING WATER LINE FROM PLANS PROVIDED
- OH-W EXISTING OVERHEAD WIRE
- EXISTING TREELINE
- SF EXISTING SILT FENCE
- IRON PIN FOUND
- R/W MONUMENT FOUND
- BENCHMARK
- SIGN
- LIGHT STANDARD
- BOLLARD
- HANDICAP PARKING SYMBOL
- INLET SQUARE
- INLET (CIRCULAR)
- SANITARY MANHOLE
- CLEAN OUT
- SPIGOT
- WATER MANHOLE
- WV WATER VALVE
- FIRE HYDRANT
- WATER METER
- TREE, DECIDUOUS
- TREE, CONIFER
- POWER POLE
- GUY WIRE
- ELECTRIC PULL BOX (FLUSH WITH GRADE)
- VLT VAULT
- POSSIBLE ELECTRIC STUB UP
- TELEPHONE PEDESTAL

SANITARY SEWER MANHOLES

NO.	TOP OF MANHOLE	INVERT IN (DIRECTION)	PIPE SIZE/TYPE	INVERT OUT (DIRECTION)	PIPE SIZE/TYPE
S1	813.0	805.6 (SE)	8" PVC	805.4 (SW)	8" PVC
S2	805.6	798.3 (NE) 798.5 (SE)	8" PVC 6" PVC	798.3 (NW)	8" PVC
S3	793.1	784.5 (SE)	8" PVC	784.4 (N)	8" PVC
S4	785.6	778.3 (S)	8" PVC	778.3 (NW)	8" PVC
S5	779.8	773.1 (NE) 773.0 (SE)	8" PVC 6" PVC	772.9 (NW)	8" PVC
S6	771.7	761.2 (SE)	8" PVC	761.2 (N)	8" PVC
S7	756.6	749.4 (S)	8" PVC	749.4 (N)	8" PVC
S8	749.2	740.2 (S) 738.8 (SE)	8" PVC 6" PVC	738.7 (W)	8" PVC
S9	760.2			751.1 (W)	18" PVC
S10	758.2	745.9 (E)	18" PVC	745.6 (W)	18" PVC
S11	750.6	740.6 (E)	18" PVC	740.4 (W)	18" PVC
S12	743.4	735.2 (E)	18" PVC	734.9 (SW)	18" PVC
S13	741.3	733.1 (NE)	18" PVC		

REVISION RECORD

NO	DATE	DESCRIPTION
1		
2		
3		
4		
5		



VICINITY MAP
N.T.S.

SUBJECT PROPERTY INFORMATION:

PARCEL ID: TAX MAP 61, PARCEL 2.04

OWNER: CITY OF FRANKLIN

CURRENT PROPERTY RECORDS:
DEED BOOK 1660, PAGE 590
DEED BOOK 1660, PAGE 598
DEED BOOK 1629, PAGE 68

GENERAL NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE EXISTING TOPOGRAPHIC FEATURES AND GROUND SURFACE CONTAINED WITHIN THE AREA SHOWN OF LIBERTY PARK FOR FUTURE DEVELOPMENT BY THE CITY OF FRANKLIN, TN. SURVEY MEETS THE REQUIREMENTS OF A TOPOGRAPHIC SURVEY AND IS NOT A GENERAL PROPERTY SURVEY AS DEFINED BY T.C.A. 0820-03-.07.
2. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM NAD83 (2011). ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONTOURS ARE SHOWN AT 1 FOOT INTERVALS.
3. PROPERTY LINES SHOWN ARE BASED ON A CAD FILE PROVIDED BY THE CITY WITH A FILE NAME OF "LIBERTY PARK BASE". PROPERTY LINES IN SAID BASE FILE ARE THE SAME AS THE PROPERTY DESCRIPTIONS FOUND IN THE CURRENT VESTING SPECIAL WARRANTY DEED RECORDED IN DEED BOOK 1629, PAGE 68 FOR THE PROPERTY. PROPERTY LINES SHOWN HAVE BEEN MOVED TO BEST FIT THE MONUMENTATION FOUND DURING THE TOPOGRAPHIC SURVEY, AND ARE APROXIMATE.
4. GPS SURVEY DATA
   (A) TYPE OF GPS SURVEY: REAL-TIME KINEMATIC AND ONLINE POSITION USER SERVICE
   (B) POSITIONAL ACCURACY: 0.05 FEET
   (C) DATES OF SURVEY: 10/2021-1/2022
   (D) DATUM/EPOCH: NAD83(2011) EPOCH 2010.00
   (E) PUBLISHED/FIXED CONTROL USED: NGS PID'S DJ9552, DJ9556, & DJ9558
   (F) GEOID MODEL: GEOID 18
   (G) COMBINED GRID FACTOR: 0.99991813
5. DISTANCES ARE BASED ON A FIELD SURVEY USING EDM AND GPS EQUIPMENT.
6. THE UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM VISIBLE FIELD EVIDENCE, UTILITY MARKING PROVIDED BY OTHERS. SOME OF THE WATER LINES SHOWN ARE FROM A CAD BASE FILE PROVIDED BY CLIENT AS DEPICTED. THE SURVEYOR MAKES NO GUARANTEE THAT THEY COMPRISE ALL THE 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 INDICATED, THEREFORE RELIANCE UPON SIZE, TYPE, AND LOCATION SHALL BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. IT IS RECOMMENDED THAT TENNESSEE ONE-CALL SYSTEM, INC. BE NOTIFIED BEFORE ANY EXCAVATION IS CONDUCTED. DIAL 811
7. INDIVIDUAL SPECIMEN TREES WITH A DIAMETER OF FIFTEEN (15) INCHES OR GREATER, MEASURED AT BREAST HEIGHT, HAVE BEEN SHOWN HEREON. THE SURVEYOR DOES NOT GUARANTEE THE TREE SPECIES SHOWN ON THIS SURVEY. IT IS RECOMMENDED THAT A CERTIFIED ARBORIST BE CONTACTED FOR FURTHER EXAMINATION.
8. THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.
9. THE FIELD SURVEY SHOWN HEREON WAS COMPLETED ON 1-10-2022.



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON REPRESENTS A CATEGORY IV SURVEY AND WAS MADE IN COMPLIANCE WITH THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE.

*HAND SIGNATURE ON FILE

Civil & Environmental Consultants, Inc.
117 Seaboard Lane · Suite E-100 · Franklin, TN 37067
Ph: 615.333.7797 · 800.763.2326 · Fax: 615.333.7751
www.cecinc.com

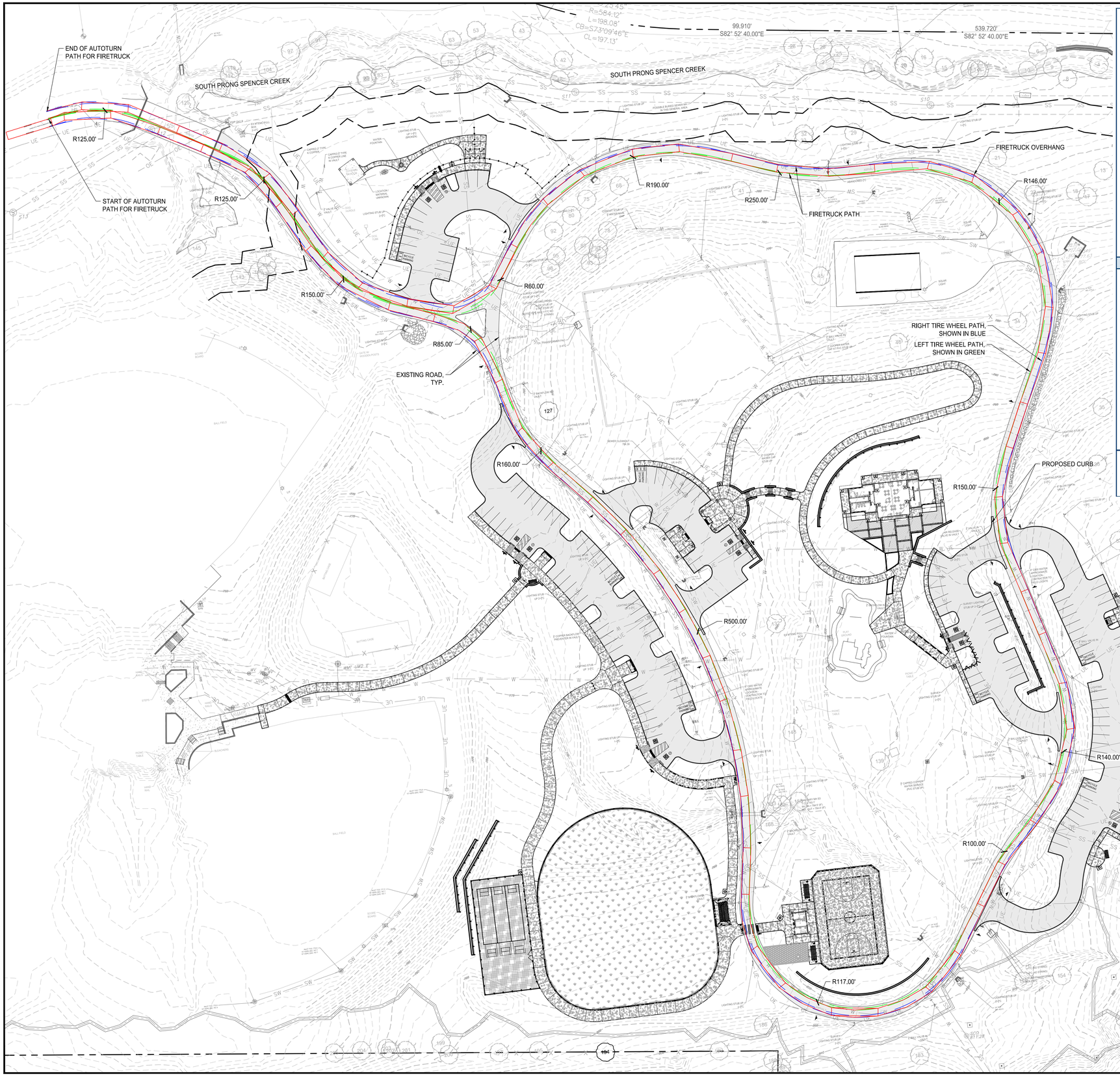
LIBERTY PARK
TOPOGRAPHIC SURVEY
FRANKLIN
WILLIAMSON COUNTY, TENNESSEE

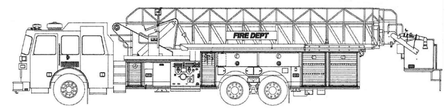
DRAWN BY:	KLU	CHECKED BY:	BJH	APPROVED BY:	JRC
DATE:	FEBRUARY 1, 2022	DWG SCALE:	1"=50'	PROJECT NO:	315-701

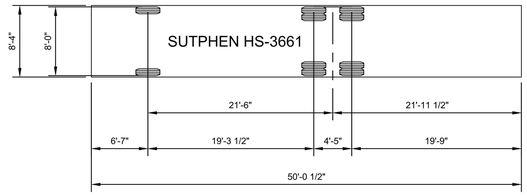
PREPARED FOR:
CITY OF FRANKLIN
PO BOX 305
FRANKLIN, TN 37065

DRAWING NO.: **SV01**
SHEET 1 OF 1

AM 8:30 2/2/2022 J:\...\Survey - 2022\315-701\dwg\Base\315-701-SURVEY.dwg Survey\315-701-SV01.dwg

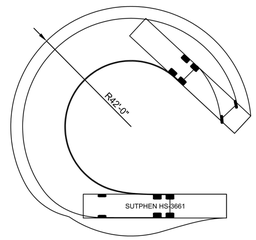






APPARATUS AND TURNING INFORMATION

1. NUMBER OF FRONT AXLES = 1
2. FRONT TRACK WIDTH = 8.000 FT
3. WHEELS ON EACH FRONT AXLE = 2
4. NUMBER OF REAR AXLES = 2
5. REAR TRACK WITH = 8.000 FT
6. WHEELS ON EACH REAR AXLE = 4
7. WHEELBASE = 19.292 FT
8. REAR AXLE SPACING = 4.417 FT
9. LOCK-TO-LOCK TIME = 6 SEC
10. TURNING RADIUS WALL TO WALL = 42 FT
11. BODY LENGTH = 50.042 FT
12. BODY WIDTH = 8.333 FT
13. REAR OVERHANG = 24.167 FT
14. MINIMUM DESIGN SPEED = 5 MPH



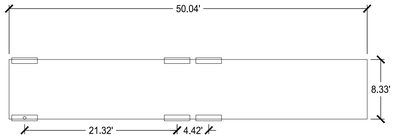
HISTORIC FRANKLIN TENNESSEE

FIRE APPARATUS TURNING TEMPLATE

CITY OF FRANKLIN	CITY ENGINEER:	DATE:	DWG. NO.
NOT TO SCALE		7/1/2021	SD-7

LEGEND

- VEHICLE BLOCK
- LEFT TIRE WHEEL PATHS
- RIGHT TIRE WHEEL PATHS
- VEHICLE OVERHANG LINE



1 FIRETRUCK SUTPHEN HS-3661
SCALE: 1" = 10'

0 50 100 150
SCALE: 1" = 50 '

LOSE DESIGN
SPACES FOR LIFE.

THIS DRAWING AND THE DESIGN SHOWN IS THE PROPERTY OF THE ARCHITECT. REPRODUCTION, COPYING, OR USE OF THIS DRAWING WITHOUT THEIR WRITTEN CONSENT IS PROHIBITED, AND ANY INFRINGEMENT IS SUBJECT TO LEGAL ACTION.

JOSHUA A. GULICK
REGISTERED
LANDSCAPE ARCHITECT
04/18/2024

ROBERT JACKSON BRAY
REGISTERED
LANDSCAPE ARCHITECT
04/18/2024
STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION
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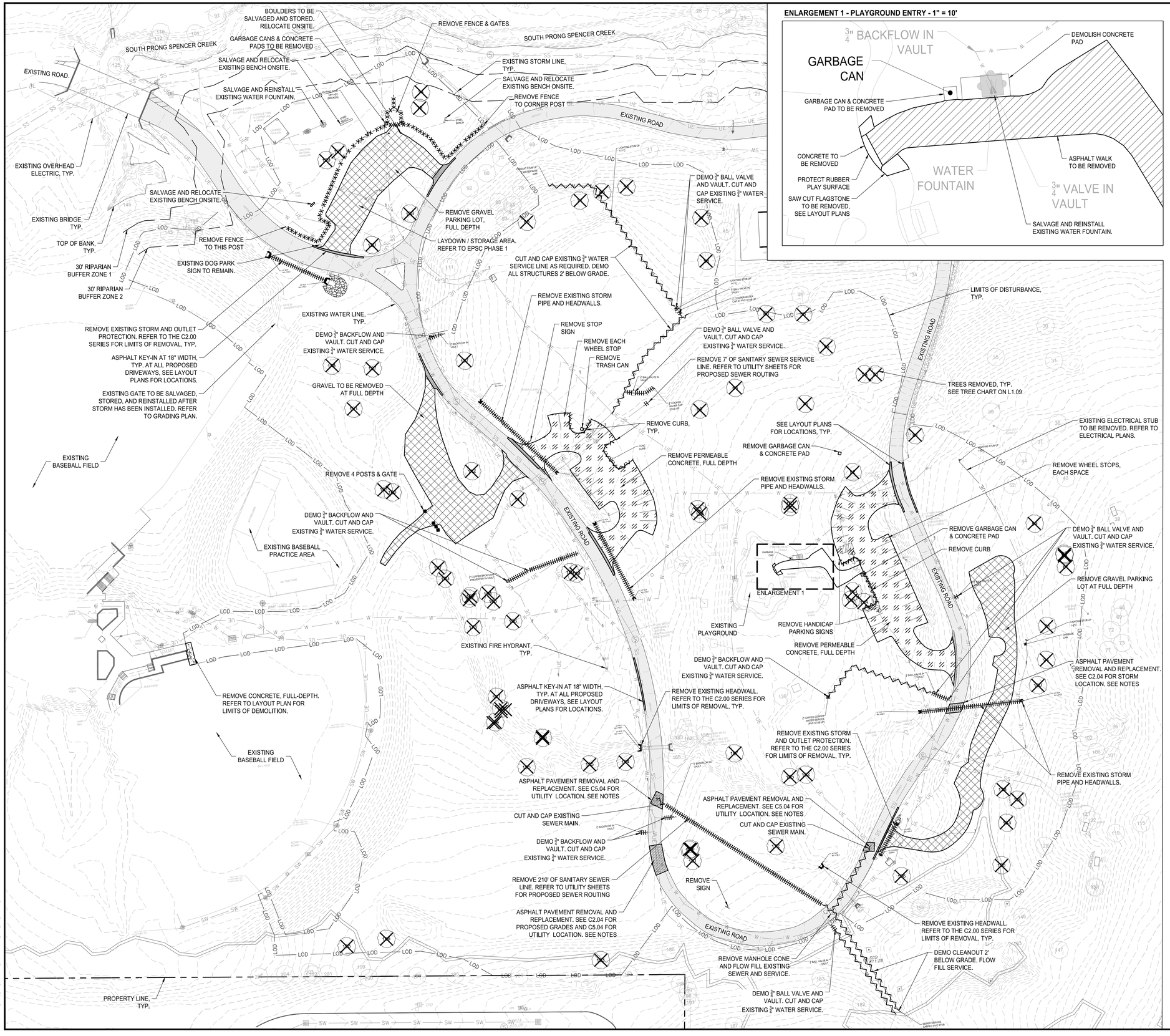
SHEET TITLE

AUTOTURN PLAN

PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY: BB	SCALE: ----
CHECKED BY: JG	

SHEET NO.
C0.08

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ENLARGEMENT 1 - PLAYGROUND ENTRY - 1" = 10'

DEMO NOTES:

1. SEE SHEET C0.02 FOR ADDITIONAL DEMOLITION NOTES.
2. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS IMMEDIATELY UPON DISCOVERY.
3. PRIOR TO BEGINNING DEMOLITION, ENSURE EROSION AND INLET PROTECTION ARE IN PLACE.
4. DISPOSE OF DEMOLISHED MATERIALS LEGALLY OFF SITE.
5. ANY DAMAGES TO EXISTING ITEMS TO REMAIN SHALL BE REPLACED BY CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
6. ALL FENCING, GATES, POSTS AND FOOTINGS SHALL BE REMOVED IN ENTIRETY. RESULTING HOLES SHALL BE FIELD, TOPPED WITH 6" MIN TOPSOIL, SEEDED AND MULCHED.
7. ALL ELECTRIC UTILITIES WITHIN THE L.O.D SHALL BE ABANDONED OR REMOVED DURING DEMO.
8. FILL AND COMPACT VOIDS FROM DEMOLITION WITH TOP SOIL. ENSURE SMOOTH AND EVEN SURFACE.
9. REMOVE ALL CHAINLINK FENCING, POSTS, HARDWARE, FOOTINGS, DUG OUTS, ROOFING, ETC. ASSOCIATED WITH BALL FIELD OR BALL FIELD USES IN ENTIRETY AND DISPOSE OF LEGALLY OFF SITE.
10. REMOVE ALL HEADWALLS AND ASSOCIATED CONCRETE IN ENTIRETY AND DISPOSE OF OFF SITE. SEE UTILITY PLAN FOR CONNECTION AND EXTENSION.
11. REMOVE ALL BALL FIELD INFIELD MIX AND DISPOSE OF OFF SITE. COORDINATE WITH PARKS FOR POTENTIAL SALVAGE AND TRANSPORTATION TO GIVEN LOCATION.
12. ALL TOPSOIL STOCKPILED AND NOT RE-USED ON SITE WILL REMAIN THE PROPERTY OF THE CITY.
13. CONTRACTOR RESPONSIBLE FOR COORDINATING WITH THE CITY FOR HAULING AND PLACING EXCESS TOPSOIL.
14. DEMOLITION OF ASPHALT AND CONCRETE SHALL BE FULL DEPTH AND INCLUDE THE SUB-BASE. CONTRACTOR SHALL COORDINATE WITH PAVING SECTION DETAILS FOR REPLACEMENT.
15. ALL TREES TO BE REMOVED SHALL BE REMOVED IN ENTIRETY AND THE STUMP SHALL BE GROUND TO 18" BELOW GRADE.
16. DISCONNECT AND ABANDON EXISTING IRRIGATION WITHIN LIMITS OF DISTURBANCE.
17. ENSURE ALL IRRIGATION OUTSIDE OF LIMITS OF DISTURBANCE REMAINS FUNCTIONAL AND CONNECTED.
18. COORDINATE WITH OWNER FOR SALVAGE AND STORING OF BLEACHERS, MOVEABLE SPORTS EQUIPMENT AND OTHER ITEMS THAT MAY NEED TO BE REMOVED FROM THE SITE BUT ARE NOT SPECIFICALLY CALLED OUT ON PLAN.
19. PROTECT ALL AREAS FROM RUN-OFF AND EROSION.
20. GRADE AREAS AS NECESSARY DURING DEMOLITION TO PREVENT RUN-OFF ONTO STREETS OR SIDEWALKS.
21. PERFORM DEMOLITION AND REPAIR OF ROAD CROSSINGS WITH IRRIGATION, WATER AND ELECTRICAL LINES PER CITY STANDARD DETAILS. SEE SHEET C5.10.

TREE PROTECTION NOTES:

1. SEE SHEET L1.09 FOR TREE SAVE PLAN.

DEMOLITION LEGEND:

- LOD — SITE BOUNDARY / LIMITS OF DISTURBANCE
- CURB REMOVAL. SAW CUT FULL DEPTH
- FENCE REMOVAL
- FULL DEPTH CONCRETE REMOVAL. SAW CUT ALL EXISTING CONCRETE.
- FULL DEPTH ASPHALT REMOVAL. SAW CUT ALL EXISTING ASPHALT.
- FULL DEPTH PERMEABLE CONCRETE REMOVAL. SAW CUT ALL EXISTING CONCRETE.
- FULL DEPTH GRAVEL REMOVAL.
- TREE REMOVAL
- TREE PROTECTION
- PIPE REMOVAL
- CUT/CAP ABANDON IN PLACE

0 50 100 150

SCALE: 1" = 50 '

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULICK
REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE
04/18/2024

ROBERT JACKSON BELL
REGISTERED
AGRICULTURE
STATE OF TENNESSEE
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

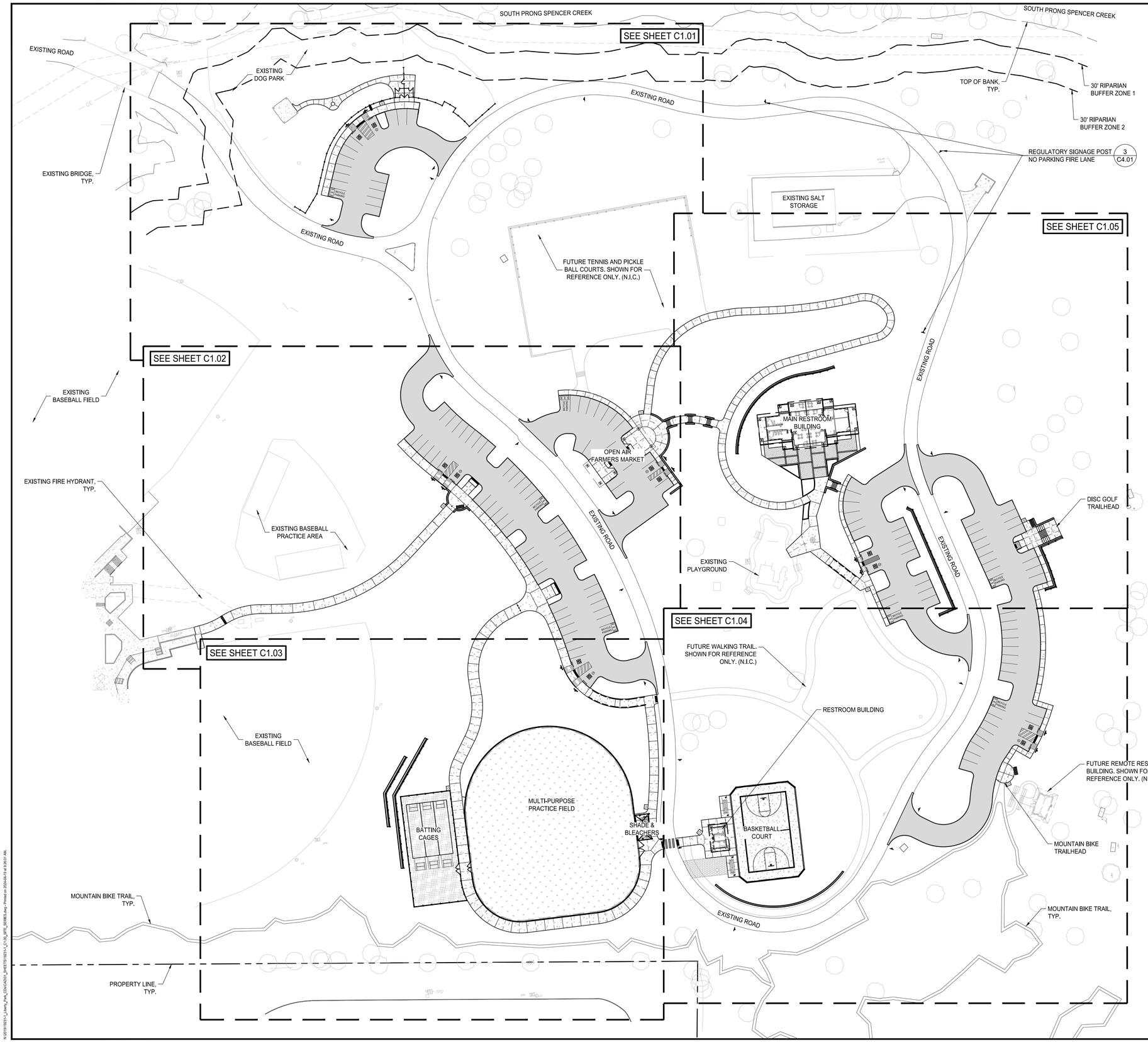
SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

OVERALL DEMOLITION PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY MH	SCALE 1" = 50'
CHECKED BY JG	
SHEET NO. C0.10	

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LAYOUT NOTES:

1. SEE SHEET 'C0.01 FOR GENERAL NOTES.
2. SEE ARCHITECTURAL SHEETS FOR BUILDING.
3. INSTALL JOINTS WHERE SHOWN TO ALIGN TO WALLS, BUILDINGS, RADII, ETC. EVENLY SPACE BETWEEN ELEMENTS AS SHOWN. PROVIDE EXPANSION JOINTS BETWEEN CONCRETE PAVEMENT AND VERTICAL ELEMENTS (WALL, CURBS, ETC.). ALL JOINTS TO BE STRAIGHT AND TRUE.
4. LAYOUT ALL CURVES SMOOTHLY WITH NO ABRUPT CHANGES AT TANGENT POINTS.
5. ALL CURBS ARE DIMENSIONED TO THE FACE OF CURB.
6. CONTRACTOR TO TAKE ALL PRECAUTIONS TO FIND AND AVOID SITE UTILITIES. ALL UTILITIES ARE NOT SHOWN ON DRAWING. VERIFY LOCATIONS AND CONSIDER SUCH WHEN ESTIMATING.
7. ALL PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
8. ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC, UNLESS OTHERWISE NOTED.
9. ALL CONSTRUCTION AND MATERIALS SHALL COMPLY WITH TDOT'S STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.
10. ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
11. ALL RADIUS ARE 5' UNLESS OTHERWISE NOTED

LAYOUT INFO LEGEND

- XXX — COORDINATE POINT: SEE SHEET C1.10 FOR COORDINATE LIST.
- 1 / C1.01 — DESCRIPTION/ DETAIL#/SHEET# — DETAIL TAG
- EXPANSION JOINT
- CONTROL JOINT
- PROPERTY LINE, TYP.
- CHAINLINK FENCE — 2 / C4.02
- ORNAMENTAL FENCE — 5 / C4.02

HATCH LEGEND

- PROPOSED ASPHALT PAVEMENT — 6 / C4.00
- CONCRETE PAVEMENT (LIGHT-DUTY) — 5 / C4.00
- SPRIG TURF
- ARTIFICIAL TURF — 2 / C4.03

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULICK — REGISTERED — AGRICULTURE — ARCHITECTURE — COMMERCE — LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

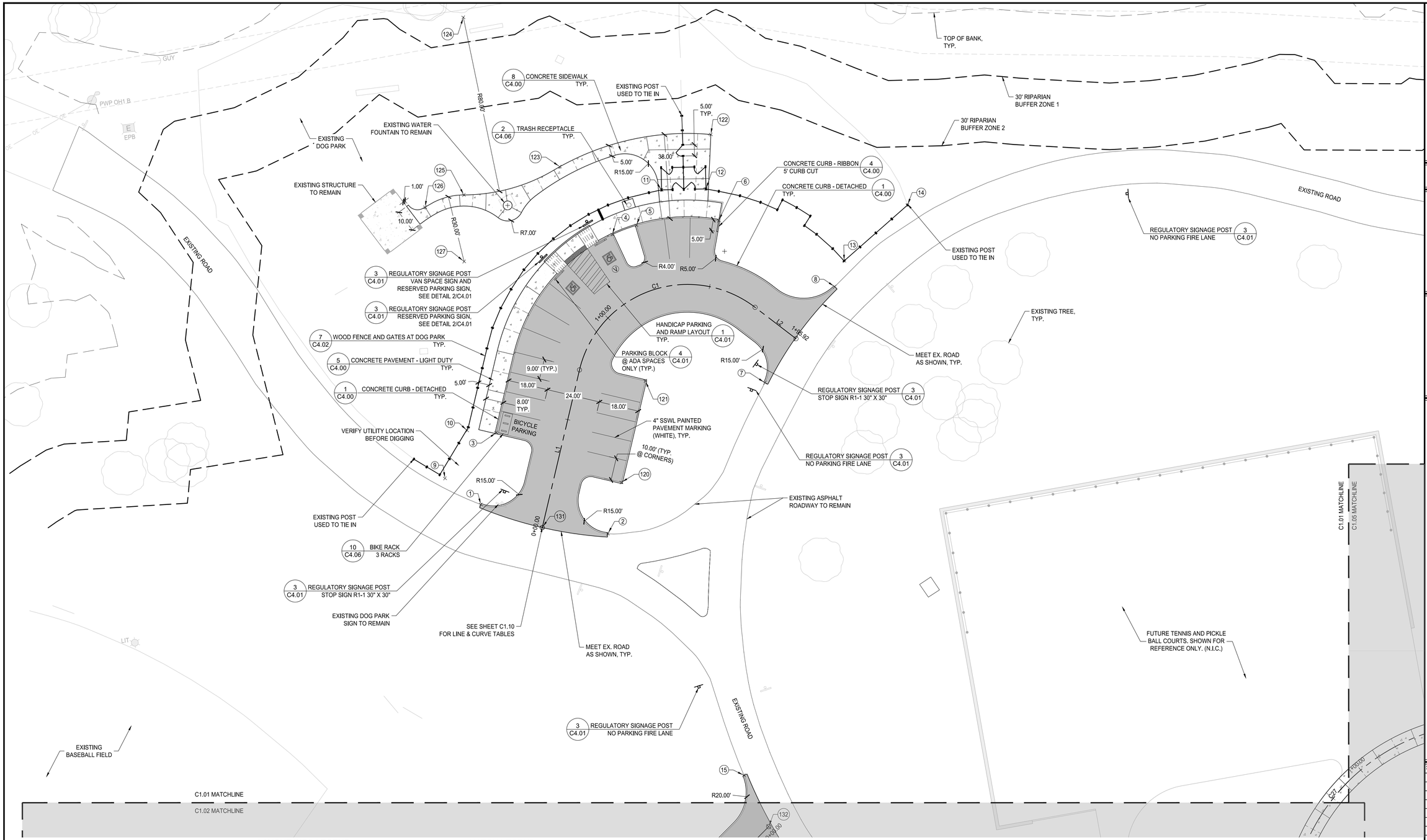
SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION
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SHEET TITLE
OVERALL SITE LAYOUT

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY AL	SCALE 1" = 50'
CHECKED BY JG	

SHEET NO.
C1.00

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LAYOUT NOTES:

1. SEE SHEET 'C0.01 FOR GENERAL NOTES.
2. SEE ARCHITECTURAL SHEETS FOR BUILDING.
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LAYOUT INFO LEGEND

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- 1 / C1.01 — DESCRIPTION/ DETAIL#/SHEET# — DETAIL TAG
- EXPANSION JOINT
- CONTROL JOINT
- PROPERTY LINE, TYP.
- CHAINLINK FENCE — 2 / C4.02
- ORNAMENTAL FENCE — 5 / C4.02

HATCH LEGEND

- PROPOSED ASPHALT PAVEMENT — 6 / C4.00
- CONCRETE PAVEMENT (LIGHT-DUTY) — 5 / C4.00
- SPRIG TURF
- ARTIFICIAL TURF — 2 / C4.03

SCALE: 1" = 20'

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULICK — REGISTERED — AGRICULTURE — COMMERCE — LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 84-49
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

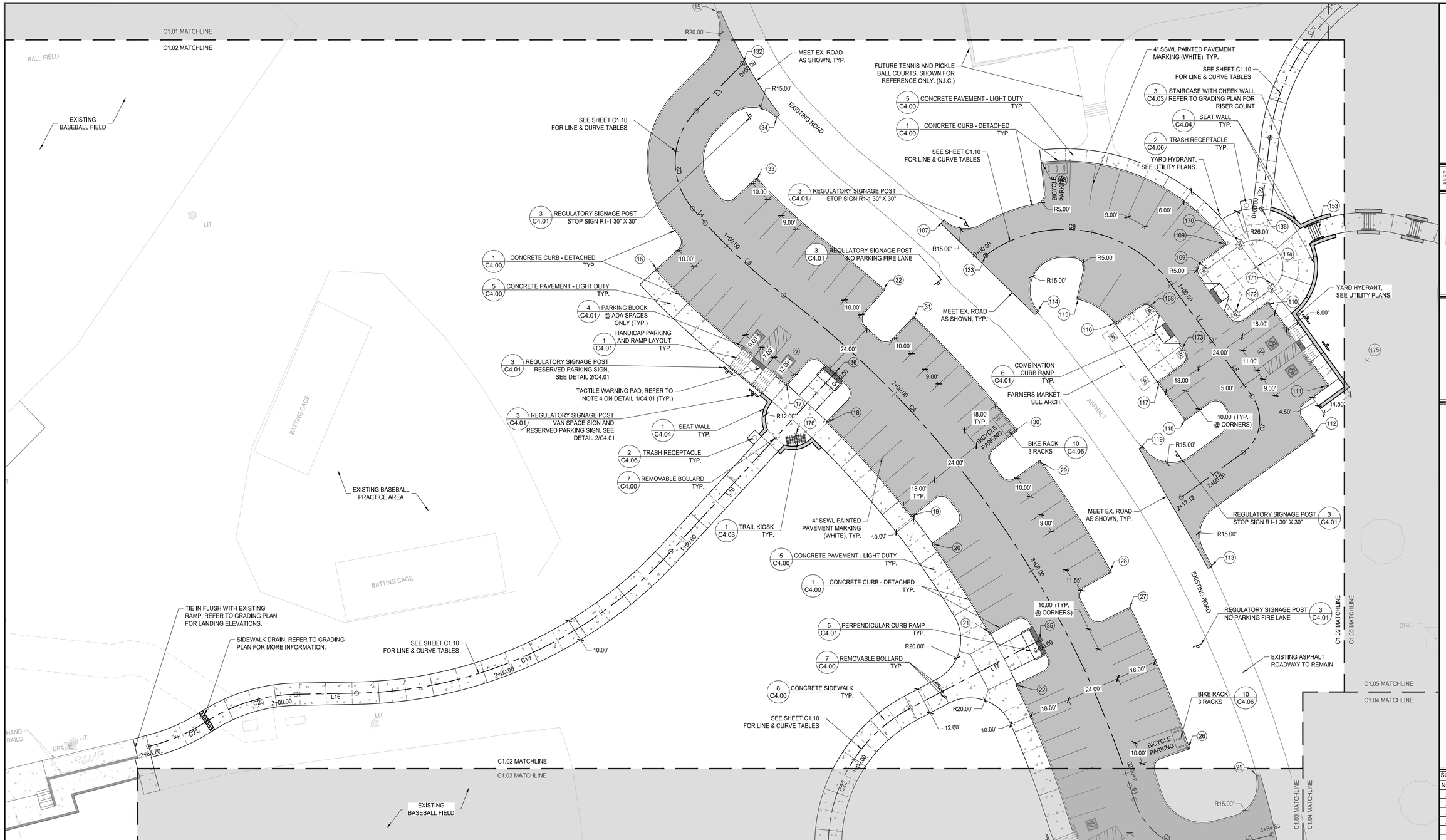
SHEET TITLE

SITE LAYOUT ENLARGEMENT

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY AL	SCALE 1" = 20'
CHECKED BY JG	

SHEET NO.

C1.01



LAYOUT NOTES:

1. SEE SHEET 'C0.01 FOR GENERAL NOTES.
2. SEE ARCHITECTURAL SHEETS FOR BUILDING.
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11. ALL RADIUS ARE 5' UNLESS OTHERWISE NOTED

LAYOUT INFO LEGEND

- XXX — COORDINATE POINT: SEE SHEET C1.10 FOR COORDINATE LIST.
- 1 / C1.01 — DESCRIPTION/ DETAIL#/SHEET# — DETAIL TAG
- EXPANSION JOINT
- CONTROL JOINT
- PROPERTY LINE, TYP.
- CHAINLINK FENCE — 2 / C4.02
- ORNAMENTAL FENCE — 5 / C4.02

HATCH LEGEND

- PROPOSED ASPHALT PAVEMENT — 6 / C4.00
- CONCRETE PAVEMENT (LIGHT-DUTY) — 5 / C4.00
- SPRIG TURF
- ARTIFICIAL TURF — 2 / C4.03

0 20 40 60

SCALE: 1" = 20 '

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULICK — LANDSCAPE ARCHITECT — TENNESSEE — 04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

SITE LAYOUT ENLARGEMENT

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY AL	SCALE 1" = 20'
CHECKED BY JG	
SHEET NO. C1.02	

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C1.02 MATCHLINE
C1.03 MATCHLINE
C1.01 MATCHLINE
C1.04 MATCHLINE
C1.03 MATCHLINE
C1.04 MATCHLINE

8 C4.00 CONCRETE SIDEWALK TYP.
SEE SHEET C1.10 FOR LINE & CURVE TABLES
1 C4.01 HANDICAP PARKING AND RAMP LAYOUT TYP.
4" SSWL PAINTED PAVEMENT MARKING (WHITE), TYP.
4 C4.01 PARKING BLOCK @ ADA SPACES ONLY (TYP.)
3 C4.01 REGULATORY SIGNAGE POST RESERVED PARKING SIGN, SEE DETAIL 2/C4.01
5 C4.00 CONCRETE PAVEMENT - LIGHT DUTY TYP.
1 C4.00 CONCRETE CURB - DETACHED TYP.
3 C4.01 REGULATORY SIGNAGE POST VAN SPACE SIGN AND RESERVED PARKING SIGN, SEE DETAIL 2/C4.01
2 C4.08 RAMP AND HANDRAIL TYP.
3 C4.01 REGULATORY SIGNAGE POST STOP SIGN R1-1 30" X 30"
TACTILE WARNING PAD, REFER TO NOTE 4 ON DETAIL 1/C4.01 (TYP.)
MEET EX. ROAD AS SHOWN, TYP.
BICYCLE PARKING
EXISTING ROAD
2 C4.06 TRASH RECEPTACLE TYP.
EXISTING BASEBALL FIELD
5 C4.02 ORNAMENTAL FENCE 4' H
1 C4.05 SEGMENTAL RETAINING WALL TYP.
12 IN. FLUSH CURB AT CHAINLINK FENCE TYP. 6 C4.02
3 C4.06 WINDSCREEN WHERE THIN DASHED LINE IS SHOWN
4 C4.02 12' NETTING ABOVE 10' FENCE WHERE THICK DASHED LINE IS SHOWN
1 C4.02 CHAINLINK FENCE AT RIBBON CURB TYP.
2 C4.02 CHAINLINK FENCE 10' H
2 C4.06 TRASH RECEPTACLE TYP.
1 C4.07 SHADE STRUCTURE TYP.
8 C4.06 ACCESSIBLE BLEACHERS - 5 ROW TYP.
TACTILE WARNING PAD, REFER TO NOTE 4 ON DETAIL 1/C4.01 (TYP.)
3 C4.02 CHAINLINK GATE - DOUBLE SWING 10' H, 20' W
CHAINLINK GATE - DOUBLE SWING 10' H, 12' W 3 C4.02
MULTI-PURPOSE PRACTICE FIELD
1 C4.08 CRICKET BATTING CAGE TYP.
2 C4.03 TURF AT CONCRETE TYP.
3 C4.00 CONCRETE CURB - TURNDOWN TYP. ON ALL SIDES OF BATTING CAGES
2 C4.02 CHAINLINK FENCE 10' H
FENCE IN TURNDOWN CURB AT BATTING CAGES (ALL SIDES) TO BE INSTALLED PER DETAIL 1/C4.02.
MOUNTAIN BIKE TRAIL, TYP.
PROPERTY LINE, TYP.
SCORE BOARD
LIT
EPB
TPD

LAYOUT NOTES:

1. SEE SHEET 'C0.01 FOR GENERAL NOTES.
2. SEE ARCHITECTURAL SHEETS FOR BUILDING.
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11. ALL RADIUS ARE 5' UNLESS OTHERWISE NOTED

LAYOUT INFO LEGEND

XXX — COORDINATE POINT: SEE SHEET C1.10 FOR COORDINATE LIST.
1 C1.01 DESCRIPTION/ DETAIL#/SHEET# — DETAIL TAG
EXPANSION JOINT
CONTROL JOINT
PROPERTY LINE, TYP.
CHAINLINK FENCE — 2 C4.02
ORNAMENTAL FENCE — 5 C4.02

HATCH LEGEND

PROPOSED ASPHALT PAVEMENT — 6 C4.00
CONCRETE PAVEMENT (LIGHT-DUTY) — 5 C4.00
SPRIG TURF
ARTIFICIAL TURF — 2 C4.03

0 20 40 60
SCALE: 1" = 20 '

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULICK — TENNESSEE — REGISTERED LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN, TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
SITE LAYOUT ENLARGEMENT

PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY: AL	SCALE: 1" = 20'
CHECKED BY: JG	

SHEET NO.
C1.03

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C1.05 MATCHLINE
C1.04 MATCHLINE
C1.03 MATCHLINE
C1.04 MATCHLINE
EXISTING PLAYGROUND
PICNIC TABLE
PICNIC TABLE
BASKET
BENCH
GARBAGE CAN
ASPHALT
EXISTING ASPHALT ROADWAY TO REMAIN
EXISTING ROAD
EXISTING ROAD
EXISTING ROAD
ASPHALT
PARKING AREA
REFURBISHED PARKING AREA
BICYCLE PARKING
BICYCLE PARKING
BICYCLE PARKING
10 C4.06 BIKE RACK 3 RACKS
1 C4.05 SEGMENTAL RETAINING WALL TYP.
5 C4.02 ORNAMENTAL FENCE 4' H
1 C4.00 CONCRETE CURB - DETACHED TYP.
3 C4.01 REGULATORY SIGNAGE POST STOP SIGN R1-1 30" X 30"
3 C4.01 REGULATORY SIGNAGE POST NO PARKING FIRE LANE
10 C4.06 BIKE RACK 3 RACKS
MEET EX. ROAD AS SHOWN, TYP.
4" SSWL PAINTED PAVEMENT MARKING (WHITE), TYP.
SEE SHEET C1.10 FOR LINE & CURVE TABLES
CONCRETE CURB - DETACHED TYP. 1 C4.00
CONCRETE PAVEMENT - LIGHT DUTY TYP. 5 C4.00
PARKING BLOCK @ ADA SPACES ONLY (TYP.) 4 C4.01
HANDICAP PARKING AND RAMP LAYOUT TYP. 1 C4.01
REGULATORY SIGNAGE POST RESERVED PARKING SIGN, SEE DETAIL 2/C4.01 3 C4.01
TACTILE WARNING PAD, REFER TO NOTE 4 ON DETAIL 1/C4.01 (TYP.)
REGULATORY SIGNAGE POST VAN SPACE SIGN AND RESERVED PARKING SIGN, SEE DETAIL 2/C4.01 3 C4.01
TRAIL KIOSK TYP. 1 C4.03
TRASH RECEPTACLE TYP. 2 C4.06
FUTURE RESTROOM BUILDING. SHOWN FOR REFERENCE ONLY. (N.I.C.)
BICYCLE REPAIR STATION TYP. 1 C4.06
REGULATORY SIGNAGE POST STOP SIGN R1-1 30" X 30" 3 C4.01
CONCRETE CURB - DETACHED TYP. 1 C4.00
REGULATORY SIGNAGE POST NO PARKING FIRE LANE 3 C4.01
SEGMENTAL RETAINING WALL TYP. 1 C4.05
REGULATORY SIGNAGE POST NO PARKING FIRE LANE 3 C4.01
REGULATORY SIGNAGE POST NO PARKING FIRE LANE 3 C4.01
REGULATORY SIGNAGE POST PEDESTRIAN CROSSING SIGN W11-2 30" X 30" 3 C4.01
TACTILE WARNING PAD, REFER TO NOTE 4 ON DETAIL 1/C4.01 (TYP.)
REGULATORY SIGNAGE POST PEDESTRIAN CROSSING SIGN W11-2 30" X 30" 3 C4.01
TRASH RECEPTACLE TYP. 2 C4.06
ACCESIBLE BLEACHERS - 3 ROW TYP. BOTH SIDES 7 C4.06
CHAINLINK FENCE 6' H 2 C4.02
WINDSCREEN WHERE THIN DASHED LINE IS SHOWN 3 C4.06
FUTURE WALKING TRAIL. SHOWN FOR REFERENCE ONLY. (N.I.C.)
BASKETBALL GOAL TYP. 5 C4.06
BASKETBALL GOAL PAD TYP. BOTH GOALS 6 C4.06
CONCRETE PAVEMENT - LIGHT DUTY TYP. 5 C4.00
CHAINLINK FENCE AT RIBBON CURB TYP. 1 C4.02
12 IN. FLUSH CURB AT CHAINLINK FENCE TYP. 6 C4.02
GRASS PAVER ADJUST AROUND STORM INLET. REFER TO GRADING PLAN 7 C4.01
SATELLITE RESTROOM BUILDING SEE ARCH.
BASKETBALL COURT
PROPERTY LINE, TYP.
REGULATORY SIGNAGE POST NO PARKING FIRE LANE 3 C4.01
10.00' (TYP. @ CORNERS)
R15.00'
R5.00'
R20.00'
R11.00'
R3.00'
2+00.00
3+00.00
4+84.63
2+68.56
1+00.00
0+00.00
L10
C8
C10
C11
C12
C13
C14
C18
24.00' TYP.
18.00' TYP.
9.00'
10.00'
6.00'
6.00' TYP.
8.00'
20.00'
4.50'
12.00'

LAYOUT NOTES:

1. SEE SHEET 'C0.01 FOR GENERAL NOTES.
2. SEE ARCHITECTURAL SHEETS FOR BUILDING.
3. INSTALL JOINTS WHERE SHOWN TO ALIGN TO WALLS, BUILDINGS, RADII, ETC. EVENLY SPACE BETWEEN ELEMENTS AS SHOWN. PROVIDE EXPANSION JOINTS BETWEEN CONCRETE PAVEMENT AND VERTICAL ELEMENTS (WALL, CURBS, ETC.). ALL JOINTS TO BE STRAIGHT AND TRUE.
4. LAYOUT ALL CURVES SMOOTHLY WITH NO ABRUPT CHANGES AT TANGENT POINTS.
5. ALL CURBS ARE DIMENSIONED TO THE FACE OF CURB.
6. CONTRACTOR TO TAKE ALL PRECAUTIONS TO FIND AND AVOID SITE UTILITIES. ALL UTILITIES ARE NOT SHOWN ON DRAWING. VERIFY LOCATIONS AND CONSIDER SUCH WHEN ESTIMATING.
7. ALL PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
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9. ALL CONSTRUCTION AND MATERIALS SHALL COMPLY WITH TDOT'S STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.
10. ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
11. ALL RADIUS ARE 5' UNLESS OTHERWISE NOTED

LAYOUT INFO LEGEND

XXX — COORDINATE POINT: SEE SHEET C1.10 FOR COORDINATE LIST.
1 C1.01 — DESCRIPTION/ DETAIL#/SHEET# — DETAIL TAG
EXPANSION JOINT
CONTROL JOINT
PROPERTY LINE, TYP.
CHAINLINK FENCE 2 C4.02
ORNAMENTAL FENCE 5 C4.02

HATCH LEGEND

PROPOSED ASPHALT PAVEMENT 6 C4.00
CONCRETE PAVEMENT (LIGHT-DUTY) 5 C4.00
SPRIG TURF
ARTIFICIAL TURF 2 C4.03

0 20 40 60
SCALE: 1" = 20'

LOSE DESIGN
SPACES FOR LIFE.

THIS DRAWING AND THE DESIGN SHOWN IS THE PROPERTY OF THE ARCHITECT. REPRODUCTION, COPYING, OR USE OF THIS DRAWING WITHOUT THEIR WRITTEN CONSENT IS PROHIBITED, AND ANY INFRINGEMENT IS SUBJECT TO LEGAL ACTION.

JOSHUA A. GULICK — REGISTERED — AGRICULTURE — ARCHITECTURE — COMMERCE — LANDSCAPE ARCHITECT
04/18/2024

TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
SITE LAYOUT ENLARGEMENT

PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY: AL	SCALE: 1" = 20'
CHECKED BY: JG	

SHEET NO.
C1.04

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C1.01 MATCHLINE

C1.05 MATCHLINE

EXISTING SALT STORAGE

SOLAR LIGHT

ASPHALT

PLASTIC WATER TANK

PLASTIC SHED

149

FUTURE TENNIS AND PICKLE BALL COURTS. SHOWN FOR REFERENCE ONLY. (N.I.C.)

5 C4.00 CONCRETE PAVEMENT - LIGHT DUTY EXPOSED LIMESTONE AGGREGATE FINISH

5 C4.00 CONCRETE PAVEMENT - LIGHT DUTY ON BANDS PROVIDE CJ'S AND EJ'S AT 5' O.C. MAX. FIELD LAYOUT FOR OWNER'S REP'S REVIEW PRIOR TO INSTALL

2 C4.00 LANDSCAPING CURB - DETACHED TYP.

SEE SHEET C1.10 FOR LINE & CURVE TABLES

8.00'

L23 C28 L24 C29 C30 L28 C31 L27 C32 L26 C27 L22

1+00.00 2+00.00 3+00.00 4+00.00 5+00.00 6+00.00

R148.00'

8 C4.00 CONCRETE SIDEWALK TYP.

HANDRAIL AT STAIRS TYP. 4 C4.03

STAIRCASE WITH CHEEK WALL REFER TO GRADING PLAN FOR RISER COUNT 3 C4.03

CONCRETE PAVEMENT - LIGHT DUTY TYP. 5 C4.00

14.00' 148

147

SEGMENTAL RETAINING WALL TYP. 1 C4.05

ORNAMENTAL FENCE 4' H 5 C4.02

SEE THIS SHEET FOR ENLARGEMENT A

8.00' 12.00'

'MAIN RESTROOM BUILDING' SEE ARCH.

151 152 146

11.50'

6.00'

18.00'

26.00'

14.50'

4.50'

SEE SHEET C1.10 FOR LINE & CURVE TABLES

3 C4.03 STAIRCASE WITH CHEEK WALL REFER TO GRADING PLAN FOR RISER COUNT

L33 7+00.00

R65.00'

8.00'

PICNIC TABLE

2 C4.00 LANDSCAPING CURB - DETACHED TYP.

5 C4.00 CONCRETE PAVEMENT - LIGHT DUTY TYP.

4 C4.01 PARKING BLOCK @ ADA SPACES ONLY (TYP.)

EXISTING PLAYGROUND

PLAY GROUND

3 C4.01 REGULATORY SIGNAGE POST RESERVED PARKING SIGN, SEE DETAIL 2/C4.01

1 C4.01 HANDICAP PARKING AND RAMP LAYOUT TYP.

TACTILE WARNING PAD, REFER TO NOTE 4 ON DETAIL 1/C4.01 (TYP.)

2 C4.08 RAMP AND HANDRAIL TYP.

3 C4.01 REGULATORY SIGNAGE POST VAN SPACE SIGN AND RESERVED PARKING SIGN, SEE DETAIL 2/C4.01

GRILL

PICNIC TABLE

2 C4.06 TRASH RECEPTACLE TYP.

C1.02 MATCHLINE

C1.05 MATCHLINE

C1.05 MATCHLINE

C1.04 MATCHLINE

4 C4.06 TABLE (7) 3-SEAT. (7) 4-SEAT

95 96 94 93 92 99 100 91 90 97 150

3.50' 7.66' 7.66' 5.00' 3.50' 13.00' 14.00' 14.00' 1.00' 1.00' 1.00'

SEAT WALL TYP. 1 C4.04

0 10 20 30

SCALE: 1" = 10 '

ENLARGEMENT A

EXISTING ASPHALT ROADWAY TO REMAIN

EXISTING ROAD

DISC GOLF BASKET

MEET EX. ROAD AS SHOWN, TYP.

73 64 135 74 86 154 155 85 102 75 76 77 87 144 78 101 103 104 89 105 106 88 145 90 65 66 63 62 160 61 67 60 161 68 83 84 82

R15.00' R15.00' R20.00' R5.00' R65.00'

REGULATORY SIGNAGE POST STOP SIGN R1-1 30" X 30" 3 C4.01

CONCRETE CURB - DETACHED TYP. 1 C4.00

SEGMENTAL RETAINING WALL TYP. 1 C4.05

REGULATORY SIGNAGE POST NO PARKING FIRE LANE 3 C4.01

ORNAMENTAL FENCE 4' H 5 C4.02

2' CURB TAPER (TYP. BOTH SIDES). DETACHED CURB TO TRANSITION TO RIBBON CURB WHERE HATCH IS SHOWN.

CONCRETE CURB - RIBBON TYP. 4 C4.00

TRAIL KIOSK TYP. 1 C4.03

SEGMENTAL RETAINING WALL TYP. 1 C4.05

TERRACE STEPS TYP. 1 C4.09

STEPS AT DISC GOLF TYP. 2 C4.09

DISC GOLF TRAILHEAD

ORNAMENTAL FENCE 4' H 5 C4.02

SEGMENTAL RETAINING WALL TYP. 1 C4.05

PERPENDICULAR CURB RAMP TYP. 5 C4.01

TACTILE WARNING PAD, REFER TO NOTE 4 ON DETAIL 1/C4.01 (TYP.)

CONCRETE CURB - DETACHED TYP. 1 C4.00

BIKE RACK 3 RACKS 10 C4.06

REFURBISHED PARKING AREA

BICYCLE PARKING

10.00' (TYP. @ CORNERS)

L12 C16 L13 C17 L14 C18 L17 C15

0+00.00 1+00.00 2+00.00 3+00.00 4+00.00 5+00.00 5+57.54

24.00' 18.00' 18.00' 12.29' 6.00' 8.00' 6.29' 13.93' 15.00' 9.00' 10.00' 5.00' 11.00' 5.90' 10.50' 17.00'

0 20 40 60

SCALE: 1" = 20 '

LAYOUT NOTES:

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LAYOUT INFO LEGEND

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1 C1.01 DESCRIPTION/ DETAIL#/SHEET# — DETAIL TAG

EXPANSION JOINT

CONTROL JOINT

PROPERTY LINE, TYP.

CHAINLINK FENCE 2 C4.02

ORNAMENTAL FENCE 5 C4.02

HATCH LEGEND

PROPOSED ASPHALT PAVEMENT 6 C4.00

CONCRETE PAVEMENT (LIGHT-DUTY) 5 C4.00

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JOSHUA A. GULICK REGISTERED LANDSCAPE ARCHITECT AGRICULTURE COMMERCE TENNESSEE 04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

SITE LAYOUT ENLARGEMENT

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY AL	SCALE 1" = 20'
CHECKED BY JG	

SHEET NO.

C1.05

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Point Table		
Point #	Easting	Northing
1	1731719.7088	582389.7885
2	1731775.0575	582370.2070
3	1731730.3255	582421.2007
4	1731792.4401	582503.9475
5	1731803.6952	582506.8264
6	1731840.7698	582504.7229
7	1731853.0971	582429.7719
8	1731889.2838	582469.1881
9	1731705.0210	582403.3680
10	1731717.3896	582423.6491
11	1731816.7676	582521.3966
12	1731836.6827	582519.5549
13	1731894.8262	582480.2396
14	1731926.1070	582502.0160
15	1731823.6072	582255.0734
16	1731783.6993	582143.7644
17	1731835.2399	582086.5974
18	1731851.6079	582067.7006
19	1731883.9817	582022.0565
20	1731892.0804	582008.2593

Point Table		
Point #	Easting	Northing
21	1731912.7420	581966.0736
22	1731922.2143	581941.4837
23	1731956.9076	581845.6095
24	1732029.8015	581829.6370
25	1732023.8324	581889.0883
26	1731994.7593	581904.8736
27	1731975.8405	581969.6443
28	1731968.9971	581987.0682
29	1731943.4484	582039.3171
30	1731934.4561	582054.5163
31	1731895.0606	582109.3184
32	1731882.8187	582123.4600
33	1731832.3956	582178.8139
34	1731844.5636	582205.6712
35	1731934.5076	581960.2230
36	1731857.1708	582089.0564
37	1731789.7455	581750.0564
38	1731794.8276	581626.0955
39	1732006.9422	581671.0515
40	1732006.7020	581698.9832

Point Table		
Point #	Easting	Northing
41	1732019.1255	581658.3741
42	1732018.3727	581668.4138
43	1732012.6055	581673.2922
44	1732015.2705	581702.6400
45	1732030.0523	581819.6391
46	1732032.4994	581668.5352
47	1732033.4437	581658.5430
48	1732057.9855	581658.7541
49	1732063.0285	581642.5433
50	1732105.2068	581610.2828
51	1732163.4127	581610.2828
52	1732170.9764	581710.0524
53	1732097.6431	581710.0524
54	1732071.0285	581677.3453
55	1732089.6431	581650.5433
56	1732266.3548	581634.1516
57	1732403.2957	581698.8782
58	1732432.4573	581720.0775
59	1732458.0928	581764.0544
60	1732474.6496	581904.4015

Point Table		
Point #	Easting	Northing
61	1732464.1372	581943.2270
62	1732457.8706	581962.7457
63	1732446.2545	581998.9267
64	1732349.6701	582072.2598
65	1732359.5535	582015.4484
66	1732388.1442	581983.6453
67	1732413.2048	581904.5239
68	1732415.9546	581891.8282
69	1732405.1405	581792.7705
70	1732401.3670	581784.3255
71	1732354.3390	581709.9131
72	1732300.6066	581688.5936
73	1732334.7910	582074.5750
74	1732272.5850	582044.6259
75	1732267.0305	581974.4601
76	1732271.3987	581960.0338
77	1732278.9335	581935.1495
78	1732285.3092	581914.0936
79	1732296.3528	581877.7337
80	1732377.0486	581816.1370

Point Table		
Point #	Easting	Northing
81	1732382.7780	581878.6530
82	1732353.7468	581895.1123
83	1732342.7413	581931.4586
84	1732337.5180	581948.7092
85	1732323.8973	581993.6923
86	1732343.3902	582016.9301
87	1732268.3853	581931.6590
88	1732229.0927	581970.3304
89	1732228.5361	582006.2130
90	1732246.1623	582045.2369
91	1732253.2928	582061.0236
92	1732290.9763	582075.7762
93	1732285.3891	582073.5889
94	1732285.3891	582095.2458
95	1732175.9123	582095.2458
96	1732175.9123	582080.4170
97	1732216.1623	582048.6994
98	1732215.1623	582066.2416
99	1732193.9011	582066.2416
100	1732246.1623	582067.2416

Point Table		
Point #	Easting	Northing
101	1732229.5282	582035.9019
102	1732284.5688	582000.1890
103	1732223.9666	582023.6916
104	1732219.7599	581995.2087
105	1732190.8850	581973.3757
106	1732195.0406	581963.7331
107	1731912.9550	582150.9736
108	1731959.8021	582171.5256
109	1732036.5236	582126.5296
110	1732052.7154	582097.7750
111	1732074.7951	582058.5642
112	1732066.0909	582037.3365
113	1732014.0500	581984.0990
114	1731950.1143	582105.7006
115	1731968.8911	582109.9185
116	1731984.2424	582097.0900
117	1732000.4343	582068.3354
118	1732010.2475	582050.9084
119	1731989.5130	582040.8250
120	1731783.7687	582392.5230

Point Table		
Point #	Easting	Northing
121	1731799.6994	582436.7407
122	1731841.6801	582543.6534
123	1731772.4269	582536.9981
124	1731736.8959	582608.7856
125	1731728.0321	582529.2782
126	1731710.0489	582525.8049
127	1731724.7082	582499.4629
128	1731896.0497	581715.1402
129	1731856.6144	581649.2986
130	1731936.6115	581649.9866
131	1731746.0435	582376.3198
132	1731832.0255	582230.8565
133	1731929.9519	582133.6409
134	1732282.5737	581661.6681
135	1732336.2070	582047.3217
136	1732054.7280	582140.1891
137	1732014.9706	581829.0495
138	1732002.2440	581828.5455
139	1731988.9872	581829.4216
140	1731984.0970	581830.4828

Point Table		
Point #	Easting	Northing
141	1731960.6569	581842.3141
142	1732134.3097	581701.9495
143	1732134.3097	581625.9495
144	1732260.6744	581932.2326
145	1732239.2929	581953.2761
146	1732147.5996	582085.1490
147	1732234.3475	582165.9317
148	1732266.6582	582169.9125
149	1732232.7613	582311.9231
150	1732247.7262	582048.6994
151	1732123.4257	582123.0599
152	1732103.4632	582128.9555
153	1732078.9600	582127.9221
154	1732328.8784	582002.6307
155	1732333.6047	581999.5901
156	1732367.4626	581887.7722
157	1732351.1942	581882.8462
158	1732070.2025	581611.7524
159	1732213.5806	581610.2405
160	1732472.7051	581956.7431

Point Table		
Point #	Easting	Northing
161	1732471.4099	581897.6896
162	1731768.4688	581811.1549
163	1731725.6582	581752.0058
164	1731725.6582	581670.0413
165	1731715.6582	581717.6889
166	1731715.6582	581755.2449
167	1731743.4281	581793.6131
168	1732000.3823	582102.7354
169	1732026.5228	582117.4552
170	1732043.9498	582127.2684
171	1732055.7257	582106.3560
172	1732038.2986	582096.5428
173	1732012.1581	582081.8230
174	1732049.2667	582114.7692
175	1732093.7724	582067.7176
176	1731836.8206	582063.6779
177	1731761.8325	581739.8159
178	1731762.4689	581665.8187

1 COORDINATE POINT TABLE

SCALE: N.T.S.

Line Table: Alignments		
Line #	Length	Direction
L15	108.282	S49° 06' 05.39"W
L16	27.110	N84° 30' 02.68"W
L17	65.077	S68° 49' 19.88"W
L18	17.954	S02° 16' 53.68"E
L19	28.021	S32° 44' 14.67"W
L20	108.177	S00° 29' 33.82"E
L21	80.000	N89° 30' 26.18"E
L22	32.017	N13° 11' 22.43"E
L23	14.240	N86° 28' 24.90"E
L24	30.332	S85° 44' 47.04"E
L25	2.901	S38° 53' 29.22"E
L26	100.583	S81° 07' 36.53"W
L1	73.031	N19° 48' 46.76"E
L2	23.225	S45° 58' 57.26"E
L3	29.676	S51° 11' 24.68"W
L4	8.477	S34° 30' 07.57"E
L5	6.609	S11° 16' 34.37"E
L6	23.456	N81° 57' 29.69"E
L7	31.067	S29° 23' 02.25"E
L8	31.067	S29° 23' 02.25"E

Line Table: Alignments		
Line #	Length	Direction
L9	33.951	S60° 36' 57.75"W
L10	33.020	S57° 24' 42.72"E
L11	105.380	N17° 47' 58.14"W
L12	19.121	S79° 38' 20.99"W
L13	36.873	S63° 48' 24.62"W
L14	126.353	S16° 50' 45.72"E

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Chord Length	Delta Angle
C19	195.000	157.910	S72° 18' 01.36"W	153.63	046.40
C20	76.000	42.334	S79° 32' 29.45"W	41.79	031.92
C21	83.000	28.060	S73° 16' 08.15"W	27.93	019.37
C22	69.000	85.514	S33° 13' 22.31"W	80.15	071.01
C23	81.000	49.507	S15° 13' 40.49"W	48.74	035.02
C24	44.000	25.519	S16° 07' 20.43"W	25.16	033.23
C25	60.000	94.248	S45° 29' 33.82"E	84.85	090.00
C26	60.000	86.898	N48° 00' 59.25"E	79.50	082.98
C27	90.000	115.114	N49° 49' 53.67"E	107.43	073.28
C28	100.000	13.579	S89° 38' 11.07"E	13.57	007.78
C29	504.000	100.422	N88° 32' 43.83"E	100.26	011.42
C30	30.000	30.511	S68° 01' 37.26"E	29.21	058.27
C31	20.000	41.894	S21° 07' 03.66"W	34.64	120.02
C32	104.000	127.108	S46° 12' 33.35"W	119.34	070.03
C33	64.000	140.097	S51° 30' 51.84"E	113.75	125.42
C1	50.000	99.662	N76° 54' 55.47"E	83.96	114.20
C2	32.000	47.860	S08° 20' 38.55"W	43.52	085.69
C3	257.500	47.501	S40° 47' 01.62"E	47.43	010.57
C4	448.000	272.123	S28° 40' 02.23"E	267.96	034.80
C5	32.000	48.932	S54° 14' 08.73"E	44.30	087.61

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Chord Length	Delta Angle
C6	58.500	92.763	S74° 48' 37.68"E	83.35	090.85
C7	18.000	28.274	S15° 36' 57.75"W	25.46	090.00
C8	42.000	82.582	N66° 15' 34.51"E	69.91	112.66
C9	126.000	46.366	N20° 28' 22.68"E	46.10	021.08
C10	52.000	9.700	N36° 21' 32.08"E	9.69	010.69
C11	207.000	11.631	N40° 05' 35.49"E	11.63	003.22
C12	207.000	27.885	N34° 37' 27.62"E	27.86	007.72
C13	207.000	27.885	N26° 54' 22.03"E	27.86	007.72
C14	207.000	121.626	N06° 12' 52.14"E	119.88	033.67
C15	207.000	25.945	N14° 12' 31.56"W	25.93	007.18
C16	32.000	46.396	N59° 20' 07.45"W	42.44	083.07
C17	25.000	35.191	S23° 28' 49.45"W	32.36	080.65
C18	48.500	70.166	S58° 47' 35.06"E	64.20	082.89

2 LINE & CURVE TABLES

SCALE: N.T.S.

N:\2019\19231-1_Liberty_Park_Civil\CAD\3_SHEETS\19231-1_C1.10_SPT_SERIES.dwg - Printed on 2024-04-19 at 9:29:59 AM.

LOSE DESIGN
SPACES FOR LIFE.

THIS DRAWING AND THE DESIGN SHOWN IS THE PROPERTY OF THE ARCHITECT. REPRODUCTION, COPYING, OR USE OF THIS DRAWING WITHOUT THEIR WRITTEN CONSENT IS PROHIBITED, AND ANY INFRINGEMENT IS SUBJECT TO LEGAL ACTION.

JOSHUA A. GULICK
REGISTERED
LANDSCAPE ARCHITECT
04/18/2024

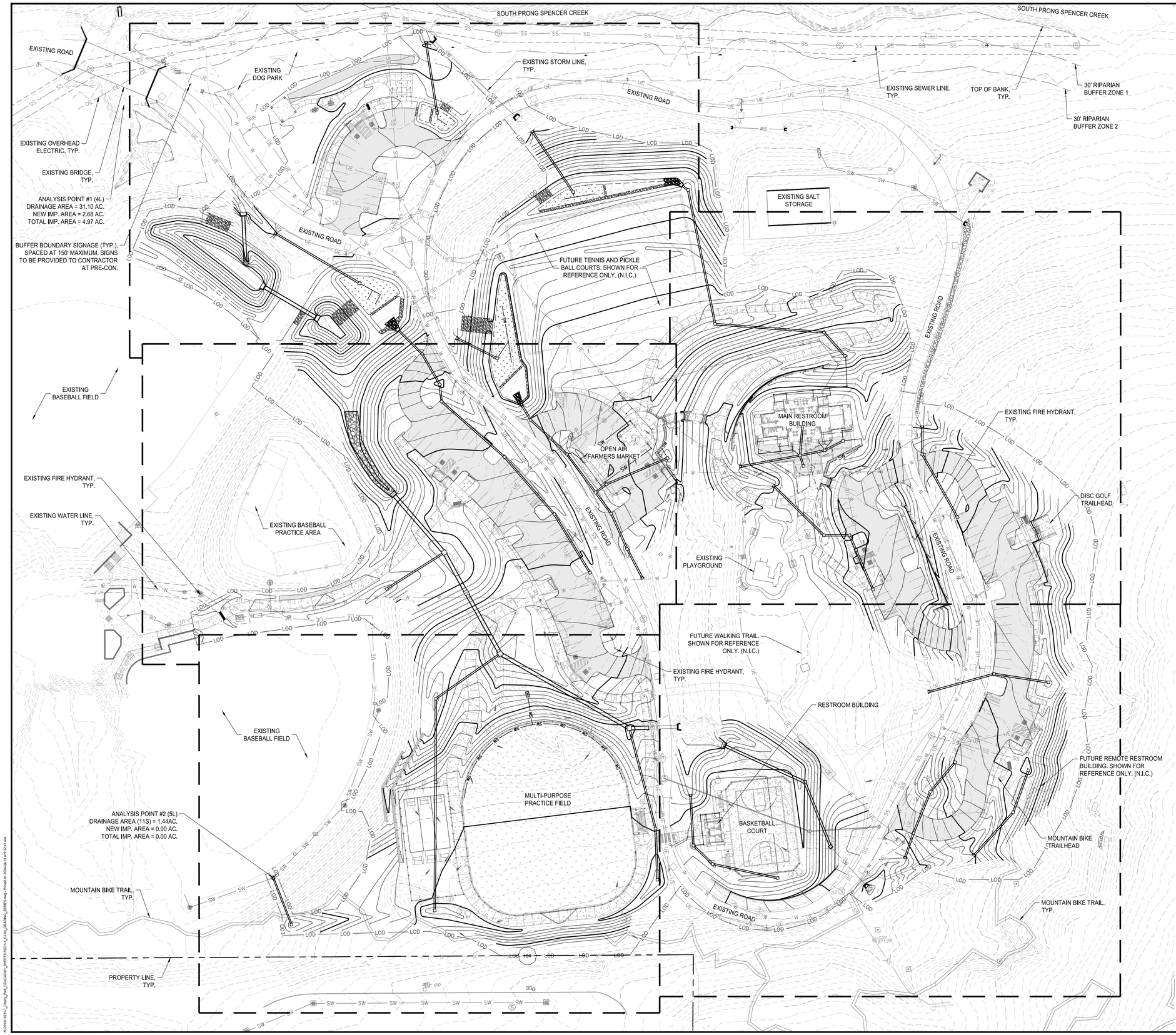
LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION
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SHEET TITLE
COORDINATE POINT TABLE

PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY: AL	SCALE: N.T.S
CHECKED BY: JG	

SHEET NO.
C1.10



GRADING & DRAINAGE 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 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.
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6. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STAGING, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER, OR HIS DESIGNEE.

GRADING & DRAINAGE DATA CHART

- SITE AREA: 84.60 AC.
- NEW IMPERVIOUS AREA: 2.68 AC.
- DISTURBED AREA: 15.04 AC.
- RV VALUE: 0.182
- ANALYSIS POINT # 1 PEAK FLOW RUNOFF:
  - EX: 2 - YEAR: 46.09 CFS — PR: 2 - YEAR: 36.79 CFS
  - EX: 5 - YEAR: 67.77 CFS — PR: 5 - YEAR: 50.19 CFS
  - EX: 10 - YEAR: 86.35 CFS — PR: 10 - YEAR: 65.43 CFS
  - EX: 25 - YEAR: 113.21 CFS — PR: 25 - YEAR: 100.85 CFS
  - EX: 50 - YEAR: 135.22 CFS — PR: 50 - YEAR: 128.54 CFS
  - EX: 100 - YEAR: 158.85 CFS — PR: 100 - YEAR: 151.27 CFS
- ANALYSIS POINT # 2 PEAK FLOW RUNOFF:
  - EX: 2 - YEAR: 0.079 CFS — PR: 2 - YEAR: 0.076 CFS
  - EX: 5 - YEAR: 0.41 CFS — PR: 5 - YEAR: 0.39 CFS
  - EX: 10 - YEAR: 0.82 CFS — PR: 10 - YEAR: 0.79 CFS
  - EX: 25 - YEAR: 1.57 CFS — PR: 25 - YEAR: 1.52 CFS
  - EX: 50 - YEAR: 2.26 CFS — PR: 50 - YEAR: 2.19 CFS
  - EX: 100 - YEAR: 3.07 CFS — PR: 100 - YEAR: 2.97 CFS

GRADING LEGEND

- SITE BOUNDARY / PROPERTY LINE
- SITE BOUNDARY / LIMITS OF DISTURBANCE
- PROPOSED INTERIM CONTOUR LINE
- PROPOSED INDEX CONTOUR LINE
- EXISTING INTERIM CONTOUR LINE
- EXISTING INDEX CONTOUR LINE
- PROPOSED SPOT ELEVATION
- SLOPE DIRECTIONAL ARROW
- PROPOSED HEADWALL
- PROPOSED STORMWATER LINE

FEMA FLOODPLAIN NOTE:

NO PORTION OF THIS SITE LIES WITHIN A FLOOD HAZARD AREA AS DETERMINED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 47187C0220F, EFFECTIVE DATE: 9/29/2006. FLOODZONE "X (UNSHADED)"

NOTE: SEE SHEET C2.50 FOR PIPE CHART

Know what's **below**.
Call before you dig.

0 50 100 150

SCALE: 1" = 50 '

LOSE DESIGN
SPACES FOR LIFE.

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ROBERT JACKSON BELL
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE BUILDING
04/18/2024
STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION
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SHEET TITLE

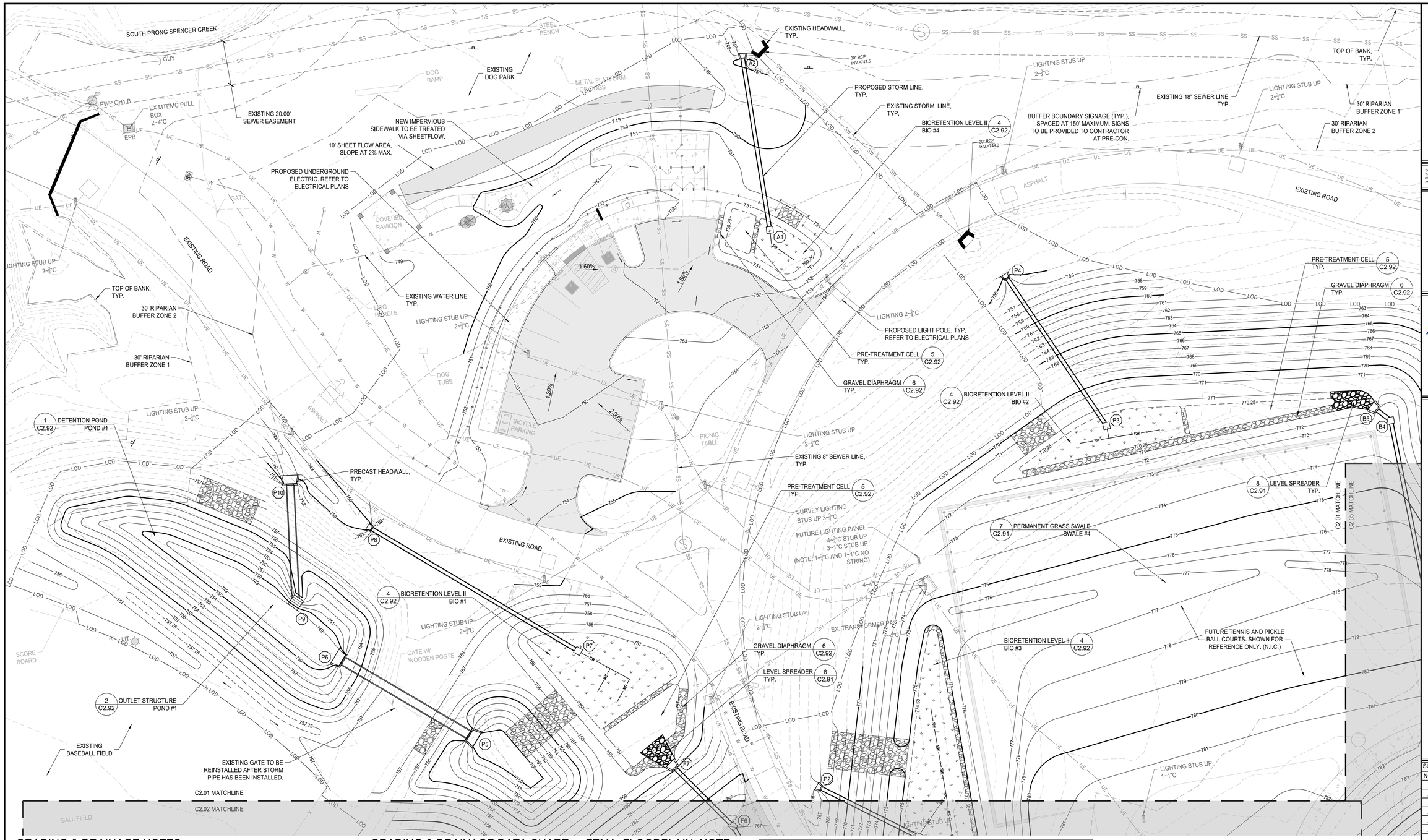
OVERALL GRADING PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 50'
CHECKED BY JG	

SHEET NO.

C2.00

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GRADING & DRAINAGE NOTES

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GRADING & DRAINAGE DATA CHART

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  - EX: 10 - YEAR: 86.35 CFS — PR: 10 - YEAR: 65.43 CFS
  - EX: 25 - YEAR: 113.21 CFS — PR: 25 - YEAR: 100.85 CFS
  - EX: 50 - YEAR: 135.22 CFS — PR: 50 - YEAR: 128.54 CFS
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  - EX: 50 - YEAR: 2.26 CFS — PR: 50 - YEAR: 2.19 CFS
  - EX: 100 - YEAR: 3.07 CFS — PR: 100 - YEAR: 2.97 CFS

FEMA FLOODPLAIN NOTE:

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GRADING LEGEND

	SITE BOUNDARY / PROPERTY LINE	LOD	SITE BOUNDARY / LIMITS OF DISTURBANCE
571	PROPOSED INTERIM CONTOUR LINE	570.20	PROPOSED SPOT ELEVATION
570	PROPOSED INDEX CONTOUR LINE		SLOPE DIRECTIONAL ARROW
571	EXISTING INTERIM CONTOUR LINE		PROPOSED HEADWALL
570	EXISTING INDEX CONTOUR LINE		PROPOSED STORMWATER LINE

NOTE: SEE SHEET C2.50 FOR PIPE CHART

Know what's **below**. **Call** before you dig.

0 20 40 60

SCALE: 1" = 20 '

LOSE DESIGN
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JACKSON, PHILLIP BELL
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
04/18/2024
STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

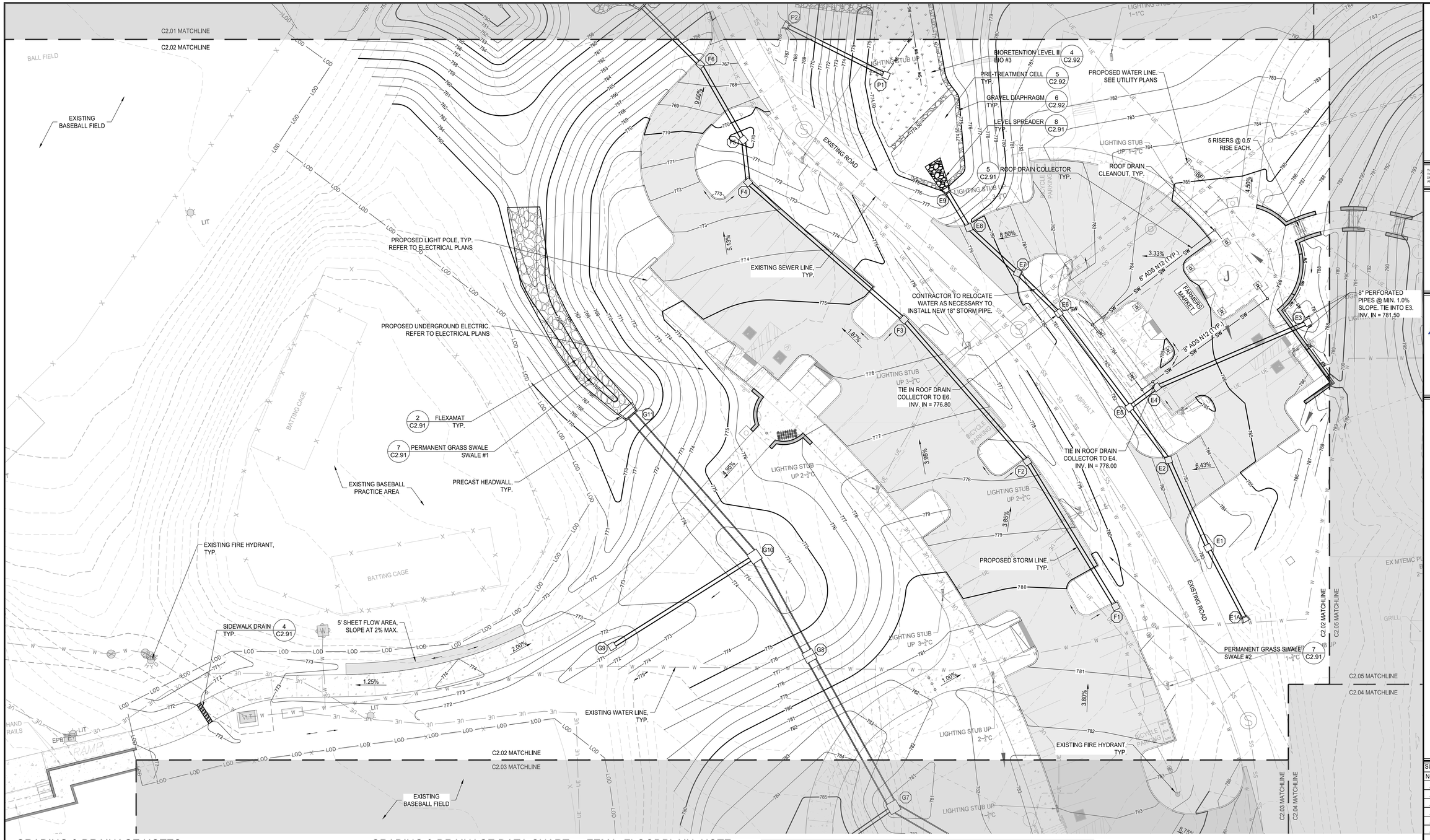
GRADING PLAN

PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY	SCALE
BB	1" = 20'
CHECKED BY	
JG	

SHEET NO.

C2.01

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GRADING & DRAINAGE DATA CHART

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  - EX: 100 - YEAR: 3.07 CFS — PR: 100 - YEAR: 2.97 CFS

FEMA FLOODPLAIN NOTE:

NO PORTION OF THIS SITE LIES WITHIN A FLOOD HAZARD AREA AS DETERMINED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 47187C0220F, EFFECTIVE DATE: 9/29/2006. FLOODZONE "X (UNSHADED)"

GRADING LEGEND

SITE BOUNDARY / PROPERTY LINE	LOD — SITE BOUNDARY / LIMITS OF DISTURBANCE
571 — PROPOSED INTERIM CONTOUR LINE	570.20 — PROPOSED SPOT ELEVATION
570 — PROPOSED INDEX CONTOUR LINE	SLOPE DIRECTIONAL ARROW
571 — EXISTING INTERIM CONTOUR LINE	PROPOSED HEADWALL
570 — EXISTING INDEX CONTOUR LINE	PROPOSED STORMWATER LINE

NOTE: SEE SHEET C2.50 FOR PIPE CHART

Know what's **below**. **Call** before you dig.

0 20 40 60

SCALE: 1" = 20 '

LOSE DESIGN
SPACES FOR LIFE.

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ROBERT JACKSON BELL
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
04.15.2024
STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT # 84-49
COF ENGINEERING PROJECT # 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
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SHEET TITLE

GRADING PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
CHECKED BY JG	
SHEET NO. C2.02	

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GRADING LEGEND

- SITE BOUNDARY / PROPERTY LINE
- LOD — SITE BOUNDARY / LIMITS OF DISTURBANCE
- 571 — PROPOSED INTERIM CONTOUR LINE
- 570 — PROPOSED INDEX CONTOUR LINE
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NOTE: SEE SHEET C2.50 FOR PIPE CHART

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Call before you dig.

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ROBERT JACKSON BELL
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
STATE OF TENNESSEE
04.18.2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 84-49
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE: GRADING PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
CHECKED BY JG	
SHEET NO. C2.03	

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GRADING & DRAINAGE 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 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.
6. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STAGING, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER, OR HIS DESIGNEE.

GRADING & DRAINAGE DATA CHART

- SITE AREA: 84.60 AC.
- NEW IMPERVIOUS AREA: 2.68 AC.
- DISTURBED AREA: 15.04 AC.
- RV VALUE: 0.182
- ANALYSIS POINT # 1 PEAK FLOW RUNOFF:
  - EX: 2 - YEAR: 46.09 CFS — PR: 2 - YEAR: 36.79 CFS
  - EX: 5 - YEAR: 67.77 CFS — PR: 5 - YEAR: 50.19 CFS
  - EX: 10 - YEAR: 86.35 CFS — PR: 10 - YEAR: 65.43 CFS
  - EX: 25 - YEAR: 113.21 CFS — PR: 25 - YEAR: 100.85 CFS
  - EX: 50 - YEAR: 135.22 CFS — PR: 50 - YEAR: 128.54 CFS
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  - EX: 25 - YEAR: 1.57 CFS — PR: 25 - YEAR: 1.52 CFS
  - EX: 50 - YEAR: 2.26 CFS — PR: 50 - YEAR: 2.19 CFS
  - EX: 100 - YEAR: 3.07 CFS — PR: 100 - YEAR: 2.97 CFS

GRADING LEGEND

- SITE BOUNDARY / PROPERTY LINE
- SITE BOUNDARY / LIMITS OF DISTURBANCE
- PROPOSED INTERIM CONTOUR LINE
- PROPOSED INDEX CONTOUR LINE
- EXISTING INTERIM CONTOUR LINE
- EXISTING INDEX CONTOUR LINE
- PROPOSED SPOT ELEVATION
- SLOPE DIRECTIONAL ARROW
- PROPOSED HEADWALL
- PROPOSED STORMWATER LINE

FEMA FLOODPLAIN NOTE:

NO PORTION OF THIS SITE LIES WITHIN A FLOOD HAZARD AREA AS DETERMINED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 47187C0220F, EFFECTIVE DATE: 9/29/2006. FLOODZONE "X (UNSHADED)"

NOTE: SEE SHEET C2.50 FOR PIPE CHART

Know what's **below**.
Call before you dig.

0 20 40 60
SCALE: 1" = 20'

LOSE DESIGN
SPACES FOR LIFE.

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ROBERT JACKSON GILL
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
04.18.2024
STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE
GRADING PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
CHECKED BY JG	
SHEET NO. C2.04	

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  - EX: 100 - YEAR: 3.07 CFS — PR: 100 - YEAR: 2.97 CFS

GRADING LEGEND

- SITE BOUNDARY / PROPERTY LINE
- LOD — SITE BOUNDARY / LIMITS OF DISTURBANCE
- 571 — PROPOSED INTERIM CONTOUR LINE
- 570 — PROPOSED INDEX CONTOUR LINE
- 571 — EXISTING INTERIM CONTOUR LINE
- 570 — EXISTING INDEX CONTOUR LINE
- 570.20 — PROPOSED SPOT ELEVATION
- SLOPE DIRECTIONAL ARROW
- PROPOSED HEADWALL
- PROPOSED STORMWATER LINE

FEMA FLOODPLAIN NOTE:

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AGRICULTURE
04/18/2024
STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

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SHEET TITLE

GRADING PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
CHECKED BY JG	

SHEET NO.

C2.05

BUFFER MANAGEMENT NOTES

1. THERE SHALL BE NO MOWING, CLEARING, STORAGE, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER, OR HIS DESIGNEE.
2. ANY DISEASED, DYING, OR ENDANGERING PLANT MATERIAL SHALL BE REMOVED AS NEEDED.
3. RIPARIAN BUFFERS ON ALL WATER RESOURCES SHALL BE ENHANCED. ENHANCEMENT SHALL INCLUDE REMOVAL AND TREATMENT OF INVASIVE SPECIES AND THE RE-ESTABLISHMENT OF NATIVE SPECIES WHICH PROVIDES A MIX OF CANOPY TREES, UNDERSTORY, SHRUBS, AND A NATIVE SEED MIX OR FORBES/GRASSES/SEDGES/RUSHES SUITABLE FOR A MOIST SHADED UNDERSTORY. A NATIVE MILKWEED SPECIES SHALL BE SPECIFIED IN THE SEED MIX.
4. ALL BUFFER SIGNAGE SHALL BE CLEARLY VISIBLE AND KEPT IN GOOD LEGIBLE CONDITION.
5. LANDSCAPE CONTRACTOR SHALL COORDINATE ALL RIPARIAN BUFFER SEED MIX INSTALLATION AS WELL AS ENHANCEMENT EFFORTS WITH THE CITY'S STORMWATER INSPECTOR FOR THE SITE. THE CONTRACTOR SHALL CONTACT THE INSPECTOR BEFORE BEGINNING WORK TO OUTLINE SCOPE OF WORK WITHIN THE RIPARIAN BUFFERS. THE CITY INSPECTOR WILL DOCUMENT ALL STAGES OF WORK THROUGH FINAL STABILIZATION. FAILURE TO CONTACT THE CITY INSPECTOR MAY RESULT IN PARTIAL OR FULL LANDSCAPE BOND WITHHOLDING.
6. SEE SHEETS L1.10 AND L1.11 FOR PLANTING NOTES, SCHEDULES, AND DETAILS.

SITE DATA CHART

SITE ADDRESS:	2080 TURNING WHEEL LANE, 37067
ADDRESS FOR FARMERS MARKET BUILDING:	TBD BY COF
ADDRESS FOR MAIN RESTROOM BUILDING:	TBD BY COF
ADDRESS FOR SATELLITE RESTROOM BUILDING:	TBD BY COF
PARCEL ID:	MAP 061, PARCEL 00204
EXIST. ZONING:	CI - CIVIC INSTITUTIONAL
EXIST. LAND USE:	RECREATION
TOTAL PROPERTY AREA:	+/- 84.60 ACRES (3,685,071 SF)
DISTURBED AREA:	+/- 14.71 ACRES (640,817 SF)
NEW IMPERVIOUS AREA:	2.71 ACRES (118,048 SF)
TOTAL IMPERVIOUS AREA:	5.00 ACRES (217,800 SF)
PERVIOUS AREA:	79.60 (3,467,376 SF)
COF PROJECT NUMBER:	10/1/2020
APPLICABLE OVERLAYS:	HHO - HILLSIDE / HILLCREST OVERLAY
EXISTING PARKING:	42 FORMAL SPACES & 3 GRAVEL LOTS (+/- 25,600 SF)
TOTAL PARKING PROPOSED:	152 SPACES
TOTAL BIKE PARKING REQUIRED:	1 BIKE SPACE PER 20 VEHICLE SPACES = 8 SPACES
TOTAL BIKE PARKING PROVIDED:	21 SPACES

LEGEND:

- ADDITIONAL AVERAGED MITIGATED RIPARIAN BUFFER ZONE (+/- 3976 SQ. FT.)
- BUFFER ENCROACHMENT (+/- 3930 SQ. FT)



NOTES:
1. SIGNAGE TO BE INSTALLED AS SHOWN.
2. CITY OF FRANKLIN WILL PROVIDE BUFFER SIGN FOR CONTRACTOR TO INSTALL.
3. BUFFER SIGN TO BE INSTALLED ON A 5' TALL STANDARD 2" KNOCKOUT POST WITH TAPCO-V-LOC POST ANCHOR (OR APPROVED EQUAL).
4. THESE SIGNS SHALL BE PURCHASED BY THE APPLICANT DURING THE STORM WATER AND GRADING PERMITTING PROCESS. THIS DEVELOPMENT PROJECT REQUIRES EIGHT(8) RIPARIAN BUFFER SIGNS TO BE PURCHASED

1 BUFFER SIGNAGE
SCALE: NTS

SCALE: 1" = 50 '

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ROBERT JACKSON BELL REGISTERED LANDSCAPE ARCHITECT AGRICULTURE BUILDING STATE OF TENNESSEE 04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION
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SHEET TITLE
RIPARIAN BUFFER PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 50'
CHECKED BY JG	

SHEET NO.
C2.06

ON-SITE OUTFALL D. A. = 0.98 AC

BYPASS OUTFALL D.A. = 4.90 AC

SOUTH PRONG SPENCER CREEK

BUFFER BOUNDARY SIGNAGE (TYP.), SPACED AT 150' MAXIMUM. SIGNS TO BE PROVIDED TO CONTRACTOR AT PRE-CON.

SOUTH PRONG SPENCER CREEK

EXISTING ROAD

EXISTING DOG PARK

EXISTING STORM LINE, TYP.

EXISTING SEWER LINE, TYP.

TOP OF BANK, TYP.

30' RIPARIAN BUFFER ZONE 1

30' RIPARIAN BUFFER ZONE 2

EXISTING OVERHEAD ELECTRIC, TYP.

BYPASS OUTFALL D.A. = 15.24 AC

ON-SITE OUTFALL D. A. = 1.46 AC

ANALYSIS POINT #1 - AP1 (4L)
DRAINAGE AREA = 31.10 AC.
NEW IMP. AREA = 2.68 AC.
TOTAL IMP. AREA = 4.97 AC.

EXISTING BRIDGE, TYP.

POROUS BAFFLES, TYP.

SEDIMENT TRAP #2 — 1 / C2.91

SEDIMENT TRAP #2
DRAINAGE AREA = 2.24 AC.
WET STORAGE REQUIRED: 4052 CF
WET STORAGE PROVIDED: 4229 CF
DRY STORAGE REQUIRED: 4052 CF
DRY STORAGE PROVIDED: 7122 CF

LAYDOWN/ STORAGE AREA

EX. FILTER RING TO BE REMOVED AND REPLACED WITH NEW FILTER RING

EXISTING SALT STORAGE

STABILIZE DISTURBED AREA IMMEDIATELY UPON REACHING PHASE 1 GRADES

STABILIZE DISTURBED AREA IMMEDIATELY UPON REACHING PHASE 1 GRADES

EXISTING BASEBALL FIELD

CONTRACTOR TO INSTALL PROPOSED BYPASS PIPES PRIOR TO ANY OTHER ONSITE GRADING

SEDIMENT TRAP #1 — 1 / C2.91

SEDIMENT TRAP #1
DRAINAGE AREA = 2.37 AC.
WET STORAGE REQUIRED: 4287 CF
WET STORAGE PROVIDED: 4290 CF
DRY STORAGE REQUIRED: 4287 CF
DRY STORAGE PROVIDED: 4290 CF

BAFFLES TYP. — 3 / C2.91

EXISTING FIRE HYDRANT, TYP.

OFFSITE DIVERSION CHANNEL TO BE STABILIZED UPON REACHING PHASE 1 GRADES.

WATERSHED LINE, TYP.

CONTRACTOR TO GRADE IN BERM FOR BYPASS SWALE (SHOWN AS DASHED LINE) FOR OFF-SITE DRAINAGE.

EXISTING WATER LINE, TYP.

CONTRACTOR TO GRADE IN BYPASS SWALE (SHOWN AS FLOW LINE) FOR OFF-SITE DRAINAGE. TIE INTO EXISTING GRADES 3:1 AS QUICKLY AS POSSIBLE.

EXISTING FIRE HYDRANT, TYP.

EXISTING BASEBALL PRACTICE AREA

ON-SITE OUTFALL D. A. = 0.07 AC

SOLID MANHOLE CASTING, NO INLET PROTECTION NEEDED.

EXISTING PLAYGROUND

EXISTING FIRE HYDRANT, TYP.

CONTRACTOR TO INSTALL PROPOSED BYPASS PIPES PRIOR TO ANY OTHER ONSITE GRADING STABILIZE DISTURBED AREA IMMEDIATELY UPON REACHING PHASE 1 GRADES

ON-SITE OUTFALL D. A. = 2.88 AC

EXISTING BASEBALL FIELD

SOLID MANHOLE CASTINGS, NO INLET PROTECTION NEEDED.

CONTRACTOR TO INSTALL PROPOSED BYPASS PIPES PRIOR TO ANY OTHER ONSITE GRADING. STABILIZE DISTURBED AREA IMMEDIATELY UPON REACHING PHASE 1 GRADES

ON-SITE OUTFALL D. A. = 0.11 AC

ANALYSIS POINT #2 - AP2 (5L)
DRAINAGE AREA (11S) = 1.44AC.
NEW IMP. AREA = 0.00 AC.
TOTAL IMP. AREA = 0.00 AC.

CONTRACTOR TO INSTALL PROPOSED BYPASS PIPES PRIOR TO ANY OTHER ONSITE GRADING. STABILIZE DISTURBED AREA IMMEDIATELY UPON REACHING PHASE 1 GRADES

MOUNTAIN BIKE TRAIL, TYP.

MOUNTAIN BIKE TRAILHEAD

LIMITS OF DISTURBANCE, TYP.

CONTRACTOR TO GRADE IN BERM FOR BYPASS SWALE (SHOWN AS DASHED LINE) FOR OFF-SITE DRAINAGE.

OFFSITE DIVERSION CHANNEL TO BE STABILIZED UPON REACHING PHASE 1 GRADES.

CONTRACTOR TO GRADE IN BYPASS SWALE (SHOWN AS FLOW LINE) FOR OFF-SITE DRAINAGE. TIE INTO EXISTING GRADES 3:1 AS QUICKLY AS POSSIBLE.

MOUNTAIN BIKE TRAIL, TYP.

PROPERTY LINE, TYP.

EPSC NOTES:

1. SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN REACHES 1/3 THE HEIGHT OF THE FENCE; SEDIMENT SHALL BE REMOVED FROM ALL OTHER EPSC MEASURES AND CONTROL AS RECOMMENDED IN THE TNEPSC HANDBOOK, AND MUST BE REMOVED WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
2. EPSCs SHALL BE IMPLEMENTED BEFORE EARTH-MOVING BEGINS.
3. AREAS WHERE CONSTRUCTION HAS TEMPORARILY/PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 14 DAYS (7 DAYS FOR ≥35% SLOPES.)
4. INSPECTIONS OF OUTFALLS/EPSC MEASURES SHALL BE CONDUCTED AT LEAST TWICE WEEKLY AND AT LEAST 72 HOURS APART.
5. VEGETATION, EPSCs & OTHER PROTECTIVE MEASURES SHALL BE REPAIRED, REPLACED, OR MODIFIED WITHIN 7 DAYS OF BEING NOTIFIED OF AN ISSUE.
6. CONSTRUCTION SHALL BE PHASED FOR ACTIVITIES THAT WILL DISTURB >50 ACRES.
7. EPSCs SHALL BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 5-YEAR, 24-HOUR RETURN INTERVAL STORM FOR SITE.
8. TEMPORARY SEDIMENT BASIN(S) SHALL BE PROVIDED FOR ON-SITE OUTFALLS THAT RECEIVE DRAINAGE FROM ≥10 ACRES; ≥5 ACRES FOR SITES THAT DISCHARGE TO IMPAIRED OR EXCEPTIONAL TN WATERS.
9. GREEN INFRASTRUCTURE BMPs SHALL BE PROTECTED DURING SITE WORK, WITH SILT FENCE, TO PREVENT SEDIMENTATION AND COMPACTION.
10. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER, OR HIS DESIGNEE.

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EROSION CONTROL KEY:

	RECP	EROSION CONTROL BLANKET (TDOT EC-STR-34) RECP - TYPE 1	
	ST	SEDIMENT TRAP	1 / C2.91
	CW	CONCRETE WASHOUT	1 / C2.90
	CE	CONSTRUCTION EXIT (TDOT EC-STR-25)	
	CD-R	ROCK CHECK DAM (TDOT EC-STR-6)	
	FR	TEMPORARY FILTER RING	2 / C2.90
SF	SF-C	SILT FENCE WITH WIRE BACKING (TDOT EC-STR-3C)	
	IP	INLET PROTECTION (FLEX STORM CONCRETE BOX)	3 / C2.90
	IP	INLET PROTECTION (TDOT EC-STR-19)	
	OP	PERMANENT OUTLET PROTECTION	5 / C2.90
LOD	LOD	LIMITS OF DISTURBANCE (TREE SAVE LIMITS)	
	MU TS	STABILIZATION WITH STRAW MULCH AND TEMPORARY VEGETATION	4 / C2.90

REFER TO THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST EDITION FOR ADDITIONAL DETAIL ON BEST MANAGEMENT PRACTICES

0 50 100 150

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NO.	DATE	DESCRIPTION

SHEET TITLE

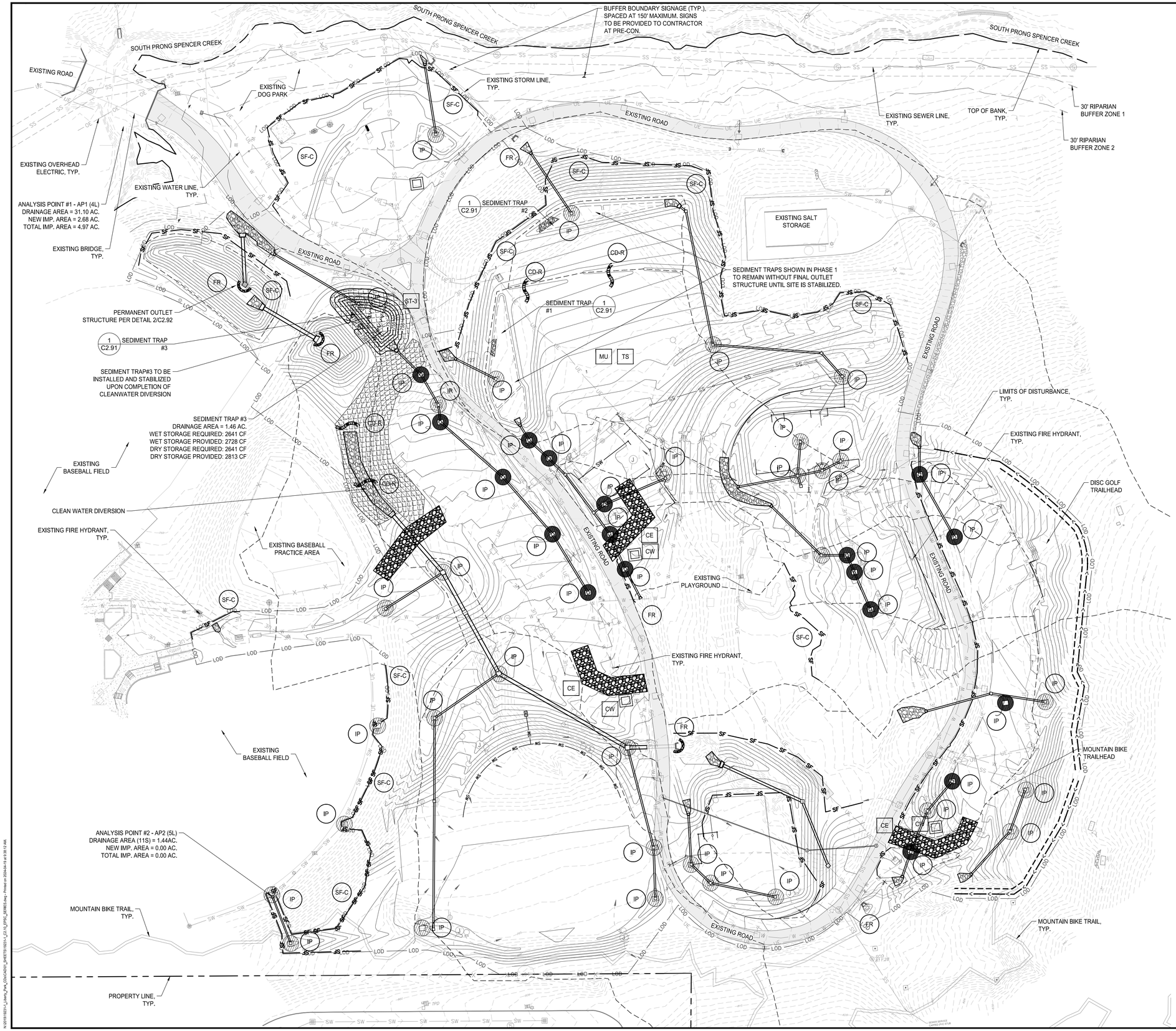
EPSC PHASE 1

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 50'
CHECKED BY JG	

SHEET NO.

C2.10

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EPSC NOTES:

1. SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN REACHES 1/3 THE HEIGHT OF THE FENCE; SEDIMENT SHALL BE REMOVED FROM ALL OTHER EPSC MEASURES AND CONTROL AS RECOMMENDED IN THE TNEPSC HANDBOOK, AND MUST BE REMOVED WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
2. EPSCs SHALL BE IMPLEMENTED BEFORE EARTH-MOVING BEGINS.
3. AREAS WHERE CONSTRUCTION HAS TEMPORARILY/PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 14 DAYS (7 DAYS FOR ≥35% SLOPES.)
4. INSPECTIONS OF OUTFALLS/EPSC MEASURES SHALL BE CONDUCTED AT LEAST TWICE WEEKLY AND AT LEAST 72 HOURS APART.
5. VEGETATION, EPSCs & OTHER PROTECTIVE MEASURES SHALL BE REPAIRED, REPLACED, OR MODIFIED WITHIN 7 DAYS OF BEING NOTIFIED OF AN ISSUE.
6. CONSTRUCTION SHALL BE PHASED FOR ACTIVITIES THAT WILL DISTURB >50 ACRES.
7. EPSCs SHALL BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 5-YEAR, 24-HOUR RETURN INTERVAL STORM FOR SITE.
8. TEMPORARY SEDIMENT BASIN(S) SHALL BE PROVIDED FOR ON-SITE OUTFALLS THAT RECEIVE DRAINAGE FROM ≥10 ACRES; ≥5 ACRES FOR SITES THAT DISCHARGE TO IMPAIRED OR EXCEPTIONAL TN WATERS.
9. GREEN INFRASTRUCTURE BMPs SHALL BE PROTECTED DURING SITE WORK, WITH SILT FENCE, TO PREVENT SEDIMENTATION AND COMPACTION.
10. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER, OR HIS DESIGNEE.

GRADING & DRAINAGE DATA CHART

- SITE AREA: 84.60 AC.
- NEW IMPERVIOUS AREA: 2.68 AC.
- DISTURBED AREA: 15.04 AC.
- RV VALUE: 0.182
- ANALYSIS POINT # 1 PEAK FLOW RUNOFF:
  - EX: 2 - YEAR: 46.09 CFS — PR: 2 - YEAR: 36.79 CFS
  - EX: 5 - YEAR: 67.77 CFS — PR: 5 - YEAR: 50.19 CFS
  - EX: 10 - YEAR: 86.35 CFS — PR: 10 - YEAR: 65.43 CFS
  - EX: 25 - YEAR: 113.21 CFS — PR: 25 - YEAR: 100.85 CFS
  - EX: 50 - YEAR: 135.22 CFS — PR: 50 - YEAR: 128.54 CFS
  - EX: 100 - YEAR: 158.85 CFS — PR: 100 - YEAR: 151.27 CFS
- ANALYSIS POINT # 2 PEAK FLOW RUNOFF:
  - EX: 2 - YEAR: 0.079 CFS — PR: 2 - YEAR: 0.076 CFS
  - EX: 5 - YEAR: 0.41 CFS — PR: 5 - YEAR: 0.39 CFS
  - EX: 10 - YEAR: 0.82 CFS — PR: 10 - YEAR: 0.79 CFS
  - EX: 25 - YEAR: 1.57 CFS — PR: 25 - YEAR: 1.52 CFS
  - EX: 50 - YEAR: 2.26 CFS — PR: 50 - YEAR: 2.19 CFS
  - EX: 100 - YEAR: 3.07 CFS — PR: 100 - YEAR: 2.97 CFS

EROSION CONTROL KEY:

RECP	EROSION CONTROL BLANKET (TDOT EC-STR-34) RECP - TYPE 1		
ST	SEDIMENT TRAP	1	C2.91
CW	CONCRETE WASHOUT	1	C2.90
CE	CONSTRUCTION EXIT (TDOT EC-STR-25)		
CD-R	ROCK CHECK DAM (TDOT EC-STR-6)		
FR	TEMPORARY FILTER RING	2	C2.90
SF-C	SILT FENCE WITH WIRE BACKING (TDOT EC-STR-3C)		
IP	INLET PROTECTION (FLEX STORM CONCRETE BOX)	3	C2.90
IP	INLET PROTECTION (TDOT EC-STR-19)		
OP	PERMANENT OUTLET PROTECTION	5	C2.90
LOD	LIMITS OF DISTURBANCE (TREE SAVE LIMITS)		
MU TS	STABILIZATION WITH STRAW MULCH AND TEMPORARY VEGETATION	4	C2.90

REFER TO THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST EDITION FOR ADDITIONAL DETAIL ON BEST MANAGEMENT PRACTICES

LOSE DESIGN
SPACES FOR LIFE.

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LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

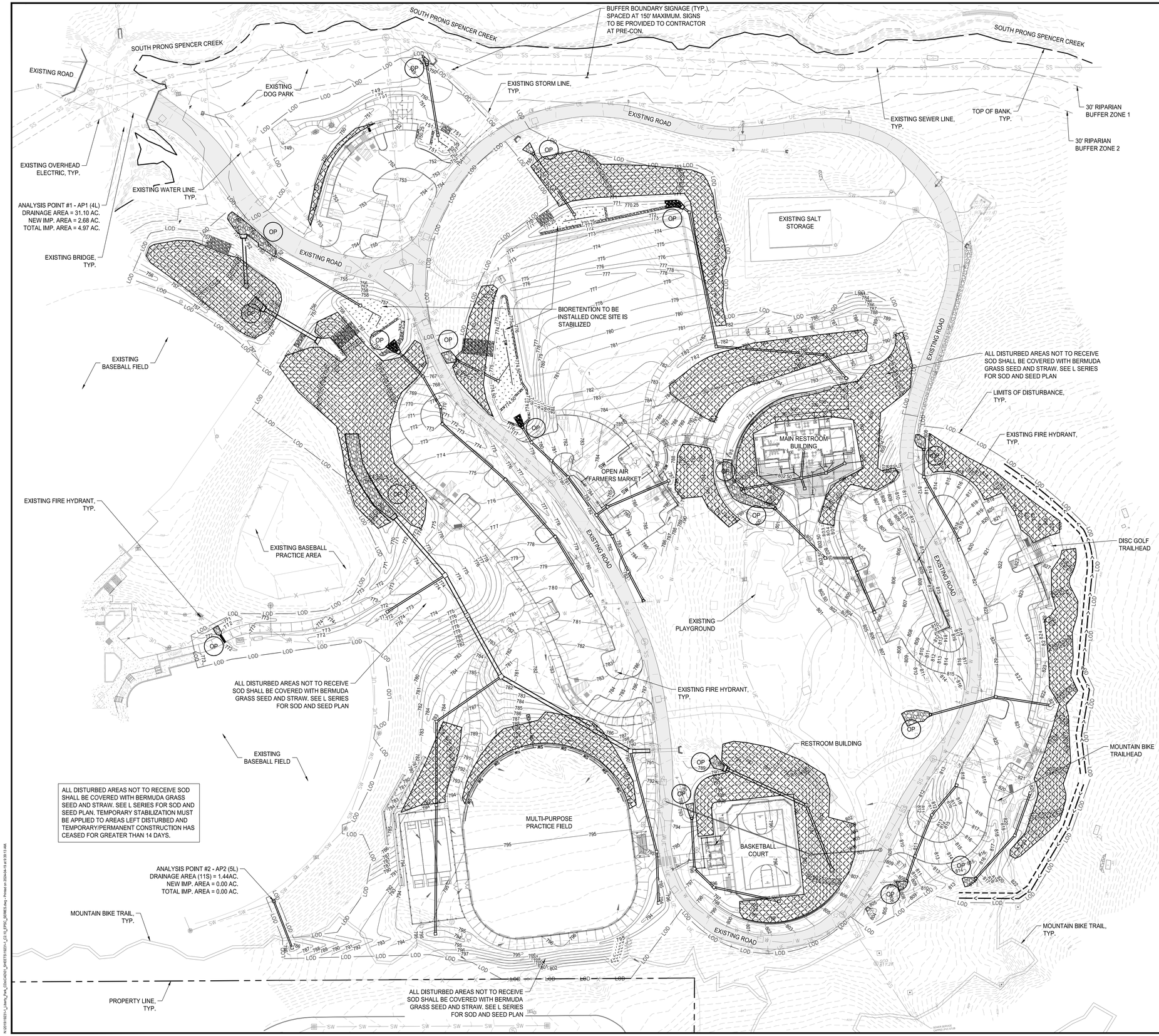
EPSC PHASE 2

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 50'
CHECKED BY JG	

SHEET NO.

C2.20

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EPSC NOTES:

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GRADING & DRAINAGE DATA CHART

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- NEW IMPERVIOUS AREA: 2.68 AC.
- DISTURBED AREA: 15.04 AC.
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- ANALYSIS POINT # 1 PEAK FLOW RUNOFF:
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  - EX: 10 - YEAR: 86.35 CFS — PR: 10 - YEAR: 65.43 CFS
  - EX: 25 - YEAR: 113.21 CFS — PR: 25 - YEAR: 100.85 CFS
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  - EX: 100 - YEAR: 158.85 CFS — PR: 100 - YEAR: 151.27 CFS
- ANALYSIS POINT # 2 PEAK FLOW RUNOFF:
  - EX: 2 - YEAR: 0.079 CFS — PR: 2 - YEAR: 0.076 CFS
  - EX: 5 - YEAR: 0.41 CFS — PR: 5 - YEAR: 0.39 CFS
  - EX: 10 - YEAR: 0.82 CFS — PR: 10 - YEAR: 0.79 CFS
  - EX: 25 - YEAR: 1.57 CFS — PR: 25 - YEAR: 1.52 CFS
  - EX: 50 - YEAR: 2.26 CFS — PR: 50 - YEAR: 2.19 CFS
  - EX: 100 - YEAR: 3.07 CFS — PR: 100 - YEAR: 2.97 CFS

EROSION CONTROL KEY:

	RECP	EROSION CONTROL BLANKET (TDOT EC-STR-34) RECP - TYPE 1	
	ST	SEDIMENT TRAP	1 C2.91
	CW	CONCRETE WASHOUT	1 C2.90
	CE	CONSTRUCTION EXIT (TDOT EC-STR-25)	
	CD-R	ROCK CHECK DAM (TDOT EC-STR-6)	
	FR	TEMPORARY FILTER RING	2 C2.90
SF	SF-C	SILT FENCE WITH WIRE BACKING (TDOT EC-STR-3C)	
	IP	INLET PROTECTION (FLEX STORM CONCRETE BOX)	3 C2.90
	IP	INLET PROTECTION (TDOT EC-STR-19)	
	OP	PERMANENT OUTLET PROTECTION	5 C2.90
LOD	LOD	LIMITS OF DISTURBANCE (TREE SAVE LIMITS)	
MU	TS	STABILIZATION WITH STRAW MULCH AND TEMPORARY VEGETATION	4 C2.90

REFER TO THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST EDITION FOR ADDITIONAL DETAIL ON BEST MANAGEMENT PRACTICES

0 50 100 150

SCALE: 1" = 50 '

LOSE DESIGN
SPACES FOR LIFE.

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LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

EPSC PHASE 3

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 50'
CHECKED BY JG	
SHEET NO. C2.30	

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STORM SEWER CALCULATIONS

PROJECT: LIBERTY PARK | RAINFALL DATA: Franklin, TN | Calculated by: BB
PROJECT #: 19231-1 | DESIGN STORM: 10 year | Checked by: JM

FROM	TO	INVERT ELEV. UPPER	INVERT ELEV. LOWER	SLOPE (%)	LENGTH (FT.)	DIAMETER (INCHES)	PIPE TYPE	STRUCTURE TYPE	T.C. ELEV.	CASTING TYPE	NOTES
A1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	750.75	TDOT STANDARD #42 GRATE	BIO POND #4 OUTLET STRUCTURE. CONNECT 6" UNDERDRAIN BELOW INV. OUT ELEVATION. UNDERDRAIN CONNECTION ELEV. = 746.50
A1	A2	747.80	747.40	0.51	78.25	18	RCP				
A2								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
B1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	791.45	TDOT STANDARD #42 GRATE	TIE IN 8" UNDERDRAIN. CONNECTION ELEV. = 787.00
B1	B2	786.00	785.00	2.85	35.25	18	RCP				
B2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	791.15	TDOT STANDARD #42 GRATE	
B2	B3	784.90	777.10	6.38	122.25	18	RCP				
B3								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	781.15	TDOT STANDARD #42 GRATE	
B3	B4	777.00	770.75	4.09	153.00	18	RCP				
B4								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	773.75	TDOT STANDARD #42 GRATE	
B4	B5	770.65	770.50	2.00	7.50	18	RCP				
B5								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
C1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	802.40	TDOT STANDARD #42 GRATE	
C1	C4	799.15	798.50	1.69	38.50	18	RCP				
C2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	802.48	TDOT STANDARD #42 GRATE	TIE IN 8" UNDERDRAIN. CONNECTION ELEV. = 799.40
C2	C3	799.30	799.05	1.07	23.50	18	RCP				
C3								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	802.38	TDOT STANDARD #42 GRATE	TIE IN 8" UNDERDRAIN. CONNECTION ELEV. = 799.10
C3	C4	798.95	798.50	1.59	28.25	18	RCP				
C4								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	802.32	TDOT STANDARD #42 GRATE	
C4	C5	798.65	798.50	1.10	13.25	18	RCP				
C5								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	802.35	TDOT STANDARD #42 GRATE	TIE IN 8" UNDERDRAIN. CONNECTION ELEV. = 799.10
C5	C6	798.40	797.00	2.11	66.50	18	RCP				
C6								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
D1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	805.48	TDOT STANDARD #42 GRATE	
D1	D2	801.00	800.00	2.08	48.00	18	RCP				
D2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	804.75	TDOT STANDARD #42 GRATE	
D2	D3	799.90	799.50	2.22	18.00	18	RCP				
D3								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	804.40	TDOT STANDARD #42 GRATE	
D3	D4	799.40	798.50	3.13	28.75	18	RCP				
D4								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	802.00	TDOT STANDARD #42 GRATE	
D4	D5	798.40	797.50	1.17	77.25	18	RCP				
D5								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
E1A								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
E1A	E1	780.10	779.10	2.85	35.00	18	RCP				
E1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	782.80	TDOT STANDARD #42 GRATE	
E1	E2	779.00	778.10	2.07	43.50	18	RCP				
E2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	782.66	TDOT STANDARD #42 GRATE	
E2	E5	778.00	777.50	1.69	29.50	18	RCP				
E3								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	786.20	TDOT STANDARD #42 GRATE	
E3	E4	781.00	778.00	4.04	74.25	18	RCP				
E4								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	784.15	TDOT STANDARD #42 GRATE	TIE IN 8" UNDERDRAIN. CONNECTION ELEV. = 778.00
E4	E5	777.90	777.50	2.58	15.50	18	RCP				
E5								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	782.50	TDOT STANDARD #42 GRATE	
E5	E6	777.40	776.75	1.22	53.25	18	RCP				
E6								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	782.00	TDOT STANDARD #42 GRATE	TIE IN 8" UNDERDRAIN. CONNECTION ELEV. = 776.70
E6	E7	776.65	775.15	5.78	26.00	18	RCP				FIELD VERIFY EXISTING UTILITY CROSSING ELEVATIONS PRIOR TO ORDERING MATERIAL
E7								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	780.40	TDOT STANDARD #42 GRATE	
E7	E8	775.05	774.75	1.00	30.00	18	RCP				
E8								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	779.30	TDOT STANDARD #42 GRATE	
E8	E9	774.65	774.50	0.82	18.25	18	RCP				
E9								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		

FROM	TO	INVERT ELEV. UPPER	INVERT ELEV. LOWER	SLOPE (%)	LENGTH (FT.)	DIAMETER (INCHES)	PIPE TYPE	STRUCTURE TYPE	T.C. ELEV.	CASTING TYPE	NOTES
F1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	780.05	TDOT STANDARD #42 GRATE	
F1	F2	775.25	772.60	3.46	76.50	18	RCP				
F2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	777.65	TDOT STANDARD #42 GRATE	
F2	F3	772.50	769.75	3.24	85.00	18	RCP				
F3								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	775.20	TDOT STANDARD #42 GRATE	
F3	F4	769.65	765.10	4.85	93.75	18	RCP				
F4								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	772.30	TDOT STANDARD #42 GRATE	
F4	F5	765.00	764.10	4.62	19.50	18	RCP				
F5								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	769.50	TDOT STANDARD #42 GRATE	
F5	F6	764.00	761.50	6.37	39.25	18	RCP				
F6								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	766.85	TDOT STANDARD #42 GRATE	
F6	F7	761.00	758.00	8.17	36.75	18	RCP				
F7								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
EX. 2								EXISTING HEADWALL	--		
EX. 2	G3	784.30	783.70	2.73	22.00	24	EX. DOUBLE CMP				EXTEND EXISTING DOUBLE 24" RCP 22 L.F. @ EXISTING SLOPE INTO NEW STRUCTURE. APPROXIMATE NEW INV. IN = 783.70 (FIELD VERIFY PRIOR TO ORDERING MATERIAL)
G1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	793.25	TDOT STANDARD #42 GRATE	
G1	G2	789.50	788.60	1.57	57.25	18	RCP				
G2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	794.89	TDOT STANDARD #42 GRATE	
G2	G3	788.50	784.90	3.07	117.25	18	RCP				
G3								7' x 7' SQUARE CONCRETE NO.42 CB (D-CB-42D)	789.50	TDOT STANDARD #42 GRATE	
G3	G7	782.90	772.50	6.26	166.25	42	RCP				
G4								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	794.05	TDOT STANDARD #42 GRATE	
G4	G5	788.00	786.00	1.40	143.25	18	RCP				
G5								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	793.10	TDOT STANDARD #42 GRATE	
G5	G6	785.90	777.00	9.49	93.75	18	RCP				
G6								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	782.50	TDOT STANDARD #42 GRATE	
G6	G7	776.90	774.50	2.73	88.00	18	RCP				
G7								5' 2" x 5' 2" SQUARE CONCRETE NO.42 CB (D-CB-42C)	780.50	TDOT STANDARD #42 GRATE	
G7	G8	772.40	770.60	2.31	78.00	42	RCP				
G8								5' 2" x 5' 2" SQUARE CONCRETE NO.42 CB (D-CB-42C)	777.00	TDOT STANDARD #42 GRATE	
G8	G10	770.50	766.35	8.06	51.50	42	RCP				
G9								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	770.60	TDOT STANDARD #42 GRATE	
G9	G10	767.35	766.60	0.99	76.00	18	RCP				
G10								5' 2" x 5' 2" SQUARE CONCRETE NO.42 CB (D-CB-42C)	773.25	TDOT STANDARD #42 GRATE	
G10	G11	766.25	765.10	1.36	84.25	42	RCP				
G11								42" TDOT ENDWALL (D-PEW-1)	--		
H1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	785.70	TDOT STANDARD #42 GRATE	
H1	EX. 3	778.00	767.70	18.07	57.00	18	RCP				
EX. 3								EXISTING INLET	--		
J1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	795.00	TDOT STANDARD #42 GRATE	
J1	J2	791.92	791.35	0.77	74.25	18	RCP				
J2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	795.85	TDOT STANDARD #42 GRATE	
J2	J3	791.25	791.02	0.77	30.00	18	RCP				
J3								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	795.82	TDOT STANDARD #42 GRATE	TIE IN 8" UNDERDRAIN. CONNECTION ELEV. = 791.10
J3	J4	790.92	790.50	0.76	55.00	18	RCP				
J4								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
EX. 4								EXISTING HEADWALL	--		
EX. 4	K1	803.50	799.20	7.61	56.50	24	EX RCP				
K1								4' x 4' SQUARE CONCRETE NO.42 CB (D-CB-42SB)	803.25	TDOT STANDARD #42 GRATE	EXISTING PIPE TO REMAIN. DOWNSTREAM HEADWALL TO BE DEMO'D. TIE EXISTING PIPE IN TO NEW STRUCTURE. INV. IN = 799.20' (FIELD VERIFY INVERT PRIOR TO ORDERING MATERIAL). SEE NOTE 1.
K1	K2	799.10	790.20	11.37	78.25	24	RCP				
K2								4' x 4' SQUARE CONCRETE NO.42 CB (D-CB-42SB)	795.00	TDOT STANDARD #42 GRATE	
K2	K3	789.70	788.75	0.98	97.00	30	RCP				
K3								30" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		

FROM	TO	INVERT ELEV. UPPER	INVERT ELEV. LOWER	SLOPE (%)	LENGTH (FT.)	DIAMETER (INCHES)	PIPE TYPE	STRUCTURE TYPE	T.C. ELEV.	CASTING TYPE	NOTES
L1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	817.70	TDOT STANDARD #42 GRATE	
L1	L2	812.00	807.60	10.10	43.50	18	RCP				
L2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	810.75	TDOT STANDARD #42 GRATE	
L2	L3	807.50	806.90	1.20	50.00	18	RCP				
L3								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	811.05	TDOT STANDARD #42 GRATE	
L3	L4	806.80	806.15	2.35	27.75	18	RCP				
L4								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
M1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	819.00	TDOT STANDARD #42 GRATE	
M1	M2	815.25	814.75	1.00	50.00	18	RCP				
M2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	820.65	TDOT STANDARD #42 GRATE	
M2	M3	814.65	814.00	1.02	63.50	18	RCP				
M3								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
N1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	820.25	TDOT STANDARD #42 GRATE	
N1	N2	816.50	815.10	2.28	61.50	18	RCP				
N2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	821.15	TDOT STANDARD #42 GRATE	
N2	N3	815.00	808.30	8.99	74.50	18	RCP				
N3								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
O1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	819.35	TDOT STANDARD #42 GRATE	
O1	O2	813.00	808.40	5.71	80.50	18	RCP				
O2								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	812.80	TDOT STANDARD #42 GRATE	
O2	O3	808.30	808.00	1.02	29.50	18	RCP				
O3								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
P1								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	775.00	TDOT STANDARD #42 GRATE	BIO POND #3 OUTLET STRUCTURE. CONNECT 6" UNDERDRAIN. UNDERDRAIN CONNECTION ELEV. = 770.00
P1	P2	769.50	765.50	8.09	49.50	18	RCP				
P2								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
P3								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	771.05	TDOT STANDARD #42 GRATE	BIO POND #2 OUTLET STRUCTURE. CONNECT 6" UNDERDRAIN. UNDERDRAIN CONNECTION ELEV. = 765.00
P3	P4	764.00	754.00	12.39	80.75	18	RCP				
P4								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
P5								42" TDOT ENDWALL (D-PEW-1)	--		
P5	P6	749.10	748.50	0.92	65.50	42	RCP				
P6								42" TDOT ENDWALL (D-PEW-1)	--		
P7								32" x 32" SQUARE CONCRETE NO.42 CB (D-CB-42S)	757.75	TDOT STANDARD #42 GRATE	BIO POND #1 OUTLET STRUCTURE. CONNECT 6" UNDERDRAIN. UNDERDRAIN CONNECTION ELEV. = 753.00
P7	P8	752.00	749.50	2.32	108.00	18	RCP				
P8								18" TDOT STRAIGHT CONCRETE ENDWALL (D-PE-4)	--		
P9								4' x 4' SQUARE CONCRETE NO.42 CB (D-CB-42SB)	755.00	TDOT STANDARD #42 GRATE	OUTLET STRUCTURE SEE DETAIL 2/C2.92
P9	P10	748.25	747.75	0.94	53.00	36	RCP				
P10								36" TDOT ENDWALL (D-PEW-1)	--		

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LOSE DESIGN
SPACES FOR LIFE.

Andrew Jackson Bell
REGISTERED
AGRICULTURE
ENGINEER
STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

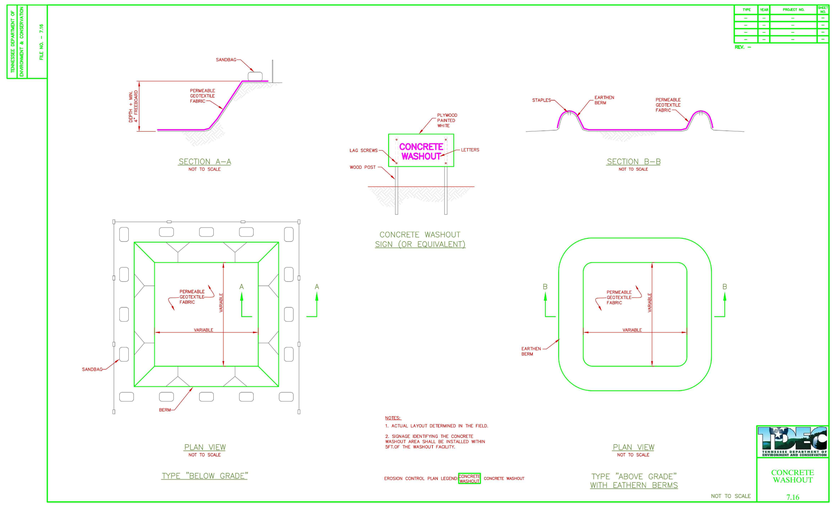
NO.	DATE	DESCRIPTION

SHEET TITLE
PIPE CHART

PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY: BB	SCALE: NTS
CHECKED BY: JG	

SHEET NO.
C2.50

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1 CONCRETE WASHOUT
SCALE: NTS

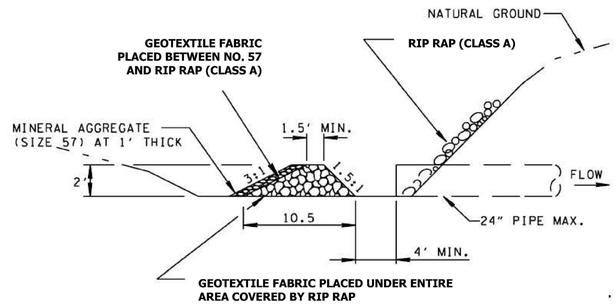
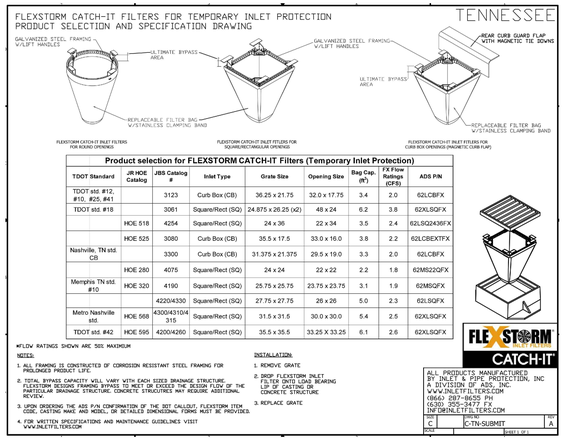


Figure 7.30-1 Filter Ring Detail (Source: TDOT Standard Drawing)

2 FILTER RING
SCALE: NTS



3 INLET PROTECTION (CONCRETE)
SCALE: NTS

GENERAL:
1. UNLESS OTHERWISE NOTED, SEEDING SHALL BE INSTALLED ON ALL CUT AND FILL SLOPES, SHOULDERS, AND DISTURBED AREAS GENERATED BY CONSTRUCTION.
2. SEEDING SHALL BE INSTALLED AS SOON AS CONSTRUCTION IN AN AREA IS COMPLETED.

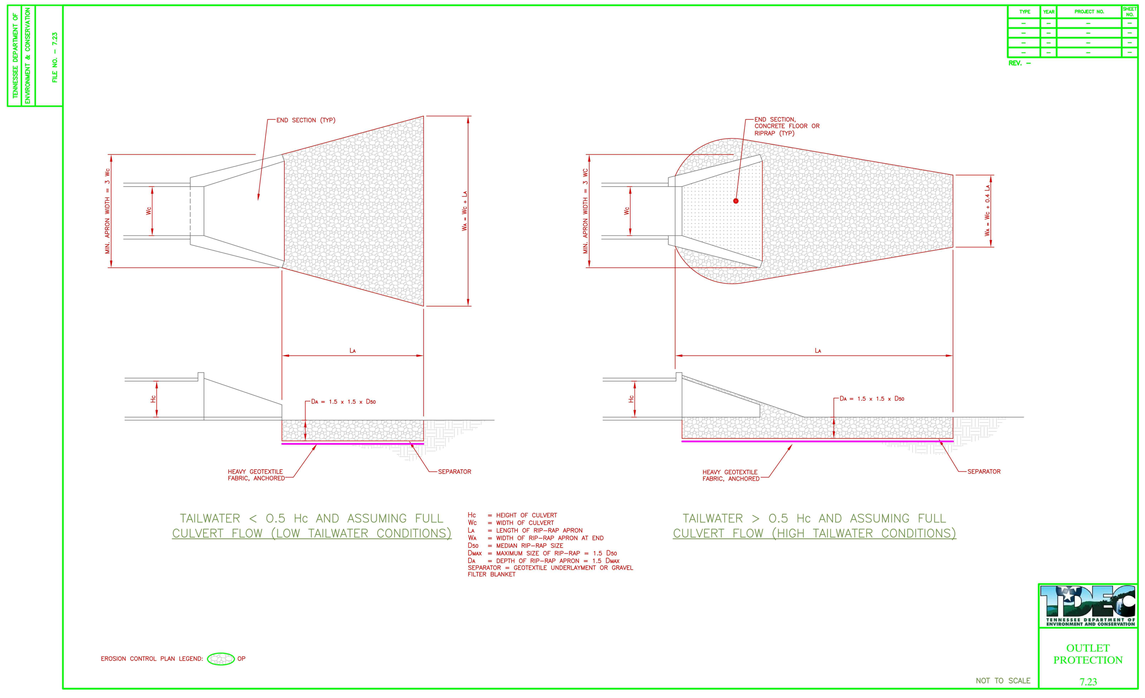
SEEDING PROCEDURES (REFER TO TABLES AT RIGHT FOR APPLICATION RATES):
1. SHAPE AND SMOOTH GRADE WHERE NEEDED TO PROVIDE FOR SAFE EQUIPMENT OPERATION AT SEEDING TIME AND FOR MAINTENANCE PURPOSES.
2. SPREAD LIME AND FERTILIZER IN DRY FORM UNIFORMLY OVER THE AREA IMMEDIATELY BEFORE SEEDBED PREPARATION.
3. SOIL ANALYSIS SHALL BE PERFORMED PRIOR TO THE APPLICATION OF FERTILIZER. ANALYZE FOR PH, BUFFER VALUE, PHOSPHORUS, POTASSIUM, CALCIUM, MAGNESIUM, CEC AND BASE SATURATION (AT A MINIMUM) PER THE 2016 CGP REQUIREMENTS. PERFORM SOIL ANALYSIS IN ACCORDANCE WITH UT EXTENSION "SOIL TESTING" BROCHURE PB1061.
4. SCARIFY SEEDBED TO A DEPTH OF 1" TO 4" AS DETERMINED ON-SITE. THE SEEDBED MUST BE WELL PULVERIZED, SMOOTHED, AND FIRMED PRIOR TO SEED INSTALLATION.
5. DISTRIBUTE SEED UNIFORMLY OVER FRESHLY PREPARED SEEDBED WITH CULTIPACKER-SEEDER, DRILL, ROTARY SEEDER, OR OTHER MECHANICAL OR HAND SEEDER.
6. WITHIN 24 HOURS AFTER SEEDING, STRAW OR HAY MULCH SHALL BE SPREAD UNIFORMLY OVER THE AREA, LEAVING ABOUT 25% OF THE GROUND SURFACE EXPOSED. MULCH SHALL BE SPREAD WITH BLOWER-TYPE MULCH EQUIPMENT OR BY HAND AND ANCHORED IMMEDIATELY AS IT IS SPREAD. A DISK HARROW WITH THE DISK SET OR A SPECIAL PACKER DISK MAY BE USED TO PRESS THE MULCH INTO THE SOIL.
7. WITHIN 24 HOURS AFTER SEEDING AN PLACEMENT OF MULCH, WATER AREA TO A SATURATION DEPTH OF $\frac{3}{4}$".

MAINTENANCE:
1. WHEN PLANTS ARE 2" TO 4" TALL, TOPDRESS AREA WITH SEED AND APPLY FERTILIZER (5-10-15) (SEE NOTE 3 UNDER "SEEDING PROCEDURES" HEADING).
2. AT THE BEGINNING OF THE SECOND GROWING SEASON, APPLY FERTILIZER (5-10-15) (SEE NOTE 3 UNDER "SEEDING PROCEDURES" HEADING).

FIRST-YEAR SOIL AMENDMENTS	
ITEM	APPLICATION RATE
AGRICULTURAL LIMESTONE	4000 LBS. / ACRE
STRAW	4000 LBS. / ACRE
HAY	5000 LBS. / ACRE

FIRST-YEAR SEEDING		
DATE	SPECIES	APPLICATION RATE
FEB. 1 - APR. 15	KENTUCKY 31 FESCUE	50 LBS. / ACRE
APR. 15 - AUG. 1	HULL COMMON BERMUDAGRASS	10 LBS. / ACRE
AUG. 1 - DEC. 1	KENTUCKY 31 FESCUE RYE GRASS	25 LBS. / ACRE 25 LBS. / ACRE

4 DISTURBED AREA SEEDING
SCALE: NTS



CULVERT	FLOW RATE, Q (cfs)	WIDTH OF CULVERT, W_C (in.)	LENGTH OF RIPRARP APRON, L (ft.)	MIN. WIDTH OF RIPRAP APRON AT START, $3W_C$ (ft.)	WIDTH OF RIPRAP APRON AT END, W_A (ft.)	RIP-RAP TYPE	MEDIAN RIPRAP SIZE, D_{50} (in.)	DEPTH OF RIRAP APRON, D_A (in.)
A2	3.33	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	18.00
B5	9.45	18	8.00	4.50	4.70	ROUND RIVER STONE	9.00	18.00
C6	0.84	18	8.00	4.50	9.50	ROUND RIVER STONE	9.00	18.00
D5	4.49	18	8.00	4.50	9.50	ROUND RIVER STONE	9.00	30.00
E9	6.19	18	8.00	4.50	9.50	ROUND RIVER STONE	9.00	18.00
F7	8.08	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	18.00
G11	56.80	42	15.00	10.50	9.50	MACHINED (CLASS B)	15.00	33.75
J4	0.72	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	20.25
K3	26.66	30	11.00	7.50	6.90	MACHINED (CLASS B)	15.00	33.75
L4	2.02	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	20.25
M3	0.85	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	20.25
N3	10.95	18	8.00	4.50	4.70	MACHINED (CLASS A-1)	9.00	20.25
O3	1.54	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	20.25
P2	3.22	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	20.25
P4	5.92	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	20.25
P8	4.96	18	8.00	4.50	9.50	MACHINED (CLASS A-1)	9.00	20.25
P10	64.77	36	13.00	9.00	8.20	MACHINED (CLASS B)	15.00	33.75

5 OUTLET PROTECTION
SCALE: NTS

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SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT # 8449
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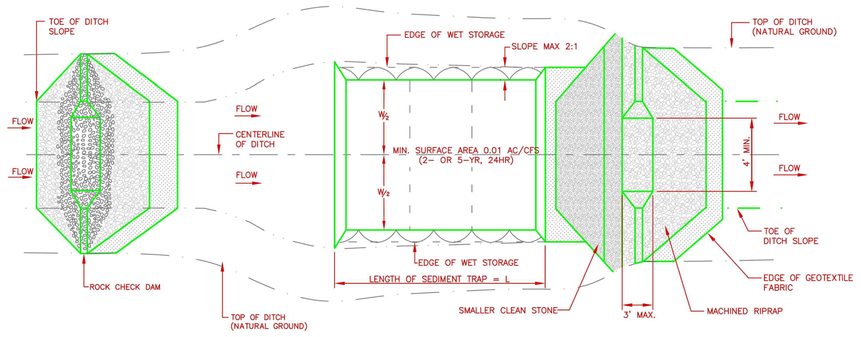
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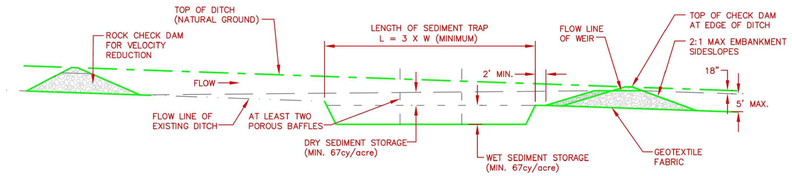
SHEET TITLE
EPSC & DRAINAGE DETAILS

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE N.T.S.
CHECKED BY JG	
SHEET NO. C2.90	

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PLAN VIEW



PROFILE VIEW

Sediment Trap #	Drainage Area (Acres)	5-year Flow (cfs)	Surface Area Req'd (SF)	Surface Area Provided (SF)	Top of Embankment	Weir Invert Elevation	Weir Crest Length (ft)	Dry Storage Elevation	Wet Storage Elevation
1	2.37	3.9	1696.50	3409.00	775.50	774.50	10.00	774.50	773.10
2	2.24	3.37	1465.95	5156.00	771.50	770.50	10.00	770.50	768.80
3	1.46	3.75	1631.25	2405.00	758.00	757.00	10.00	757.00	755.60

1 SEDIMENT TRAP
SCALE: NTS

Flexamat
PERMANENT EROSION CONTROL

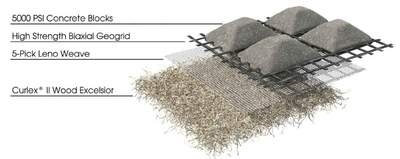
Motz Enterprises, Inc.
Office: 513-772-6689
www.Flexamat.com

Composition of Materials – Flexamat Standard

Blocks	5000 PSI, Wet-cast Portland Cement
Interlocking Biaxial Geogrid	Formit 30/30 – Polypropylene Geogrid with 2,055 lb/ft biaxial strength. Carbon black UV inhibitor shall be blended into the extruded yarns at a rate no less than 0.8% by weight.

Property	Unit	Test	Requirement
Mass/Unit Area	oz/yd²	ASTM D5261	6.5 oz/yd²
Aperture Size	English units	Measured	1.4x 1.4 inch
Ultimate Wide Width Tensile Strength (MD x CMD)	lb/ft	ASTM D6637	2,055 lb/ft
Elongation at Ultimate Tensile Strength (MD x CMD)	%	ASTM D6637	6%
Wide Width Tensile Strength @ 2% (MD x CMD)	lb/ft	ASTM D6637	822 lb/ft
Wide Width Tensile Strength @ 5% (MD x CMD)	lb/ft	ASTM D6637	1,640 lb/ft
Tensile Modulus @ 2% (MD x CMD)	lb/ft	ASTM D6637	41,100 lb/ft
Tensile Modulus @ 5% (MD x CMD)	lb/ft	ASTM D6637	32,800 lb/ft

Flexamat Standard Underlayment	A three-layered system includes, in order from top to bottom, 1) Concrete block mat 2) 5-Pick Leno Weave and 3) Curlex® II. The underlayment materials shall be packaged within the roll of the Flexamat Standard.



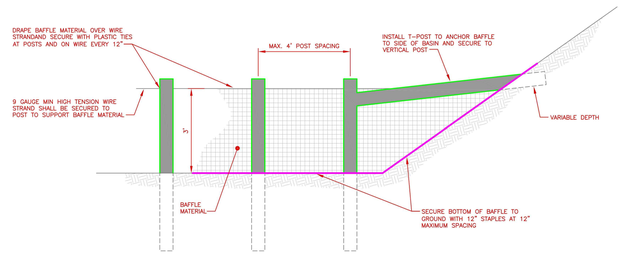
Manufacturing Values

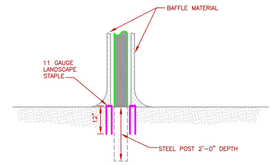
Flexamat Properties	Values
Roll Width	4', 5.5', 8', 10', 12', 15.5, & 16'
Roll Length	30', 40', 50' / custom
Material Weight	10 lbs./sf
Block Size	6.5" x 6.5" x 2.25"
Percentage Open Area (POA)	30% min.

Performance

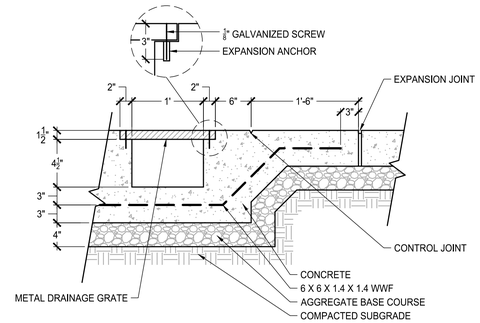
Test	Tested Value	Bed Slope	Soil Classification	Limiting Value
ASTM 6460	Shear Stress	30%	Sandy Loam (USDA)	24 PSF
ASTM 6460	Velocity	20%	Loam (USDA)	30 ft./sec

2 FLEXAMAT
SCALE: NTS



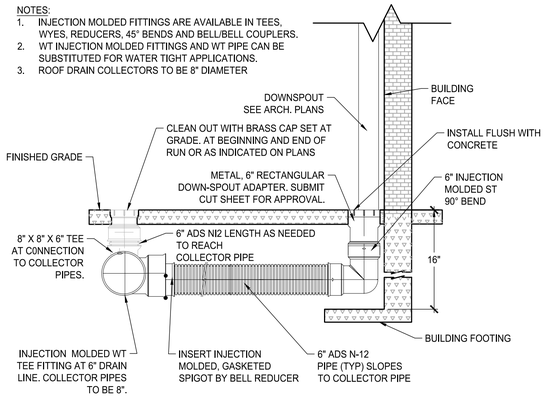


3 BAFFLES
SCALE: NTS



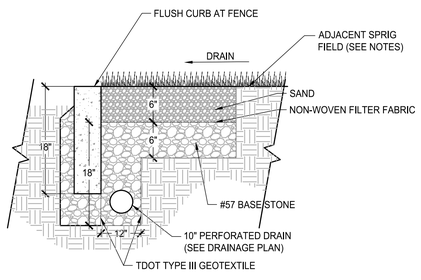
4 SIDEWALK DRAIN
SCALE: NTS

NOTES:
1. INJECTION MOLDED FITTINGS ARE AVAILABLE IN TEES, WYES, REDUCERS, 45° BENDS AND BELL/BELL COUPLERS.
2. WT INJECTION MOLDED FITTINGS AND WT PIPE CAN BE SUBSTITUTED FOR WATER TIGHT APPLICATIONS.
3. ROOF DRAIN COLLECTORS TO BE 8" DIAMETER

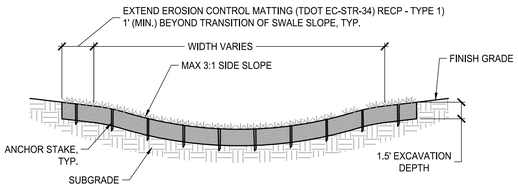


5 ROOF DRAIN COLLECTOR
SCALE: NTS

NOTES:
1. CONTRACTOR TO ENSURE POSITIVE DRAINAGE ACROSS FIELD.
2. 10" UNDER DRAIN TO BE 1% MIN.



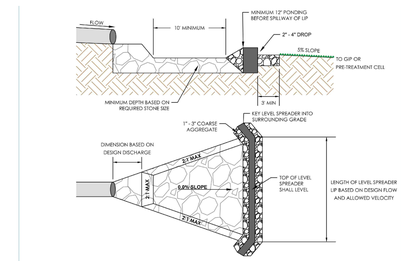
6 FRENCH DRAIN
SCALE: NTS



NOTES:
1. ALL GRADING TRANSITIONS SHALL BE GRADUAL AND ROUNDED.
2. MATTING SHALL BE STAKED AT 1'-0" O.C.
3. MATTING SHALL BE LAID PERPENDICULAR TO THE DIRECTION OF FLOW.

Permanent Swale #	Surface Drainage Area (Acres)	25-Year Rainfall (in/hr)	Runoff (cfs)	Channel Lining	Channel Shape	Manning's (n)	Channel Length (ft)	Channel Slope	Bottom Width (ft)	Side Slope (Z:1)	Channel Depth (ft)	Channel Capacity (cfs)
1	0.72	8.12	59.43	FLEXAMAT	Trapezoidal	0.035	120	1.50%	2.5	4.0	5.00	1065.00
2	0.42	8.12	2.38	Matting	Trapezoidal	0.035	260	2.15%	2.0	4.0	0.50	5.65
3	0.93	8.12	3.02	Matting	Trapezoidal	0.035	125	3.05%	2.5	4.0	0.50	8.00
4	0.53	8.12	1.94	Matting	Trapezoidal	0.035	200	1.30%	3.0	4.0	0.75	13.10
5	0.18	8.12	6.21	Matting	Trapezoidal	0.035	250	1.60%	1.5	4.0	1.00	18.50
6	3.04	8.12	9.87	Matting	Trapezoidal	0.035	160	1.75%	2.0	4.0	0.75	12.15
7	0.21	8.12	0.68	Matting	Trapezoidal	0.035	80	2.95%	2.0	4.0	1.00	28.50

7 PERMANENT GRASS SWALE
SCALE: NTS



THE GRAVEL FLOW SPREADER IS LOCATED AT CURB CUTS, DOWNSPOUTS, OR OTHER CONCENTRATED INFLOW POINTS, AND SHALL HAVE A 2" - 4" ELEVATION DROP FROM A HARD-EDGED SURFACE INTO A GRAVEL OR STONE DIAPHRAGM. THE GRAVEL SHOULD EXTEND THE ENTIRE WIDTH OF THE OPENING AND CREATE A LEVEL STONE WEIR AT THE BOTTOM OR TREATMENT ELEVATION OF THE BASIN. CONSTRUCTION INSPECTION IS CRITICAL TO OBTAIN ADEQUATE SPOT ELEVATIONS. TO ENSURE THE GRAVEL FLOW SPREADER LIP IS LEVEL, KEYED INTO EXISTING CONTOURS, AND CONSTRUCTED TO THE CORRECT DESIGN ELEVATION.

LEVEL SPREADER NOTES:
1. ALL STONE SHALL BE WASHED BEFORE INSTALLATION
2. MINIMUM PONDING DEPTH OF 12" TO SPREADER LIP
3. THE FOREBAY SHALL BE SIZED TO ACCOMMODATE 0.25 OF THE CONTRIBUTING IMPERVIOUS AREA
4. THE LEVEL SPREADER LIP SHALL BE AN ACCEPTED, RIGID, NON-ERODIBLE MATERIAL; TIMBER WOOD IS NOT ACCEPTED
5. **SEE CITY BMP MANUAL FOR SPECIFIC DESIGN REQUIREMENTS**

8 LEVEL SPREADER
SCALE: NTS

N.T.S.

Pre-Treatment (concentrated flow) GRAVEL/STONE FLOW SPREADER — TITLE	CITY OF FRANKLIN ENGINEERING 109 THIRD AVE SOUTH FRANKLIN, TN 37064	
PRE-05 — DWG.NO.	DIRECTOR OF ENGINEERING	04/30/2021 DATE
07/01/2021 — EFFECTIVE DATE	STORMWATER COORDINATOR	04/30/2021 DATE

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NO.	DATE	DESCRIPTION

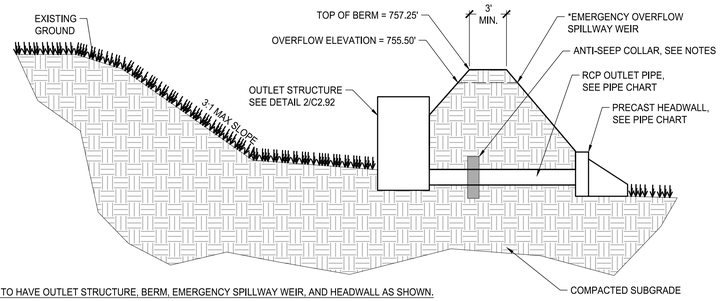
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EPSC & DRAINAGE DETAILS

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SHEET NO. C2.91	

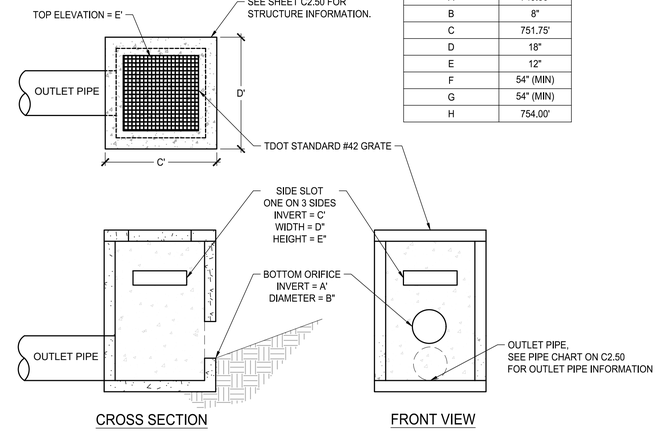
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NOTES:
1. ALL JOINTS AND CONNECTIONS TO THE ANTI-SEEP COLLARS SHALL BE WATERTIGHT.
2. COLLAR TO BE PLACED BEFORE FIRST JOINT IN OUTLET PIPE.
3. CONCRETE TO BE 3500 PSI.
4. COLLAR TO PROJECT A MINIMUM 18" VERTICALLY BELOW THE BOTTOM OF THE STONE TRENCH AND 18" ABOVE THE TOP OF THE OUTLET PIPE.
5. THE COLLAR SHALL BE A MINIMUM OF 1.0' THICK.
6. COMPACTED SUBGRADE SHALL CONSIST OF CLAY SOIL COMPACTED TO A DENSITY OF 98% OF THE STANDARD PROCTOR.



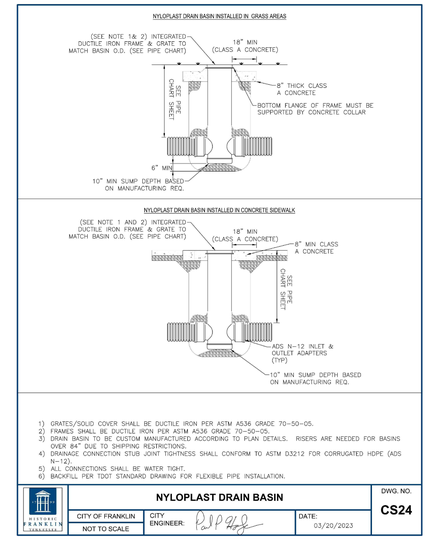
*POND 1 TO HAVE OUTLET STRUCTURE, BERM, EMERGENCY SPILLWAY WEIR, AND HEADWALL AS SHOWN.

1 DETENTION POND
SCALE: NTS



DIMENSIONS FOR POND 1 O.S.	
A	749.50'
B	8"
C	751.75'
D	18"
E	12"
F	54" (MIN)
G	54" (MIN)
H	754.00'

2 OUTLET STRUCTURE
SCALE: NTS



1) GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
2) FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
3) DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTRICTIONS.
4) DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12).
5) ALL CONNECTIONS SHALL BE WATER TIGHT.
6) BACKFILL PER TDOT STANDARD DRAWING FOR FLEXIBLE PIPE INSTALLATION.

HISTORIC FRANKLIN TENNESSEE	NYLOPLAST DRAIN BASIN	DWG. NO. C24
CITY OF FRANKLIN	CITY ENGINEER:	DATE: 03/20/2023
NOT TO SCALE		

3 ADS STORM STRUCTURE
SCALE: NTS

PRE-TREATMENT NOTES:

TREATMENT DEPENDENT ON TYP. FLOW

SHEET FLOW
- VEGETATED FILTER STRIP
- GRAVEL/STONE DIAPHRAGM
- VEGETATED LEVEL SPREADER

CONCENTRATED FLOW
- PRE-TREATMENT (FOREBAY) CELL
- GRAVEL/STONE FLOW SPREADER

FILTER MEDIA SPECIFICATIONS:

DEPTH:
AS SHOWN ON APPROVED PLANS

CONTENTS:
85% to 88% SAND
8% to 12% SOIL FINES
3% to 5% ORGANIC MATTER

ADDITIONAL NOTES:

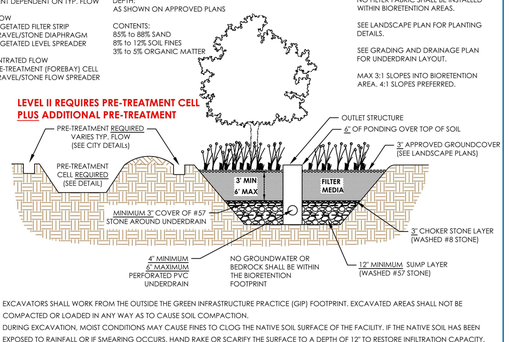
NO FILTER FABRIC SHALL BE INSTALLED WITHIN BIORETENTION AREAS.

SEE LANDSCAPE PLAN FOR PLANTING DETAILS.

SEE GRADING AND DRAINAGE PLAN FOR UNDERDRAIN LAYOUT.

MAX 3:1 SLOPES INTO BIORETENTION AREA. 4:1 SLOPES PREFERRED.

LEVEL II REQUIRES PRE-TREATMENT CELL PLUS ADDITIONAL PRE-TREATMENT



1. EXCAVATORS SHALL WORK FROM THE OUTSIDE THE GREEN INFRASTRUCTURE PRACTICE (GIP) FOOTPRINT. EXCAVATED AREAS SHALL NOT BE COMPACTED OR LOADED IN ANY WAY AS TO CAUSE SOIL COMPACTION.
2. DURING EXCAVATION, MOIST CONDITIONS MAY CAUSE FINES TO CLOG THE NATIVE SOIL SURFACE OF THE FACILITY. IF THE NATIVE SOIL HAS BEEN EXPOSED TO RAINFALL OR IF SMEARING OCCURS, HAND RAKE OR SCARIFY THE SURFACE TO A DEPTH OF 12" TO RESTORE INFILTRATION CAPACITY.
3. DURING CONSTRUCTION PHASE, CONTRACTOR SHALL DIVERT RUNOFF FLOW AROUND THE GIP AREAS TO ENSURE SEDIMENT DOES NOT ENTER.
4. RECYCLED MATERIAL IS NOT APPROVED FOR USE IN GIP FACILITIES.
5. UTILITIES AND IRRIGATION ARE PROHIBITED WITHIN THE GIP FOOTPRINT.
6. WATER QUALITY SIGNS SHALL BE INSTALLED IN ALL WATER QUALITY AREAS.

CONSTRUCTION SEQUENCING:
1. CONSTRUCT STORMWATER RUNOFF DIVERSIONS.
2. EXCAVATE GIP AREAS.
3. SCARIFY SUBGRADE BY RIPPING THE BOTTOM SOILS TO A DEPTH OF 12" PRIOR TO STONE PLACEMENT.
4. SCHEDULE GIP INSPECTION WITH CITY STORMWATER INSPECTOR AT **(615) 791-3218.**
5. INSTALL STONE SUBBASE AND UNDERDRAINS. CONNECT UNDERDRAIN TO OUTLET STRUCTURE.
6. SCHEDULE GIP INSPECTION WITH CITY STORMWATER INSPECTOR AT **(615) 791-3218.**
7. INSTALL ADDITIONAL STONE ON AND FLAG THE UNDERDRAIN (3' EACH SIDE).
8. A SMALL SKID STEER LOADER MAY TO BE USED FOR PLACEMENT OF ADDITIONAL SECTIONS AVOIDING THE UNDERDRAIN PIPE INSTALLATIONS.
9. DELIVER AND STORE SOIL MEDIA ON PLASTIC SHEETING WITH APPROPRIATE EROSION CONTROL MEASURES.
10. SCHEDULE GIP INSPECTION WITH CITY STORMWATER INSPECTOR AT **(615) 791-3218.**
11. ALLOW 48 HOURS SETTLEMENT. DO NOT COMPACT WITH EQUIPMENT.
12. ADD ADDITIONAL MEDIA AS NEEDED TO ACHIEVE THE DESIGN ELEVATIONS.
13. INSTALL VEGETATION, AND WATER ACCORDINGLY. PERMANENT IRRIGATION IS PROHIBITED IN GIP.
14. INSTALL SPECIFIED GROUNDCOVER.
15. FLAG LIMITS OF GIP FOR SURVEY LOCATE AND SHOW ON AS-BUILT PLANS.

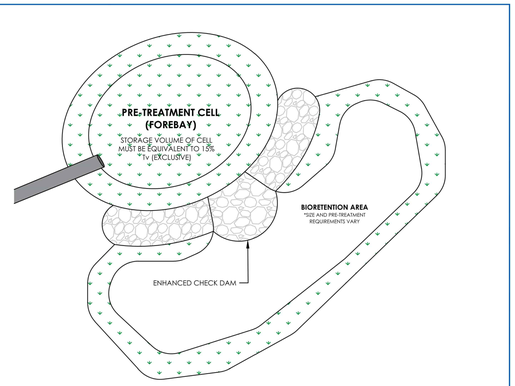
N.T.S.

BIORETENTION LEVEL 2 TITLE	HISTORIC FRANKLIN TENNESSEE CITY OF FRANKLIN ENGINEERING 109 THIRD AVE SOUTH FRANKLIN, TN 37064	
GIP-01 (02) DWG.NO.	DIRECTOR OF ENGINEERING	04/30/2021 DATE
07/01/2021 EFFECTIVE DATE	STORMWATER COORDINATOR	04/30/2021 DATE

BIORETENTION	SURFACE AREA (SQ. FT)	SOIL MEDIA DEPTH (FT)	GRAVEL MEDIA DEPTH (FT)	PONDING DEPTH (FT)	UNDERDRAIN	PRE TREATMENT FOREBAY DEPTH (FT)	PRE TREATMENT FOREBAY AREA (SQ. FT)
1	1678	3.00	1.00	0.75	YES - 6"	0.75	588
2	1000	4.00	3.25	0.80	YES - 6"	0.80	571
3	2411	3.00	2.50	0.50	YES - 6"	0.50	1491
4	424	3.00	1.00	0.50	YES - 6"	0.50	202

NOTES:
1. REFER TO C2.50 FOR INVERT ELEVATIONS FOR STRUCTURES IN POND.
2. REFER TO C2.50 FOR TOP OF CASTING ELEVATIONS FOR STRUCTURES IN POND.

4 BIORETENTION LEVEL II
SCALE: NTS



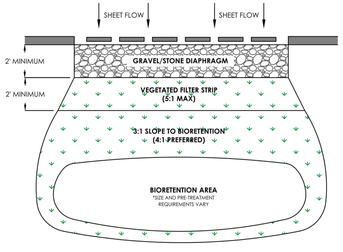
PRE-TREATMENT CELL NOTES:
1. LEVEL II REQUIRES PRE-TREATMENT CELL PLUS ADDITIONAL TREATMENT
2. FOREBAY STORAGE VOLUME = 15% OF TREATMENT VOLUME (Fv) (EXCLUSIVE)
3. DISSIPATION REQUIRED FOR EXPECTED RATES OF DISCHARGE
4. PRE-TREATMENT CELL MUST NOT INTERFERE WITH REQUIRED PONDING IN BIORETENTION AREAS
5. PRE-TREATMENT CELLS DO NOT REQUIRE UNDERLYING FILTER MEDIA

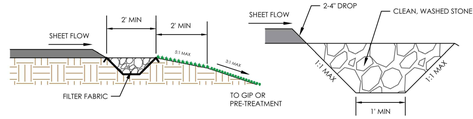


N.T.S.

Pre-Treatment (concentrated flow) PRE-TREATMENT CELL/FOREBAY TITLE	HISTORIC FRANKLIN TENNESSEE CITY OF FRANKLIN ENGINEERING 109 THIRD AVE SOUTH FRANKLIN, TN 37064	
PRE-04 DWG.NO.	DIRECTOR OF ENGINEERING	04/30/2021 DATE
07/01/2021 EFFECTIVE DATE	STORMWATER COORDINATOR	04/30/2021 DATE

5 PRE-TREATMENT CELL
SCALE: NTS





A GRAVEL DIAPHRAGM LOCATED AT THE EDGE OF THE PAVEMENT SHOULD BE ORIENTED PERPENDICULAR TO THE FLOW PATH TO PRE-TREAT LATERAL RUNOFF, AND SHALL RUN ALONG THE SAME CONTOUR AT THE TOP OF THE FILTER STRIP. A LAYER OF FILTER FABRIC SHOULD BE PLACED BETWEEN THE GRAVEL AND THE UNDERLYING SOIL TRENCH. IF THE CONTRIBUTING DRAINAGE AREA IS STEEP (6% OR GREATER), LARGER STONE SHOULD BE USED.

GRAVEL/STONE DIAPHRAGM NOTES:
1. A LAYER OF FILTER FABRIC SHALL BE PLACED BETWEEN THE GRAVEL AND THE UNDERLYING SOIL TRENCH
2. STONE SHALL BE SIZED ACCORDING TO THE EXPECTED RATE OF DISCHARGE

N.T.S.

Pre-Treatment (sheet flow) GRAVEL/STONE DIAPHRAGM TITLE	HISTORIC FRANKLIN TENNESSEE CITY OF FRANKLIN ENGINEERING 109 THIRD AVE SOUTH FRANKLIN, TN 37064	
PRE-02 DWG.NO.	DIRECTOR OF ENGINEERING	04/30/2021 DATE
07/01/2021 EFFECTIVE DATE	STORMWATER COORDINATOR	04/30/2021 DATE

6 GRAVEL DIAPHRAGM
SCALE: NTS

LOSE DESIGN
SPACES FOR LIFE.

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ROBERT JACKSON BRIGHT
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
04/18/2024
STATE OF TENNESSEE

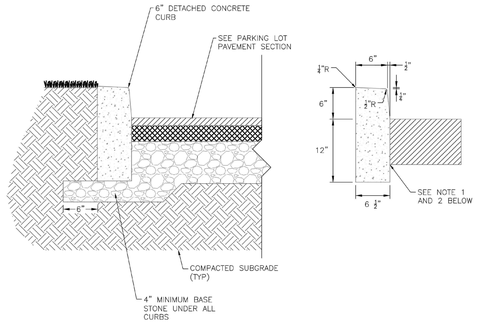
LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE
EPSC & DRAINAGE DETAILS

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE N.T.S.
CHECKED BY JG	
SHEET NO. C2.92	

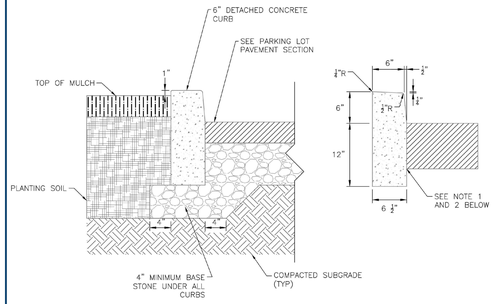
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1. CONCRETE EXPANSION JOINT MATERIAL IS TO BE ½" THICKNESS AT ALL LOCATIONS. ALL MATERIAL IS TO BE **RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1).**
2. EXPANSION JOINTS ARE TO BE PLACED AS FOLLOWS:
   A) AT TANGENT POINTS OF CIRCULAR CURBS.
   B) BETWEEN CURBS AND ABUTTING RIGID OBJECTS.
   C) AT OTHER PLACES WHERE STRESSES MAY DEVELOP.
   D) TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E) THE MAXIMUM SPACING IS TO BE 100 FEET.
   F) BETWEEN CONCRETE CURBS OR CURB AND GUTTERS AND CONCRETE PAVEMENT. IT IS NOT REQUIRED WHEN CURBS OR CURB AND GUTTERS ARE ADJACENT TO ASPHALT.
3. CONTRACTION JOINTS ARE TO BE SPACED AT 10 FEET. THE SPACING OF 10 FEET MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
4. EDGES OF JOINTS SHALL BE FINISHED ON ½" RADII.

HISTORIC FRANKLIN TENNESSEE	6" DETACHED CONCRETE CURB		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: RalP Hoge	DATE: 6/1/2021	CS3
NOT TO SCALE			

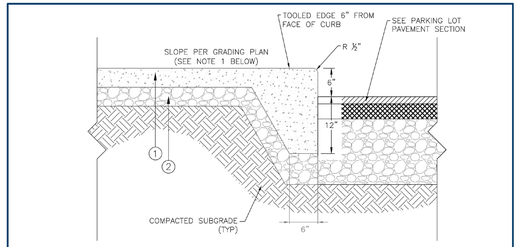
1 CONCRETE CURB - DETACHED
SCALE: NTS



1. CONCRETE EXPANSION JOINT MATERIAL IS TO BE ½" THICKNESS AT ALL LOCATIONS. ALL MATERIAL IS TO BE **RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1).**
2. EXPANSION JOINTS ARE TO BE PLACED AS FOLLOWS:
   A) AT TANGENT POINTS OF CIRCULAR CURBS.
   B) BETWEEN CURBS AND ABUTTING RIGID OBJECTS.
   C) AT OTHER PLACES WHERE STRESSES MAY DEVELOP.
   D) TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E) THE MAXIMUM SPACING IS TO BE 100 FEET.
   F) BETWEEN CONCRETE CURBS OR CURB AND GUTTERS AND CONCRETE PAVEMENT. IT IS NOT REQUIRED WHEN CURBS OR CURB AND GUTTERS ARE ADJACENT TO ASPHALT.
3. CONTRACTION JOINTS ARE TO BE SPACED AT 10 FEET. THE SPACING OF 10 FEET MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
4. EDGES OF JOINTS SHALL BE FINISHED ON ½" RADII.

HISTORIC FRANKLIN TENNESSEE	6" LANDSCAPING CURB		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: RalP Hoge	DATE: 6/1/2021	CS4
NOT TO SCALE			

2 LANDSCAPING CURB - DETACHED
SCALE: NTS



PAVEMENT SCHEDULE

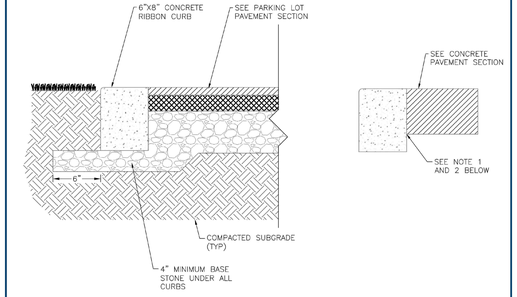
1. 4" CLASS "A" COCNRETE, MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,000 PSI WITH SYNTHETIC FIBER REINFORCEMENT.
2. 4" MINERAL AGGREGATE BASE 303-01 MINERAL 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING"D"

GENERAL NOTES

1. PREPARE SUBGRADE AS REQUIRED BY THE PLANS OR RELATED SPECIFICATIONS. IF SUBGROE PREPARATION IS NOT SPECIFIED ON THE PLANS OR SPECIFICATIONS, COMPACT SUBGRADE TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698
2. DESIRABLE SIDEWALK CROSS SLOPE IS 1.5%, ABSOLUTE MAXIMUM IS 2.0%
3. ALL SIDEWALKS SHALL HAVE A BROOM FINISH.
4. ISOLATION/EXPANSION JOINTS SHALL BE PLACED 25 TO 30 FEET APART DEPENDING ON TRANSVERSE JOINT MARKINGS AND NEED TO MATCH CURB EXPANSION JOINT WHERE SIDEWALK IS BUILD DIRECTLY AGAINST CURB, OR AS DIRECTED BY THE ENGINEER WHERE THE PROPSOED SIDEWALK IS IN CONTACT WITH THE STREET RETURNS, ON BUILDING LINES PRODUCED AT STREET INTERSECTIONS, WHERE WALKS LEAD TO HOUSE OR OTHER ENTRANCES AND ANY OTHER LOCATIONS WHERE STRESS MAY DEVELOP.
5. 1 INCH EXPANSION JOINTS ARE TO BE PLACED WHERE THE PROPOSED SIDEWALK IS IN CONTACT WITH CIRCULAR CURBS, BUILDINGS AND/OR RETAINING WALLS
6. ½ INCH EXPANSION JOINTS ARE TO BE USED AT ALL OTHER LOCATIONS.
7. ISOLATION/EXPANSION JOINTS SHALL BE:
   7.1. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
8. LONGITUDINAL JOINT MARKINGS WILL NOT BE REQUIRED ON SIDEWALKS THAT ARE 8 FEET OR LESS IN WIDTH.
9. ONE LONGITUDINAL JOINT MARKING WILL BE REQUIRED ON SIDEWALKS OVER 8 FEET BUT LESS THAN 12 FEET IN WIDTH
10. TRANSVERSE JOINT MARKINGS ARE TO BE MADE TO FORM BLOCKS AS NEARLY TO SQUARE AS PRACTICAL BUT SHALL NOT EXCEED 5' UNLESS OTHERWISE APPROVED BY THE ENGINEER.

HISTORIC FRANKLIN TENNESSEE	SIDEWALK WITH 6" TURNDOWN CURB		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: RalP Hoge	DATE: 6/1/2021	CS7
NOT TO SCALE			

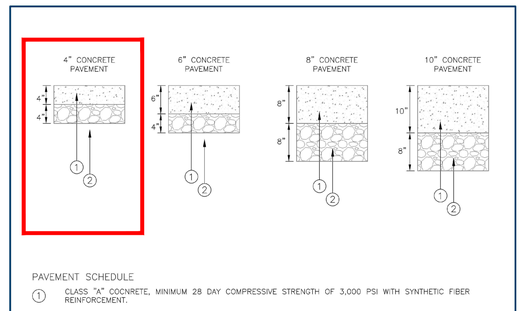
3 CONCRETE CURB - TURNDOWN
SCALE: NTS



1. CONCRETE EXPANSION JOINT MATERIAL IS TO BE ½" THICKNESS AT ALL LOCATIONS. ALL MATERIAL IS TO BE **RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1).**
2. EXPANSION JOINTS ARE TO BE PLACED AS FOLLOWS:
   A) AT TANGENT POINTS OF CIRCULAR CURBS.
   B) BETWEEN CURBS AND ABUTTING RIGID OBJECTS.
   C) AT OTHER PLACES WHERE STRESSES MAY DEVELOP.
   D) TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E) THE MAXIMUM SPACING IS TO BE 100 FEET.
   F) BETWEEN CONCRETE CURBS OR CURB AND GUTTERS AND CONCRETE PAVEMENT. IT IS NOT REQUIRED WHEN CURBS OR CURB AND GUTTERS ARE ADJACENT TO ASPHALT.
3. CONTRACTION JOINTS ARE TO BE SPACED AT 10 FEET. THE SPACING OF 10 FEET MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
4. EDGES OF JOINTS SHALL BE FINISHED ON ½" RADII.

HISTORIC FRANKLIN TENNESSEE	6" RIBBON CURB		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: RalP Hoge	DATE: 6/1/2021	CS5
NOT TO SCALE			

4 CONCRETE CURB - RIBBON
SCALE: NTS



PAVEMENT SCHEDULE

1. CLASS "A" COCNRETE, MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,000 PSI WITH SYNTHETIC FIBER REINFORCEMENT.
2. MINERAL AGGREGATE BASE 303-01 MINERAL 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING"D"

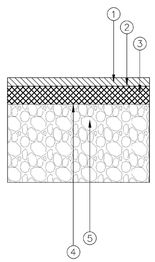
GENERAL NOTES

1. PREPARE SUBGRADE AS REQUIRED BY THE PLANS OR RELATED SPECIFICATIONS. IF SUBGRDE PREPARATION IS NOT SPECIFIED ON THE PLANS OR SPECIFICATIONS, COMPACT SUBGRADE TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698
2. UNLESS SHOWN ON THE PROJECT DRAWINGS, A JOINING PLAN SHALL BE PREPARED BY THE CONTRACTOR AND APPROVED BEFORE PAVING BEGINS.
3. CONTRACTION JOINT PATTERNS SHALL BE PRODUCED BY SAWING OR HAND-TOOLING BASED ON THE REQUIREMENTS BELOW:
   3.1. MAXIMUM JOINT SPACING SHALL BE 10' FOR 4" AND 6" CONCRETE PAVEMENT AND 15' FOR 8" AND 10" CONCRETE PAVEMENT.
   3.2. JOINTS SHALL DIVIDE THE PAVEMENT INTO APPROXIMATE SQUARE PANELS AND SHALL BE CONTINUOUS ACROSS THE SLAB. PANELS SHALL BE AS CLOSE TO SQUARE AS POSSIBLE AND THE LENGTH SHALL NOT BE MORE THAN 25% GREATER THAN THE WIDTH.
   3.3. JOINTS SHALL INTERSECT AT 90 DEGREES OR GREATER UNLESS OTHERWISE APPROVED OR SHOWN ON THE DRAWINGS.
   3.4. JOINT DEPTH SHALL BE ¼" THE SLAB THICKNESS.
   3.5. JOINT WIDTH SHALL BE ⅛".
   3.6. JOINTS SHALL EXTEND COMPLETELY THROUGH THE CURB WHEN THE CURB IS INTEGRALLY FORMED WITH THE SLAB.
   3.7. SAWED JOINTS SHALL BEGIN AS SOON AS THE CONCRETE HAS HARDENED SUFFICIENTLY TO PERMIT SAWING WITHOUT EXCESS RAVELING. ALL JOINTS SHALL BE COMPLETED BEFORE UNCONTROLLED SHRINKAGE CRACKING OCCURS.
4. ISOLATION/EXPASION JOINTS SHALL BE USED AS DIRECTED BY THE ENGINEER AND USED WHERE THE PAVEMENT ABUTS BUILDINGS, FOUNDATIONS, EXISTING PAVEMENTS, MANHOLES AND OTHER STRUCTURES AND FIXED OBJECTS. SUCH JOINTS SHALL EXTEND THE FULL DEPTH OF SLAB AND SHALL BE ½" IN WIDTH AND SHALL BE EITHER:
   4.1. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)

HISTORIC FRANKLIN TENNESSEE	CONCRETE PAVEMENT		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: RalP Hoge	DATE: 6/1/2021	CS2
NOT TO SCALE			

NOTES:
- CONCRETE TO BE LIGHT BROOM FINISH UNLESS OTHERWISE NOTED

5 CONCRETE PAVEMENT - LIGHT DUTY
SCALE: NTS



PAVEMENT SCHEDULE

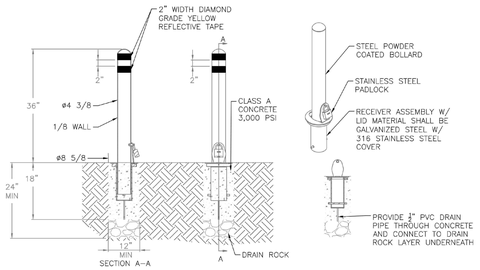
1. 1.5" – BITUMINOUS SURFACE COURSE 411-01.11 ACS MIX(PG64-22) GRADING E RDWY
2. TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @0.07 GAL/SY (@0.10 GAL/SY MILLED SURFACES)
3. 3" – BITUMINOUS AGGREGATE BASE 307-01.08 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING B-M2
4. PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @0.30-0.35 GAL/SY 402-02 AGGREGATE FOR COVER MATERIAL (PC) @8-12LBS/SY
5. 8" MINERAL AGGREGATE BASE 303-01 MINERAL 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING"D"

GENERAL NOTES

1. MAXIMUM SIDESLOPE WHETHER IN CUT OR FILL IS TO BE 3:1.
2. ASPHALT THICKNESSES ARE MINIMUMS. THICKNESSES TO BE DETERMINED BY GEOTECHNICAL DESIGN.
3. REFERENCE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

HISTORIC FRANKLIN TENNESSEE	PARKING LOT PAVEMENT SECTION		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: RalP Hoge	DATE: 6/1/2021	CS1
NOT TO SCALE			

6 ASPHALT PAVEMENT - LIGHT DUTY
SCALE: NTS

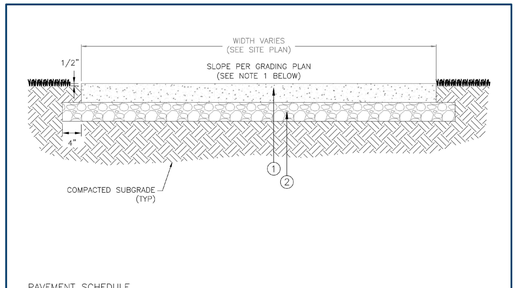


GENERAL NOTES

1. BOLLARD POST SHALL BE MODEL R-7902 MANUFACTURED BY RELIANCE FOUNDRY OR APPROVED EQUAL
2. BLACK POLYESTER POWDER COATING REQUIRED

HISTORIC FRANKLIN TENNESSEE	REMOVABLE BOLLARD		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: RalP Hoge	DATE: 6/1/2021	CS22
NOT TO SCALE			

7 REMOVABLE BOLLARD
SCALE: NTS



PAVEMENT SCHEDULE

1. 4" CLASS "A" COCNRETE, MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,000 PSI WITH SYNTHETIC FIBER REINFORCEMENT.
2. 4" MINERAL AGGREGATE BASE 303-01 MINERAL 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING"D"

GENERAL NOTES

1. PREPARE SUBGRADE AS REQUIRED BY THE PLANS OR RELATED SPECIFICATIONS. IF SUBGRDE PREPARATION IS NOT SPECIFIED ON THE PLANS OR SPECIFICATIONS, COMPACT SUBGRADE TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698
2. DESIRABLE SIDEWALK CROSS SLOPE IS 1.5%, ABSOLUTE MAXIMUM IS 2.0%
3. ALL SIDEWALKS SHALL HAVE A BROOM FINISH.
4. ISOLATION/EXPANSION JOINTS SHALL BE PLACED 25 TO 30 FEET APART DEPENDING ON TRANSVERSE JOINT MARKINGS AND NEED TO MATCH CURB EXPANSION JOINT WHERE SIDEWALK IS BUILD DIRECTLY AGAINST CURB, OR AS DIRECTED BY THE ENGINEER WHERE THE PROPSOED SIDEWALK IS IN CONTACT WITH THE STREET RETURNS, ON BUILDING LINES PRODUCED AT STREET INTERSECTIONS, WHERE WALKS LEAD TO HOUSE OR OTHER ENTRANCES AND ANY OTHER LOCATIONS WHERE STRESS MAY DEVELOP.
5. 1 INCH EXPANSION JOINTS ARE TO BE PLACED WHERE THE PROPOSED SIDEWALK IS IN CONTACT WITH CIRCULAR CURBS, BUILDINGS AND/OR RETAINING WALLS
6. ½ INCH EXPANSION JOINTS ARE TO BE USED AT ALL OTHER LOCATIONS.
7. ISOLATION/EXPANSION JOINTS SHALL BE:
   7.1. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
8. LONGITUDINAL JOINT MARKINGS WILL NOT BE REQUIRED ON SIDEWALKS THAT ARE 8 FEET OR LESS IN WIDTH.
9. ONE LONGITUDINAL JOINT MARKING WILL BE REQUIRED ON SIDEWALKS OVER 8 FEET BUT LESS THAN 12 FEET IN WIDTH
10. TRANSVERSE JOINT MARKINGS ARE TO BE MADE TO FORM BLOCKS AS NEARLY TO SQUARE AS PRACTICAL BUT SHALL NOT EXCEED 5' UNLESS OTHERWISE APPROVED BY THE ENGINEER.

HISTORIC FRANKLIN TENNESSEE	4" CONCRETE SIDEWALK/TRAIL (LIGHT DUTY)		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: RalP Hoge	DATE: 6/1/2021	CS10
NOT TO SCALE			

8 CONCRETE SIDEWALK
SCALE: NTS

LOSE DESIGN
SPACES FOR LIFE.

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AGRICULTURE
COMMERCE
RESIDENCE
LANDSCAPE ARCHITECT
TENNESSEE
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN
TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

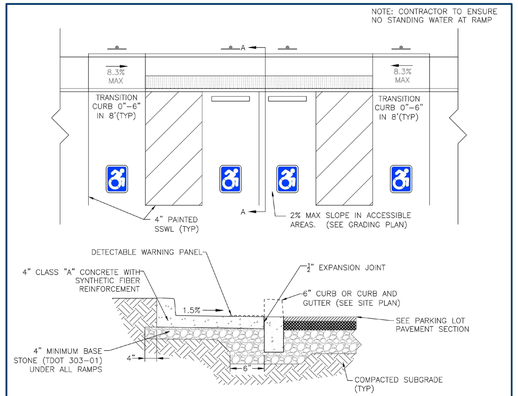
SITE DETAILS

PROJECT NO. 1923-1	DATE 04/18/2024
DRAWN BY AL	SCALE N.T.S.
CHECKED BY JG	

SHEET NO.

C4.00

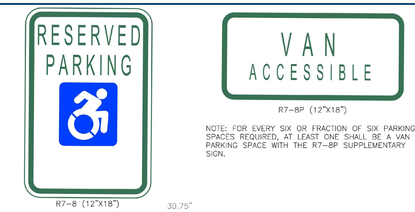
N:\2019\1923-1_Liberty_Park_COA\CAD\01_SHEETS\1923-1_C2.40_DETAIL_SERIES.dwg - Printed on 2024-04-19 at 9:43:45 AM



GENERAL NOTES

1. SEE SITE / GRADING PLAN FOR EXACT LAYOUT, NUMBER OF SPACES, ELEVATION, SIGN LOCATIONS, ECT. A VARIATION OF THIS RAMP MAY BE USED BUT MUST COMPLY WITH ACCESSIBILITY GUIDELINES.
2. 1.5% IS THE DESIRABLE SLOPE TO BE USED UNLESS OTHERWISE DIRECTED BY THE CITY OF FRANKLIN.
3. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
4. DETECTABLE WARNING SURFACES SHALL BE CAST–IN–PLACE SURFACES BY ADA SOLUTIONS, INC. OR APPROVED EQUAL. SURFACE COLOR SHALL BE YELLOW. SURFACES SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARED SIDES), AND SHALL EXTEND ONLY 2 FEET IN THE DIRECTION OF TRAVEL.

HISTORIC FRANKLIN TENNESSEE	ACCESSIBLE PARKING LAYOUT AND RAMP DETAIL W/ PAINTED PAVEMENT MARKINGS			DWG. NO.
	CITY OF FRANKLIN	CITY ENGINEER:	DATE:	CS21
	NOT TO SCALE		6/1/2021	

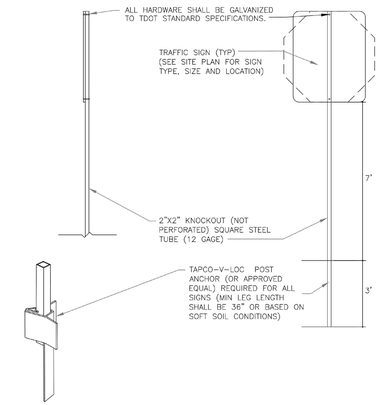


NOTE: FOR EVERY SIX OR FRACTION OF SIX PARKING SPACES REQUIRED, AT LEAST ONE SHALL BE A VAN PARKING SPACE WITH THE R7–8P SUPPLEMENTARY SIGN.

GENERAL NOTES

1. ALL PAVEMENT MARKINGS SHALL BE PAINT PER TDOT SPEC.
2. COORDINATE INSTALLATION WITH STANDARD GROUND MOUNTED SIGN DETAIL DRAWING.
3. SEE SITE PLAN FOR LOCATION. SIGNS MAY BE MOUNTED ON THE SAME POST AS SHOWN ON THE SITE PLAN.
4. ALL SIGNS MUST BE FABRICATED WITH REFLECTIVE MATERIALS. ALL REFLECTIVE MATERIALS MUST QUALIFY AS HIGH INTENSITY PRISMATIC GRADE. ALL SIGNS MUST HAVE A MINIMUM 7–YEAR MATERIALS WARRANTY.
5. SHOP DRAWINGS SHALL BE SUBMITTED TO THE CITY OF FRANKLIN FOR REVIEW AND APPROVAL PRIOR TO ORDERING/INSTALLATION.

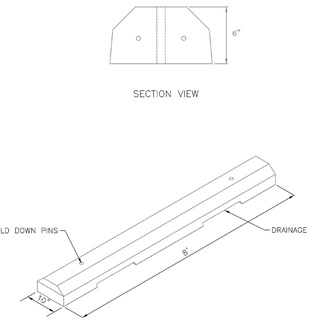
HISTORIC FRANKLIN TENNESSEE	PAINTED PAVEMENT MARKING (ACTIVE HANDICAP SYMBOL) AND RESERVED PARKING FOR ACCESSIBILITY SIGNS			DWG. NO.
	CITY OF FRANKLIN	CITY ENGINEER:	DATE:	CS18
	NOT TO SCALE		6/1/2021	



GENERAL NOTES

1. ALL SIGNS MUST BE FABRICATED WITH REFLECTIVE MATERIALS. ALL REFLECTIVE MATERIALS MUST QUALIFY AS HIGH INTENSITY PRISMATIC GRADE. ALL SIGNS MUST HAVE A MINIMUM 7–YEAR MATERIALS WARRANTY.
2. ALL SIGNS SHALL BE MUTCD COMPLIANT.
3. SHOP DRAWINGS SHALL BE SUBMITTED TO STREET DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO ORDERING/INSTALLATION.
4. THE MINIMUM HEIGHT, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF THE CURB IN BUSINESS, COMMERCIAL OR RESIDENTIAL AREAS WHERE PARKING OR PEDESTRIAN MOVEMENTS ARE LIKELY TO OCCUR SHALL BE 7 FEET. THE HEIGHT TO THE BOTTOM OF A SECONDARY SIGN MOUNTED BELOW ANOTHER SIGN MAY BE 1 FOOT LESS. SEE FIGURE 2A–2 AND SECTION 2A.18 OF THE MUTCD FOR ADDITIONAL INFORMATION.

HISTORIC FRANKLIN TENNESSEE	STANDARD GROUND MOUNTED SIGN			DWG. NO.
	CITY OF FRANKLIN	CITY ENGINEER:	DATE:	CS16
	NOT TO SCALE		6/1/2021	



GENERAL NOTES

1. MIN 2 ~ #3 REBAR AND TWO ⅜" X 15" ANCHOR PINS
2. 4000 PSI CONCRETE 28 DAY
3. WEIGHT 325 POUNDS.

HISTORIC FRANKLIN TENNESSEE	PARKING BLOCK			DWG. NO.
	CITY OF FRANKLIN	CITY ENGINEER:	DATE:	CS15
	NOT TO SCALE		6/1/2021	

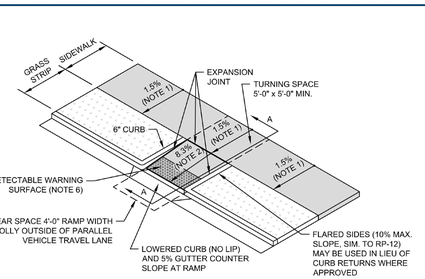
NOTES:
- SEE SPECIFICATION FOR ADDITIONAL INFORMATION

1 HANDICAP PARKING AND RAMP LAYOUT
SCALE: NTS

2 HANDICAP SIGNAGE
SCALE: NTS

3 REGULATORY SIGNAGE POST
SCALE: NTS

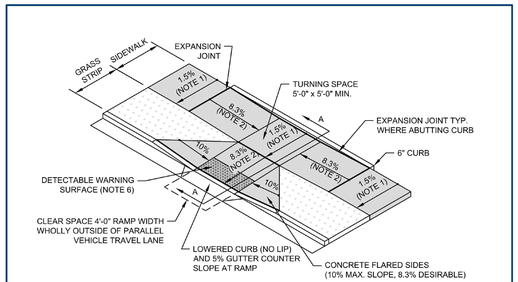
4 PARKING BLOCK
SCALE: NTS



NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 8.3% MAX., 5% MIN. SLOPE SHALL NOT REQUIRE RAMP LENGTH TO EXCEED 15 FEET.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   A. 8" MIN. THICK AT RAMP CONNECTION TO STREET.
   B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

HISTORIC FRANKLIN TENNESSEE	PERPENDICULAR CURB RAMP			DWG. NO.
	CITY OF FRANKLIN	CITY ENGINEER:	DATE:	RP-11
	NOT TO SCALE		7/1/2021	



NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 8.3% MAX., 5% MIN. SLOPE SHALL NOT REQUIRE RAMP LENGTH TO EXCEED 15 FEET.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   A. 8" MIN. THICK AT RAMP CONNECTION TO STREET.
   B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

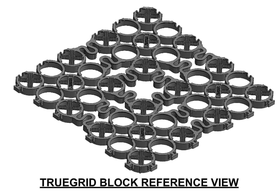
HISTORIC FRANKLIN TENNESSEE	COMBINATION CURB RAMP - FLARED SIDES			DWG. NO.
	CITY OF FRANKLIN	CITY ENGINEER:	DATE:	RP-12
	NOT TO SCALE		7/1/2021	

5 PERPENDICULAR CURB RAMP
SCALE: NTS

6 COMBINATION CURB RAMP
SCALE: NTS

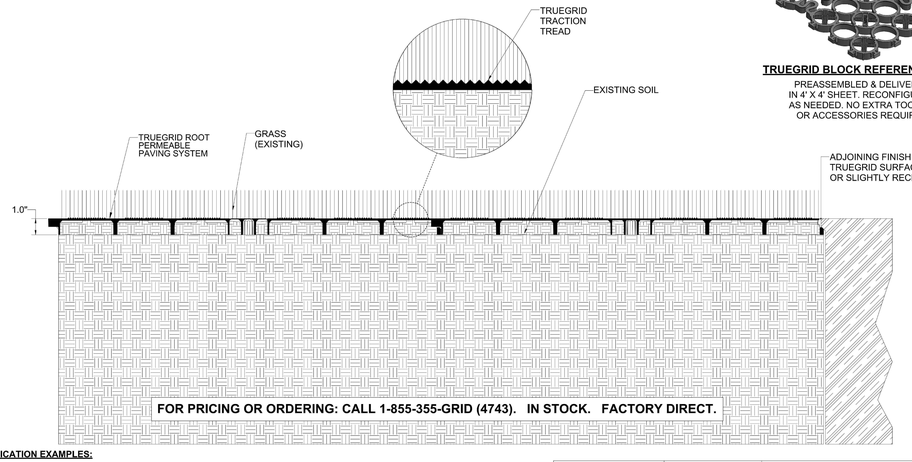
NOTES:

1. IF NEEDED TYPICAL SEEDING OR HYDROSEEDING METHODS FOR GRASS GROWTH ARE ACCEPTABLE WITH TRUEGRID.
2. NO STAKING TYPICALLY NECESSARY WITH TRUEGRID ROOT.
3. THIS CROSS SECTION IS FOR INFORMATION ONLY.



TRUEGRID BLOCK REFERENCE VIEW

PREASSEMBLED & DELIVERED IN 4' X 4' SHEET. RECONFIGURED AS NEEDED. NO EXTRA TOOLING OR ACCESSORIES REQUIRED



APPLICATION EXAMPLES:

GRASS PARKING
GRASS RUNWAY, TAXIWAY
EQUIPMENT YARDS
SWALE STABILIZATION
SLOPE STABILIZATION

GRASS PARKING/STABILIZATION

REV	REVISION	DRAWN	CHECKED	APPROVED	DATE
00	ORIGINAL ISSUE	JT	JT	CW	02/15/2020

1-855-355-GRID (4743) | CLIENT / PROJECT

MADE IN U.S.A.

TRUEGRIDPAVER.COM

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES

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APPROVAL INFORMATION		
DRAWN: J. Thetty	DATE: 02/15/2020	
CHECKED: J. Thetty	DATE: 02/15/2020	
APPROVED: C. Witte	DATE: 02/15/2020	

TRUEGRID

Tread to your project. True to the environment.

TRUEGRID GRASS PARKING/ STABILIZATION

SIZE: D | DRAWING NUMBER: TG-ROOT-GRS-STBL | REV: 00

WEIGHT: | SCALE: NTS | SHEET: 1 OF 1

LOSE DESIGN
SPACES FOR LIFE.

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AGRICULTURE
COMMERCE
LICENSED TO PRACTICE LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN
TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

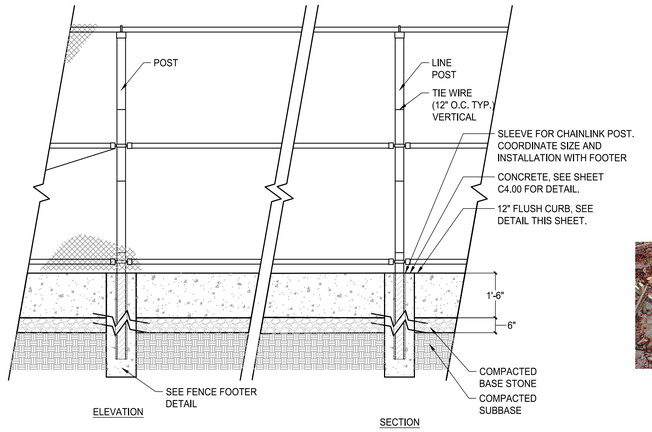
SITE DETAILS

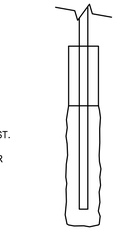
PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY: AL	SCALE: N.T.S.
CHECKED BY: JG	

SHEET NO.

C4.01

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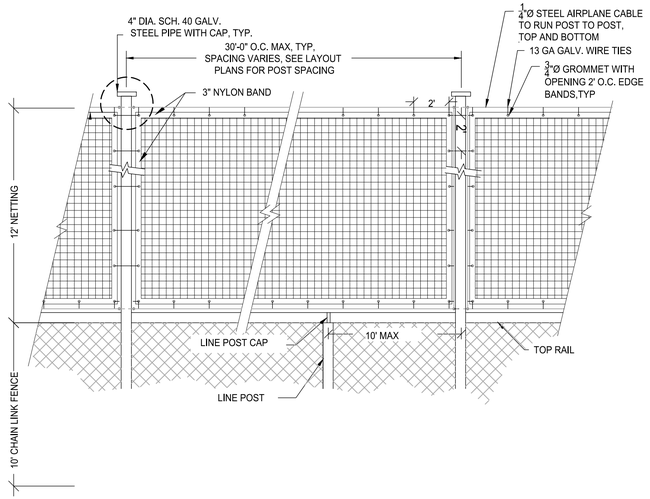


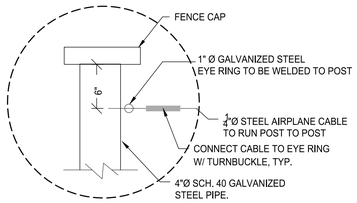


FENCE FOOTER

NOTES:
1. ALL POST AND RAILS SHALL BE LOCATED OUTSIDE THE PLAYING FIELDS WITH FABRIC TO THE INSIDE.
2. ALL TIE WIRES SHALL BE TWISTED AWAY FROM AND LOCATED OUTSIDE THE PLAYING FIELDS.
3. ALL TERMINAL AND LINE POST 20'-0" OR TALLER SHALL BE 4" DIA. SCH. 40 STEEL UNLESS OTHERWISE NOTED.
4. ***NETTING SUPPORT POSTS TO BE PROVIDED BY LINE TO LINE. COORDINATE CONNECTION OF CHAIN LINK FENCING, GATES, FABRIC, HARDWARE, FOOTINGS ETC. WITH INSTALLATION OF NETTING SUPPORT POSTS.
5. ALL RAILS SHALL BE 1-5/8"X1/4" ROLL FORMED STEEL OR EQUAL C TYPE RAIL POST.
6. ALL POSTS SHALL BE EQUIPPED WITH EITHER LINE POST CAPS OR STANDARD CAPS TO KEEP MOISTURE OUT OF POST.
7. ALL FENCING SHALL BE KNUCKLED TOP AND BOTTOM.
8. SEE FENCING CHARTS FOR CORNER POST AND LINE POST REQUIREMENTS.
9. ALL GATE AND FENCING STRUCTURE/ FABRIC SHALL BE 9 GAUGE POWDER COATED PIPE (CLASS 2B THERMALLY FUSED AND BONDED); COLOR TO BE BLACK.
10. TIE WIRES SHALL BE 13 GAUGE AND MATCH FENCE FABRIC COATING.
11. MID-RAIL ONLY REQUIRED ON FENCING OVER 6'-0".
12. ALL WIRE GAUGE SPECIFICATIONS REFER TO CORE WIRE SIZE ONLY (NOT CORE WIRE PLUS FINISH COATING)

1 CHAINLINK FENCE AT RIBBON CURB
SCALE: NTS





SECURE NETTING TO 1/4" "Ø STEEL AIRPLANE CABLE W/ 13 GA. GALV. WIRE TIES. CONNECT STEEL CABLES TO 1" DIA. GALVANIZED STEEL EYE RING WITH TURNBUCKLE, TYP

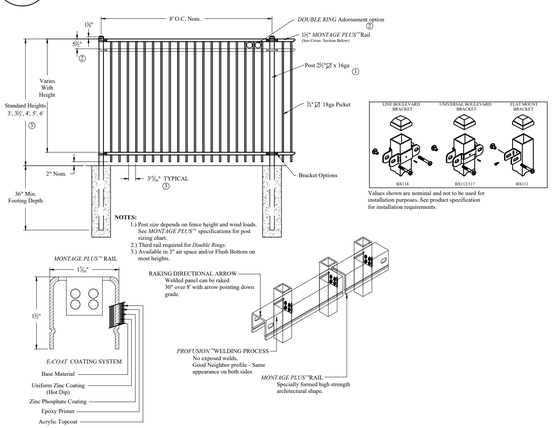
NETTING TO BE ULTRA CROSS KNOTLESS DYNEEMA NETTING BY SPORTSFIELD SPECIALTIES (888-975-3343) OR APPROVED EQUAL, 1.75"X1.75" GRID, KNOTLESS, WEATHER RESISTANT W/ 1.5" BLACK VINYL BINDING W/ GROMMETS @ CORNERS & ALONG LENGTH OF BINDING, AS SHOWN.

ALL POSTS TO BE SET TRUE & PLUMB. POLES WHICH ARE NOT SET PROPERLY WILL BE REMOVED & REPLACED WITH NEW POST. SUBMIT SAMPLE OF NETTING TO OWNER'S REPRESENTATIVE FOR APPROVAL.

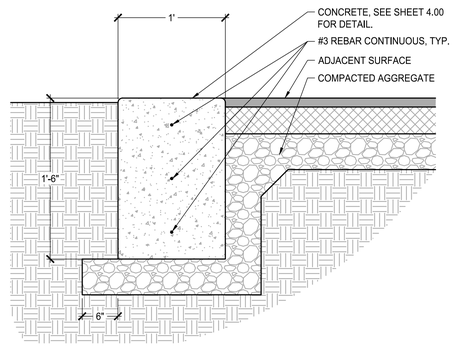
PRIME & PAINT ALL STEEL BLACK.

SUBMIT SHOP DRAWINGS OF ALL COMPONENTS FOR REVIEW PRIOR TO FABRICATION.

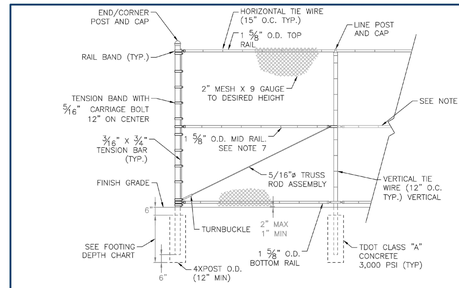
4 12' NETTING ABOVE 10' FENCE
SCALE: NTS



5 ORNAMENTAL FENCE
SCALE: NTS



6 12 IN. FLUSH CURB AT CHAINLINK FENCE
SCALE: NTS

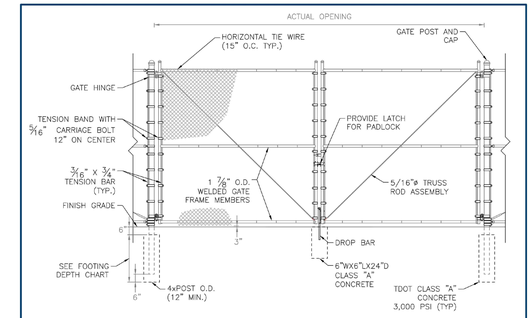


ITEM	FENCE HEIGHT	*OD (IN)	F1083 SCHEDULE 40 WEIGHT LB/FT	MIN YIELD STRENGTH (PSI)	FOOTING DEPTH
LINE POST	UP TO 5FT.	1.900"	2.72	30,000	3'-0"
	OVER 5 TO 7FT.	2.375"	3.65		3'-6"
	OVER 7 TO 10 FT.	2.875"	5.79		4'-0"
	OVER 10 TO 12 FT.	3.500"	7.58		4'-0"
TERMINAL POST	UP TO 5FT.	2.375"	3.65		3'-0"
	OVER 5 TO 7FT.	2.875"	5.79		4'-0"
	OVER 7 TO 10 FT.	3.500"	7.58		4'-0"
	OVER 10 TO 12 FT.	4.000"	9.12		4'-0"
RAILS	N/A	1.660"	2.27		N/A

GENERAL NOTES
1. CONTRACTOR TO COORDINATE WITH OWNER AND OBTAIN SHOP DRAWING APPROVAL PRIOR TO ORDERING MATERIALS.
2. SEE FENCING CHARTS FOR CORNER/LINE POST AND RAIL REQUIREMENTS.
3. STEEL CHAIN LINK FABRIC SHALL BE BLACK PER ASTM F934, CLASS 2B FUSED AND ADHERED, 2" MESH X 9 GAUGE. CHAIN LINK FABRIC SHALL HAVE KNUCKLES ON BOTH ENDS.
4. ALL POST AND RAILS SHALL BE ROUND STEEL PIPE AND RAIL WITH MATCHING COLOR COATED. MIN PVC COATING SHALL BE 10MILS AND SHALL BE FUSED AND ADHERED TO THE EXTERIOR ZINC COATING OF THE GALVANIZED PIPE IN ACCORDANCE WITH ASTM F1043
5. FITTINGS SHALL BE POLYMER COATED COLOR IN COMPLIANCE WITH ASTM F626, MINIMUM COATING SHALL BE 0.006 FUSED AND ADHERED TO THE ZINC COATED FITTING TO MATCH FENCE SYSTEM.
6. TIE WIRES SHALL BE 9 GAUGE CORE STEEL GALVANIZED BEFORE WEAVE AND SHALL MATCH FENCE FABRIC COATING.
7. A MID RAIL AND TRUSS ROD SHALL BE REQUIRED ON ALL TERMINAL POSTS (END, CORNER, PULL AND GATE POSTS) 6'-0" AND HIGHER. A CONTINUOUS MID RAIL SHALL BE REQUIRED ON ALL FENCE 10'-0" AND HIGHER.
8. LINE POST SHALL BE INSTALLED AT EQUAL INTERVALS AND SHALL NOT EXCEED 10' ON CENTER.
9. COORDINATE INSTALLATION AND MATERIALS WITH ALL OTHER MANUFACTURES REQUIREMENTS.

HISTORIC FRANKLIN TENNESSEE	VINYL COATED CHAIN LINK FENCE			DWG. NO.
	CITY OF FRANKLIN	CITY ENGINEER:	DATE:	CS27
	NOT TO SCALE		6/1/2021	

2 CHAINLINK FENCE
SCALE: NTS

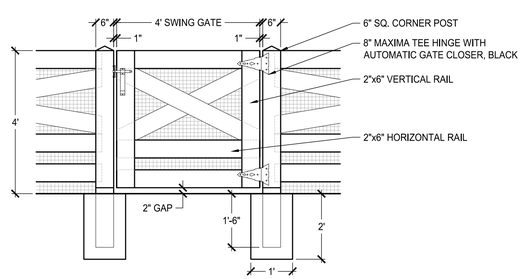


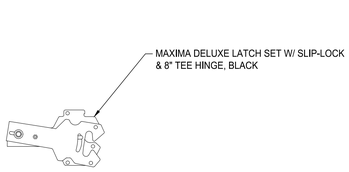
GATE FABRIC HEIGHT UP TO AND INCLUDING 5FT				
GATE LEAF WIDTH	POST O.D.	F1083 SCHEDULE 40 WEIGHT LB/FT	MIN YIELD STRENGTH (PSI)	FOOTING DEPTH
UP TO 4FT.	2.375"	3.65	30,000	3'-0"
OVER 4FT. TO 10FT.	2.875"	5.79		3'-6"
OVER 10FT. TO 12FT.	4.000"	9.12		4'-0"
GATE FABRIC HEIGHT OVER 5 FT. TO 12 FT.				
GATE LEAF WIDTH	POST O.D.	F1083 SCHEDULE 40 WEIGHT LB/FT	MIN YIELD STRENGTH (PSI)	FOOTING DEPTH
UP TO 6FT.	4.000"	9.12	30,000	4'-0"
OVER 6FT. TO 12FT.	4.000"	9.12		4'-0"

GENERAL NOTES
1. CONTRACTOR TO COORDINATE WITH OWNER AND OBTAIN SHOP DRAWING APPROVAL PRIOR TO ORDERING MATERIALS.
2. SEE GATE FABRIC HEIGHT CHARTS FOR POST REQUIREMENTS.
3. SWING GATES SHALL BE GALVANIZED STEEL PIPE WELDED FABRICATION IN COMPLIANCE WITH ASTM F900. GATE FRAME MEMBER SPACED NO GREATER THAN 8 FT APART VERTICALLY AND HORIZONTALLY. WELDED JOINTS PROTECTED BY APPLYING ZINC RICH PAINT IN ACCORDANCE WITH ASTM PRACTICE A780. POSITIVE LOCKING GATE LATCH. PRESSED STEEL, GALVANIZED AFTER FABRICATION WITH GALVANIZED MALLEABLE IRON OR HEAVY GAUGE PRESSED STEEL POST AND FRAME HINGES. PROVIDE LOCKABLE DROP BAR AND GATE HOLDBACKS WITH DOUBLE GATES. COORDINATE GATE FABRIC WITH FENCE SYSTEM.
4. PROVIDE POLYMER COATED GATE FRAMES AND GATE POSTS TO MATCH FENCE COLOR.
5. COORDINATE INSTALLATION AND MATERIALS WITH ALL OTHER MANUFACTURES REQUIREMENTS.

HISTORIC FRANKLIN TENNESSEE	VINYL COATED CHAIN LINK MAINTENANCE GATE			DWG. NO.
	CITY OF FRANKLIN	CITY ENGINEER:	DATE:	CS28
	NOT TO SCALE		6/1/2021	

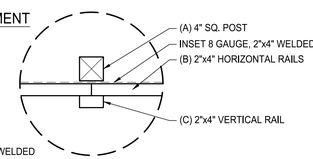
3 CHAINLINK GATE - DOUBLE SWING
SCALE: NTS



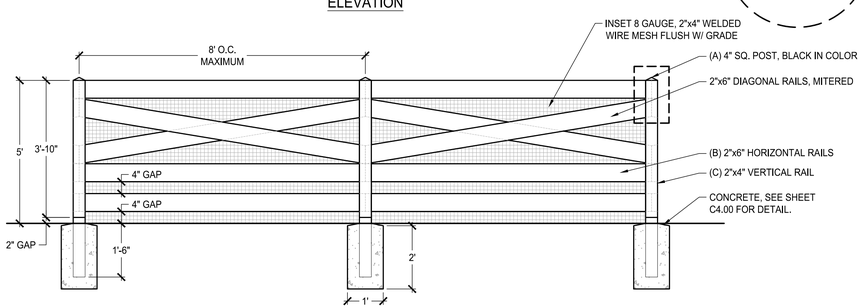


NOTES:
1. FENCE MATERIAL TO BE PRESSURE TREATED WOOD, BLACK IN COLOR
2. ALL 4" SQUARE LINE POSTS SHALL BE EVENLY SPACED

PLAN VIEW ENLARGEMENT



ELEVATION



7 WOOD FENCE AND GATES AT DOG PARK
SCALE: NTS

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JOSHUA A. GULICK — 0001378 — AGRICULTURE — COMMERCE — RESIDENCE — LANDSCAPE ARCHITECT
04/18/2024

LOSE DESIGN
SPACES FOR LIFE.

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

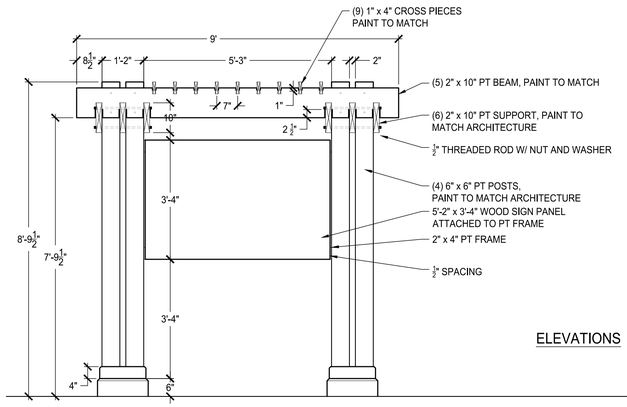
SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE
SITE DETAILS

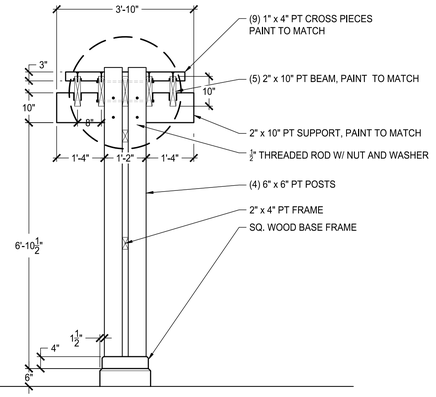
PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY: AL	SCALE: N.T.S.
CHECKED BY: JG	

SHEET NO.
C4.02

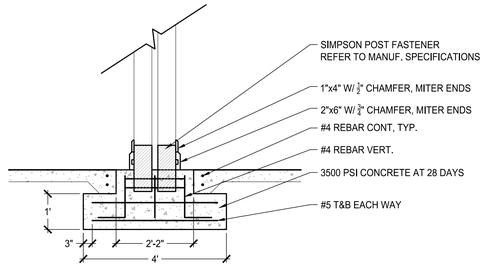
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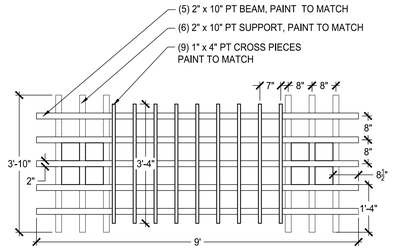


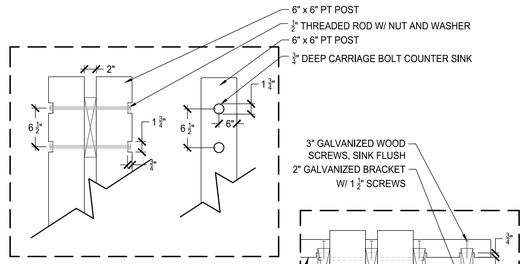
ELEVATIONS



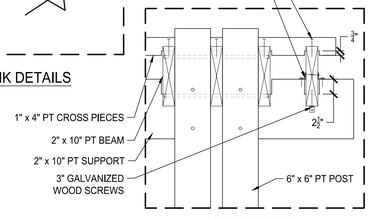
POST ATTACHMENT





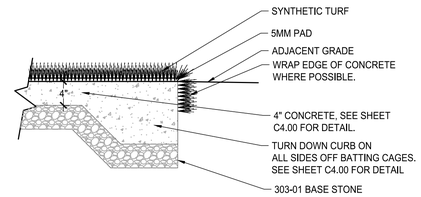


COUNTER SINK DETAILS



NOTCH DETAIL

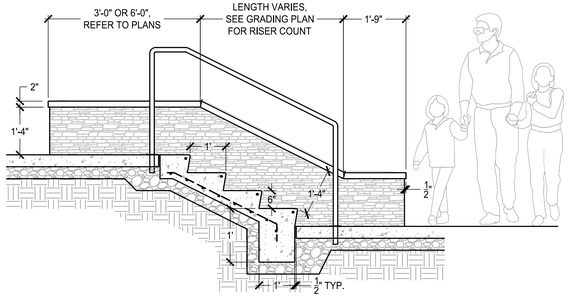
NOTES:
1. CONTRACTOR SHALL SUBMIT ENGINEERED SHOP DRAWINGS OF TRAIL KIOSK AND FOOTER FOR APPROVAL PRIOR TO ORDERING MATERIALS.
2. TOP OF FOOTER TO BE BELOW CONCRETE.



NOTES:
1. SYNTHETIC TURF TO BE DURA PLAY 'PREMIER' BY STS DISTRIBUTION. CONTACT : RYAN MORIARITY 615.566.9799 (OR APPROVED EQUAL).
2. INSTALL PER MANUFACTURER RECOMMENDATIONS.
3. PROVIDE AT CRICKET BATTING CAGES
4. PROVIDE SEWN IN WHIT STRIPING PER CRICKET BATTING CAGE DETAIL 1/C4.08

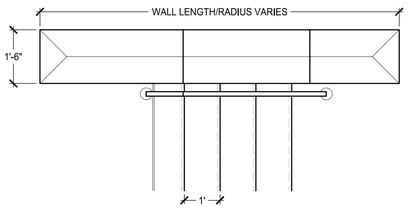
1 TRAIL KIOSK
SCALE: NTS

2 TURF AT CONCRETE
SCALE: NTS

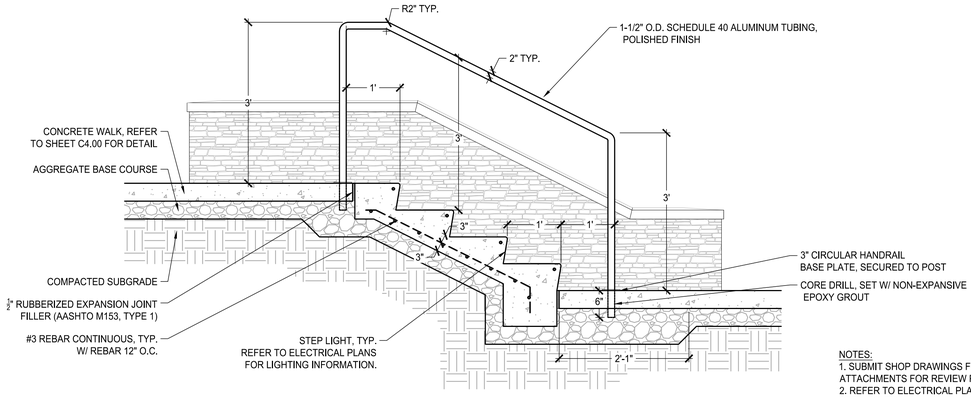


NOTES:
1. RISER COUNT WILL VARY. REFER TO GRADING PLANS FOR QUANTITY.
2. REFER TO GRADING PLAN FOR TOP OF WALL ELEVATIONS.
3. ALL REBAR TO BE 3" CLEAR, MINIMUM, FROM EDGE OF CONCRETE UNLESS OTHERWISE NOTED.
4. ALL CONCRETE TO BE TDOT CLASS 'A' CONCRETE
5. PROVIDE HEAVY BROOM FINISH ON ALL TREADS.

HANDRAIL NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR OWNER'S REPRESENTATIVE'S APPROVAL PRIOR TO CONSTRUCTION.
2. ALL HANDRAILS TO BE 1 1/2" Ø STEEL TUBE, POWDER COATED BLACK.
3. GRIND ALL WELDS SMOOTH WITH NO BARBS.



3 STAIRCASE WITH CHEEK WALL
SCALE: NTS



NOTES:
1. SUBMIT SHOP DRAWINGS FOR RAILINGS & ATTACHMENTS FOR REVIEW PRIOR TO FABRICATION
2. REFER TO ELECTRICAL PLANS FOR POWER TO STEP LIGHTS.

4 HANDRAIL AT STAIRS
SCALE: NTS

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULICK
NO. 3711
AGRICULTURE
ARCHITECTURE
COMMERCE
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

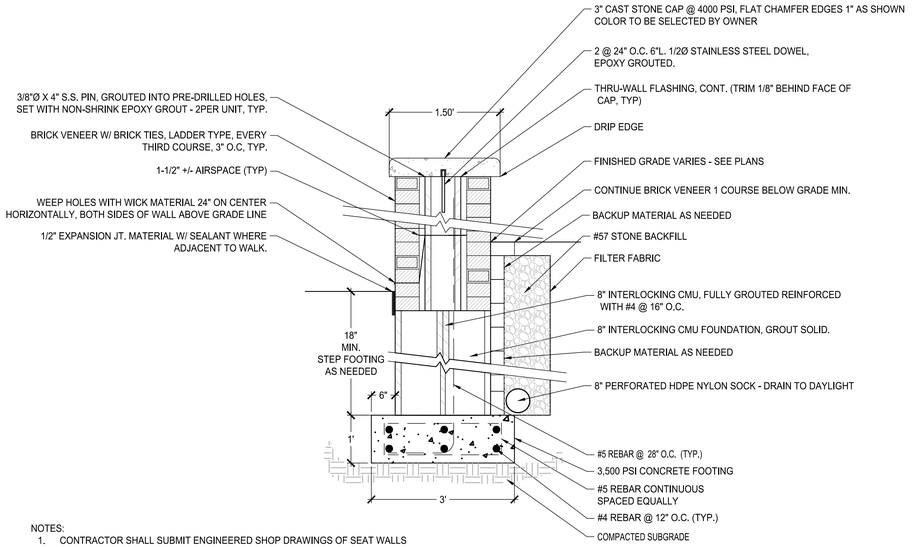
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SHEET TITLE
SITE DETAILS

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY AL	SCALE N.T.S.
CHECKED BY JG	

SHEET NO.
C4.03

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NOTES:
1. CONTRACTOR SHALL SUBMIT ENGINEERED SHOP DRAWINGS OF SEAT WALLS AND FOOTER FOR APPROVAL PRIOR TO ORDERING MATERIALS.
2. CMU BLOCK FOUNDATION NOT TO BE EXPOSED ABOVE GRADE AT ANY AREA.
3. REFER TO GRADING PLANS FOR TOP OF WALL ELEVATIONS.
4. BOTTOM OF WALL SPOTS SHOWN ON GRADING PLAN REFER TO FINISHED GRADE AT THE WALL.
5. STEP FOOTING AS NEEDED TO MAINTAIN FLAT TOP OF WALL ELEVATION.

1 SEAT WALL
SCALE: NTS

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULICK
NOT FILED
LANDSCAPE ARCHITECT
AGRICULTURE
COMMERCE
TENNESSEE
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN

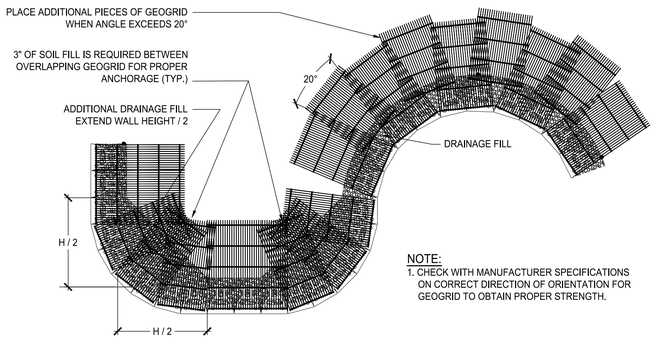
SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE
SITE DETAILS

PROJECT NO.	DATE
19231-1	04/18/2024
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JG	

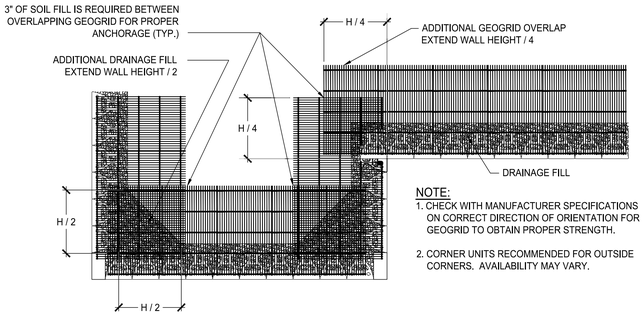
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NOTE:
1. CHECK WITH MANUFACTURER SPECIFICATIONS ON CORRECT DIRECTION OF ORIENTATION FOR GEOGRID TO OBTAIN PROPER STRENGTH.

GEOGRID INSTALLATION ON CURVES



NOTE:
1. CHECK WITH MANUFACTURER SPECIFICATIONS ON CORRECT DIRECTION OF ORIENTATION FOR GEOGRID TO OBTAIN PROPER STRENGTH.

2. CORNER UNITS RECOMMENDED FOR OUTSIDE CORNERS. AVAILABILITY MAY VARY.

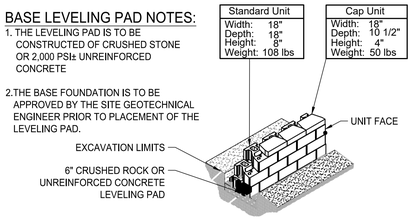
GEOGRID INSTALLATION AT CORNERS

BASE LEVELING PAD NOTES:
1. THE LEVELING PAD IS TO BE CONSTRUCTED OF CRUSHED STONE OR 2,000 PSI± UNREINFORCED CONCRETE

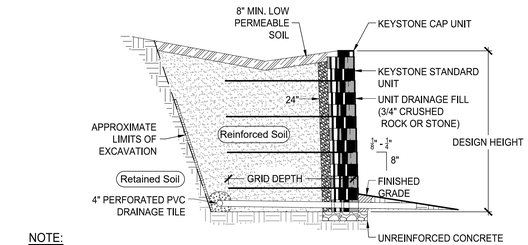
2.THE BASE FOUNDATION IS TO BE APPROVED BY THE SITE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF THE LEVELING PAD.

Standard Unit	
Width:	18"
Depth:	18"
Height:	8"
Weight:	108 lbs

Cap Unit	
Width:	18"
Depth:	10 1/2"
Height:	4"
Weight:	50 lbs

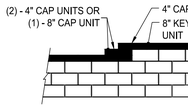


STANDARD UNIT / BASE PAD ISOMETRIC SECTION VIEW



NOTE:
WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY GEOTECHNICAL ENGINEER.

TYPICAL REINFORCED WALL SECTIOIN
STANDARD UNIT - NEAR VERTICAL SETBACK



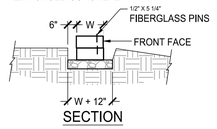
NOTE:
1. SECURE ALL CAP UNITS WITH KEYSTONE KAPSEAL OR EQUAL.

TOP OF WALL STEPS



ELEVATION

NOTE:
1. THE LEVELING PAD IS TO BE CONSTRUCTED OF CRUSHED STONE OR +/- 2000 PSI UNREINFORCED CONCRETE



SECTION

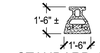
LEVELING PAD DETAIL

GEOGRID IS TO BE PLACED ON LEVEL BACKFILL AND EXTENDED OVER THE FIBERGLASS PINS. PLACE NEXT UNIT. PULL GRID TAUGHT AND BACKFILL. STAKE AS REQUIRED.



GRID & PIN CONNECTION

STANDARD ELEVATION

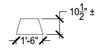


STANDARD PLAN

STANDARD UNIT



CAP UNIT ELEVATION

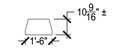


CAP UNIT PLAN

UNIVERSAL CAP UNIT OPTION



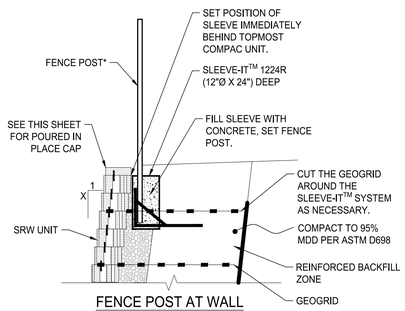
CAP UNIT ELEVATION



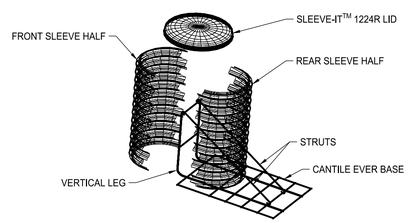
CAP UNIT PLAN

STRAIGHT SPLIT CAP UNIT OPTION

NOTE:
SEE LAYOUT PLAN FOR EXTENTS OF FENCING.



FENCE POST AT WALL



SLEEVE-IT 1224R SYSTEM

SEGMENTAL RETAINING WALL NOTES :
1. CONSULT KEYSTONE ENGINEER FOR WALL DESIGN AND CONSTRUCTION CONSULTATION AT (800) 545-0754
2. BLOCKS TO BE INTEGRALLY COLORED WITH MANUFACTURER'S COLORING SYSTEM. COLOR TO BE LIGHT BROWN TO TAN.
3. PROVIDE COLOR SAMPLES FOR OWNER'S SELECTION PRIOR TO ORDERING.
4. SEGMENTAL RETAINING WALL SHOWN FOR REFERENCE PURPOSES ONLY.
5. ALTERNATE SUPPLIERS MAY BE USED IF APPROVED EQUIVALENT.
6. SHOP DRAWINGS OF ALL COMPONENTS, SEALED BY A STRUCTURAL ENGINEER LICENSED IN THE STATE OF TN ARE TO BE SUBMITTED FOR REVIEW PRIOR TO FINAL AUTHORIZATION OF REQUIRED BUILDING PERMIT.
7. THIS SHALL BE DONE PRIOR TO ORDERING, FABRICATION, CONSTRUCTION, ETC.
8. IF FENCING IS TO BE INSTALLED AT TOP OF WALL THE CONTRACTOR SHALL CONSIDER NECESSARY COMPONENTS TO ALLOW THIS TO OCCUR IN HIS BID AND IN THE DESIGN OF THE FENCE / WALL SYSTEM. SUBMIT DETAILS FOR REVIEW PRIOR TO CONSTRUCTION.
9. STRUCTURAL PLANS FOR RETAINING WALL MUST BE SUBMITTED TO BUILDING INSPECTION FOR APPROVAL PRIOR TO INSTALLATION.

NOTE:
1. CONTRACTOR SHALL OBTAIN WALL PERMIT FROM THE CITY OF FRANKLIN.

1 SEGMENTAL RETAINING WALL
SCALE: NTS

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULLICK
LICENSED
AGRICULTURE
ARCHITECT
COMMERCE
ENGINEER
LANDSCAPE ARCHITECT
TENNESSEE
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN
TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION
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SHEET TITLE
SITE DETAILS

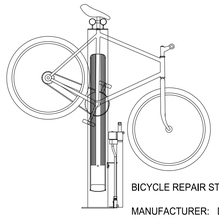
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19231-1	04/18/2024
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(Pump sold separately)



BICYCLE REPAIR STATION:

MANUFACTURER: DERO
PRODUCT: FIXIT BIKE REPAIR STATION
CONTACT: (615) 554-1927
COLOR: FINAL COLOR TO BE APPROVED BY OWNER PRIOR TO ORDERING)

NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

1 BICYCLE REPAIR STATION
SCALE: NTS



SIDEWALK TYP. SEE PLANS

LIGHT-DUTY CONCRETE, SEE SHEET C4.00 FOR DETAIL.

TRASH RECEPTACLE CENTERED ON PAD

TRASH RECEPTACLE:

MANUFACTURER: GLOBAL INDUSTRIAL
PRODUCT: MODEL # WB237726BK, OUTDOOR SLATTED STEEL TRASH CAN WITH FLAT LID, 36 GALLON.
CONTACT: (888) 978-7759
COLOR: BLACK

NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

2 TRASH RECEPTACLE
SCALE: NTS



WIND SCREEN:

MANUFACTURER: AER-FLO SPORTS
PRODUCT: OPEN MESH POLYPROPYLENE WINDSCREEN FABRIC OR APPROVED EQUIVALENT
CONTACT: 1-800-823-7356
COLOR: FINAL COLOR TO BE APPROVED BY OWNER PRIOR TO ORDERING
NOTES: WITH 28 OZ VINYL BAND AND #2 BRASS GROMMETS AT 18" O.C., SECURED TO FENCING WITH STEEL "C-SNAP".

NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

3 WINDSCREEN
SCALE: NTS



TABLE:

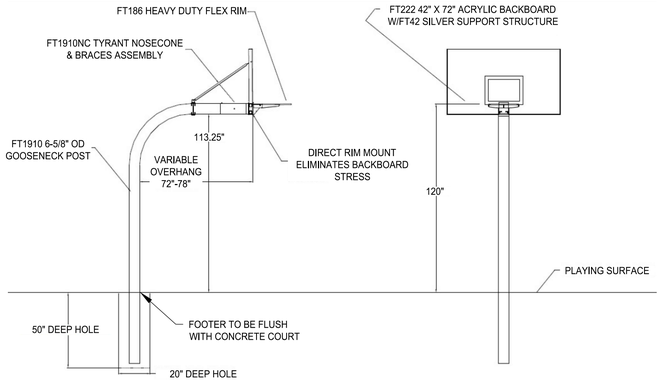
MANUFACTURER: LANDSCAPE FORMS
PRODUCT: MINGLE TABLE 4-SEAT BACKLESS (SURFACE MOUNTED)
PRODUCT (ADA): MINGLE TABLE 3-SEAT BACKLESS (SURFACE MOUNTED)
CONTACT: 1-800-553-8907
COLOR: FINAL COLOR TO BE APPROVED BY OWNER PRIOR TO ORDERING

NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

4 TABLE
SCALE: NTS

FIRST TEAM SPORTS INC.
HUTCHINSON, KS 67501
1-800-649-3688
www.firstteaminc.com

TYRANT SUPREME
PRODUCT SUMBITTAL



NOTE:
ASSEMBLE AND INSTALL ALL PARTS PER MANUFACTURER'S RECOMMENDATIONS. COLOR TO BE CHOSEN BY OWNER PRIOR TO ORDERING. SUBMIT SHOP DRAWINGS FOR REVIEW

5 BASKETBALL GOAL
SCALE: NTS



BASKETBALL GOAL PADDING:

MANUFACTURER: LINE TO LINE
PRODUCT: 6" X 6' TALL GOAL POST PAD. (ITEM # FB4100)
CONTACT: 931-380-0023
COLOR: FINAL COLOR TO BE APPROVED BY OWNER PRIOR TO ORDERING

NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

6 BASKETBALL GOAL PAD
SCALE: NTS



3-ROW BLEACHER:

MANUFACTURER: OUTDOOR ALUMINUM
PRODUCT: LOW RISE DURA-LITE WELDED PORTABLE BLEACHER PRODUCT
NO.: LDLW 3-15
CONTACT: 800-225-4249 / WWW.OUTDOORALUMINUM.COM
NOTES: 3 ROW, 15' LENGTH, LOW RISE OPTION OR APPROVED EQUAL

NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

7 ACCESIBLE BLEACHERS - 3 ROW
SCALE: NTS

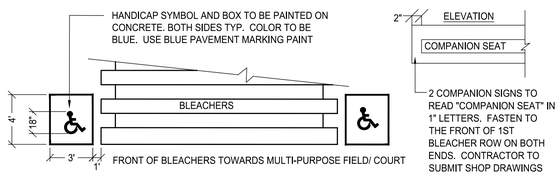


5-ROW BLEACHER:

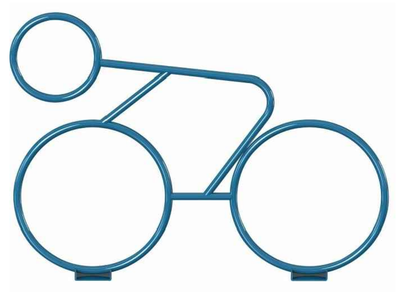
MANUFACTURER: OUTDOOR ALUMINUM
PRODUCT: TRANSPORTABLE DURA-LITE WELDED BLEACHERS (5-ROW)
NO.: TDLW 5-21
CONTACT: 800-225-4249 / WWW.OUTDOORALUMINUM.COM
NOTES: 5 ROW, 21' LENGTH, OR APPROVED EQUAL

NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

8 ACCESSIBLE BLEACHERS - 5 ROW
SCALE: NTS



9 ACCESSIBLE HANDICAP SEATING AREA
SCALE: NTS



BIKE RACK:

MANUFACTURER: THE PARK CATALOG
PRODUCT: RACER BIKE RACK (ITEM # 536-1098)
CONTACT: 866-280-9894
COLOR: FINAL COLOR TO BE APPROVED BY OWNER PRIOR TO ORDERING

NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

10 BIKE RACK
SCALE: NTS

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULLICK
REGISTERED
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

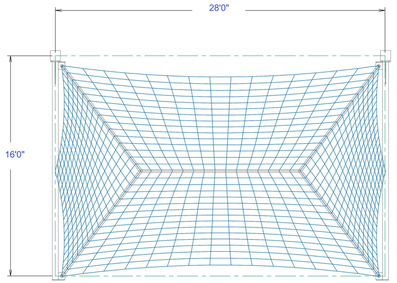
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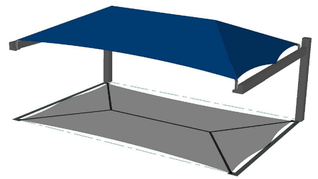
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DRAWN BY AL	SCALE N.T.S.
CHECKED BY JG	

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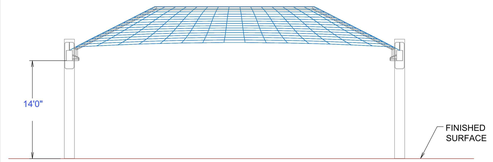
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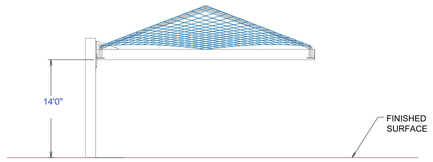
PLAN VIEW



PERSPECTIVE VIEW



FRONT ELEVATION



SIDE ELEVATION

CUSTOMER: MID-SOUTH RECREATION

PROJECT NAME: LIBERTY PARKS

LOCATION: FRANKLIN, TN

STRUCTURE TYPE: FULL CANTI HIP SINGLE

SIZE:

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USA SHADE & Fabric Structures.
CORPORATE HEADQUARTERS
2580 ESTERS BLVD, STE 100
DFW AIRPORT, TEXAS 75261
800-966-5005

CERTIFICATIONS:
IAS CERTIFICATION No. FA-428
CLARK COUNTY MANUFACTURER CERTIFICATION NUMBER (NEVADA) 355

Shade Structure:
28'x16' Full Hip Cantilever Design
Model #202.5
PO#03-108747
Fabric Roof Color: TBD
Powdercoat Steel Color: TBD ;
As manufactured and installed by:
USA SHADE & Fabric Structures
Contact:
Angel Rich (954) 649-6757
angel.rich@usa-shade.com

Drawn By :	AZR
Checked By :	AZR
Approved By	SALES REP.

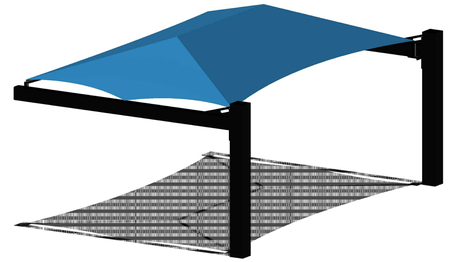
DRAWING DESCRIPTION: VERSION 202.5

DWG. 202.5

NOTES:
-THESE DRAWINGS ARE NOT FOR CONSTRUCTION, THEY ARE A PICTORIAL REPRESENTATION OF FABRIC AND STEEL ONLY.
NONE OF THE REQUIRED ATTACHMENT OR CONNECTION DETAILS HAVE BEEN DEPICTED.
-ALL DIMENSIONS AND HEIGHTS MUST BE FIELD VERIFIED PRIOR TO ANY FINAL DESIGN, FABRICATION OR INSTALLATION WORK.

202.5 - FULL CANTI HIP SINGLE

CUSTOMER NAME:	Mid-South Recreation
PROJECT NAME:	Liberty Park
LOCATION:	Memphis TN
CONFIGURATION #:	Q-049523



USA SHADE & Fabric Structures.
Angel - Dist. Rich
USA Shade & Fabric Structures
2580 Esters Blvd. Suite 100
DFW Airport, TX 75261
arich@usa-shade.com
954-649-6757

Fabric Color Arizona 200000SAZ

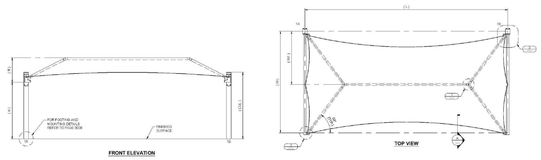


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CUSTOMER NAME:	Mid-South Recreation
PROJECT NAME:	Liberty Park
LOCATION:	Memphis TN
CONFIGURATION #:	Q-049523



GENERAL NOTES

DESIGN LOADS

BUILDING CODE	INTERNATIONAL BUILDING CODE 2018
LIVE LOADS	5 PSF
SNOW LOAD	5 PSF
WIND LOADS	115 MPH* and 180 MPH with Fabric Off 3-Sec. Gust, RISK CATEGORY II & EXPOSURE C

* 115 MPH ACCORDING TO THE BASIC WIND SPEED MAPS OF ASCE 7-16 IS EQUIVALENT TO THE ALLOWABLE STRESS DESIGN WIND SPEED OF 90 MPH ACCORDING TO ASCE 7-05 AND IBC 2018 EQ 16-33.

ESTIMATED STEEL WEIGHT

Total Structure Weight	2579.87 lbs
Single Column Weight	538.7 lbs
Total Upper Frame Weight	1502.5 lbs
Steel Sizes	HSS 10.00 x 10.00 x 0.250

TABLE OF DIMENSIONS

L	W	H	R	HT	D	RL	EL
28' 0"	16' 0"	14' - 0"	3' 11"	17' - 11"	32' 3"	14' 9"	9' 0"

NOTES:
1. SUBMIT SHOP DRAWINGS FOR FOOTER CONNECTION AT CONCRETE.
2. FOOTING AND STRUCTURE TO BE STAMPED BY TN REGISTERED PE
3. TOP OF FOOTER TO BE BELOW CONCRETE.
4. ASSEMBLE AND INSTALL ALL PARTS PER MANUFACTURER'S RECOMMENDATIONS.
5. COLOR TO BE ROYAL BLUE.

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1 SHADE STRUCTURE
SCALE: NTS

CUSTOMER NAME:	Mid-South Recreation
PROJECT NAME:	Liberty Park
LOCATION:	Memphis TN
CONFIGURATION #:	Q-049523

REINFORCED CONCRETE NOTES

1. CONCRETE WORK SHALL BE EXECUTED IN ACCORDANCE WITH THE LATEST EDITION OF THE AMERICAN CONCRETE INSTITUTE SPECIFICATION FOR STRUCTURAL CONCRETE ACI 301 AND BUILDING CODE ACI 318. CONCRETE SPECIFICATIONS SHALL BE AS FOLLOWS:
   - 28 DAY STRENGTH: 2500 PSI
   - SLUMP: 3-5
   - PORTLAND CEMENT SHALL CONFORM TO C-150
   - AGGREGATE SHALL CONFORM TO ASTM C-33
2. ALL REINFORCEMENT STEEL SHALL CONFORM TO ASTM A-615 GRADE 60, AND SHALL BE DETAILED, FABRICATED AND PLACED IN ACCORDANCE WITH THE LATEST ACI SPECIFICATION FOR STRUCTURAL CONCRETE ACI 301, ACI DETAILING MANUAL AND CRSI MANUAL OF STANDARD PRACTICE.
3. ALL ANCHOR BOLTS SET IN NEW CONCRETE (WHEN APPLICABLE) SHALL COMPLY WITH ASTM F-1554 GRADE 55 (GALVANIZED).
4. ALL NON-SHRINK GROUT SHALL HAVE A MINIMUM 28 DAYS COMPRESSIVE STRENGTH OF 5000 PSI, AND SHALL COMPLY THE REQUIREMENTS OF ASTM C109, ASTM C939, ASTM C1090, ASTM C1107, WHEN APPLICABLE.
5. SOIL PARAMETERS FOR FOOTING ANALYSIS; TABLE 1806.2, CLASS : 5 - 1500(PSI)
6. FOR SPREAD FOOTING, EDGE OF COLUMN OR ANCHOR BOLTS MUST BE SET AT LEAST 12" FROM THE EDGE OF SPREAD FOOTING EDGE.
7. FOR DRILLED PIER, THE EDGE OF COLUMN MUST BE SET AT LEAST 3/4" FROM REBAR WITHIN DRILLED PIER.
8. SPREAD FOOTING ALLOWED TO BE ROTATED AS REQUIRED.
9. ANCHOR ROD Sets,1-1/4"x36" F1554 GR55, Qty 8

NOT FOR CONSTRUCTION OR PERMITS

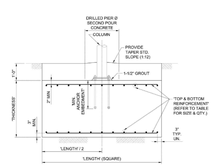
NOTE: ADDITIONAL INSTALLATION COSTS FOR SPREAD FOOTING

TABLE FOR NON-CONSTRAINED DRILLED PIER FOOTING

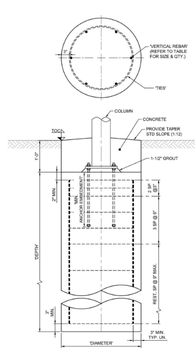
DIAMETER	DEPTH	VERTICAL REBAR		TIES			MIN. COLUMN EMBEDMENT (EMBED)	MIN. ANCHOR EMBEDMENT (RECESS. & SURFACE)
(FT)	(FT)	QTY.	SIZE	QTY	Ø LOOP (FT)	SIZE	(IN)	(IN)
2.50	10.00	9.00	#8	17	2.00	#4	36	30

TABLE FOR SPREAD FOOTING

LENGTH	THICKNESS	TOP AND BOTTOM REINFORCEMENT				MIN. COLUMN EMBEDMENT (EMBED)	MIN. ANCHOR EMBEDMENT (RECESS. & SURFACE)
(FT)	(FT)	QTY.	SIZE	SPACING (IN)		(IN)	(IN)
7.00	3.00	10.00	#5	@	8.50 C.C.E.W.	33	30



SPREAD FOOTING TYPE
RECESSED BASE PLATE
REFER TO TABLE FOR VARIABLE DIMENSIONS



DRILLED PIER FOOTING TYPE
RECESSED BASE PLATE
REFER TO TABLE FOR VARIABLE DIMENSIONS & QTY.

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JOSHUA A. GULICK
REGISTERED
AGRICULTURE
COMMERCE
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN
TENNESSEE

SUBMITTALS / REVISIONS

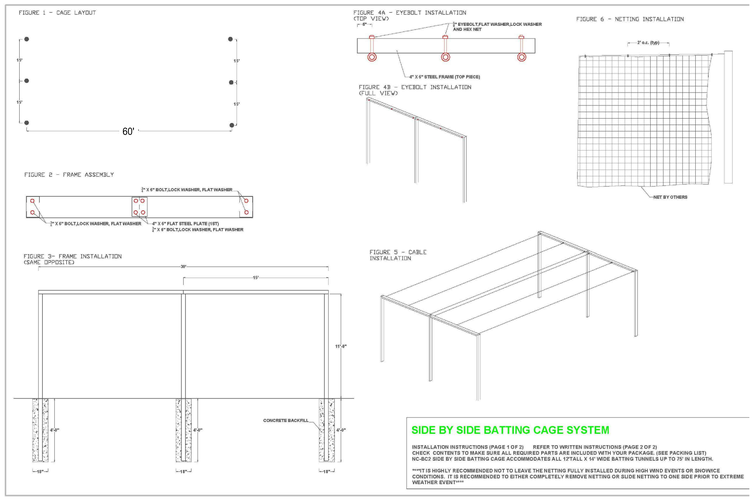
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SHEET TITLE
SITE DETAILS

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY AL	SCALE N.T.S.
CHECKED BY JG	

SHEET NO.
C4.07

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SIDE BY SIDE BATTING CAGE SYSTEM

INSTALLATION INSTRUCTIONS (PAGE 1 OF 2) REFER TO WRITTEN INSTRUCTIONS (PAGE 2 OF 2)
CHECK CONTENTS TO MAKE SURE ALL REQUIRED PARTS ARE INCLUDED WITH YOUR PACKAGE. (SEE PACKING LIST)
NC-BC2 SIDE BY SIDE BATTING CAGE ACCOMMODATES ALL 12'TALL X 14' WIDE BATTING TUNNELS UP TO 75' IN LENGTH.

****IT IS HIGHLY RECOMMENDED NOT TO LEAVE THE NETTING FULLY INSTALLED DURING HIGH WIND EVENTS OR SNOWICE CONDITIONS. IT IS RECOMMENDED TO EITHER COMPLETELY REMOVE NETTING OR SLIDE NETTING TO ONE SIDE PRIOR TO EXTREME WEATHER EVENT****

A. CAGE LAYOUT - REFER TO FIGURE 1
THE NC-BC2 BATTING CAGE SYSTEM IS DESIGNED FOR ALL BATTING NETTING TUNNELS UP TO 75' IN LENGTH AND ACCOMMODATES 14' WIDE X 12'TALL NETTING TUNNELS. IT IS IMPORTANT TO INSTALL CAGE SYSTEM ON FLAT, LEVEL GROUND.
1)A TOTAL OF SIX (6) VERTICAL POSTS ARE TO BE INSTALLED INTO GROUND. (SEE FIGURE 1). MEASURE AND MARK ON GROUND EXACT LOCATIONS FOR EACH VERTICAL POST. IT IS IMPORTANT THAT EACH POST IS MARKED EXACTLY 15' CENTER TO CENTER.

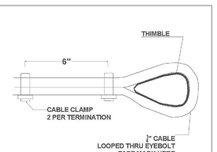
B. FRAME ASSEMBLY - REFER TO FIGURE 2
IT IS RECOMMENDED THAT THE FRAMES BE ASSEMBLED ON THE GROUND PRIOR TO ERECTION.
1)LAY THREE (3) VERTICAL SUPPORT POSTS ON THE GROUND SPACED 15' APART (POSITION THE 4" SIDE ON THE GROUND) POSITION THE BOTTOM END OF POSTS ADJACENT TO EACH MARKED POST LOCATION
2)- PLACE THE HORIZONTAL POST ON THE TOP END SIDE OF THE VERTICAL POSTS (TOP END SIDE OF VERTICAL POST WILL HAVE FOUR (4) THREADED BOLT HOLES ON TOP).
3)- BEGINNING AT ONE END, INSERT 2 EA. 3" ZINC PLATED BOLTS, FLAT WASHER AND LOCK WASHER THRU PRE-DRILLED HOLE ON 6" SIDE OF HORIZONTAL POST. SECURELY TIGHTEN BOLT INTO THREADED INSERT WITH SOCKET OR, IF AVAILABLE, WITH IMPACT WRENCH.
4)- POSITION THE OPPOSITE END OF HORIZONTAL POST ON TOP OF MIDDLE VERTICAL POST AT THE MID POINT, LINING UP THE THREADED INSERT ON THE VERTICAL POST AND THE PRE-DRILLED HOLES AT END OF HORIZONTAL POST. PLEASE NOTE, IF CORRECTLY ALIGNED, THERE WILL BE TWO (2) THREADED INSERTS ON TOP OF SAME VERTICAL MID POST EXPOSED.
5)- BEGINNING AT THE MIDDLE VERTICAL POST, POSITION A 2ND 15' HORIZONTAL POST SO THAT THE PRE-DRILLED HOLES ALIGN WITH THE TWO (2) EXPOSED THREADED INSERTS.
6)- SECURE THE ENDS OF THE TWO HORIZONTAL POSTS THAT ARE POSITIONED OVER THE MIDDLE VERTICAL POST BY FIRST PLACING THE SUPPLIED 4"X6" FLAT STEEL PLATE OVER THE FOUR (4) PRE-DRILLED HOLES, THEN INSERTING FOUR (4) 3" ZINC PLATED BOLTS, FLAT WASHER AND LOCK WASHER THRU PRE-DRILLED HOLES. SECURELY TIGHTEN BOLTS WITH SOCKET OR, IF AVAILABLE, WITH IMPACT WRENCH.
7)-POSITION THE END OF HORIZONTAL POST OVER THE TOP OF LAST VERTICAL POST, ENSURING THAT PRE-DRILLED HOLES ON HORIZONTAL POST ALIGN WITH THE OUTER THREADED INSERTS ON TOP OF VERTICAL POST.
8)-INSERT 2 EA. 3" ZINC PLATED BOLTS, FLAT WASHER AND LOCK WASHER THRU PRE-DRILLED HOLES. SECURELY TIGHTEN BOLTS WITH SOCKET, OR IF AVAILABLE, WITH IMPACT WRENCH.
9)- FOLLOW THE SAME STEPS AND ASSEMBLY SEQUENCE FOR THE 2ND END FRAME (ON OPPOSITE SIDE).

C. FRAME INSTALLATION - REFER TO FIGURE 3
CARE SHOULD BE TAKEN DURING THIS STEP NOT TO SCRATCH OR DENT FRAMES DURING POST INSTALLATION.
1)-AUGER OR DIG A FOUNDATION HOLE 18" IN DIAMETER TO A DEPTH OF 4'6" DEEP AT ALL PREVIOUSLY MARKED VERTICAL POST LOCATIONS. IT IS IMPORTANT THAT ALL BORES HAVE A FULL, COMPLETE DEPTH OF 4'6"
2)- WITH THE PROPER LIFTING EQUIPMENT, STAND THE ASSEMBLED FRAMES INTO EXCAVATED HOLES. ENSURE THAT THE POST REACH BOTTOM DEPTH OF HOLES.
3)-PLUMB EACH END FRAME WITHIN FOUNDATIONS, ENSURING THAT THE FRAMES ARE LEVEL AND TRUE THROUGHOUT. ONCE FRAMES HAVE BEEN PLUMBED, A WOODEN WEDGE (NOT PROVIDED) OR SIMILAR CAN BE USED TO KEEP POSTS PLUMB PRIOR TO BACKFILLING.
4)- FOLLOW THE ABOVE STEPS AND PROCEDURES FOR OTHER FRAME ON OPPOSITE END.
5)- ONCE BOTH FRAMES HAVE BEEN CORRECTLY PLACED WITHIN FOUNDATIONS, BACKFILL ENTIRE FOUNDATIONS WITH CONCRETE. IT IS RECOMMENDED THAT 3000psi CONCRETE BE USED FOR BACKFILL. IT IS RECOMMENDED THAT THE TOP OF CONCRETE BE SLOPED AWAY FROM POSTS.

D. HARDWARE ASSEMBLY - REFER TO FIGURE 4A, 4B
1)-INSERT THREE (6) SUPPLIED 3" X 6" GALVANIZED EYEBOLTS, FLAT WASHERS, LOCK WASHERS AND NUTS THRU THEPRE-DRILLED HOLES ALONG TOP HORIZONTAL POST. SECURELY TIGHTEN TO POST. REPEAT THIS STEP ON THE OPPOSITE FRAME.

E. CABLE ASSEMBLY - REFER TO FIGURE 5 AND FIGURE ON THIS PAGE
1)-ONCE FRAMES HAVE BEEN COMPLETELY INSTALLED AND ALL EYEBOLTS HAVE BEEN INSTALLED TO POSTS, MEASURE THE DISTANCE BETWEEN EACH EYEBOLTS OPPOSITE OF EACH OTHER ON EACH FRAME.
2)-LAY OUT THE SUPPLIED CABLE BETWEEN FRAMES AND ATTACH FACTORY CLOSED END OF CABLE TO ONE END OF TURNBUCKLE. NOTE- TURNBUCKLES SHOULD BE THREADED OUT TO ½ OF THE WAY PRIOR TO ASSEMBLY TO ALLOW FOR MAXIMUM TAKE UP DURING CABLE TENSIONING.
3)-USING THE MEASUREMENT OBTAINED IN STEP 1, MARK LOCATION WITH TAPE OR OTHER ON OPEN SIDE OF SUPPLIED CABLE. SECURE THE CABLE TO THE GALVANIZED EYEBOLT PREVIOUSLY INSTALLED TO HORIZONTAL POST BY LOOPING THE CABLE THRU EYEBOLT AND BEATING CABLE ON SUPPLIED THIMBLE THRU EYEBOLT (SEE FIGURE THIS PAGE), ENSURING THAT LOOPED END MATCHES THE TAPE MARK PREVIOUSLY DONE WITH THIS STEP.
4)- USING SUPPLIED CABLE CLAMPS, CLAMP TAIL END OF CABLE. TWO (2) CABLE CLAMPS PER TERMINATION ARE REQUIRED.
5)- SECURE TURNBUCKLE TO REMAINING EYEBOLTS PREVIOUSLY INSTALLED TO HORIZONTAL FRAME. INSTALL TURNBUCKLE BY REMOVING PIN FROM JAW END OF TURNBUCKLE AND SECURING PIN BACK THRU EYE OF BOLT.
6)- ONCE INSTALLED TO EYEBOLT, TIGHTEN TURNBUCKLE SO THAT CABLE IS TAUNT AND THE CABLE HAS LESS THAN 4"-6" OF SAG THROUGHOUT.REPEAT FOR ALL TURNBUCKLE LOCATIONS (TOTAL NOTE- THE RUGGED HEAVY DUTY FRAMES ARE DESIGN TO ALLOW FOR PROPER TENSION OF CABLE SO TO ALLOW FOR A MINIMAL AMOUNT OF SAG.

F. NETTING INSTALLATION -REFER TO FIGURE 5
NOTE- NETTING IS SUPPLIED BY OTHERS. THE BATTING CAGE FRAME PACKAGE IS DESIGNED TO ALLOW THE NETTING TO DRAPE 1' ALONG GROUND.
1)- USING THE CARABINEERS SUPPLIED WITH THIS PACKAGE, CLIP THE NETTING TO THE HORIZONTAL SUPPORT CABLES EVERY TWO FEET. WHERE POSSIBLE, ONLY ENCOMPASS THE ROPE BORDER OF NETTING AND CABLE WHEN CLIPPING CARABINEER TO CABLES.



SIDE BY SIDE BATTING CAGE SYSTEM

WRITTEN INSTALLATION INSTRUCTIONS (PAGE 2 OF 2) REFER TO INSTALLATION INSTRUCTIONS (PAGE 1 OF 2)
CHECK CONTENTS TO MAKE SURE ALL REQUIRED PARTS ARE INCLUDED WITH YOUR PACKAGE. (SEE PACKING LIST)
NC-BC2 SIDE BY SIDE BATTING CAGE ACCOMMODATES ALL 12'TALL X 14' WIDE BATTING TUNNELS UP TO 75' IN LENGTH.

****IT IS HIGHLY RECOMMENDED NOT TO LEAVE THE NETTING FULLY INSTALLED DURING HIGH WIND EVENTS OR SNOWICE CONDITIONS. IT IS RECOMMENDED TO EITHER COMPLETELY REMOVE NETTING OR SLIDE NETTING TO ONE SIDE PRIOR TO EXTREME WEATHER EVENT****

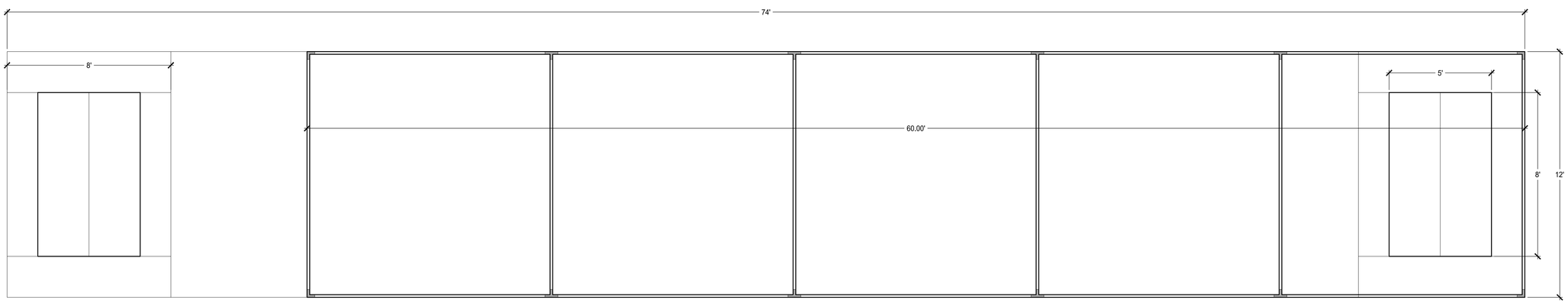
CRICKET BATTING CAGE:

MANUFACTURER: LINE TO LINE
PRODUCT: SIDE BY SIDE STEEL BATTING CAGE SYSTEM W/ NETTING (60' X 12' W X 12' H)
CONTACT: 931-380-0023
COLOR: BLACK FINISH PER MANUFACTURER'S STANDARDS
NOTES: PROVIDE BANK OF 3 - SUBMIT SHOP DRAWINGS FOR 3 CAGE SYSTEM.

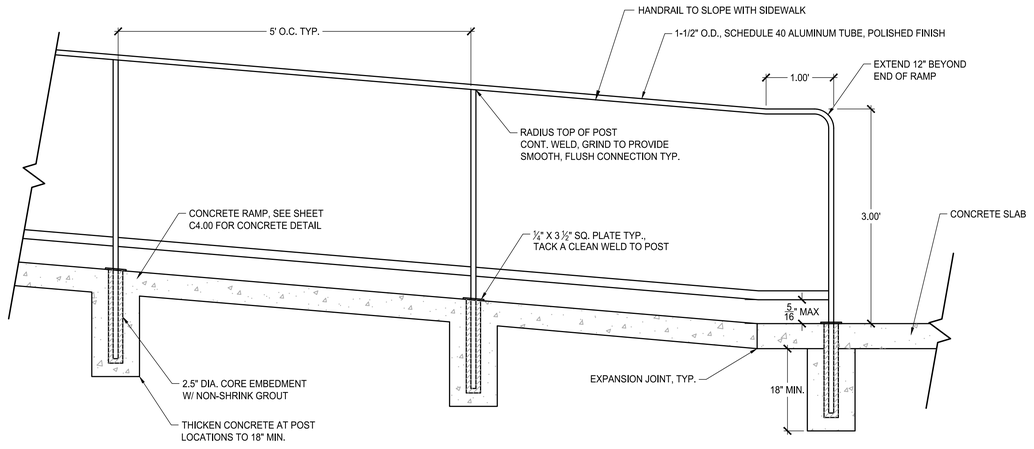
NOTE: GENERAL CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL FURNISHINGS FOR REVIEW BY OWNER'S REPRESENTATIVE PRIOR TO ORDERING, INSTALLATION, ETC. INSTALL ALL FOOTINGS AND COMPONENTS PER MANUFACTURER'S RECOMMENDATIONS

BATTING CAGE FOOTING NOTE

HOLD FOOTING BELOW SLAB. SUBMIT SHOP DRAWINGS WITH ENGINEERED FOOTINGS BELOW CONCRETE SLAB AT BATTING CAGE.



1 CRICKET BATTING CAGE
SCALE: NTS



1. CONTRACTOR TO SUPPLY SHOP DRAWINGS FOR OWNER'S REPRESENTATIVE'S REVIEW.
2. ALL HANDRAILS ARE 36" TO TOP OF RAIL.
3. ALL RAILS TO COMPLY W/ CURRENT ADA REQUIREMENTS. ALL CORNERS TO HAVE MIN. 4" RADIUS.
4. INSTALL IN RAMP UNLESS OTHERWISE NOTED ON PLANS OR SECTIONS.
5. GRIND ALL WELDS SMOOTH W/ NO BARBS.
6. WHERE HANDRAIL IS FREESTANDING, PLACE 3" AWAY FROM OUTSIDE EDGE OF WALKWAY OR WALL. POUR 10" TURNDOWN SIDEWALK EDGE AT ALL LOCATIONS THAT HAVE FREESTANDING HANDRAILS FOR ADDED SUPPORT.

2 RAMP AND HANDRAIL
SCALE: NTS

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULLICK
LICENSED
AGRICULTURE
ARCHITECTURE
COMMERCE
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

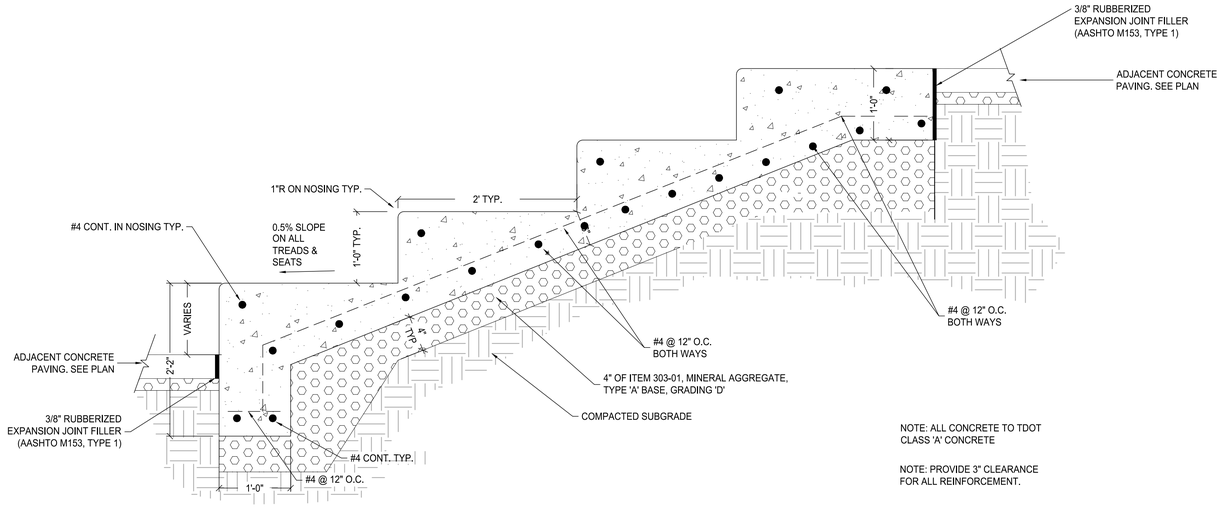
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SHEET TITLE
SITE DETAILS

PROJECT NO.	DATE
19231-1	04/18/2024
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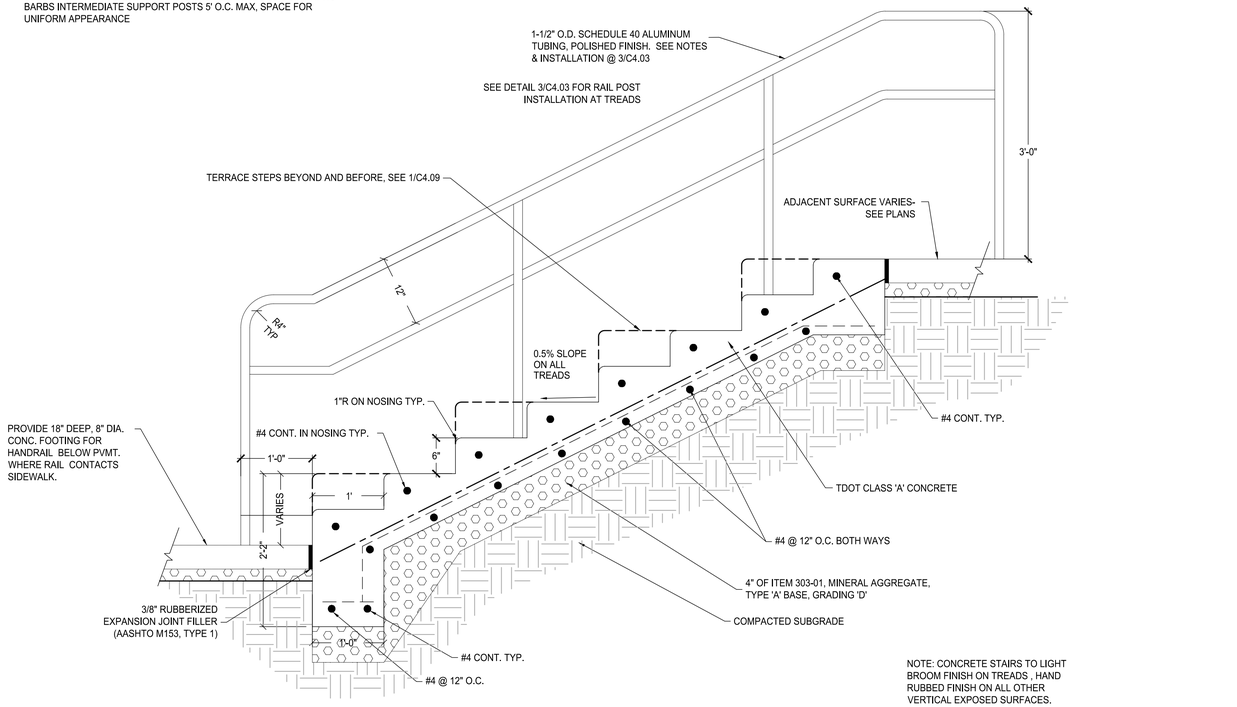


1 TERRACE STEPS

SCALE: NTS

HANDRAIL NOTES :

CONTRACTOR TO SUPPLY SHOP DRAWINGS FOR OWNER'S REPRESENTATIVE'S APPROVAL ALL HANDRAILS ARE 36" TO TOP OF RAIL. ALL RAILS TO COMPLY W/ CURRENT ADA REQUIREMENTS. ALL CORNERS TO HAVE MIN. 4" RADIUS. PRIME & PAINT RAILS BLACK. SEE SPECS FOR PAINT REQUIREMENTS GRIND ALL WELDS SMOOTH W/ NO BARBS INTERMEDIATE SUPPORT POSTS 5' O.C. MAX, SPACE FOR UNIFORM APPEARANCE



2 STEPS AT DISC GOLF

SCALE: NTS

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JOSHUA A GULICK
REGISTERED
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

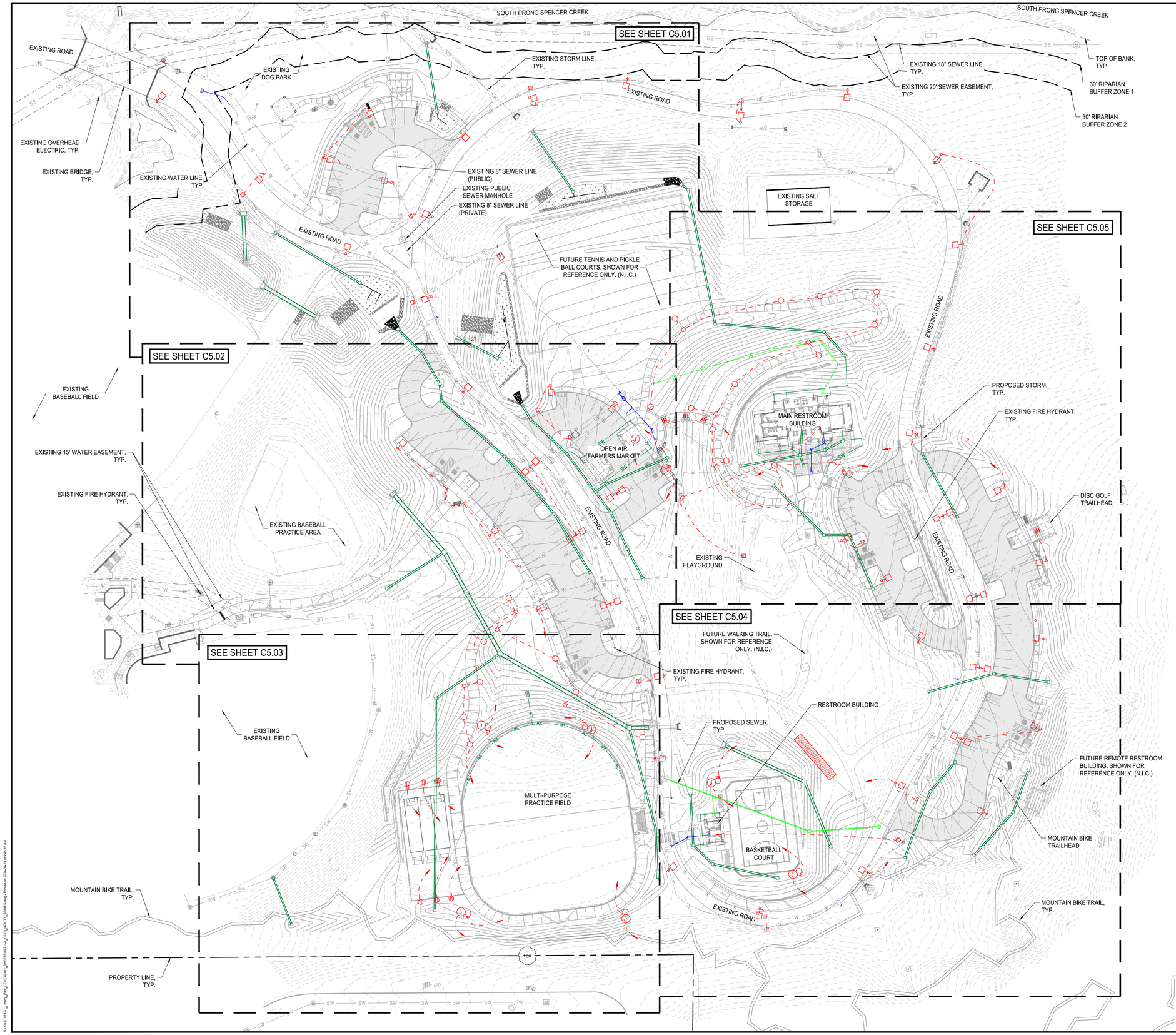
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SITE DETAILS

PROJECT NO.	DATE
19231-1	04/18/2024
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SHEET NO.

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WATER AND 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 ALDERMAN BY RESOLUTION.
2. 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.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   - 3.1. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS.
   - 3.2. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   - 3.3. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   - 3.4. 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.
5. PRIOR TO 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.
6. 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.
8. ALL SANITARY SEWER MUST MEET MINIMUM TESTING REQUIREMENTS AS STATED IN THE LATEST WATER AND SANITARY SEWER TECHNICAL DESIGN GUIDELINES AND SPECIFICATIONS.

WATER AND SEWER DATA CHART:

FACILITY TYPE: MAIN RESTROOM BUILDING
UNIT FLOW IN GPD: 79 GPD PER MAIN RESTROOM BUILDING
NUMBER OF UNITS: 1

FACILITY TYPE: RESTROOM BUILDING
UNIT FLOW IN GPD: 47 GPD PER RESTROOM BUILDING
NUMBER OF UNITS: 1

TOTAL FLOW IN GPD: 126 GPD

UTILITIES LEGEND

- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING SANITARY SEWER MANHOLE
- EXISTING GAS METER
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS LINE
- EXISTING UNDERGROUND ELECTRIC LINE
- PROPOSED GATE VALVE
- PROPOSED SANITARY SEWER CLEANOUT
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER SERVICE LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED STORM LINE
- PROPOSED UNDERGROUND ELECTRIC LINE

REPLACE FIVE (5) EXISTING MANHOLE LIDS WITH STATE PRIVATE SANITARY SEWER LIDS. THE MANHOLE LIDS TO BE REPLACED INCLUDE: S1, S3, S4, S5, AND S6.

BOTH TWO (2) NEW SEWER MANHOLES TO HAVE STATE PRIVATE SANITARY SEWER LIDS.

811 Know what's **below**. **Call** before you dig.

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SCALE: 1" = 50 '

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ROBERT JACKSON BELL REGISTERED LANDSCAPE ARCHITECT AGRICULTURE & ENVIRONMENTAL SCIENCES 0A-1152-A STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
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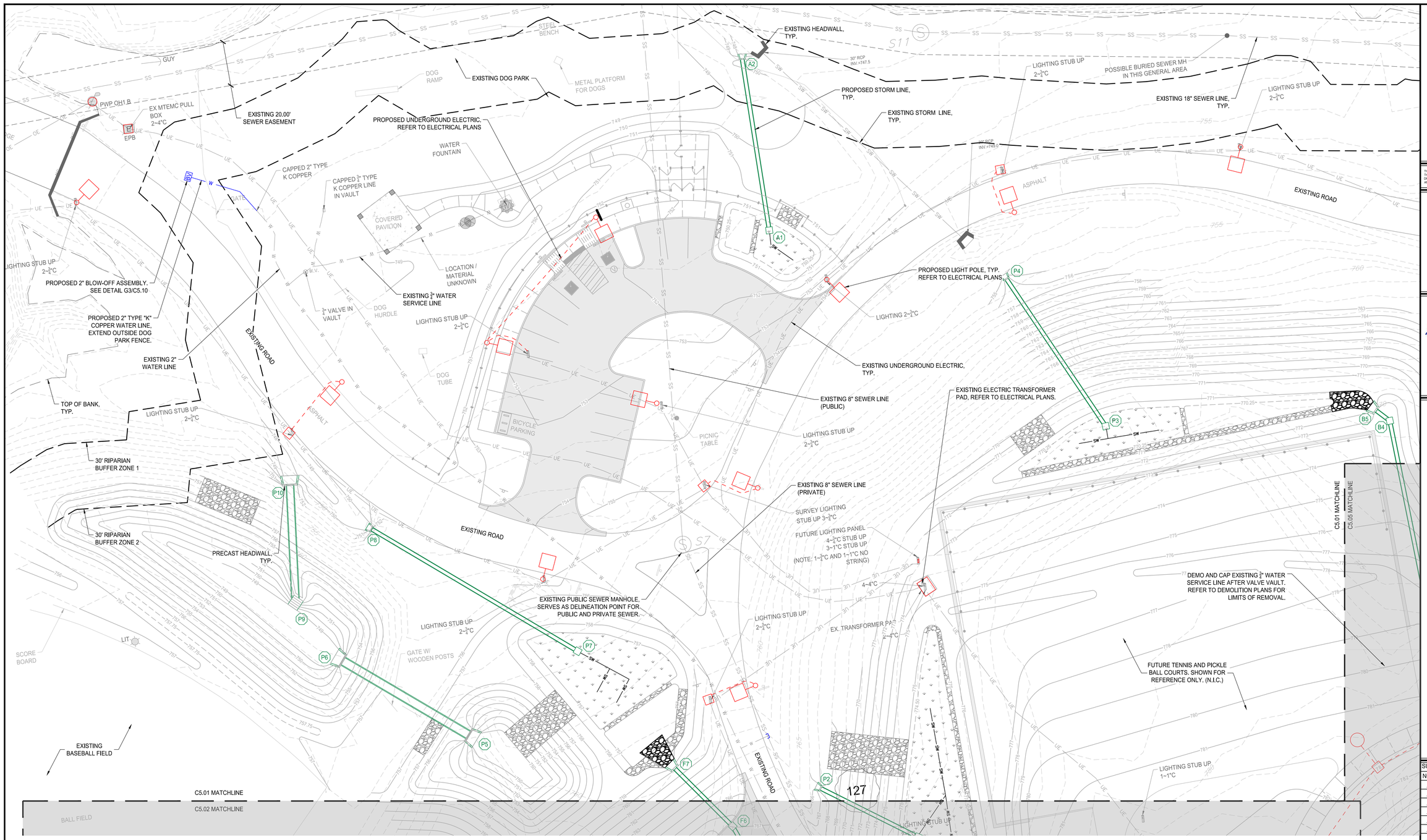
OVERALL UTILITY PLAN

PROJECT NO. 1923-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 50'
CHECKED BY JG	

SHEET NO.

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WATER AND SEWER DATA CHART:

FACILITY TYPE: MAIN RESTROOM BUILDING
UNIT FLOW IN GPD: 79 GPD PER MAIN RESTROOM BUILDING
NUMBER OF UNITS: 1

FACILITY TYPE: RESTROOM BUILDING
UNIT FLOW IN GPD: 47 GPD PER RESTROOM BUILDING
NUMBER OF UNITS: 1

TOTAL FLOW IN GPD: 126 GPD

REPLACE FIVE (5) EXISTING MANHOLE LIDS WITH STATE PRIVATE SANITARY SEWER LIDS. THE MANHOLE LIDS TO BE REPLACED INCLUDE: S1, S3, S4, S5, AND S6.

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UTILITIES LEGEND

EXISTING WATER METER	PROPOSED GATE VALVE
EXISTING WATER VALVE	PROPOSED SANITARY SEWER CLEANOUT
EXISTING FIRE HYDRANT	PROPOSED SANITARY SEWER MANHOLE
EXISTING SANITARY SEWER MANHOLE	PROPOSED WATER LINE
EXISTING GAS METER	PROPOSED SANITARY SEWER SERVICE LINE
EXISTING WATER LINE	PROPOSED SANITARY SEWER LINE
EXISTING SANITARY SEWER LINE	PROPOSED STORM LINE
EXISTING GAS LINE	PROPOSED UNDERGROUND ELECTRIC LINE
EXISTING UNDERGROUND ELECTRIC LINE	

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ANDREW JACKSON HALL REGISTERED LANDSCAPE ARCHITECT AGRICULTURE BUILDING STATE OF TENNESSEE 04.18.2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

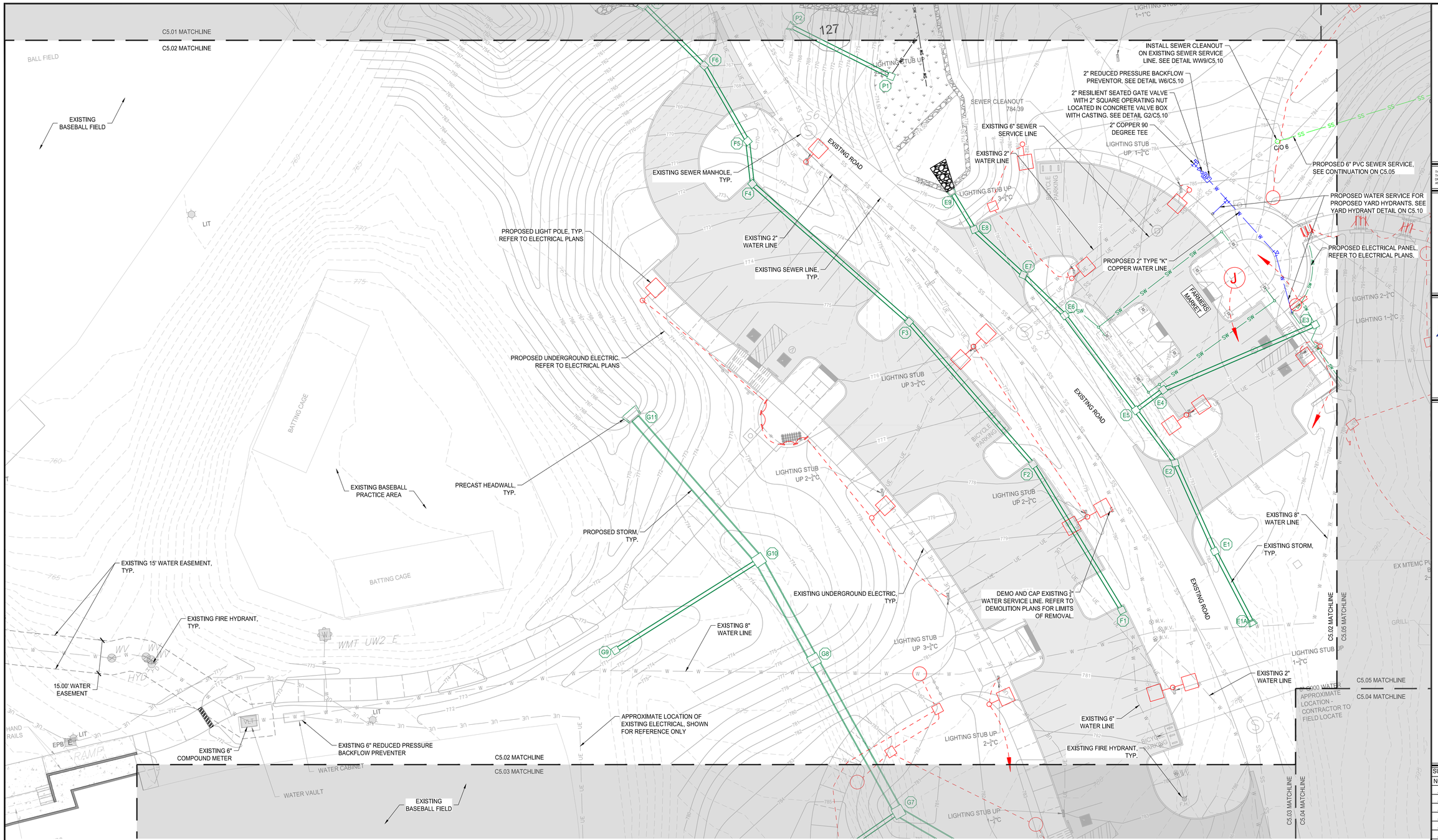
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SHEET TITLE
UTILITY PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
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8. ALL SANITARY SEWER MUST MEET MINIMUM TESTING REQUIREMENTS AS STATED IN THE LATEST WATER AND SANITARY SEWER TECHNICAL DESIGN GUIDELINES AND SPECIFICATIONS.

WATER AND SEWER DATA CHART:

FACILITY TYPE: MAIN RESTROOM BUILDING
UNIT FLOW IN GPD: 79 GPD PER MAIN RESTROOM BUILDING
NUMBER OF UNITS: 1

FACILITY TYPE: RESTROOM BUILDING
UNIT FLOW IN GPD: 47 GPD PER RESTROOM BUILDING
NUMBER OF UNITS: 1

TOTAL FLOW IN GPD: 126 GPD

STRUCTURE	INV. ELEV.
CLEANOUT #1	797.00
CLEANOUT #2	789.00
CLEANOUT #3	788.00
CLEANOUT #4	787.00
CLEANOUT #5	786.00
CLEANOUT #6	785.20

UTILITIES LEGEND

EXISTING WATER METER	PROPOSED GATE VALVE
EXISTING WATER VALVE	PROPOSED SANITARY SEWER CLEANOUT
EXISTING FIRE HYDRANT	PROPOSED SANITARY SEWER MANHOLE
EXISTING SANITARY SEWER MANHOLE	PROPOSED WATER LINE
EXISTING GAS METER	PROPOSED SANITARY SEWER SERVICE LINE
EXISTING WATER LINE	PROPOSED SANITARY SEWER LINE
EXISTING SANITARY SEWER LINE	PROPOSED STORM LINE
EXISTING GAS LINE	PROPOSED UNDERGROUND ELECTRIC LINE
EXISTING UNDERGROUND ELECTRIC LINE	

REPLACE FIVE (5) EXISTING MANHOLE LIDS WITH STATE PRIVATE SANITARY SEWER LIDS. THE MANHOLE LIDS TO BE REPLACED INCLUDE: S1, S3, S4, S5, AND S6.

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SCALE: 1" = 20'

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ANDREW JACKSON BALL
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

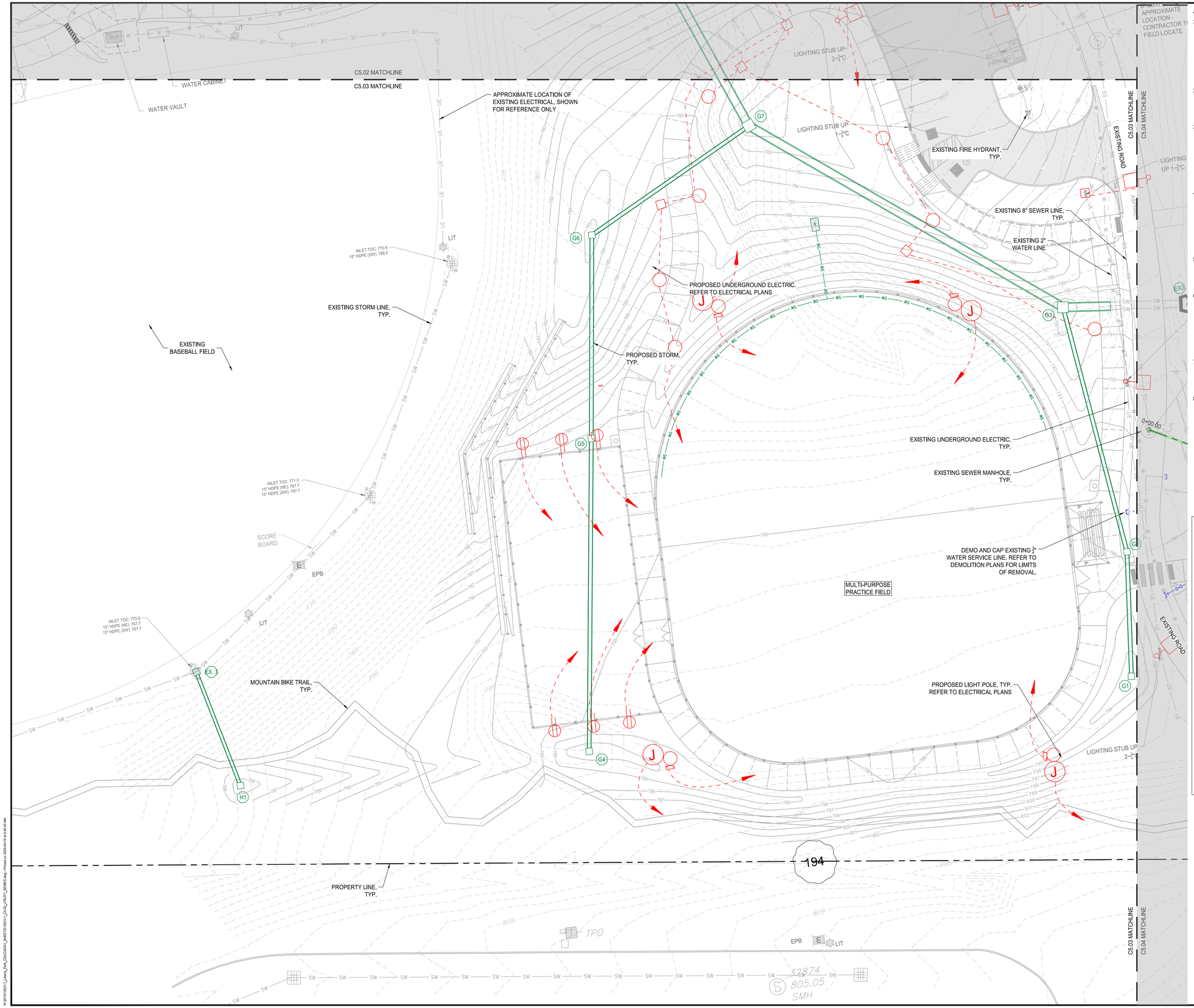
UTILITY PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
CHECKED BY JG	

SHEET NO.

C5.02

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WATER AND SEWER GENERAL NOTES:

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ANDREW JACKSON BELL — REGISTERED LANDSCAPE ARCHITECT — AGRICULTURE — STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION
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SHEET TITLE

UTILITY PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
CHECKED BY JG	

SHEET NO.

C5.03

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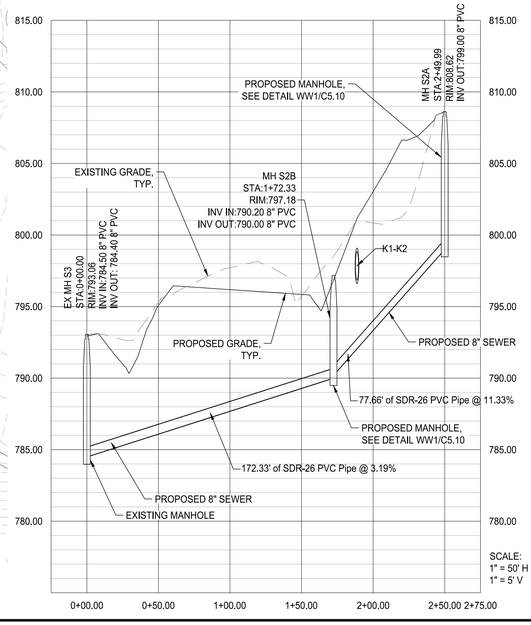
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STRUCTURE	INV. ELEV.
CLEANOUT #7	791.00

PROFILE VIEW OF SEWER LINE 1



UTILITIES LEGEND

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- EXISTING WATER VALVE
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ROBERT JACKSON BELL
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
04-1352-A
STATE OF TENNESSEE

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

UTILITY PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
CHECKED BY JG	
SHEET NO. C5.04	

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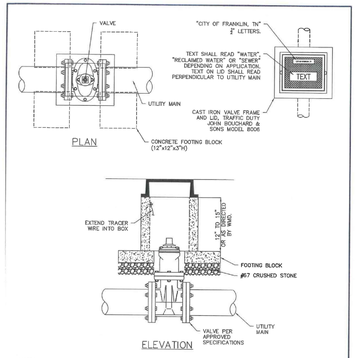
LIBERTY PARK SUBDIVISION
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COF PLANNING PROJECT #: 8449
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PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
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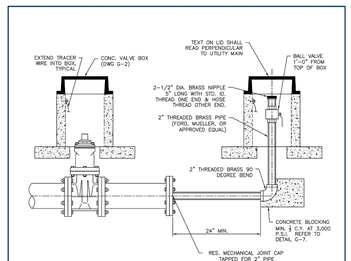
SHEET TITLE: UTILITY PLAN

PROJECT NO. 19231-1	DATE 04/18/2024
DRAWN BY BB	SCALE 1" = 20'
CHECKED BY JG	
SHEET NO. C5.05	



NOTES:
1) FOUR (4) CONCRETE BLOCKS ARE TO BE PLACED UNDER EACH CORNER OF THE VALVE BOX AS SHOWN.
2) CONCRETE SHALL BE 4,000 PSI @ 28 DAYS REINFORCED WITH WELDED WIRE MESH.
3) STRUCTURE SHALL CONFORM TO ASTM C858.

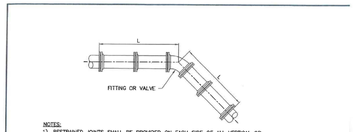
CONCRETE VALVE BOX			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	G-2
NOT TO SCALE			



MAIN SIZE	END PIPE SIZE
4" – 12"	2" BLOW-OFF

NOTE:
1) FOR MAINS THAT ARE TO BE EXTENDED USE A VALVE EQUAL TO THE MAIN SIZE AS THE BLOW-OFF CONTROL VALVE AND THEN REDUCE TO 2" PIPE.

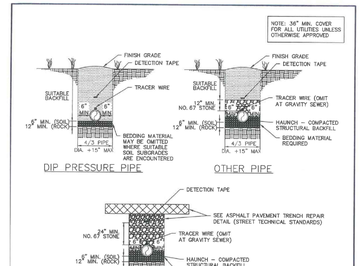
2" BLOW-OFF ASSEMBLY FOR WATER AND RECLAIMED WATER			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	G-3
NOT TO SCALE			



NOTES:
1) RESTRAINED JOINTS SHALL BE PROVIDED ON EACH SIDE OF ALL VERTICAL OR HORIZONTAL BENDS, TEES, DEAD ENDS, REDUCERS, AND VALVES.
2) MAXIMUM LENGTHS OF PIPE SHALL BE USED WITHIN RESTRAINED SECTIONS.
3) LENGTH OF RESTRAINED PIPE IS BASED ON THE FOLLOWING ASSUMPTIONS USING THE "THRUST BLOCKING AND RESTRAINED JOINT CALCULATIONS" SPREADSHEET. THE LENGTH OF RESTRAINED PIPE SHALL BE ADJUSTED ACCORDINGLY IF FACTORS DIFFER. THE ENGINEER SHALL SUPPLY CALCULATIONS TO THE CITY OF FRANKLIN FOR REVIEW.
   A. DESIGN SOIL TYPE: ML (WORST CASE)
   B. SAFETY FACTOR: 1.5
   C. TRENCH TYPE: 3
   D. DEPTH OF BURY: 3.5 FEET
   E. TEST PRESSURE: 200 PSI
   F. REDUCERS BASED ON A REDUCTION OF ONE PIPE SIZE SMALLER

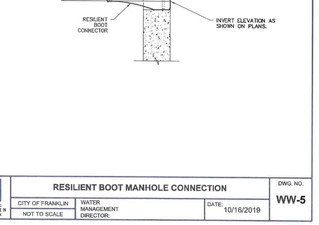
PVC PIPE LENGTH (L) OF PIPE TO BE RESTRAINED ON EACH SIDE OF FITTING OR VALVE (FT)									
	HORIZONTAL ELBOWS				VERTICAL ELBOWS			REDUCERS	TEES, DEAD ENDS, VALVES
PIPE DIAMETER	11 ¼	22 ½	45	90	11 ¼	22 ½	45		
4"	3	6	12	29	7	14	29	23	70
6"	4	8	17	41	10	20	41	51	99
8"	6	11	22	53	13	26	54	54	129
12"	8	15	31	73	18	37	76	97	182
16"	10	19	39	93	23	47	97	99	233
20"	11	22	46	111	28	56	118	99	282
24"	13	26	53	127	33	66	136	98	328

RESTRAINED JOINT TABLE - PVC			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	G-5
NOT TO SCALE			



NOTES:
1) ALL SUITABLE BACKFILL MATERIAL AND SUBGRADES SHALL BE APPROVED BY THE WATER MANAGEMENT DEPT.
2) ALL UNSUITABLE/UNSOUND SHALL BE REMOVED, VOIDS CREATED BY SUCH REMOVAL SHALL BE FILLED WITH CRUSHED STONE.
3) REMOVE STONE FOR PIPE BELLS TO PROVIDE FULL CONTACT OF BEDDING.
4) BACKFILL SHALL BE TAMPED IN 6" LIFTS.
5) ACHIEVE 95% COMPACTION ON ALL BACKFILL.
6) NO ROCKS 6" IN DIAMETER OR GREATER ALLOWED IN SUITABLE BACKFILL.
7) PROVIDE STONE BACKFILL FOR PIPING WITHIN DRIVEWAYS, ROADWAYS AND PARKING AREAS UNLESS OTHERWISE APPROVED. SEE ASPHALT PAVEMENT TRENCH REPAIR DETAIL WHEN IN PAVED AREAS.
8) TRENCH DEWATERING SHALL BE DONE IN ACCORDANCE WITH TDOT STD DRAWING EC-STR-1 AND EC-STR-2
9) ALL PIPE SHALL BE LAID TO LINE AND GRADE AS SHOWN ON THE APPROVED CONSTRUCTION PLANS. PROVIDE WATERPROOF GREASE FILLED CONNECTIONS AT JUNCTIONS. TRACER WIRE SYSTEM SHALL BE TESTED FOR FUNCTIONALITY PRIOR TO ACCEPTANCE. TRACER WIRE SHALL NOT BE USED FOR GRAVITY SEWER LINES.
10) PROVIDE CHECK DAMS AT 50'-0" O.C. MINIMUM, UNLESS OTHERWISE DIRECTED BY RMD.

UTILITY BEDDING AND BACKFILL DETAIL			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	G-8
NOT TO SCALE			



BACKFLOW PREVENTER SIZE	SAFE-T-COVER ENCLOSURE MODEL	ENCLOSURE SIZE W(IN.)	L (IN.)	H (IN.)	CONC. PAD
3/4"	750H-AL	9"	26"	25"	1'-6"x2'-9"
1"	1005-AL	7"	32"	22"	1'-6"x3'-3"
1.5" AND 2"	2005-AL	14"	43"	29"	2'-3"x4'-6"

NOTES:
1) BACKFLOW PREVENTER MODELS SHALL BE PER THE APPROVED COF WATER MANAGEMENT LIST.
2) MAINTAIN 5' CLEARANCE FROM TREES, WALLS, DRIVEWAYS, POLES, ETC.
3) BACKFLOW DEVICE TO REMAIN ACCESSIBLE AT ALL TIMES.
4) BACKFLOW ASSEMBLY SHOULD BE DRAINED DURING FREEZING WEATHER OR ENCLOSED IN INSULATED ENCLOSURE.

REDUCED PRESSURE BACKFLOW PREVENTER FOR 3/4", 1", 1-1/2", AND 2" LINES			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	W-6
NOT TO SCALE			

REGARDLESS OF APPROVED PLANS, THE FOLLOWING SIZES SHALL BE REQUIRED:

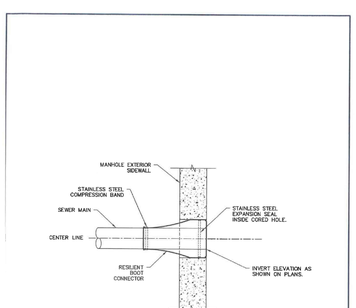
SEWER MAIN (IN)	INSIDE DIA. OF MH (INCHES)	MIN WALL THICKNESS W
8"–15"	48"	5"
18"–24"	60"	6"
24"–36"	72"	7"
GREATER THAN 36	TBD BY CITY	TBD BY CITY

NOTES:
1) STRUCTURE SHALL CONFORM TO ASTM C478, LATEST REVISION.
2) CONCRETE – F_c = 4,000 PSI MIN.
3) REBAR – ASTM A615 GRADE 60 AND ASTM A1064
4) MH SHALL BE H-20 LOAD RATED WITH 30% IMPACT
5) EXISTING MANHOLES SHALL BE CORE DRILLED FOR SEWER CONNECTION.
6) ALL PRECAST MANHOLE SHALL BE CONSTRUCTED OF CONCRETE OR APPROVED EQUAL.
7) COMPRESS MANHOLE RISERS TOGETHER REMOVING VISUAL INDICATION OF SEALANT. SEALANT SHALL PROTRUDE FROM JOINT CIRCUMFERENCE FOR ACCEPTANCE. WHERE MASTIC DOES NOT PROTRUDE, EITHER INSIDE OR OUTSIDE, INJECT JOINT WITH CONSEAL CS-335, CONTROLLED EXPANSION WATERSTOP.

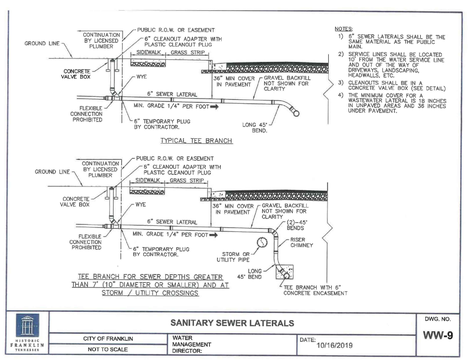
48" DIAMETER PRECAST MANHOLE			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	WW-1
NOT TO SCALE			

MANHOLE FRAME AND COVER			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	WW-3
NOT TO SCALE			

MANHOLE AND VAULT STEPS			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	WW-4
NOT TO SCALE			



RESILIENT BOOT MANHOLE CONNECTION			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	WW-5
NOT TO SCALE			



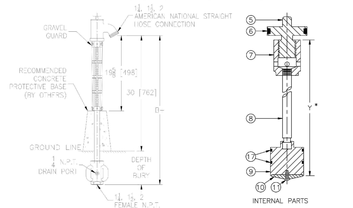
NOTES:
1) 6" SEWER LATERALS SHALL BE THE SAME MATERIAL AS THE PUBLIC MAIN.
2) SERVICE LINES SHALL BE LOCATED 10' FROM THE WATER SERVICE LINE AND 5' FROM ANY WAY OF DRIVEWAYS, LANDSCAPING, HEADWALLS, ETC.
3) CLEANOUTS SHALL BE IN A CONCRETE VALVE BOX (SEE DETAIL)
4) THE MINIMUM COVER FOR A WASTEWATER LATERAL IS 18 INCHES UNDER LANDSCAPING AND 36 INCHES UNDER PAVEMENT.

SANITARY SEWER LATERALS			DWG. NO.
CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	WW-9
NOT TO SCALE			

ZURN Z1390
POST HYDRANT
Exposed Head, Non-Freeze

SPECIFICATION SHEET
TAG _____

Dimensional Data (inches and [mm]) are Subject to Manufacturing Tolerances and Change Without Notice



Depth of Bury Feet[mm]	B+ Dim. Feet[mm]	Approx Wt. Lbs [kg]
3 [914]	5 1/2 [1676]	62 [28]
4 [1219]	6 1/2 [1981]	67 [30]
5 [1524]	7 1/2 [2286]	72 [33]
6 [1829]	8 1/2 [2591]	77 [35]
8 [2438]	10 1/2 [3200]	87 [39]

Note:
1. "B" dim. based on outlet connection 30 [762] above ground.
2. IMPORTANT! Hydrant must be opened one turn minimum to seal drain port during use.

ENGINEERING SPECIFICATION: ZURN Z1390
Exposed, non-freeze post hydrant. Complete with galvanized steel casing and cast aluminum casing guard, all bronze interior parts, bronze seat and replaceable seat washer, and non-turning operating rod with free-floating compression closure valve with 1-1/4", 1-1/2" or 2" connection.
"T" handle operating key included. Hydrant is equipped with a tapped 1/4" N.P.T. drain port in valve housing.

CONNECTION TYPE:
____ 1-1/4" Hose Connection
____ 1-1/2" Hose Connection
____ 2" Hose Connection

OPTIONS (Check/specify appropriate options)

SUFFIXES
____ -RK Hydrant Parts Repair Kit
____ -WH Wheel Handle

PARTS LIST

Item	Name	Quan.
5	Operating Screw	1
6	O-Ring	1
7	Operating Coupling	1
8	Operating Rod	1
9	Washer Guide	1
10	Washer (neoprene)	1
11	Screw	1
17	O-Ring	2

* Regularly furnished unless otherwise specified.

Zurn Industries, LLC | Specification Drainage Operation
1801 Pittsburgh Avenue, Erie, PA U.S.A. 16502 - Ph. 800-583-9676, Fax 814-454-7929
In Canada | Zurn Industries Limited
3544 Nashua Drive, Mississauga, Ontario L4V 1L2 - Ph. 905-405-8272, Fax 905-405-1292
www.zurn.com

Rev. H
Date 09/28/2017
C.N. No. 138017
Prod. I.Dwg. No. Z1390

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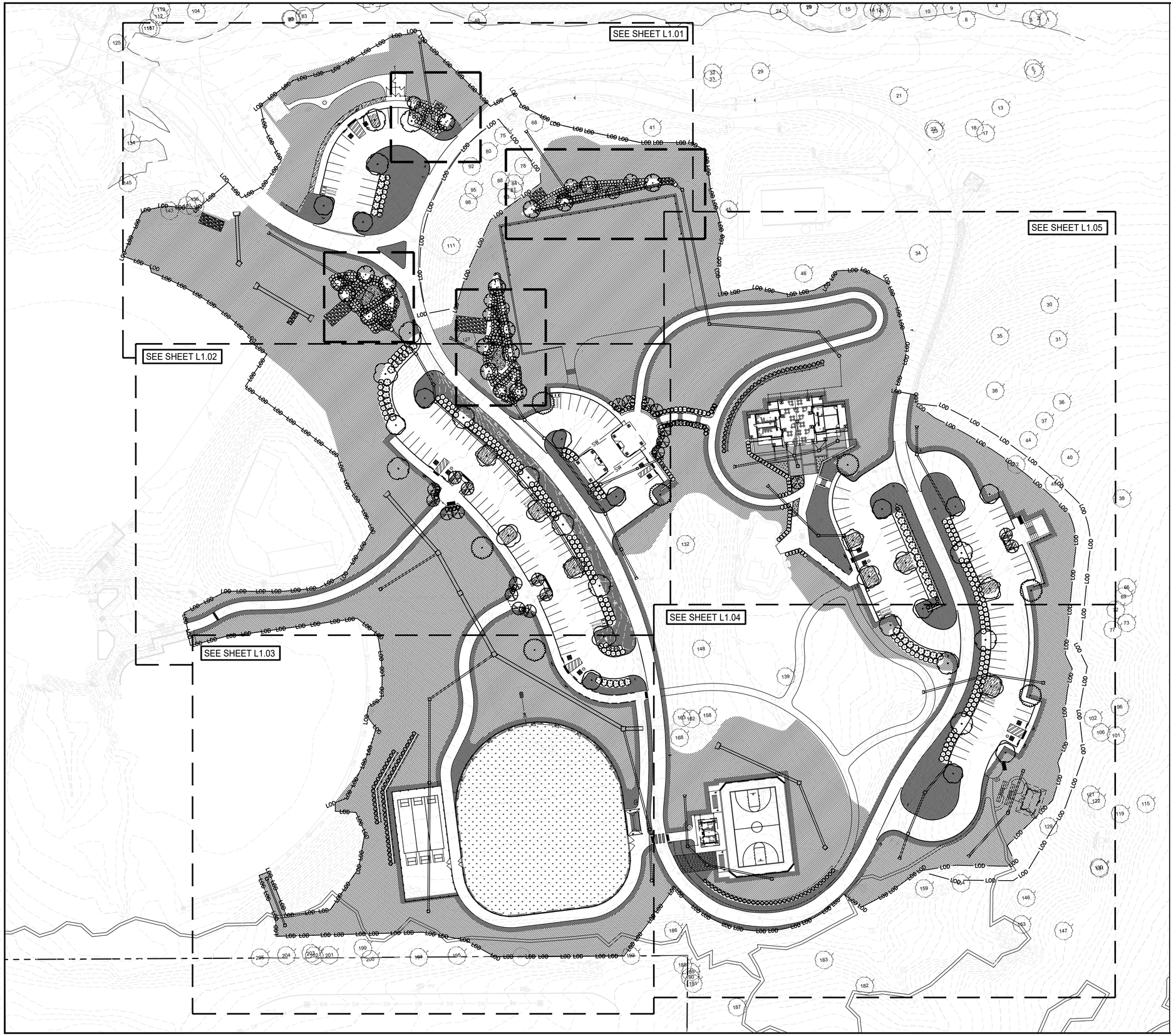
LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN
TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE
UTILITY DETAILS

PROJECT NO.	DATE
19231-1	04/18/2024
DRAWN BY	SCALE
BB	NTS
CHECKED BY	
JG	

SHEET NO.
C5.10



LANDSCAPE LEGEND

HATCHES:

- SOD
- SEED & STRAW
- SPRIG TURF

LINETYPES:

- LOD — LIMITS OF DISTURBANCE
- PROPERTY LINE

0 50 100 150

SCALE: 1" = 50 '

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REGISTERED
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE

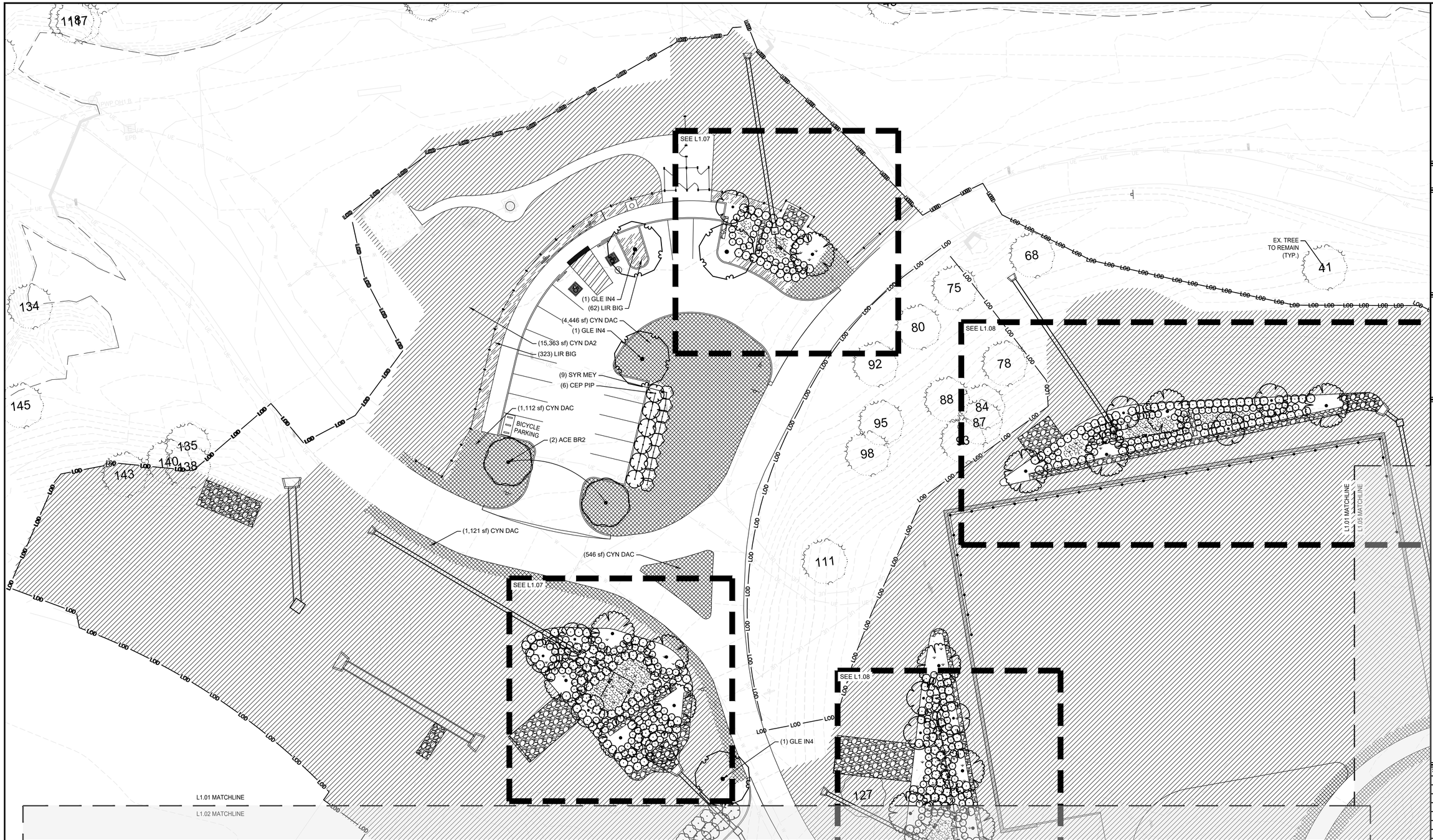
OVERALL LANDSCAPE PLAN

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY	SCALE
AL	1" = 50'
CHECKED BY	
JG	

SHEET NO.

L1.00

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LANDSCAPE LEGEND

HATCHES:

- SOD
- SEED & STRAW
- SPRIG TURF

LINETYPES:

- LOD — LIMITS OF DISTURBANCE
- PROPERTY LINE

SCALE: 1" = 20'

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04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

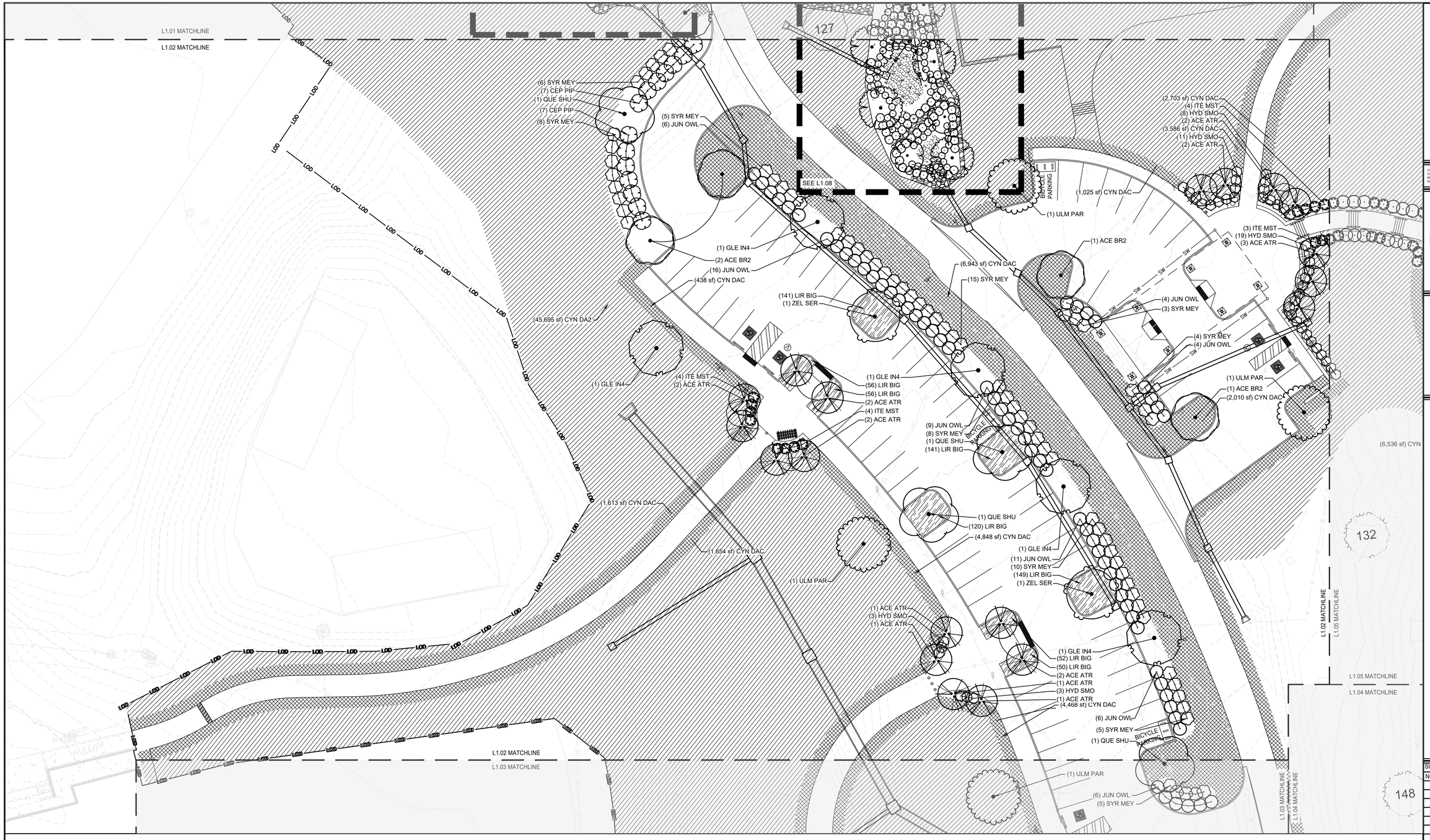
SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE

LANDSCAPE PLAN

PROJECT NO. 19231-1	DATE 03/06/2023
DRAWN BY AL	SCALE 1" = 20'
CHECKED BY JG	
SHEET NO. L1.01	



LANDSCAPE LEGEND

HATCHES:

- SOD
- SEED & STRAW
- SPRIG TURF

LINETYPES:

- LOD — LIMITS OF DISTURBANCE
- PROPERTY LINE

0 20 40 60

SCALE: 1" = 20 '

LOSE DESIGN
SPACES FOR LIFE.

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LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

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SUBMITTALS / REVISIONS

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SHEET TITLE

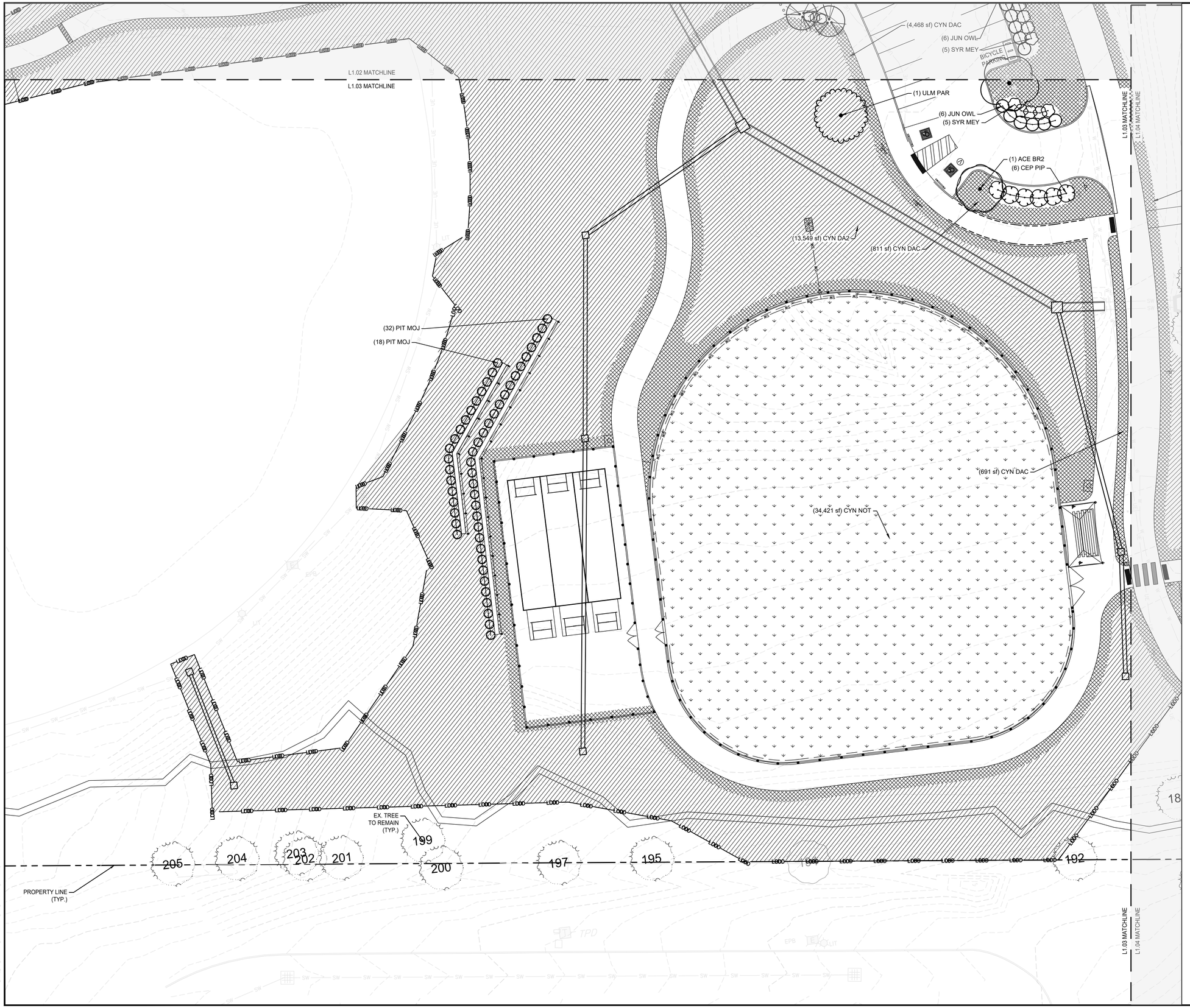
LANDSCAPE PLAN

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY: AL	SCALE: 1" = 20'
CHECKED BY: JG	

SHEET NO.

L1.02

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LANDSCAPE LEGEND

HATCHES:

- SOD
- SEED & STRAW
- SPRIG TURF

LINETYPES:

- LOD — LIMITS OF DISTURBANCE
- PROPERTY LINE

LOSE DESIGN
SPACES FOR LIFE.

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LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
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SUBMITTALS / REVISIONS

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LANDSCAPE PLAN

PROJECT NO. 19231-1	DATE 03/06/2023
DRAWN BY AL	SCALE 1" = 20'
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SHEET NO.

L1.03

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L1.05 MATCHLINE
L1.04 MATCHLINE
L1.03 MATCHLINE
L1.04 MATCHLINE
L1.03 MATCHLINE
L1.04 MATCHLINE

(14) CEP PIP
(4) PIT MOJ
BICYCLE PARKING
(1) GLE IN4
(1) ACE BR2
(10) SYR MEY
(1) ULM PAR
(6) JUN OWL
(6) SYR MEY
(1) GLE IN4
(15) SYR MEY
(14) JUN OWL
(164) LIR BIG
(1) QUE SHU
(11) SYR MEY
(9) CEP PIP
(1) GLE IN4
BICYCLE PARKING
(1) ULM PAR
(4,378 sf) CYN DAC
(19,946 sf) CYN DA2
(1) GLE IN4
(1) ACE BR2
(6) JUN OWL
(7) SYR MEY
(7,767 sf) CYN DAC
(4,601 sf) CYN DAC
(1) ACE BR2
(33) PIT MOJ
EX. TREE TO REMAIN (TYP.)
LOD
SW

148
139
163
162
158
168
72
77
102
106
10
121
122
129
139
159
154
146
153
147
186
188
189
190
191
183
182

LANDSCAPE LEGEND

HATCHES:
- SOD
- SEED & STRAW
- SPRIG TURF

LINETYPES:
- LOD — LIMITS OF DISTURBANCE
- PROPERTY LINE

SCALE: 1" = 20'

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SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
LANDSCAPE PLAN

PROJECT NO. 19231-1	DATE 03/06/2023
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SHEET NO.
L1.04

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L1.01 MATCHLINE
L1.05 MATCHLINE

L1.02 MATCHLINE
L1.05 MATCHLINE

L1.05 MATCHLINE
L1.04 MATCHLINE

SOLAR LIGHT

LOD

EX. TREE TO REMAIN (TYP.)

(13,352 sf) CYN DA2

(34) PIT MOJ

(16) LIR BIG
(4) ITE MST
(3) JUN OWL
(8) LIR BIG
(2) ITE MST

(8) LIR BIG
(1) ITE MST
(3) JUN OWL

(3) JUN OWL
(1) ITE MST
(7) LIR BIG
(2) ITE MST
(7) LIR BIG
(3) JUN OWL
(3) ITE MST
(14) LIR BIG
(683 sf) CYN DAC

SW

(986 sf) CYN DAC

(23) AST BLB
(15) AST BLB

(28) AST BLB
(1) ACE ATR
(25) HYD SMO

(6,536 sf) CYN DA2

(3,771 sf) CYN DAC
(1) PIT MOJ
(1) ACE BR2

(13) AST BLB

(2,348 sf) CYN DAC

(1) ZEL SER
(110) LIR BIG

(14) HYD SMO
(7) HYD SMO
(766 sf) CYN DAC
(4,755 sf) CYN DA2

(138) LIR BIG
(1) QUE SHU

(1) QUE SHU
(165) LIR BIG

(14) CEP PIP
(4) PIT MOJ

(10) SYR MEY

(1) ULM PAR
(1,363 sf) CYN DAC

(5,435 sf) CYN DAC

(1) ACE BR2

(1) ACE BR2
(7) SYR MEY
(28) LIR BIG
(2) ACE ATR
(6) JUN OWL

(1) GLE IN4
(9) JUN OWL
(28) LIR BIG

(1) ZEL SER
(102) LIR BIG

(1) ULM PAR

BICYCLE PARKING

BICYCLE PARKING

34
46
30
35
31
38
36
37
44
40
52
49
132
72

LANDSCAPE LEGEND

HATCHES:

- SOD
- SEED & STRAW
- SPRIG TURF

LINETYPES:

- LOD — LIMITS OF DISTURBANCE
- PROPERTY LINE

0 20 40 60

SCALE: 1" = 20'

LOSE DESIGN
SPACES FOR LIFE.

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LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO	DATE	DESCRIPTION

SHEET TITLE

LANDSCAPE PLAN

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY: AL	SCALE: 1" = 20'
CHECKED BY: JG	

SHEET NO.

L1.05

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SEE L1.07

SEE L1.08

SEE L1.07

SEE L1.08

EX. TREE TO REMAIN (TYP.)

SCALE: 1" = 50 '

0 50 100 150

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REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE
COMMISSION
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

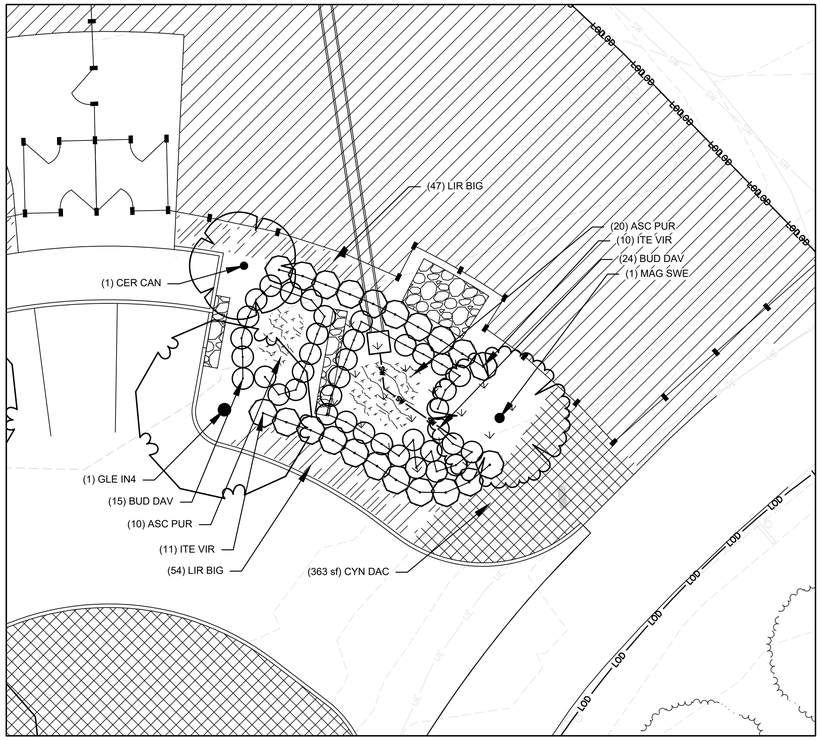
SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

BIORETENTION KEY PLAN

PROJECT NO. 19231-1	DATE 03/06/2023
DRAWN BY AL	SCALE 1" = 50'
CHECKED BY JG	
SHEET NO. L1.06	

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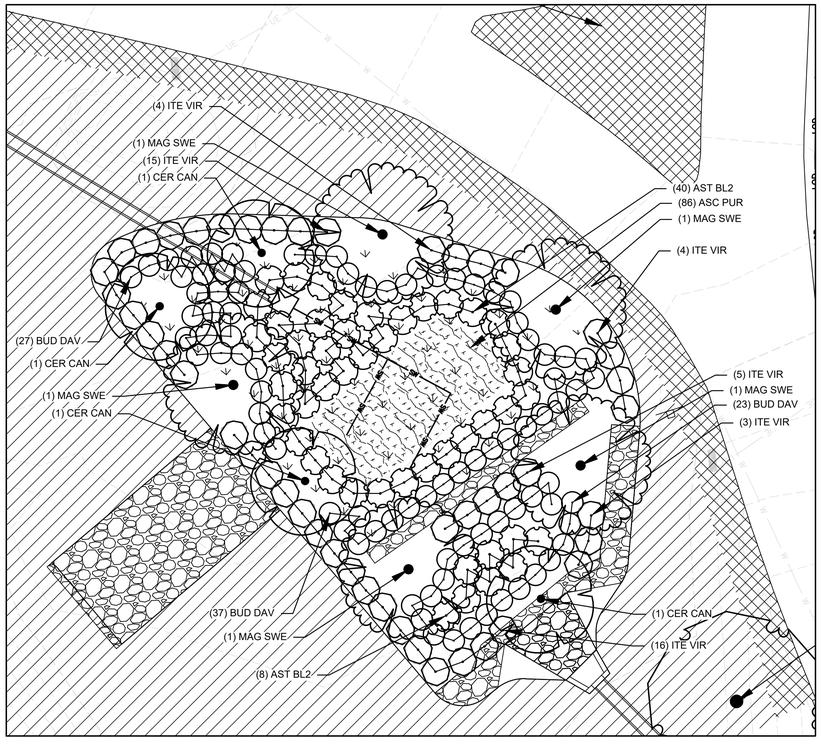


LEVEL II BIORETENTION:

A PLANTING PLAN TO INCLUDE PERENNIALS, GRASSES, SEDGES OR SHRUBS TO ACHIEVE A SURFACE AREA COVERAGE OF AT LEAST 75% (THIS SHALL CORRESPOND TO YOUR PLANTING TEMPLATE CHOSEN). 5-10% OF THE SPECIES SHALL BE COMPOSED OF A NATIVE TENNESSEE MILKWEED VARIETY. SHRUBS MUST EQUAL MINIMUM 3 GALLON OR 18"-24" AT 4" O.C. GRASSES, SEDGES, PERENNIAL SHOULD MATCH MAX SPACING AS CALLED FOR IN TABLES 1.4, 1.5, AND 1.6 FOR BIORETENTION AREAS. OTHER SPECIES MAY BE APPROVED ON A CASE BY CASE BASIS.

NOTE: MULCH COVERAGE IN BIO RETENTION PLANTING BED AREAS SHALL BE 3-5" RIVERSTONE.

REQUIRED PLANTINGS:	IN PLAN	TOTAL
75% COVERAGE OF SURFACE AREA	810 SF	1,082 SF
5-10% COVERAGE TO BE NATIVE TN MILKWEED VAR.	108 SF	1,082 SF
1-(2" CAL) TREE PER 400 S.F. (2 REQUIRED)		



LEVEL II BIORETENTION:

A PLANTING PLAN TO INCLUDE PERENNIALS, GRASSES, SEDGES OR SHRUBS TO ACHIEVE A SURFACE AREA COVERAGE OF AT LEAST 75% (THIS SHALL CORRESPOND TO YOUR PLANTING TEMPLATE CHOSEN). 5-10% OF THE SPECIES SHALL BE COMPOSED OF A NATIVE TENNESSEE MILKWEED VARIETY. SHRUBS MUST EQUAL MINIMUM 3 GALLON OR 18"-24" AT 4" O.C. GRASSES, SEDGES, PERENNIAL SHOULD MATCH MAX SPACING AS CALLED FOR IN TABLES 1.4, 1.5, AND 1.6 FOR BIORETENTION AREAS. OTHER SPECIES MAY BE APPROVED ON A CASE BY CASE BASIS.

NOTE: MULCH COVERAGE IN BIO RETENTION PLANTING BED AREAS SHALL BE 3-5" RIVERSTONE.

REQUIRED PLANTINGS:	IN PLAN	TOTAL
75% COVERAGE OF SURFACE AREA	2,800 SF	3,771 SF
5-10% COVERAGE TO BE NATIVE TN MILKWEED VAR.	328 SF	3,771 SF
1-(2" CAL) TREE PER 400 S.F. (9 REQUIRED)		

0 10 20 30

SCALE: 1" = 10 '

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULLICK
REGISTERED
AGRICULTURE
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TENNESSEE
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

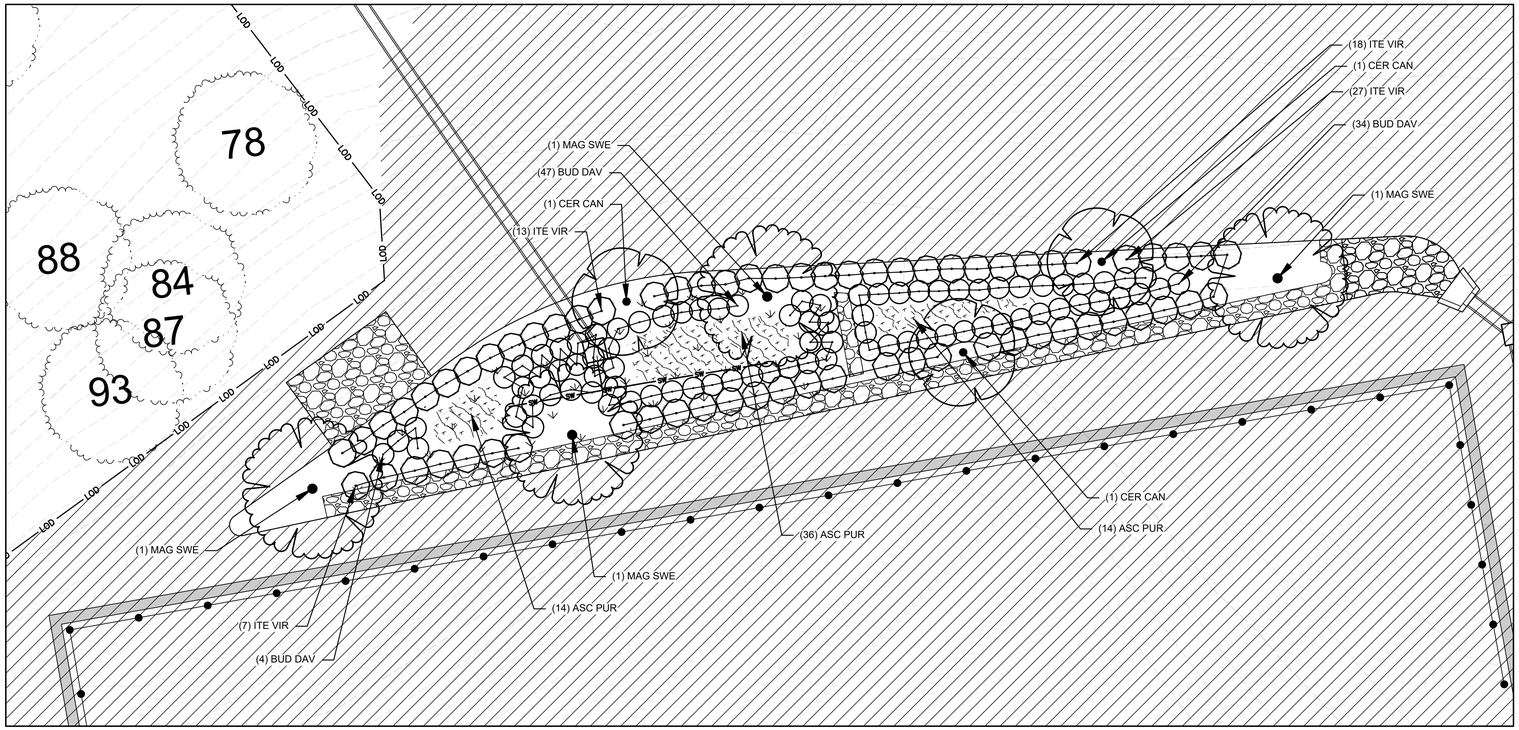
NO.	DATE	DESCRIPTION

SHEET TITLE
BIORETENTION PLAN

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY	SCALE
BB	1" = 10'
CHECKED BY	
JG	

SHEET NO.
L1.07

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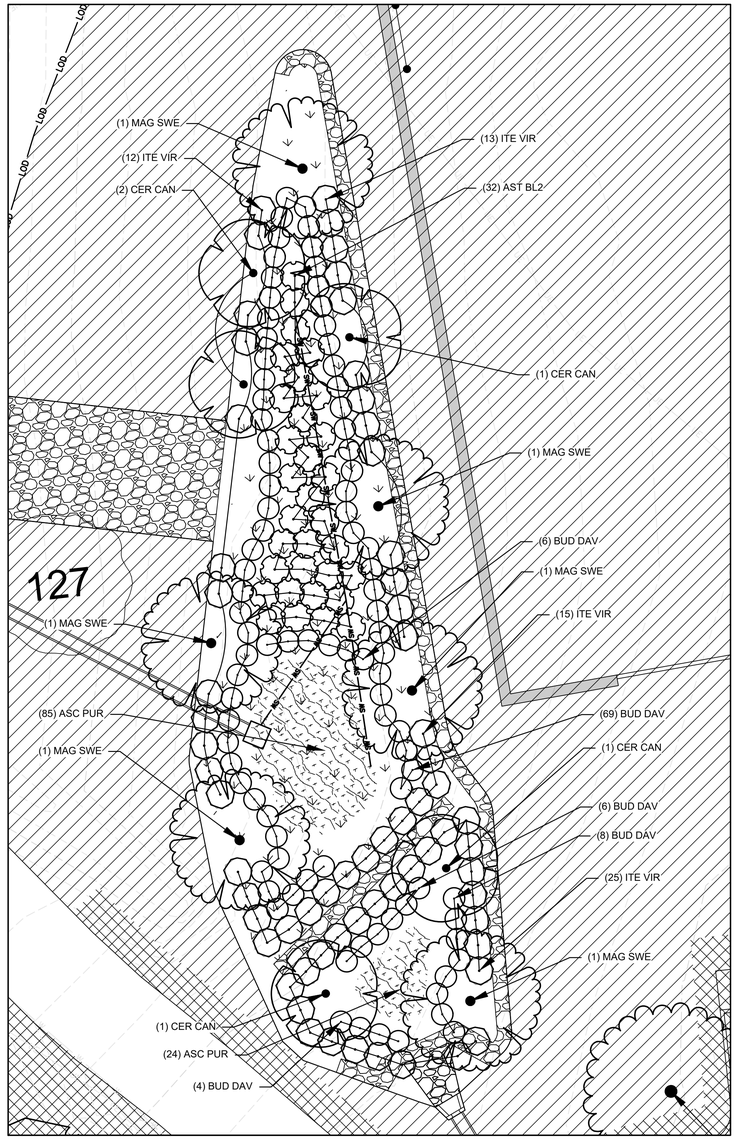


LEVEL II BIORETENTION:

A PLANTING PLAN TO INCLUDE PERENNIALS, GRASSES, SEDGES OR SHRUBS TO ACHIEVE A SURFACE AREA COVERAGE OF AT LEAST 75% (THIS SHALL CORRESPOND TO YOUR PLANTING
TEMPLATE CHOSEN). 5-10% OF THE SPECIES SHALL BE COMPOSED OF A NATIVE TENNESSEE MILKWEED VARIETY. SHRUBS MUST EQUAL MINIMUM 3 GALLON OR 18"-24" AT 4" O.C. GRASSES, SEDGES, PERENNIAL SHOULD MATCH MAX SPACING AS CALLED FOR IN TABLES 1.4, 1.5, AND 1.6 FOR BIORETENTION AREAS. OTHER SPECIES MAY BE APPROVED ON A
CASE BY CASE BASIS.

NOTE: MULCH COVERAGE IN BIO RETENTION
PLANTING BED AREAS SHALL BE 3-5"
RIVERSTONE.

REQUIRED PLANTINGS:	IN PLAN	TOTAL
75% COVERAGE OF SURFACE AREA	2,150 SF	2,865 SF
5-10% COVERAGE TO BE NATIVE TN MILKWEED VAR.	241 SF	2,865 SF
1-(2" CAL) TREE PER 400 S.F. (7 REQUIRED)		

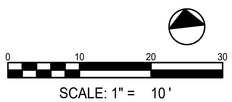


LEVEL II BIORETENTION:

A PLANTING PLAN TO INCLUDE PERENNIALS, GRASSES, SEDGES OR SHRUBS TO ACHIEVE A SURFACE AREA COVERAGE OF AT LEAST 75% (THIS SHALL CORRESPOND TO YOUR PLANTING
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CASE BY CASE BASIS.

NOTE: MULCH COVERAGE IN BIO RETENTION
PLANTING BED AREAS SHALL BE 3-5"
RIVERSTONE.

REQUIRED PLANTINGS:	IN PLAN	TOTAL
75% COVERAGE OF SURFACE AREA	3,370 SF	4,492 SF
5-10% COVERAGE TO BE NATIVE TN MILKWEED VAR.	415 SF	4,492 SF
1-(2" CAL) TREE PER 400 S.F. (11 REQUIRED)		



SCALE: 1" = 10 '

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULLICK
REGISTERED
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO	DATE	DESCRIPTION

SHEET TITLE

BIORETENTION PLAN

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY	SCALE
BB	1" = 20'
CHECKED BY	
JG	

SHEET NO.

L1.08

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LEGEND

- SURVEYED SPECIMEN TREE
- SURVEYED TREE
- REMOVE SURVEYED TREE
- REMOVE SURVEYED SPECIMEN TREE
- SURVEYED CANOPY LINE (15.20 ACRES)
- REMOVED CANOPY (6.00 ACRES - 39%)
- PROPOSED CANOPY (9.20 ACRES - 61%)

SITE INFO:

EXISTING DISTURBED AREA:	669,012 SQ. FT.
EXISTING TREE CANOPY COVERAGE:	325,115 SQ. FT.
TREE CANOPY %:	48.6%
TOTAL TREE CANOPY REMOVED:	267,328 SQ. FT.
TOTAL TREE CANOPY REMAINING:	57,787 SQ. FT.

THE MINIMUM AMOUNT OF TREE SAVE REQUIRED IS 22%.
THIS SITE MEETS THE REQUIREMENT = .216 OR 22%

TREE MITIGATION CHART

REMOVED TREE
≥ 24" SPECIMEN TREE

1	15 SYCAMORE
2	19 SYCAMORE
3	16 SYCAMORE
4	36 SYCAMORE
5	15 WALNUT
6	
7	15 WALNUT
8	15 SYCAMORE
9	21 WALNUT
10	16 SYCAMORE
11	20 SYCAMORE
12	17 SYCAMORE
13	15 ELM
14	24 SYCAMORE
15	15 SYCAMORE
16	19 SYCAMORE
17	16 HACKBERRY
18	15 ELM
19	17 SYCAMORE
20	15 SYCAMORE
21	15 HACKBERRY
22	24 CHERRY
23	15 HACKBERRY
24	15 OSAGE
25	15 SYCAMORE
26	20 SYCAMORE
27	15 HACKBERRY
28	24 SYCAMORE
29	16 ELM
30	15 OSAGE
31	19 CEDAR
32	16 ELM
33	16 HACKBERRY
34	17 OSAGE
35	17 CEDAR
36	24 OAK
37	16 CEDAR
38	17 HACKBERRY
39	16 HACKBERRY
40	15 CEDAR
41	19 HACKBERRY
42	17 WALNUT
43	15 HACKBERRY
44	15 LOCUST
45	15 HACKBERRY
46	16 HACKBERRY
47	15 HACKBERRY
48	16 ASH
49	17 CEDAR
50	17 HACKBERRY
51	15 HACKBERRY
52	21 OSAGE
53	22 ASH
54	15 HACKBERRY
55	19 HACKBERRY
56	15 HACKBERRY
57	24 SYCAMORE
58	15 HACKBERRY
59	15 HACKBERRY
60	19 HACKBERRY
61	15 HACKBERRY
62	16 HACKBERRY
63	16 OSAGE
64	15 OSAGE
65	CHERRY
66	16 LOCUST
67	15 CEDAR
68	15 HACKBERRY
69	21 OAK
70	17 HACKBERRY
71	20 HACKBERRY
72	24 OAK
73	17 OAK
74	15 HACKBERRY
75	21 HACKBERRY
76	17 HACKBERRY
77	15 OAK
78	17 HACKBERRY
79	21 BOXELDER
80	18 ELM
81	15 OAK
82	17 OSAGE
83	15 HACKBERRY
84	15 HACKBERRY
85	18 OSAGE
86	15 HACKBERRY
87	15 HACKBERRY
88	15 HACKBERRY
89	15 HACKBERRY
90	15 HACKBERRY
91	18 ELM
92	20 HACKBERRY
93	15 HACKBERRY
94	15 OAK
95	18 HACKBERRY
96	24 ASH
97	22 HACKBERRY
98	15 HACKBERRY
99	25 CHERRY
100	20 OAK
101	16 OSAGE
102	20 HICKORY

0 50 100 150

SCALE: 1" = 50'

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULICK
LICENSED
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE

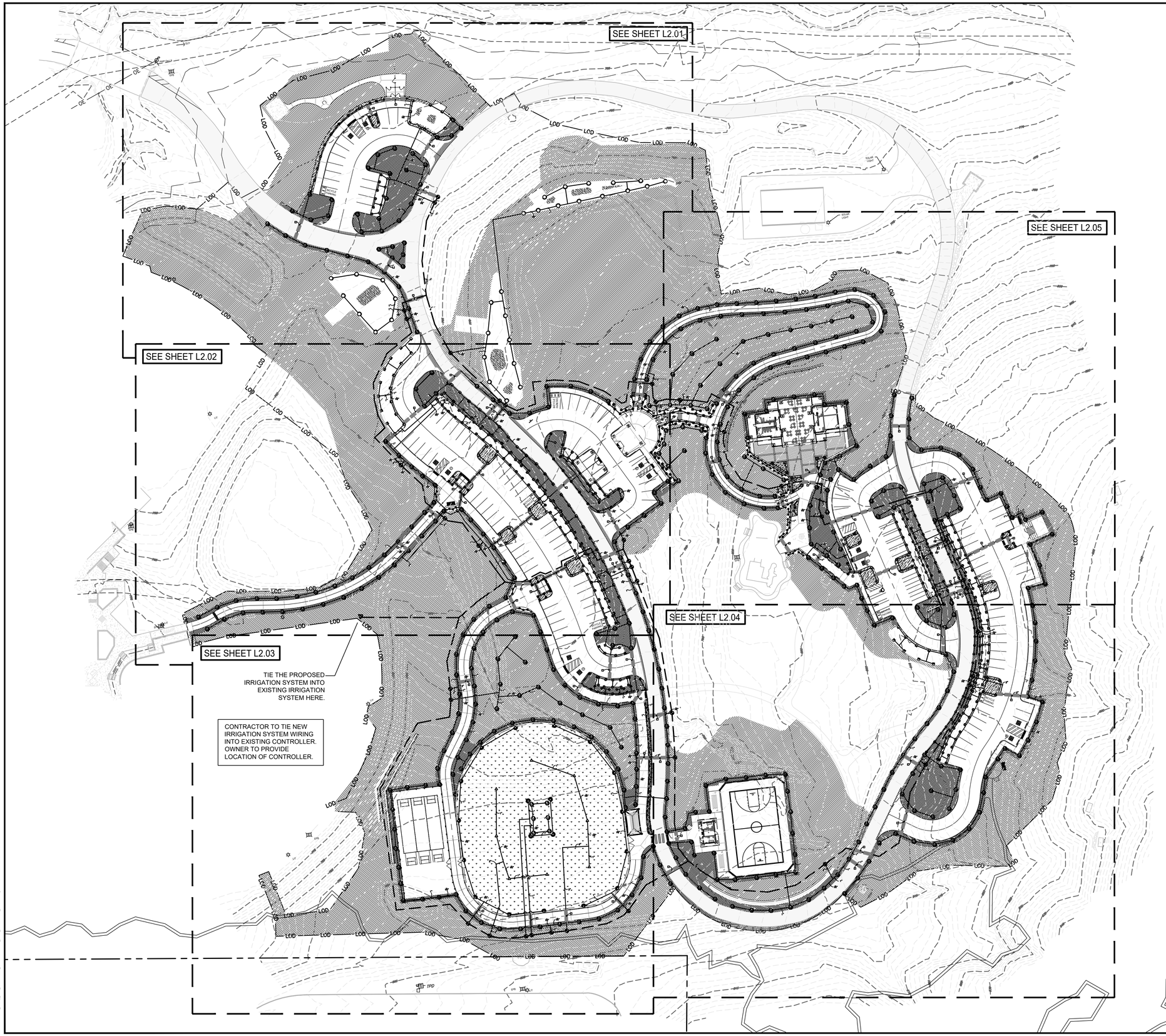
TREE SAVE PLAN

PROJECT NO. 19231-1	DATE 03/06/2023
DRAWN BY AL	SCALE 1" = 50'
CHECKED BY JG	

SHEET NO.

L1.09

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IRRIGATION NOTES

1. ALL MAINLINES TO HAVE A MINIMUM OF 18" COVER AS SPECIFIED IN PROJECT MANUAL.
2. ALL LATERAL PIPE TO HAVE A MINIMUM OF 12" COVER.
3. NO ROCKS, BOULDER, OR OTHER EXTRANEOUS MATERIALS TO BE USED IN BACKFILLING OF TRENCH.
4. ALL PIPE TO BE INSTALLED AS PER MANUFACTURERS' SPECIFICATIONS.
5. ALL THREADED JOINTS TO BE COATED WITH TEFLON TAPE OR LIQUID TEFLON.
6. ALL LINES TO BE THOROUGHLY FLUSHED BEFORE INSTALLATION OF SPRINKLER HEADS.
7. SPRINKLER AND RELATED EQUIPMENT TO BE INSTALLED PER MANUFACTURER'S SPECS.
8. ALL ELECTRICAL JOINTS TO BE MADE USING WATERPROOF CONNECTIONS AS SHOWN ON DETAILS. USE 3M DBR-Y6 OR EQUIVALENT.
9. ALL EQUIPMENT NOT SPECIFIED IN THE LEGEND SHALL BE DETERMINED AND FURNISHED BY THE CONTRACTOR.
10. NO ELECTRICAL CONNECTIONS SHALL BE MADE IN THE FIELD EXCEPT AT A VALVE CONTROL BOX OR ANOTHER VALVE BOX SPECIFICALLY FOR CONNECTIONS. USE A DBY OR DBR SPLICE.
11. QUANTITIES SHOWN IN COMPONENTS LIST ARE TO BE VERIFIED BY CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR HIS OWN QUANTITY TAKEOFFS. ANY DISCREPANCY BETWEEN THIS SHEET AND OTHERS IN THIS SET MUST BE REFERRED TO THE IRRIGATION CONSULTANT BY THE CONTRACTOR FOR CLARIFICATION BEFORE PRECEDING WITH THE WORK.
12. ON TWO WIRE SYSTEMS THE WIRE IS TO BE SPECIAL DIRECT BURIAL IRRIGATION CONTROL CABLE 14 OR 12 AWG WITH OUTER JACKET BEING PRESSURE EXTRUDED HIGH DENSITY PE CONFORMING TO ICEA S-81_402, AND NEMA WC5 JACKET THICKNESS 3/64" MIN. JACKET MATERIAL TO COMPLETELY FILL INTERSTICES BETWEEN THE TWO INSULATED CONDUCTORS.
13. ALL 2-WIRE TO BE INSTALLED IN 1" SCH 80 ELECTRICAL CONDUIT.
14. INSTALL A 16 GAUGE TRACER WIRE IN ALL TWO WIRE SYSTEM'S TRENCHES.
15. CONTRACTOR TO BE RESPONSIBLE FOR PROPER COVERAGE OF AREAS TO BE WATERED. I.E. ADJUST HEADS WITH INSUFFICIENT COVERAGE DUE TO BLOCKAGE BY EXISTING OR PROPOSED SITE FEATURES.
16. CONTRACTOR TO REFER TO LANDSCAPE PLAN TO KEEP SPRINKLER EQUIPMENT AND ACCESSORY MATERIAL FROM INTERFERING WITH PROPER PLANTING, I.e. VERIFY ROOT BALL SIZE FOR PLANTING.
17. CONTRACTOR SHALL PROVIDE EXPANSION COILS AT EACH WIRE CONNECTION IN VALVE BOX. LEAVE TWENTY-FOUR (24) INCH LOOP OF WIRE AT EACH VALVE.
18. ALL SPRINKLERS TO BE MOUNTED ON SWING JOINTS - REFER TO DETAILS.
19. CONTRACTOR SHALL INSTALL A SEPARATE COMMON FOR EACH CONTROLLER.
20. 24 VOLT WIRE SHALL BE COLOR CODED; COMMON-WHITE, CONTROL-RED.
21. CONTRACTOR SHALL INSTALL MANUFACTURERS' RECOMMENDED GROUNDING EQUIPMENT FOR POWER SUPPLY AND VALVE OUTPUT WITH (2) 5/8" COPPER CLAD GROUND RODS.
22. CONTRACTOR SHALL INSTALL GROUND AND LIGHTING PROTECTION AS CALLED FOR BY SPECIFICATIONS AND MANUFACTURER.
23. ALL MATERIAL TO BE SUPPLIED BY CONTRACTOR TO OWNER:
    A. TWO WRENCHES FOR DISASSEMBLING AND ADJUSTING EACH TYPE OF SPRINKLER HEADS AND VALVE SUPPLIED.
    B. FOUR KEYS FOR EACH OF THE AUTOMATIC CONTROLLERS.
    C. TWO QUICK COUPLER KEYS WITH MATCHING HOSE SWIVELS.
24. SYSTEM IS DIAGRAMMATIC TO IMPROVE CLARITY. ALL MAINLINE PIPING ELECTRIC VALVES AND WIRING ARE TO BE INSTALLED IN LANDSCAPE AREAS AND WITHIN PROPERTY BOUNDARIES. CONTRACTOR SHALL REFERENCE THE LANDSCAPE PLAN PRIOR TO THE INSTALLATION OF PIPING TO AVOID CONTACT WITH PLANT MATERIALS EXISTING OR NEW.
25. CONTRACTOR TO ADD EXTENSION RISER TO POP-UP HEADS WHEN NEEDED FOR PROPER COVERAGE.
26. CONTRACTOR SHALL INSTALL ALL SPRINKLERS 4" FROM CURBS OR WALKS.
27. IRRIGATION CONTRACTOR IS TO BE RESPONSIBLE FOR ENTIRE IRRIGATION SYSTEM.
28. ALL FITTINGS FOR MAINLINE PIPES 4" AND LARGER WILL BE HARCO DUCTILE IRON GASKETED FITTINGS OR APPROVED EQUAL FOR USE WITH PVC.
29. PLACE TRACE WIRES ON ALL MAIN TRENCHES NOT RECEIVING CONTROL WIRES.
30. SYSTEM IS DESIGNED TO OPERATE AT 100 GPM AT 85 PSI.

GENERAL IRRIGATION NOTES:

1. UNDERGROUND UTILITIES;
   A. UNDERGROUND UTILITIES HAVE NOT BEEN VERIFIED BY THE OWNER, LANDSCAPE ARCHITECT, OR THEIR REPRESENTATIVES. BEFORE YOU DIG CALL 811.
   B. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT FROM THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UNDERGROUND UTILITIES TO REMAIN.

2. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS TO INSURE THAT THE NEW WORK SHALL FIT INTO THE EXISTING SITE IN THE MANNER INTENDED AND AS SHOWN ON THE DRAWINGS. SHOULD ANY CONDITIONS EXIST THAT ARE CONTRARY TO THOSE ON THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO PERFORMING ANY WORK IN THE AREA INVOLVING DIFFERENCES. NOTIFICATION SHALL BE MADE IN THE FORM OF A DRAWING OR SKETCH INDICATING FIELD MEASUREMENTS AND NOTES RELATING TO THE AREA.

3. THE IRRIGATION CONTRACTOR IS RESPONSIBLE FOR PROCURING ALL NECESSARY PERMITS TO COMPLETE INSTALLATION OF THE IRRIGATION SYSTEM.

4. ALL WORK IS TO MEET ALL STATE AND LOCAL CODES.

5. CONTRACTOR IS TO VERIFY ALL QUANTITIES SHOWN ON PLAN AND IN LIST. IF DISCREPANCIES OCCUR, CONTRACTOR IS TO CONTACT LANDSCAPE ARCHITECT IMMEDIATELY. QUANTITIES SHOWN ON PLAN TAKE PRECEDENCE.

6. THE IRRIGATION CONTRACTOR WILL BE HELD FINANCIALLY LIABLE FOR ANY DAMAGE CAUSED TO NEWLY POURED CONCRETE DRIVES, CURBING, OR SIDEWALKS BY THE INSTALLATION OF THE IRRIGATION SYSTEM.

NOTE: IRRIGATION MAINLINE AND LATERAL ROUTING IS DIAGRAMMATIC. IRRIGATION CONTRACTOR TO ROUT ALL MAINLINE AND LATERALS WITHIN PROJECT BOUNDARIES AND THROUGH SLEEVES AND BEDS.

0 50 100 150

SCALE: 1" = 50 '

LOSE DESIGN
SPACES FOR LIFE.

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LANDSCAPE ARCHITECT
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COMMERCE
RESIDENCE
TENNESSEE
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO	DATE	DESCRIPTION

SHEET TITLE

OVERALL IRRIGATION PLAN

PROJECT NO. 19231-1	DATE 03/06/2023
DRAWN BY JS	SCALE 1"=50'-0"
CHECKED BY JG	
SHEET NO. L2.00	

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NOTE: IRRIGATION MAINLINE AND LATERAL ROUTING IS DIAGRAMMATIC. IRRIGATION CONTRACTOR TO ROUT ALL MAINLINE AND LATERALS WITHIN PROJECT BOUNDARIES AND THROUGH SLEEVES AND BEDS.

GUY
PWP OH1 B
OE
E
EPB
BICYCLE PARKING
LOD
755
760
765
770
775
780
785
790
795
9
1½" 36.2
8
1½" 33.7
7
1" 19.0
6
1½" 26.4
L2.01 MATCHLINE
L2.02 MATCHLINE
L2.01 MATCHLINE
L2.05 MATCHLINE

IRRIGATION LEGEND

- IRRIGATION SPRAYHEADS (S, T, H, TQ, F; Q, T, H, TQ, F)
- IRRIGATION ROTORS
- IRRIGATION VALVES
- QUICK COUPLERS
- CLASS 200 SDR 21 LATERALS SIZE AS NOTED
- CLASS 200 SDR 21 MAINLINE SIZE AS NOTED
- SCHEDULE 40 PVC SLEEVES ALL SLEEVES 4" UNLESS NOTED OTHERWISE

Valve Callout: 45 (Valve Number), 1½" (Valve Flow), PRS (Valve Size)

0 20 40 60
SCALE: 1" = 20'

LOSE DESIGN
SPACES FOR LIFE.

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REGISTERED
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
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FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
IRRIGATION SERIES

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY: JS	SCALE: 1"=20'-0"
CHECKED BY: JG	

SHEET NO.
L2.01

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L2.01 MATCHLINE

L2.02 MATCHLINE

NOTE: IRRIGATION MAINLINE AND LATERAL ROUTING IS DIAGRAMMATIC. IRRIGATION CONTRACTOR TO ROUT ALL MAINLINE AND LATERALS WITHIN PROJECT BOUNDARIES AND THROUGH SLEEVES AND BEDS.

CONTRACTOR TO TIE NEW IRRIGATION SYSTEM WIRING INTO EXISTING CONTROLLER. OWNER TO PROVIDE LOCATION OF CONTROLLER.

TIE THE PROPOSED IRRIGATION SYSTEM INTO EXISTING IRRIGATION SYSTEM HERE.

POC2

L2.02 MATCHLINE

L2.03 MATCHLINE

L2.05 MATCHLINE

L2.04 MATCHLINE

BICYCLE PARKING

LIT

EPB

RAMP

IRRIGATION LEGEND

IRRIGATION SPRAYHEADS

IRRIGATION ROTORS

IRRIGATION VALVES

QUICK COUPLERS

CLASS 200 SDR 21 LATERALS
SIZE AS NOTED

CLASS 200 SDR 21 MAINLINE
SIZE AS NOTED

SCHEDULE 40 PVC SLEEVES
ALL SLEEVES 4" UNLESS NOTED OTHERWISE

Valve Callout
Valve Number
Valve Flow
Valve Size

SCALE: 1" = 20'

LOSE DESIGN
SPACES FOR LIFE.

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04/18/2024

LIBERTY PARK SUBDIVISION
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COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

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SHEET TITLE

IRRIGATION SERIES

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY: JS	SCALE: 1"=20'-0"
CHECKED BY: JG	

SHEET NO.

L2.02

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NOTE: IRRIGATION MAINLINE AND LATERAL ROUTING IS DIAGRAMMATIC. IRRIGATION CONTRACTOR TO ROUT ALL MAINLINE AND LATERALS WITHIN PROJECT BOUNDARIES AND THROUGH SLEEVES AND BEDS.

L2.02 MATCHLINE

L2.03 MATCHLINE

L2.03 MATCHLINE

L2.04 MATCHLINE

L2.03 MATCHLINE

L2.04 MATCHLINE

BICYCLE PARKING

POC2

EPB

TPD

LIT

LOD

2
1½" 48.1

1
1½" 33

40
1½" 39.2

39
1½" 38.8

38
1½" 26.4

37
1" 6.04

36
1½" 49.1

35
1½" 38.8

34
1½" 34.2

IRRIGATION LEGEND

IRRIGATION SPRAYHEADS

IRRIGATION ROTORS

IRRIGATION VALVES

QUICK COUPLERS

CLASS 200 SDR 21 LATERALS
SIZE AS NOTED

CLASS 200 SDR 21 MAINLINE
SIZE AS NOTED

SCHEDULE 40 PVC SLEEVES
ALL SLEEVES 4" UNLESS NOTED OTHERWISE

Valve Callout

Valve Number

Valve Flow

Valve Size

SCALE: 1" = 20 '

0 20 40 60

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA A. GULLICK
REGISTERED
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT # 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE

IRRIGATION SERIES

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY	SCALE
JS	1"=20'-0"
CHECKED BY	
JG	

SHEET NO.

L2.03

N:\2019\19231-1_Liberty_Park_City\CAD\01_SHEETS\19231-1_L2.00_IRRIGATION_SERIES.dwg - Printed on 2024-04-18 at 4:00:14 PM

NOTE: IRRIGATION MAINLINE AND LATERAL ROUTING IS DIAGRAMMATIC. IRRIGATION CONTRACTOR TO ROUT ALL MAINLINE AND LATERALS WITHIN PROJECT BOUNDARIES AND THROUGH SLEEVES AND BEDS.

L2.05 MATCHLINE

L2.04 MATCHLINE

L2.03 MATCHLINE

BICYCLE PARKING

BICYCLE PARKING

29 1½" 33.5

28 1½" 36.5

23 1½" 40.3

24 1½" 36.0

25 1½" 31.0

26 1½" 36.5

27 1½" 41.1

IRRIGATION LEGEND

IRRIGATION SPRAYHEADS

IRRIGATION ROTORS

IRRIGATION VALVES

QUICK COUPLERS

CLASS 200 SDR 21 LATERALS SIZE AS NOTED

CLASS 200 SDR 21 MAINLINE SIZE AS NOTED

SCHEDULE 40 PVC SLEEVES ALL SLEEVES 4" UNLESS NOTED OTHERWISE

Valve Callout

Valve Number

Valve Flow

Valve Size

SCALE: 1" = 20'

LOOSE DESIGN
SPACES FOR LIFE.

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JOSHUA C. GULICK
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
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COF PLANNING PROJECT #: 8449
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PREPARED FOR:
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SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE

IRRIGATION SERIES

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY	SCALE
JS	1"=20'-0"
CHECKED BY	
JG	

SHEET NO.

L2.04

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SOLAR LIGHT

L2.01 MATCHLINE

L2.05 MATCHLINE

L2.02 MATCHLINE

L2.04 MATCHLINE

15 | 1½" | 41.3

16 | 1½" | 47.5

17 | 1½" | 31.8

18 | 1½" | 47.4

19 | 1½" | 41.8

20 | 1½" | 27.4

21 | 1½" | 44.0

22 | 1½" | 27.7

33 | 1½" | 35.8

32 | 1½" | 40.5

31 | 1½" | 42.5

30 | 1½" | 36.0

E EPB

BICYCLE PARKING

BICYCLE PARKING

IRRIGATION LEGEND

IRRIGATION SPRAYHEADS

IRRIGATION ROTORS

IRRIGATION VALVES

QUICK COUPLERS

CLASS 200 SDR 21 LATERALS
SIZE AS NOTED

CLASS 200 SDR 21 MAINLINE
SIZE AS NOTED

SCHEDULE 40 PVC SLEEVES
ALL SLEEVES 4" UNLESS NOTED OTHERWISE

Valve Callout
Valve Number
Valve Flow
Valve Size

SCALE: 1" = 20'

LOSE DESIGN
SPACES FOR LIFE.

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JOSHUA C. GULICK
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)

COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010

PREPARED FOR:
CITY OF FRANKLIN

FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE

IRRIGATION SERIES

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY: JS	SCALE: 1"=20'-0"
CHECKED BY: JG	

SHEET NO.

L2.05

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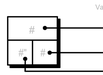
IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI
Q H F	RAIN BIRD 1806–PRS 5 SERIES MPR TURF SPRAY 6.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. PRESSURE REGULATING.	61	30
Q T H F	RAIN BIRD 1806–PRS 8 SERIES MPR TURF SPRAY 6.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. PRESSURE REGULATING.	21	30
Q T H F	RAIN BIRD 1806–PRS 10 SERIES MPR TURF SPRAY 6.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. PRESSURE REGULATING.	54	30
Q T H TQ F	RAIN BIRD 1806–PRS 12 SERIES MPR TURF SPRAY 6.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. PRESSURE REGULATING.	26	30
Q T H TQ F	RAIN BIRD 1806–PRS 15 SERIES MPR TURF SPRAY 6.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. PRESSURE REGULATING.	27	30
08HE-VAN 12HE-VAN 10HE-VAN 15HE-VAN	RAIN BIRD 1806–PRS HE–VAN SERIES TURF SPRAY 6.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. PRESSURE REGULATING.	7	30
EST LCS RCS CST SST	RAIN BIRD 1812–PRS 15 STRIP SERIES SHRUB SPRAY 12.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. WITH PRESSURE REGULATING DEVICE	13	30
Q H F	RAIN BIRD 1812–PRS 5 SERIES MPR SHRUB SPRAY 12.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. WITH PRESSURE REGULATING DEVICE	91	30
Q T H F	RAIN BIRD 1812–PRS 8 SERIES MPR SHRUB SPRAY 12.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. WITH PRESSURE REGULATING DEVICE	80	30
Q T H F	RAIN BIRD 1812–PRS 10 SERIES MPR SHRUB SPRAY 12.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. WITH PRESSURE REGULATING DEVICE	194	30
Q T H TQ F	RAIN BIRD 1812–PRS 12 SERIES MPR SHRUB SPRAY 12.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. WITH PRESSURE REGULATING DEVICE	7	30
Q T H TQ F	RAIN BIRD 1812–PRS 15 SERIES MPR SHRUB SPRAY 12.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. WITH PRESSURE REGULATING DEVICE	112	30
08HE-VAN 12HE-VAN 10HE-VAN 15HE-VAN	RAIN BIRD 1812–PRS HE–VAN SERIES SHRUB SPRAY 12.0" POP–UP SPRINKLER WITH CO–MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2" NPT FEMALE THREADED INLET. WITH PRESSURE REGULATING DEVICE	16	30

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI	GPM	RADIUS
0.75	RAIN BIRD 3504–PC 0.75 TURF ROTOR, 4.0" POP–UP. ADJUSTABLE AND FULL CIRCLE.	72	45	0.77	17'
1.0	RAIN BIRD 3504–PC 1.0 TURF ROTOR, 4.0" POP–UP. ADJUSTABLE AND FULL CIRCLE.	15	45	1.06	21'
1.5	RAIN BIRD 3504–PC 1.5 TURF ROTOR, 4.0" POP–UP. ADJUSTABLE AND FULL CIRCLE.	333	45	1.48	24'
2.0	RAIN BIRD 3504–PC 2.0 TURF ROTOR, 4.0" POP–UP. ADJUSTABLE AND FULL CIRCLE.	21	45	1.93	27'
3.0	RAIN BIRD 3504–PC 3.0 TURF ROTOR, 4.0" POP–UP. ADJUSTABLE AND FULL CIRCLE.	25	45	3	31'
△	RAIN BIRD 6504–PC, FC–SS (2) 06 TURF ROTOR, 4IN. POP–UP, STAINLESS STEEL RISER, ADJUSTABLE AND FULL CIRCLE. WITH REMOVABLE SEAL–A–MATIC CHECK VALVE, 1IN. FEMALE THREADED INLET.	15	40	4.9	45'
△	RAIN BIRD 6504–PC, FC–SS (2) 08 TURF ROTOR, 4IN. POP–UP, STAINLESS STEEL RISER, ADJUSTABLE AND FULL CIRCLE. WITH REMOVABLE SEAL–A–MATIC CHECK VALVE, 1IN. FEMALE THREADED INLET.	4	40	6.6	49'
△	RAIN BIRD 6504–PC, FC–SS (2) 12 TURF ROTOR, 4IN. POP–UP, STAINLESS STEEL RISER, ADJUSTABLE AND FULL CIRCLE. WITH REMOVABLE SEAL–A–MATIC CHECK VALVE, 1IN. FEMALE THREADED INLET.	8	40	9.7	53'
○	RAIN BIRD 3500–S–PC–SAM 0.75 SHRUB ROTOR, FIXED RISER, ADJUSTABLE AND FULL CIRCLE. WITH SEAL–A–MATIC CHECK VALVE.	3	35	0.67	17'
○	RAIN BIRD 3500–S–PC–SAM 1.0 SHRUB ROTOR, FIXED RISER, ADJUSTABLE AND FULL CIRCLE. WITH SEAL–A–MATIC CHECK VALVE.	2	35	0.92	21'
○	RAIN BIRD 3500–S–PC–SAM 1.5 SHRUB ROTOR, FIXED RISER, ADJUSTABLE AND FULL CIRCLE. WITH SEAL–A–MATIC CHECK VALVE.	6	35	1.28	23'
○	RAIN BIRD 3500–S–PC–SAM 2.0 SHRUB ROTOR, FIXED RISER, ADJUSTABLE AND FULL CIRCLE. WITH SEAL–A–MATIC CHECK VALVE.	20	35	1.69	27'

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	RAIN BIRD PESBR 1", 1–1/2", AND 2" DURABLE CHLORINE–RESISTANT VALVES FOR RECLAIMED WATER APPLICATIONS. WITH SCRUBBER MECHANISM TECHNOLOGY	4

	RAIN BIRD PGA ANGLE 1", 1–1/2", 2" ELECTRIC REMOTE CONTROL VALVE, ANGLE.	36
POC2	POINT OF CONNECTION 3" POC. VERIFY WATER PRESSURE AND GPM AVAILABILITY WITH OWNER	1
	IRRIGATION LATERAL LINE: PVC CLASS 200 SDR 21	20,386 L.F.
	IRRIGATION MAINLINE: PVC CLASS 200 SDR 21	3,520 L.F.
	PIPE SLEEVE: PVC SCHEDULE 40	1,171 L.F.



NOTE: MANUFACTURERS LISTED MAY CHANGE THEIR PRODUCT NUMBER OR DISCONTINUE PRODUCTS WITHOUT NOTICE. IF COMPONENTS ARE UNAVAILABLE, NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY AND PROVIDE MANUFACTURER'S RECOMMENDED SUBSTITUTION FOR REVIEW PRIOR TO ORDERING OR INSTALLATION.

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM	WIRE	PSI	PSI @ POC	PRECIP
1	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	33		50.0	55.3	0.36 in/h
2	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	48.06		50.8	55.7	0.79 in/h
3	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	31.48		34.1	40.3	1.24 in/h
4	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	35.52		51.2	59.4	0.65 in/h
5	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	42.45		51.9	63.0	0.68 in/h
6	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	26.4		49.7	66.7	0.88 in/h
7	RAIN BIRD PESBR	1"	SHRUB ROTOR	19.04		40.2	57.5	0.66 in/h
8	RAIN BIRD PESBR	1–1/2"	TURF ROTOR	33.74		49.8	68.5	0.96 in/h
9	RAIN BIRD PESBR	1–1/2"	SHRUB SPRAY	36.15		37.1	55.8	1.24 in/h
10	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB ROTOR	33.35		41.3	61.4	0.76 in/h
11	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	47.34		36.7	58.7	1.34 in/h
12	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	42.54		33.9	56.1	1.51 in/h
13	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	45.88		52.8	77.6	0.63 in/h
14	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	34.24		32.8	57.6	1.27 in/h
15	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	41.26		50.3		0.62 in/h
16	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	47.48		49.8		0.63 in/h
17	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	31.82		36.3	60.6	1.18 in/h
18	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	47.43		51.5		0.75 in/h
19	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	41.81		50.7	73.8	0.73 in/h
20	RAIN BIRD PGA ANGLE	1–1/2"	TURF SPRAY	27.39		31.9	55.1	1.53 in/h
21	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	43.99		35.7	58.1	1.4 in/h
22	RAIN BIRD PGA ANGLE	1–1/2"	TURF SPRAY	27.72		32.2	54.4	1.31 in/h
23	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	40.26		34.4	55.8	1.51 in/h
24	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	36.02		51.6	72.1	0.72 in/h
25	RAIN BIRD PGA ANGLE	1–1/2"	TURF SPRAY	30.99		33.1	53.5	1.26 in/h
26	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	38.64		50.9	69.6	0.68 in/h
27	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	41.11		52.0	67.4	0.66 in/h
28	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	36.47		49.3	62.1	0.72 in/h
29	RAIN BIRD PGA ANGLE	1–1/2"	TURF SPRAY	33.55		35.9	48.4	1.36 in/h
30	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	36.03		50.5	60.9	0.76 in/h
31	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	42.54		34.7	44.7	1.57 in/h
32	RAIN BIRD PGA ANGLE	1–1/2"	SHRUB SPRAY	40.52		34.8	44.7	1.35 in/h
33	RAIN BIRD PESBR	1–1/2"	TURF SPRAY	35.78		34.9	44.5	1.5 in/h
34	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	34.3		45.7	57.8	0.63 in/h
35	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	38.8		44.9	57.5	0.35 in/h
36	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	49.12		52.2	64.9	0.65 in/h
37	RAIN BIRD PGA ANGLE	1"	TURF ROTOR	6.04		51.0	63.7	1.01 in/h
38	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	26.4		44.5	57.3	0.58 in/h
39	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	38.8		43.9	56.7	0.38 in/h
40	RAIN BIRD PGA ANGLE	1–1/2"	TURF ROTOR	39.2		45.7	58.5	0.64 in/h

NOTE: IRRIGATION MAINLINE AND LATERAL ROUTING IS DIAGRAMMATIC. IRRIGATION CONTRACTOR TO ROUT ALL MAINLINE AND LATERALS WITHIN PROJECT BOUNDARIES AND THROUGH SLEEVES AND BEDS.

* NOTE: IT SHALL BE THE IRRIGATION CONTRACTOR'S RESPONSIBILTY TO DETERMINE, PROVIDE AND WARRANT SPECIFIC WATER VOLUME, WATER QUALITY AND WATERING FREQUENCY FOR ALL SPECIES OF TREES, SHRUBS, GROUNDCOVERS AND SOD AS IDENTIFIED ON THE LANDSCAPE PLAN.

WATERING SCHEDULE

NUMBER	MODEL	TYPE	PRECIP	SUN	MON	TUE	WED	THU	FRI	SAT	IN./WEEK	MIN./WEEK	GAL./WEEK	GAL./DAY
1	RAIN BIRD PGA ANGLE	TURF ROTOR	0.36 in/h		70 min		70 min		70 min		1.25	209	6,897	2,299
2	RAIN BIRD PGA ANGLE	TURF ROTOR	0.79 in/h		32 min		32 min		32 min		1.25	96	4,614	1,538
3	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.24 in/h	13 min		13 min		13 min			0.75	37	1,165	388
4	RAIN BIRD PGA ANGLE	TURF ROTOR	0.65 in/h		39 min		39 min		39 min		1.25	115	4,085	1,362
5	RAIN BIRD PGA ANGLE	TURF ROTOR	0.68 in/h		37 min		37 min		37 min		1.25	110	4,670	1,557
6	RAIN BIRD PGA ANGLE	TURF ROTOR	0.88 in/h		29 min		29 min		29 min		1.25	86	2,270	757
7	RAIN BIRD PESBR	SHRUB ROTOR	0.66 in/h	23 min		23 min		23 min			0.75	69	1,314	438
8	RAIN BIRD PESBR	TURF ROTOR	0.96 in/h		27 min		27 min		27 min		1.25	79	2,665	888
9	RAIN BIRD PESBR	SHRUB SPRAY	1.24 in/h	13 min		13 min		13 min			0.75	37	1,338	446
10	RAIN BIRD PGA ANGLE	SHRUB ROTOR	0.76 in/h	20 min		20 min		20 min			0.75	60	2,001	667
11	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.34 in/h	12 min		12 min		12 min			0.75	34	1,610	537
12	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.51 in/h	10 min		10 min		10 min			0.75	30	1,276	425
13	RAIN BIRD PGA ANGLE	TURF ROTOR	0.63 in/h		40 min		40 min		40 min		1.25	120	5,506	1,835
14	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.27 in/h	12 min		12 min		12 min			0.75	56	1,232	411
15	RAIN BIRD PGA ANGLE	TURF ROTOR	0.62 in/h		41 min		41 min		41 min		1.25	122	5,034	1,678
16	RAIN BIRD PGA ANGLE	TURF ROTOR	0.63 in/h		40 min		40 min		40 min		1.25	119	5,650	1,883
17	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.18 in/h	13 min		13 min		13 min			0.75	39	1,241	414
18	RAIN BIRD PGA ANGLE	TURF ROTOR	0.75 in/h		34 min		34 min		34 min		1.25	100	4,743	1,581
19	RAIN BIRD PGA ANGLE	TURF ROTOR	0.73 in/h		35 min		35 min		35 min		1.25	103	4,306	1,435
20	RAIN BIRD PGA ANGLE	TURF SPRAY	1.53 in/h	17 min		17 min		17 min			1.25	50	1,370	457
21	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.4 in/h	11 min		11 min		11 min			0.75	33	1,452	484
22	RAIN BIRD PGA ANGLE	TURF SPRAY	1.31 in/h	20 min		20 min		20 min			1.25	58	1,608	536
23	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.51 in/h	10 min		10 min		10 min			0.75	30	1,208	403
24	RAIN BIRD PGA ANGLE	TURF ROTOR	0.72 in/h		35 min		35 min		35 min		1.25	105	3,782	1,261
25	RAIN BIRD PGA ANGLE	TURF SPRAY	1.26 in/h	20 min		20 min		20 min			1.25	60	1,859	620
26	RAIN BIRD PGA ANGLE	TURF ROTOR	0.68 in/h		37 min		37 min		37 min		1.25	111	4,289	1,430
27	RAIN BIRD PGA ANGLE	TURF ROTOR	0.66 in/h		39 min		39 min		39 min		1.25	115	4,728	1,576
28	RAIN BIRD PGA ANGLE	TURF ROTOR	0.72 in/h		35 min		35 min		35 min		1.25	105	3,829	1,276
29	RAIN BIRD PGA ANGLE	TURF SPRAY	1.36 in/h	19 min		19 min		19 min			1.25	56	1,879	626
30	RAIN BIRD PGA ANGLE	TURF ROTOR	0.76 in/h		33 min		33 min		33 min		1.25	99	3,567	1,189
31	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.57 in/h	10 min		10 min		10 min			0.75	29	1,234	411
32	RAIN BIRD PGA ANGLE	SHRUB SPRAY	1.35 in/h	12 min		12 min		12 min			0.75	34	1,378	459
33	RAIN BIRD PESBR	TURF SPRAY	1.5 in/h	17 min		17 min		17 min			1.25	50	1,789	596
34	RAIN BIRD PGA ANGLE	TURF ROTOR	0.63 in/h		40 min		40 min		40 min		1.25	119	4,082	1,361
35	RAIN BIRD PGA ANGLE	TURF ROTOR	0.35 in/h		71 min		71 min		71 min		1.25	213	8,264	2,755
36	RAIN BIRD PGA ANGLE	TURF ROTOR	0.65 in/h		39 min		39 min		39 min		1.25	116	5,698	1,899
37	RAIN BIRD PGA ANGLE	TURF ROTOR	1.01 in/h		25 min		25 min		25 min		1.25	74	447	149
38	RAIN BIRD PGA ANGLE	TURF ROTOR	0.58 in/h		44 min		44 min		44 min		1.25	131	3,458	1,153
39	RAIN BIRD PGA ANGLE	TURF ROTOR	0.38 in/h		66 min		66 min		66 min		1.25	197	7,644	2,548
40	RAIN BIRD PGA ANGLE	TURF ROTOR	0.64 in/h		40 min		40 min		40 min		1.25	118	4,626	1,542
		TOTALS:		252	928	252	928	252	928			3,504	129,805	43,268

LIABILITY STATEMENT:

THE PURPOSE OF THIS IRRIGATION PLAN IS TO PROVIDE A PHYSICAL LAYOUT OF IRRIGATION EQUIPMENT TO ASSIST THE CONTRACTOR IN ACCURATELY ESTIMATING THE COSTS TO BID THE SPRINKLER SYSTEM. THE DESIGN INTENT IS TO PROVIDE THE CONTRACTOR WITH A DIAGRAMMATIC LAYOUT OF SPRINKLER EQUIPMENT, WHICH WILL PROVIDE ADEQUATE WATER COVERAGE FOR THE LANDSCAPE MATERIALS WITHIN THE SCOPE OF WORK UNDER THIS CONTRACT. THESE PLANS AND THE MATERIAL'S SPECIFIED ARE SUBJECT TO CHANGE WITHOUT NOTICE TO THE CONTRACTOR. PRIOR TO BIDDING THIS CONTRACT THE CONTRACTOR WILL VERIFY ALL IRRIGATION MATERIAL MODEL NUMBERS, DIMENSIONS, COMPATIBILITY OF COMPONENT ASSEMBLIES, MAINLINE AND ZONE HYDRAULICS, ELECTRICAL COMPONENTS, WIRING, ALL SLEEVES, WATER AND ELECTRICAL SOURCE'S, PRESSURE AND APPLICABLE SITE CONDITIONS, WHICH MAY ADVERSELY AFFECT EITHER THE COST OR PERFORMANCE OF THIS SPRINKLER SYSTEM. IF A CONFLICT IS FOUND THE CONTRACTOR WILL NOTIFY THE OWNER IN WRITING AND WILL NOT BID THE WORK UNTIL THE OWNER HAS RESOLVED THE CONFLICT AND ISSUED IN WRITING A "NOTICE TO PROCEED". IF A CONFLICT IS FOUND AFTER THE CONTRACT HAS BEEN SIGNED THE CONTRACTOR WILL RESOLVE THE CONFLICT AT HIS OWN EXPENSE AND AT NO ADDITIONAL COST TO THE OWNER. CHANGE ORDERS WILL NOT BE ACCEPTED FROM THE CONTRACTOR TO INCREASE THE CONTRACT AMOUNT AFTER THE CONTRACT HAS BEEN SIGNED FOR THE AREA WITHIN THE SCOPE OF WORK UNDER THIS CONTRACT. SLEEVING MAY OR MAY NOT BE SHOWN OR CALLED OUT ON THESE PLANS, IT REMAINS THE RESPONSIBLE OF THE CONTRACTOR TO INSTALL ALL SLEEVES NECESSARY WHEREVER THEY MAY BE REQUIRED.
THE IRRIGATION MATERIALS USED ON THIS PLAN HAVE BEEN CAREFULLY SELECTED FOR QUALITY, DURABILITY, AND LONGEVITY AND HAVE BEEN HYDRAULICALLY ENGINEERED INTO THIS PROJECT. CONSEQUENTLY THESE MATERIALS ARE NOT SUBJECT TO CHANGE WITHOUT WRITTEN APPROVAL FROM OWNER. PRIOR TO STARTING THE WORK THE CONTRACTOR WILL SUBMIT TO THE OWNER A CATALOG CUT SHEET, DESCRIPTION, QUANTITY AND COST OF EACH ITEM TO BE INSTALLED. THE CONTRACTOR WILL NOT START THE WORK UNTIL THE OWNER HAS APPROVED THE MATERIAL LIST AND ISSUED A WRITTEN "NOTICE TO PROCEED". THE CONTRACTOR MAY SUBMIT A WRITTEN REQUEST TO THE OWNER FOR A "MATERIAL SUBSTITUTION" IF A PRODUCT HAS BECOME OBSOLETE OR HAS A LEAD TIME THAT WILL DELAY THE PROJECT. THE CONTRACTOR WILL INCLUDE IN THE "REQUEST FOR MATERIAL SUBSTITUTION" THE COST OF THE ITEM SPECIFIED WITH THE COST OF THE ITEM BEING REQUESTED FOR SUBSTITUTION. IF THE COST OF THE PROPOSED ITEM FOR SUBSTITUTION IS LESS THAN THE ITEM SPECIFIED THE CONTRACTOR WILL DEDUCT THAT AMOUNT FROM THE CONTRACT. IF THE COST OF THE PROPOSED ITEM FOR SUBSTITUTION IS MORE THAN THE ITEM SPECIFIED THE CONTRACTOR MAY SUBSTITUTE THE ITEM AT NO ADDITIONAL EXPENSE OR COST TO THE OWNER. THE INTENT IS, THE CONTRACTOR WILL NOT BE ALLOWED TO MAKE HIGHER PROFITS BY SUBSTITUTING INFERIOR OR LESS EXPENSIVE PRODUCTS. PRIOR TO COMPLETION OF THE WORK THE CONTRACTOR WILL TURNOVER TO THE OWNER ALL "ORIGINAL INVOICE'S" SO THE OWNER CAN VERIFY THE "DATE OF PURCHASE" TO VALIDATE THE WARRANTEE TIME LIMIT. PRODUCTS INSTALLED THAT WERE NOT APPROVED BY THE OWNER OR ON THE ORIGINAL PLANS WILL BE ORDERED REMOVED AND REPLACED AT THE EXPENSE OF THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER; FINAL PAYMENT MAY BE WITHHELD UNTIL ALL PRODUCTS SPECIFIED HAVE BEEN PROPERLY INSTALLED.

CRITICAL ANALYSIS

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P.O.C. NUMBER: 01	
Water Source Information:	3" POC. VERIFY WATER PRESSURE AND GPM AVAILABILITY WITH OWNER
FLOW AVAILABLE	
Custom Max Flow:	100 GPM
Flow Available	100 GPM
PRESSURE AVAILABLE	
Static Pressure at POC:	85 PSI
Pressure Available:	85 PSI
DESIGN ANALYSIS	
Maximum Multi–valve Flow:	100 GPM
Flow Available at POC:	100 GPM
Residual Flow Available:	0 GPM
Critical Station:	13
Design Pressure:	45 PSI
Friction Loss:	4.75 PSI
Fittings Loss:	0.48 PSI
Elevation Loss:	0 PSI
Loss through Valve:	2.59 PSI
Pressure Req. at Critical Station:	52.8 PSI
Loss for Fittings:	2.25 PSI
Loss for Main Line:	22.5 PSI
Loss for POC to Valve Elevation:	0 PSI
Loss for Backflow:	0 PSI
Critical Station Pressure at POC:	77.5 PSI
Pressure Available:	85 PSI
Residual Pressure Available:	7.45 PSI

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JOSHUA A. GULLICK
REGISTERED
AGRICULTURE
COMMERCE
LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
SITE PLAN EXPANSION (2023)
COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR:
CITY OF FRANKLIN
FRANKLIN TENNESSEE

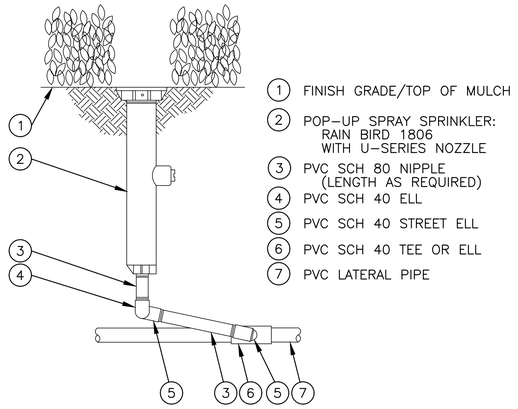
SUBMITTALS / REVISIONS		
NO.	DATE	DESCRIPTION

SHEET TITLE
IRRIGATION NOTES & SCHEDULES

PROJECT NO. 19231-1	DATE 03/06/2023
DRAWN BY JS	SCALE N.T.S
CHECKED BY JG	

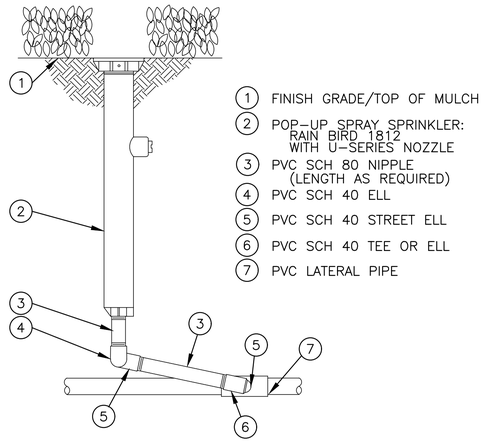
SHEET NO.
L2.10

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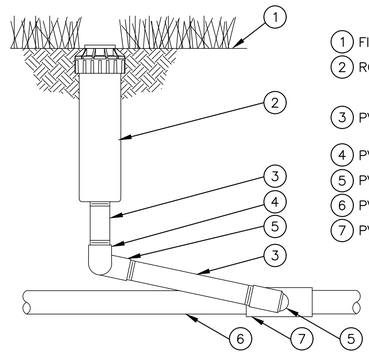
1. FINISH GRADE/TOP OF MULCH
2. POP-UP SPRAY SPRINKLER: RAIN BIRD 1806 WITH U-SERIES NOZZLE
3. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
4. PVC SCH 40 ELL
5. PVC SCH 40 STREET ELL
6. PVC SCH 40 TEE OR ELL
7. PVC LATERAL PIPE

1 POP-UP TURF SPRAY SPRINKLER
N.T.S. 1806 W/ SWING JOINT



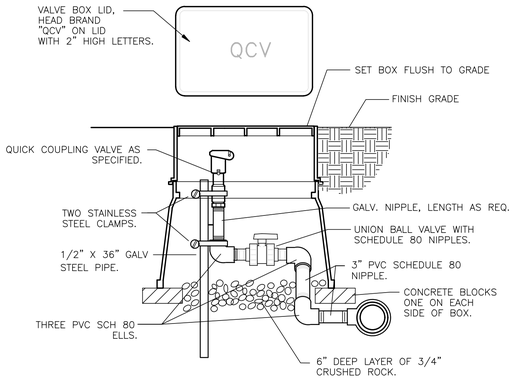
1. FINISH GRADE/TOP OF MULCH
2. POP-UP SPRAY SPRINKLER: RAIN BIRD 1812 WITH U-SERIES NOZZLE
3. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
4. PVC SCH 40 ELL
5. PVC SCH 40 STREET ELL
6. PVC SCH 40 TEE OR ELL
7. PVC LATERAL PIPE

2 POP-UP SHRUB SPRAY SPRINKLER
N.T.S. 1812 W/ SWING JOINT

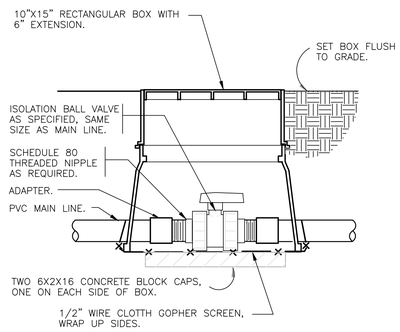


1. FINISH GRADE
2. ROTOR POP-UP SPRINKLER: RAIN BIRD 3504-PC
3. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
4. PVC SCH 40 ELL
5. PVC SCH 40 STREET ELL
6. PVC LATERAL PIPE
7. PVC SCH 40 TEE OR ELL

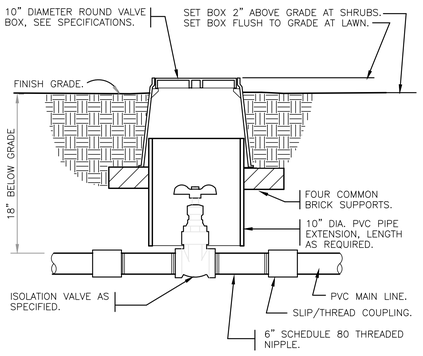
3 ROTOR POP-UP SPRINKLER - 3504
N.T.S. W/ SWING JOINT



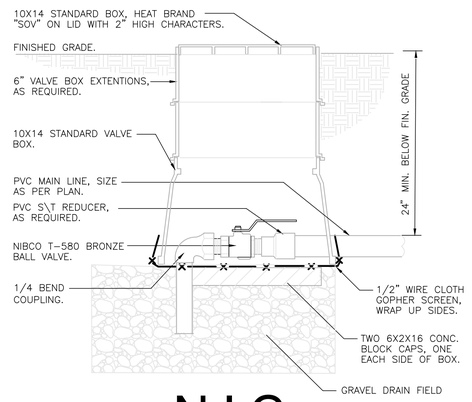
4 QUICK COUPLER W/ TRUE UNION BALL VALVE
N.T.S.



5 TRUE UNION BALL ISOLATION VALVE
N.T.S.

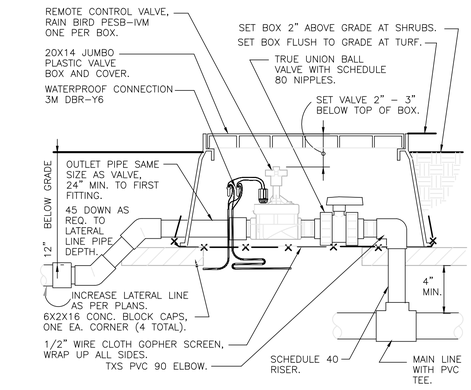


6 BRASS ISOLATION VALVE
N.T.S.

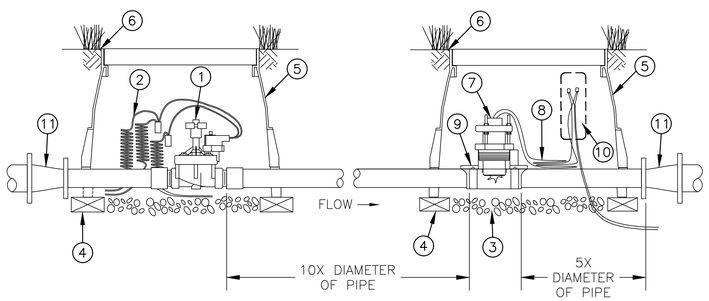


7 DRAIN VALVE
NTS

N.I.C.



8 ELECTRIC REMOTE-CONTROL VALVE W/ IVM W/TRUE UNION BALL ISOLATION VALVE
NTS



NOTE:
1. REFER TO RAIN BIRD TECHNICAL DATA FOR FLOW SENSOR INSTALLATION BASED ON PIPE SIZING PARAMETERS.
2. USE 3M DBR-Y6 OR EQUIVALENT TO BE USED AS WATERPROOF CONNECTIONS

9 IQ MASTER VALVE (NORMALLY CLOSED) AND INSERTION STYLE FLOW SENSOR
N.T.S.

1. NORMALLY CLOSED MASTER VALVE: RAIN BIRD PEB-IVM OR PGA-IVM NORMALLY CLOSED MASTER VALVE
2. WIRE TO SATELLITE CONTROLLER MASTER VALVE CIRCUIT (36-INCH EXPANSION COIL, EACH WIRE)
3. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
4. BRICK (1 OF 4)
5. RECTANGULAR VALVE BOX WITH COVER: RAIN BIRD VB-STD
6. FINISH GRADE
7. FLOW SENSOR: RAIN BIRD FS SERIES WITH IVM-SEN
8. PE-CABLE TO FLOW SENSING EQUIPMENT AT SATELLITE CONTROLLER ASSEMBLY (36-INCH EXPANSION COIL)
9. DOUBLE-STRAP SADDLE
10. WIRE SPLICE: SEE RAIN BIRD DETAIL PE-SPLICE-TW FOR SPLICE. SEE FLOW SENSOR WIRING DETAIL FOR WIRING DIAGRAM
11. CONCENTRIC REDUCER

N:\2019\19231-1_Liberty_Park_COA\CAD\01_SHEETS\19231-1_L2.00_IRRIGATION_DETAILS.dwg - Printed on:2024-04-18 at 4:03:04 PM

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JOSHUA G. GULICK
REGISTERED LANDSCAPE ARCHITECT
04/18/2024

LIBERTY PARK SUBDIVISION
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COF PLANNING PROJECT #: 8449
COF ENGINEERING PROJECT #: 2020-010
PREPARED FOR: CITY OF FRANKLIN
FRANKLIN TENNESSEE

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE: IRRIGATION DETAILS

PROJECT NO.	DATE
19231-1	03/06/2023
DRAWN BY: JS	SCALE: N.T.S
CHECKED BY: JG	

SHEET NO.
L2.11

ELECTRICAL LEGEND

SYMBOL	DESCRIPTION	MOUNTING HEIGHT TO CENTERLINE UON
	FIRE ALARM SYSTEM	
L	FLASHING LIGHT	80"
L	FLASHING LIGHT/SPEAKER SIGNAL STATION	80"
L	FLASHING LIGHT/HORN SIGNAL STATION	
F	MANUAL PULL STATION	46"
DSD	DUCT-SMOKE DETECTOR	———
HD	AUTOMATIC HEAT DETECTOR (RATE OF RISE TYPE)	———
SDE	SYSTEM CONNECTED SMOKE DETECTOR FOR FIREMAN'S RECALL	CEILING
SD	SMOKE DETECTOR	CEILING
FSD	FIRE SMOKE DAMPER	———
DH	SMOKE DOOR HOLDER	———
TS	TAMPER SWITCH	———
FS	FLOW SWITCH	———
FACP	FIRE ALARM CONTROL PANEL	———
FAA	FIRE ALARM REMOTE ANNUNCIATOR	———
FRS	FIRE ALARM RELAY (ADDRESSABLE) FOR INTERFACE WITH SECURITY SYSTEM	———
	DATA, TELEPHONE, COMMUNICATIONS, SECURITY SYSTEMS	
	DATA OUTLET, 2 GANG BOX, 3/4"C. STUBBED UP ABOVE ACCESSIBLE CEILING	18"
	DATA OUTLET ABOVE COUNTER, 2 GANG BOX, 3/4"C. STUBBED UP ABOVE ACCESSIBLE CEILING	AS SPECIFIED
PROJ	PROJECTOR LOW VOLTAGE OUTLET IN PROJECTOR MOUNTING PLATE	CEILING
CR	CARD READER - BOX, 3/4"C. STUBBED UP ABOVE ACCESSIBLE CEILING	46"
S	SPEAKER	
	WIRELESS ACCESS POINT, 2 GANG BOX AT CEILING WITH 15' CONDUIT WHIP	
	ABBREVIATIONS	
AFF	ABOVE FINISHED FLOOR	
AFG	ABOVE FINISHED GRADE	
CLG	CEILING MOUNTED	
EWC	ELECTRIC WATER COOLER	
EWF	ELECTRIC WASH FOUNTAIN	
FBE	FURNISHED & INSTALLED BY ELECTRICAL CONTRACTOR	
FBO	FURNISHED BY OTHERS, INSTALLED BY ELECTRICAL CONTRACTOR	
NL	NIGHT LIGHT	
UON	UNLESS OTHERWISE NOTED	
WP	WEATHER PROOF, NEMA 3R	

SYMBOLS GENERAL NOTES:

A. ALL MOUNTING HEIGHTS GIVEN IN THE LEGEND, SCHEDULES, PLANS, AND DRAWING NOTES ARE TO THE CENTERLINE OF THE DEVICE, UNLESS OTHERWISE NOTED.

B. INSTALL ALL SWITCHES AT A CENTERLINE HEIGHT OF 46" A.F.F. UNLESS OTHERWISE NOTED. WHERE SWITCHES OR RECEPTACLES ARE MOUNTED ABOVE CASEWORK OR MILLWORK, LOCATE AT A HIGHT OF 3'-8" MAX. ABOVE FINISHED FLOOR OR 3" ABOVE BACKSPLASH TO CENTERLINE.

C. WHERE COVERPLATES CONFLICT WITH CASEWORK OR MILLWORK, SLIGHTLY ADJUST THE MOUNTING HEIGHTS OF THE WIRING DEVICES TO MAKE THE COVERPLATES CLEAR THE COUNTERTOP OR BACKSPLASH BY 1".

D. ADDITIONAL SYMBOLS MAY BE SHOWN OR DENOTED ON OTHER SHEETS.

E. ALL SYMBOLS, NOTES, AND ABBREVIATIONS SHOWN ON THE LEGEND ARE NOT NECESSARILY USED IN THIS SET OF CONTRACT DOCUMENTS.

F. NUMERICAL SUBSCRIPT ADJACENT TO DEVICE FIXTURE, EQUIPMENT OR JUNCTION BOX SYMBOL ON THE DRAWINGS DENOTES THE PANELBOARD CIRCUIT NUMBER TO WHICH DEVICE, FIXTURE, EQUIPMENT OR WIRING IN JUNTION BOX IS CONNECTED.

SYMBOL	DESCRIPTION	MOUNTING HEIGHT TO CENTERLINE UON
	CONDUIT CONCEALED IN WALL OR CEILING	
	CONDUIT CONCEALED IN FLOOR	
	CONDUIT EXPOSED ON WALL OR CEILING.	
	HOMERUN CONDUIT, 2 CIRCUITS	
	CONDUIT TURNING UP	
	CONDUIT TURNING DOWN	
	SURFACE MOUNTED FLUORESCENT/LED LIGHT FIXTURE	
	SURFACE MOUNTED FLUORESCENT/LED LIGHT FIXTURE WITH EMERGENCY BATTERY BACKUP	
	RECESSED FLUORESCENT/LED FIXTURE	
	RECESSED FLUORESCENT/LED LIGHT FIXTURE WITH EMERGENCY BATTERY BACKUP	
	SURFACE MOUNTED WALL LIGHT FIXTURE	
	SURFACE MOUNTED WALL LIGHT FIXTURE WITH EMERGENCY BATTERY BACKUP	
	RECESSED WALL LIGHT FIXTURE	
	RECESSED WALL LIGHT FIXTURE WITH EMERGENCY BATTERY BACKUP	
	SURFACE MOUNTED FLUORESCENT/LED LIGHT FIXTURE	
	SURFACE MOUNTED FLUORESCENT/LED LIGHT FIXTURE WITH EMERGENCY BATTERY BACKUP	
	RECESSED FLUORESCENT/LED LIGHT FIXTURE	
	RECESSED FLUORESCENT/LED LIGHT FIXTURE WITH EMERGENCY BATTERY BACKUP	
	SURFACE MOUNTED FLUORESCENT/LED FIXTURE	
	SURFACE MOUNTED FLUORESCENT/LED FIXTURE WITH EMERGENCY BATTERY BACKUP	
	EXIT LIGHT, CEILING MOUNTED	
	EXIT LIGHT, WALL MOUNTED	
	TWO HEAD BATTERY POWERED EMERGENCY EGRESS LIGHT	
EBP	REMOTE EMERGENCY BATTERY PACK	
"5"	LIGHTING FIXTURE TYPE DESIGNATION-SEE LIGHTING FIXTURE SCHEDULE	
	AREA OR STREET LIGHT FIXTURE	
P	DRESSING ROOM PILOT LIGHT	
A/P	DISCONNECT SWITCH, NON-FUSIBLE (A = SWITCH AMP RATING, P = NUMBER OF POLES)	
A/P/FAR	DISCONNECT SWITCH, FUSIBLE (A = SWITCH AMP RATING, P = NUMBER OF POLES, FAR = FUSE AS REQUIRED)	
A/P/3R	DISCONNECT SWITCH, NON-FUSIBLE (A = SWITCH AMP RATING, P = NUMBER OF POLES, 3R = NEMA 3R)	
A/P/3R/FAR	DISCONNECT SWITCH, FUSIBLE (A = SWITCH AMP RATING, P = NUMBER OF POLES, FAR = FUSE AS REQUIRED, 3R = NEMA 3R)	
SV	SOLENOID VALVE	
R	RELAY	
TR	TRANSFORMER	
J	JUNCTION BOX	
PB	PULL BOX	
	ENCLOSED CIRCUIT BREAKER	
VS	CEILING MOUNTED VACANCY SENSOR	
PE	PHOTO-ELECTRIC SWITCH	
M	CEILING MOUNTED OCCUPANCY SENSOR	
S	SINGLE POLE SWITCH	46"
S_2	TWO POLE SWITCH	46"
S_3	THREE-WAY SWITCH	46"
S_4	FOUR WAY SWITCH	46"
S_D	SINGLE POLE DIMMER SWITCH	46"
S_{OC}	WALL MOUNTED OCCUPANCY SENSOR SWITCH	46"
S_{D3}	THREE-WAY DIMMER SWITCH	46"
S_T	THERMAL MOTOR SWITCH, SINGLE POLE, LOCKABLE IN THE "OFF" POSITION - (FBE)	
S_{TWP}	THERMAL MOTOR SWITCH, SINGLE POLE, LOCKABLE IN THE "OFF" POSITION, WEATHERPROOF-(FBE)	
S_{NT}	NON-THERMAL MOTOR SWITCH, SINGLE POLE, LOCKABLE IN THE "OFF" POSITION, SQUARE D TYPE K OR APPROVED EQUAL	
S_{2NT}	NON-THERMAL MOTOR SWITCH, TWO POLE, LOCKABLE IN THE "OFF" POSITION, SQUARE D TYPE K OR APPROVED EQUAL	
S_K	KEY OPERATED SWITCH	46"
S_{WP}	SINGLE POLE SWITCH, WEATHERPROOF	46"
S_{LV}	LOW VOLTAGE CONTROL SWITCH	
POS	20A 120V. QUADRAPLEX RECEPTACLE FOR POINT OF SALE EQUIPMENT (CASH REGISTER, PRINTER, ETC.)	18"
PROJ	20A 120V. DUPLEX RECEPTACLE IN PROJECTOR MOUNTING PLATE	CEILING
	20A 120V. DUPLEX RECEPTACLE	18"
E	20A 120V. DUPLEX RECEPTACLE ON EMERGENCY BRANCH CIRCUIT (RED)	18"
	20A 120V. DUPLEX RECEPTACLE ABOVE COUNTER	42"
E	20A 120V. DUPLEX RECEPTACLE ABOVE COUNTER ON EMERGENCY BRANCH CIRCUIT (RED)	42"
TV	20A 120V. DUPLEX RECEPTACLE FOR TV POWER	84"
	20A 120V. QUADRAPLEX RECEPTACLE	18"
E	20A 120V. QUADRAPLEX RECEPTACLE ON EMERGENCY BRANCH CIRCUIT (RED)	18"
	SINGLE RECEPTACLE, AMPERAGE, VOLTAGE, NEMA CONFIGURATION AS REQUIRED BY EQUIP. SUPPLIER OR AS NOTED	18"
	20A 120V. QUADRAPLEX RECEPTACLE ABOVE COUNTER	42"
E	20A 120V. QUADRAPLEX RECEPTACLE ABOVE COUNTER ON EMERGENCY BRANCH CIRCUIT (RED)	42"
S	20A 120V. DUPLEX RECEPTACLE-SAFETY TYPE	18"
S	20A 120V. DUPLEX RECEPTACLE-SAFETY TYPE-ABOVE COUNTER	42"
S/E	20A 120V. DUPLEX RECEPTACLE-SAFETY TYPE-ABOVE COUNTER ON EMERGENCY BRANCH CIRCUIT (RED)	42"
GFI	20A GROUND FAULT TYPE RECEPTACLE	18"
GFI/E	20A GROUND FAULT TYPE RECEPTACLE ON EMERGENCY BRANCH CIRCUIT (RED)	18"
GFI/WP	20A GROUND FAULT RECEPTACLE WEATHERPROOF	18"
DW/GFP	20A 120V. DUPLEX RECEPTACLE FOR DISHWASHER PROTECTED BY GFI CIRCUIT BREAKER	18"
USB	20A 120V. DUPLEX USB TYPE	18"
IG	20A DUPLEX RECEPTACLE, ISOLATED GROUNDING,	18"
IG	20A DUPLEX RECEPTACLE, ISOLATED GROUNDING, INSTALL ABOVE COUNTER	42"
IG	20A QUADRAPLEX RECEPTACLE, ISOLATED GROUNDING	18"
WP	20A WEATHERPROOF DUPLEX RECEPTACLE	18"
	20A 120V. FLOOR BOX WITH (1) DUPLEX RECEPTACLE	FLOOR BOX
A	TWO GANG FLOOR BOX WITH ONE DUPLEX 20A 120V RECEPTACLE AND ONE DATA OUTLET	FLOOR BOX
	WIREMOLD #3000 WITH HUBBELL 5352 DUPLEX 20A RECEPTACLES 24" ON CENTER	42"

Lighting Fixture Schedule

Type	Manufacturer	Model	Lamp	Mount	Description
'1'	KIRLIN	LRC-10KLD-5000L120SKLWFL35K23	54.4W LED	RECESSED	CANOPY FIXTURE
'1E'	KIRLIN	LRC-10KLD-5000L120SKLWFL35K23EL	54.4W LED	RECESSED	CANOPY FIXTURE W/EMERGENCY BATTERY BACKUP
'2'	WILLIAMS	LPT24L75835SAF12095DIMUNV	LED	RECESSED	2x4 LED TROFFER
'2E'	WILLIAMS	LPT24L75835SAF12095DIMUNV EM/7W	LED	RECESSED	2x4 LED TROFFER W/EM BATTERY BACKUP
'3'	WILLIAMS	75L4L38835DIMUNV	41W LED	CHAIN	STRIP
'3E'	WILLIAMS	75L4L38835DIMUNV EM	41W LED	CHAIN	STRIP W/EM BATTERY BACKUP
'4'	WILLIAMS	LPT22L75835SAF12095DIMUNV	LED	RECESSED	2x2 LED TROFFER
'A1'	VISIONAIRE	VLX-1T2 128LC3 TS UNVAMBK/SNTS4S720'9BC343S1BK	136W LED	POLE	PARKING/ROAD - SINGLE HEAD
'A2'	VISIONAIRE	VLX-1T2 128LC3 TS UNVAMBK/SNTS4S720'9BC343D2BK	2-136W LED	POLE	PARKING/ROAD - DOUBLE HEAD
'B1'	MUSCO		LED	POLE	BASKETBALL COURT LGHTS
'B2'	MUSCO		LED	POLE	BASKETBALL COURT LGHTS
'C1'	MUSCO		LED	POLE	CRICKET LIGHTING
'C2'	MUSCO		LED	POLE	CRICKET LIGHTING
'C3'	MUSCO		LED	POLE	CRICKET LIGHTING
'P1'	WE-EF	LTM440LED-FT S65/115-1569	27W LED	POLE	TRAIL LIGHT
'S1'	HADCO	RSC2AR5DG2	LED	RECESSED	STEP LIGHT
'W1'	WE-EF	QRI374 LED-616-2321	14W LED	RECESSED	IN WALL LIGHT

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2950 KRAFT DRIVE
NASHVILLE, TN. 37211
PHONE (615) 346-3400
www.icthomasson.com
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REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
No. 110060
STATE OF TENNESSEE
06/30/2023

LIBERTY PARK
CITY OF FRANKLIN
PREPARED FOR:
FRANKLIN PARKS AND RECREATION
WILLIAMSON COUNTY
TN

SUBMITTALS / REVISIONS

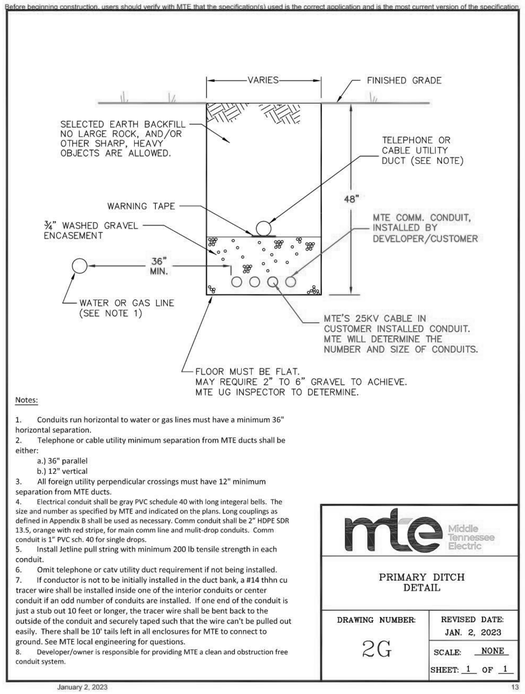
NO.	DATE	DESCRIPTION

SHEET TITLE
ELECTRICAL LEGEND AND SCHEDULES

PROJECT NO. 19231	DATE 06/30/23
DRAWN BY Author	SCALE 1/8" = 1'-0"
CHECKED BY Checker	

SHEET NO.
E0.00

Before beginning construction, users should verify with MTE that the specification(s) used is the correct application and is the most current version of the specification.



Notes:

1. Conduits run horizontal to water or gas lines must have a minimum 36" horizontal separation.
2. Telephone or cable utility minimum separation from MTE ducts shall be either:
   a.) 36" parallel
   b.) 12" vertical
3. All foreign utility perpendicular crossings must have 12" minimum separation from MTE ducts.
4. Electrical conduit shall be gray PVC schedule 40 with long integeral bells. The size and number as specified by MTE and indicated on the plans. Long couplings as defined in Appendix B shall be used as necessary. Comm conduit shall be 2" HDPE SDR 13.5, orange with red stripe, for main comm line and multi-drop conduits. Comm conduit is 1" PVC sch. 40 for single drops.
5. Install Jetline pull string with minimum 200 lb tensile strength in each conduit.
6. Omit telephone or catv utility duct requirement if not being installed.
7. If conductor is not to be initially installed in the duct bank, a #14 thhn cu tracer wire shall be installed inside one of the interior conduits or center conduit if an odd number of conduits are installed. If one end of the conduit is just a stub out 10 feet or longer, the tracer wire shall be bent back to the outside of the conduit and securely taped such that the wire can't be pulled out easily. There shall be 10' tails left in all enclosures for MTE to connect to ground. See MTE local engineering for questions.
8. Developer/owner is responsible for providing MTE a clean and obstruction free conduit system.

Middle Tennessee Electric

PRIMARY DITCH DETAIL

DRAWING NUMBER:	REVISED DATE: JAN. 2, 2023
2G	SCALE: NONE
	SHEET: 1 OF 1

January 2, 2023 13

A-A SECTION CONDUIT

SCALE: NONE

1 E0.01 ELECTRICAL - SITE PLAN

SCALE: 1" = 50'-0"

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GENERAL NOTES:

A. ALL SITE TWO WIRE CONDUITS SHALL BE A MINIMUM OF 1" SCHEDULE 80 PVC.

ELECTRICAL NOTES:

1. INTERCEPT EXISTING CONDUIT AND EXTEND TO NEW TRANSFORMER PAD LOCATION.
2. PROVIDE RECEPTACLE AT +18" AND +60" AFF AT EACH STALL OF FARMERS MARKET.
3. EXISTING CONDUITS STUBBED UP NEAR THIS LOCATION. REWORK AS NEEDED TO NEW POLE AND EXTEND TO NEXT POLE LOCATION.
4. PROVIDE FLIPTOP LOCKABLE WEATHERPROOF COVER.
5. PROVIDE UNISTRUT MOUNTING AND ALL HARDWARE ASSOCIATED FOR MOUNTING OF ELECTRICAL PANEL.
6. CIRCUITRY FOR PAVILION LIGHTING SHALL ROUTE FROM UNDERGROUND UP INTO TUBE STEEL TO LIGHTS. COORDINATE WITH MANUFACTURER FOR ROUGH-IN DETAILS AND ALL ADDITIONAL REQUIREMENTS.
7. UTILIZE EXISTING CONDUIT FOR NEW CIRCUITRY.
8. EXISTING CONDUIT TO BE REWORKED IN THIS AREA TO AVOID WATER STRUCTURE.
9. AT EXISTING LIGHTING CONDUIT STUB UPS PROVIDE NEW PULLBOXES AND REWORK CONDUITS AS REQUIRED.
10. EXISTING LIGHTING CONDUIT STUB UP AT THIS LOCATION. REWORK CONDUITS TO EXTEND CONDUIT TO NEW POLE LOCATION.
11. EXISTING PRIMARY CONDUIT IN THIS AREA WHERE NEW GRADE WILL AFFECT. REWORK EXISTING CONDUIT TO BE 48" DEEP PER MTE REQUIREMENTS.
12. EXISTING CONDUITS NEAR THIS LOCATION NEAR NEW UTILITY LINE. REWORK CONDUITS AND PROVIDE NEW PULLBOX AWAY FROM UTILITY LINE AND ANY EASEMENTS.
13. EXISTING CONDUIT STUB TO BE REMOVED.
14. EXISTING CONDUIT ACROSS ROAD. UTILIZE TO FEED NEW LIGHTING CIRCUIT.
15. PROVIDE 30A/3P/3R DISCONNECT FOR MUSCO SPORTS LIGHTING. PROVIDE ELECTRICAL CONNECTION TO SPORTS LIGHTING PER MUSCO REQUIREMENTS.
16. PROVIDE ELECTRICAL CONNECTION TO MUSCO LIGHTING CONTROL POWER.

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LICENSED PROFESSIONAL ENGINEER PAUL VLECK JOHNSON REGISTERED AGRICULTURE 06/30/2023 No. 110051 STATE OF TENNESSEE

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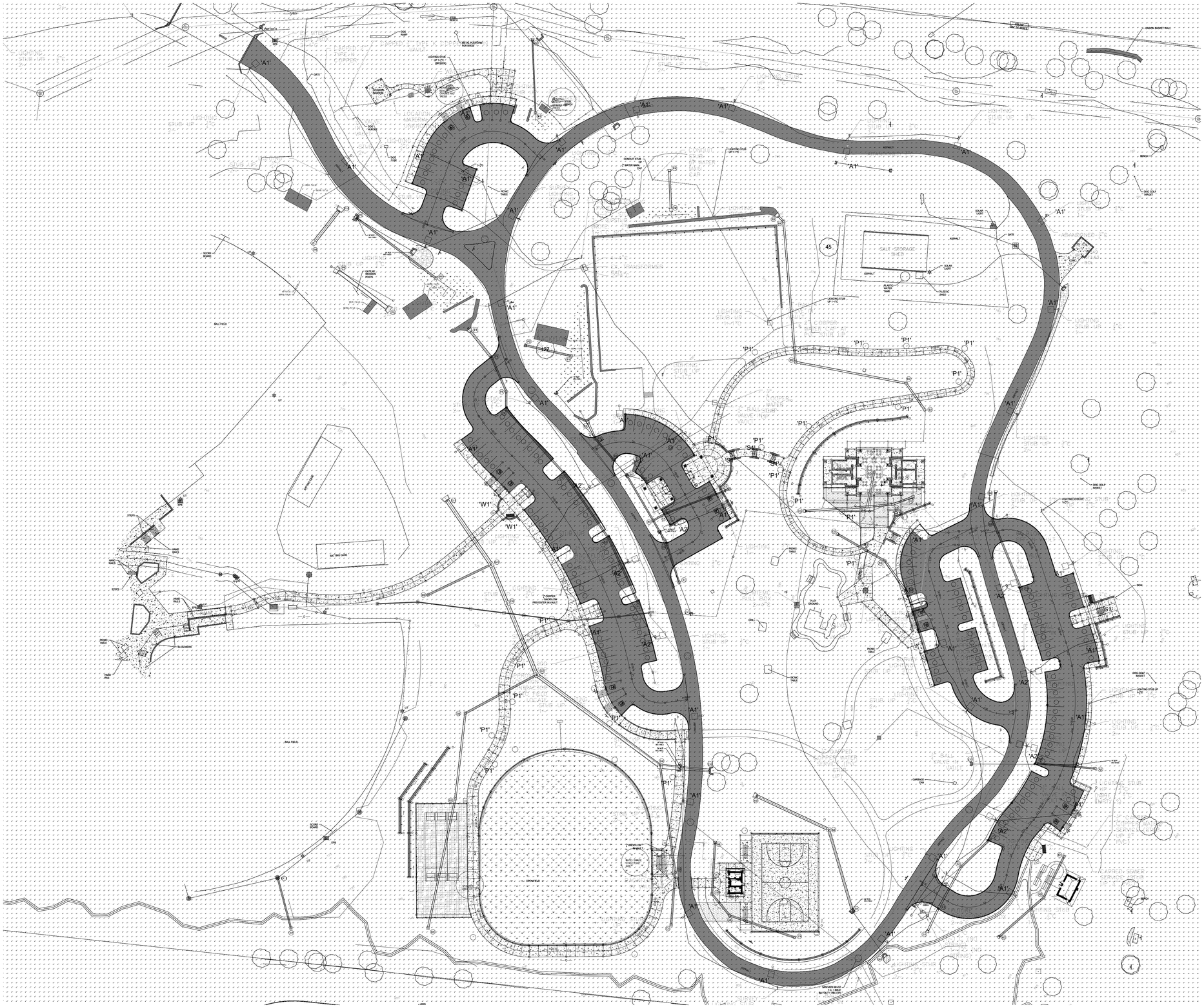
SHEET TITLE

ELECTRICAL - SITE PLAN

PROJECT NO.	DATE
19231	06/30/23
DRAWN BY: Author	SCALE: 1" = 50'-0"
CHECKED BY: Checker	

SHEET NO.

E0.01

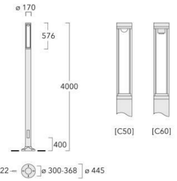

'A1'
'P1'
'W1'
'S1'
'A2'
45
127
SALE STORAGE
SOCCER FIELD
BALL FIELD
PLAYGROUND
DISC GOLF BASKET
PICNIC TABLE
GRILL
BENCH
SCORE BOARD
SCOREBOARD
SUTTING CAGE
RESTROOM
ASPHALT
GRAVEL
GRASS
SOLAR LIGHT
LIGHTING STUB UP 1'-0"
CONCRETE
PLASTIC WATER TANK
PLASTIC (RR)
CARRAGE CUR
DRIVE
SIDEWALK
STEPS
HAND RAILS
PARK ENTRANCE
PARK ENTRANCE SIGN
WOOD POST
WOOD FENCE
CONCRETE RETAINING WALL
CHAIN LINK FENCE
UNION BARRET WALL
ELECTRIC BOX
ELECTRIC MANHOLE
ELECTRIC METER
ELECTRIC POLE
ELECTRIC TRANSFORMER
ELECTRIC VAULT
GAS METER
GAS VALVE
GUY WIRE
LIGHT POLE
POWER POLE
SIGN
TELEPHONE BOX
TELEPHONE MANHOLE
TELEPHONE PEDESTAL
TELEPHONE POLE
TELEPHONE VAULT
TRAFFIC SIGNAL BOX
TRAFFIC SIGNAL POLE
WATER MANHOLE
WATER METER
WATER VALVE
WELL
WOOD POST
WOOD STUB
CONCRETE
CONCRETE CURB
CONCRETE WALK
CONCRETE WALL
CONCRETE WALL
CONCRETE WALL

LTM440 LED-FT

Light Columns

we-ef





Description

IP66. Class I. IK10. Marine-grade, die-cast aluminum alloy. 5CE superior corrosion protection including PCS hardware. Silicone CCG® Controlled Compression Gasket. Polycarbonate outer lens. Service door with fused cable connecting box. CAD-optimized indirect optics for superior illumination and glare control. 0-10V Dimming comes standard with luminaire.

Specify product with 7 Digit product code – Finish Color. Accessories, such as mounting, optical, and electrical, must be specified separately.
Example: XXX-XXXX-9004 (Black)
+ XXX-XXXX (Accessory 1)

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HADCO by signify

Landscape

Step light

RSF2/RSS2/RSC2/RSV2



LED

Project:
Location:
Cat. No.:
Type:
Lamps: Qty:
Notes:

Hadco LED step light line-voltage landscape luminaire has interchangeable LED color temperature between 3K and 4K CCT. This adjustable luminaire also has the ability to switch between 5 preset light outputs.

Ordering guide — **Example: RSC2-AK5DG2**

Series		Finish		Optics		Source		Generation	
RSC2	Aluminum step light	A H	Black Bronze	K5	Aluminum louvers	D	LED	G2	Generation 2
RSF2	Polycarbonate Step light	A H	Black Bronze	L5	Opal lens	D	LED	G2	Generation 2
RSS2	Polycarbonate Step light	A H	Black Bronze	K5	Aluminum louvers	D	LED	G2	Generation 2
RSV2	Vertical aluminum step light	A H	Black Bronze	K5	Aluminum louvers	D	LED	G2	Generation 2

Optional for early installation

Series	Finish	Option
RS2		
RS2	A Black H Bronze	HO Housing only (pre-shipment)

Use when Housing Only (HO) is ordered for pre-shipment to complete catalog number of fixture without housing.



Accessories

Construction mounting kits

MAKM	Masonry kit
MAKNS	New Stud Wall kit
MAKES	Existing Stud Wall kit

All units supplied with mounting hardware for concrete pour installation. If other mounting kits are required, order accessory.

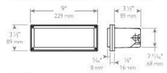
RSF2/RSS2/RSC2/RSV2 Step light

Dimensions and finishes

RSF2
Polycarbonate step light



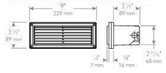
A Black
H Bronze



RSC2
Aluminum step light



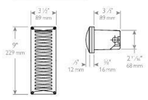
A Black
H Bronze



RSV2
Aluminum step light



A Black
H Bronze

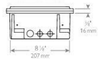


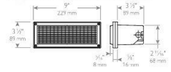
RSS2
Polycarbonate step light



A Black
H Bronze

Bottom view of all





Control Number: AREA-VLX-1-08_30_2022

VLX LED Specifications



Project Name:

Catalog Number:

Type:

The new **VLX LED** Series offers clean, functional styling that is defined by its sleek low profile design and rugged construction. It combines LED performance and advanced LED thermal management technology and provides outdoor lighting that is both energy efficient and aesthetically pleasing.

The LED's performance and the driver's life are maximized by enclosing them in two separate die cast aluminum housings. Easy tool-less access for mounting and maintenance.

The LED light assemblies come with 96 to 192 LEDs. Eight optical distribution patterns are available. Choose between 3000, 4000 or 5000 Kelvin temperature of the LEDs.

A durable polyester powder coat finish is guaranteed for five years; and is available in standard or custom colors.

The **VLX LED** series is an exceptional choice for commercial parking lots, office complexes, architectural projects, and other general lighting projects.

Ordering Information

MODEL	OPTICS	LEDS	CURRENT	KELVIN	VOLTAGE	MOUNTING	FINISH	OPTIONS	OPTIONS
VLX-1	**T1** Type 1	**96LC**	**3** 350mA	**3K** 3000K	**UNV** 120-277V	**AM** Arm Mount	**BZ** Bronze	**PCR-120** **PCR-208** **PCR-240** **PCR-277** **PCR-347** **PCR-480** Photocell & Receptacle	**RPP** Round Pole Adapter
	T2 Type 2	**128LC**	**5** 530mA	**4K** 4000K	**8** 347V	Round Pole Plate Adaptors (RPP) are to be ordered separately.	**BK** Black		**UPMA-S** Universal Square Pole Mount Adaptor
	T3 Type 3	**160LC**	**7** 700mA	**5K** 5000K	**5** 480V	**WM** Wall Mount *Requires BAWP	**SBK** Smooth Black		**UPMA-R** Universal Round Pole Mount Adaptor
	T4 Type 4	**192LC**				BAWP to be ordered separately.	**WH** White	**PER**	**BAWP** Easy Wall Plate
	T4A Type 4 Automotive						**SWH** Smooth White	**5PINPER** **7PINPER** 5- / 7-Pin Twist-Lock w/shorting cap Requires dimming	**ROT-R** Rotated Optics Right Side
	T5 Type 5						**GP** Graphite	**DIM** 0-10V Dimming Driver	**ROT-L** Rotated Optics Left Side
	T5W Type 5 Wide						**GY** Grey	**WSC-8** Motion Sensor 8'(2.4m) Mounting Height	**CLS** Black Side Cutoff Louver Shield
	T5WR Type 5 Wide Round						**SL** Silver Metallic	**WSC-20** Motion Sensor 20'(6m) Mounting Height	**RCLS** Right Side Cutoff Louver Shield
							CC Custom Color	**WSC-40** Motion Sensor 21-40' Mounting Height	**LCLS** Left Side Cutoff Louver Shield
								*The WSC options will require (1) NMT-SD remote for programming	**VWC** Vision Ware Wireless Controls *Consult Factory

VISIONAIRE LIGHTING

VL-PA-ING-001-F37 REV. 0 CRCABR22-03

QRI374 LED

Recessed Wall Luminaires

we-ef



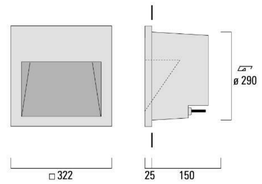
Description
Recessed LED wall luminaire.

ADA (American Disabilities Act) Compliant.

IP55. Class I. Marine-grade, die-cast aluminum alloy. 5CE superior corrosion protection including PCS hardware. Silicone CCG® Controlled Compression Gasket. Safety glass lens. Two cable entries. 0-10V Dimming comes standard with luminaire.

A pre-installation blockout is available and recommended for mounting in concrete walls; to be ordered separately.

Specify product with 7 Digit product code – Finish Color. Accessories, such as mounting, optical, and electrical, must be specified separately.
Example: XXX-XXXX-9004 (Black)
+ XXX-XXXX (Accessory 1)



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LICENSED PROFESSIONAL ENGINEER — JOSEPH PAUL VERCOE — No. 110051 — STATE OF TENNESSEE — AGRICULTURE — 02/01/2025

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WILLIAMSON COUNTY

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE

ELECTRICAL - SITE PHOTOMETRICS DETAILS

PROJECT NO.	DATE
19231	03/04/24
DRAWN BY: Author	SCALE
CHECKED BY: Checker	

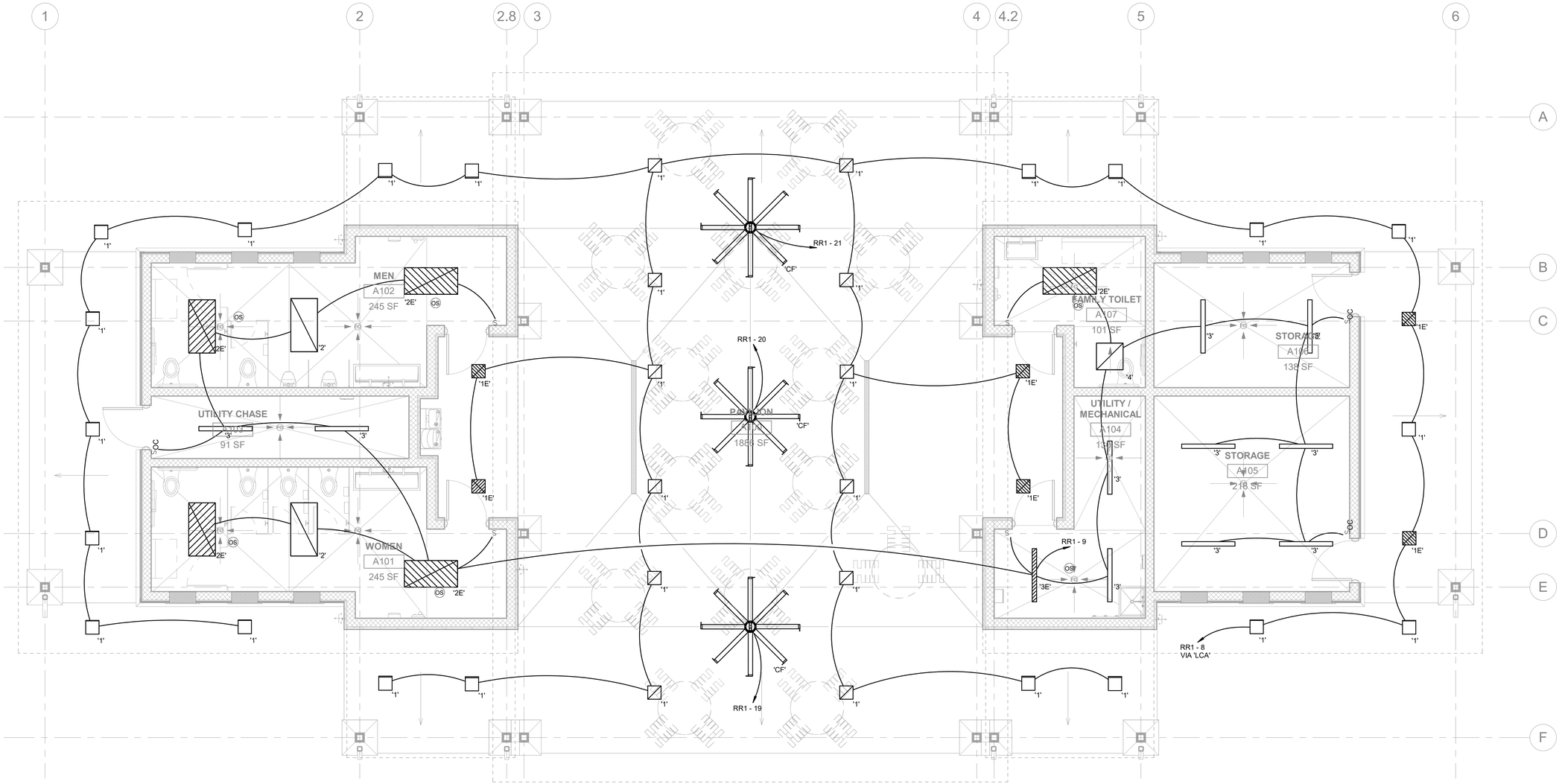
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1 / E1.A1 LIGHTING - RESTROOM PAVILION PLAN
SCALE: 1/4" = 1'-0"

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WILLIAMSON COUNTY
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SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
LIGHTING - RESTROOM PAVILION PLAN

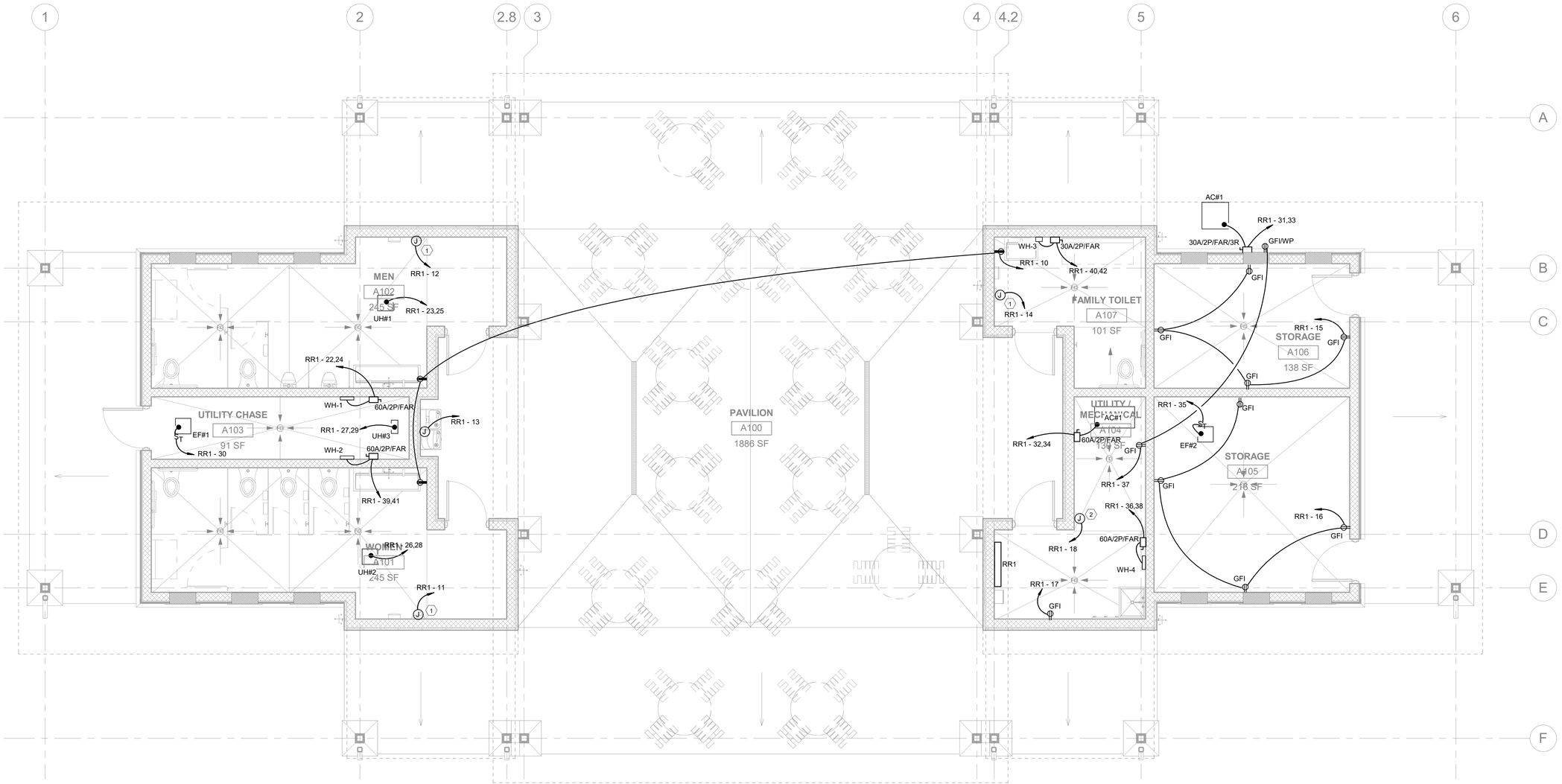
PROJECT NO.	DATE
19231	06/30/23
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CHECKED BY: Checker	

SHEET NO.
E1.A1

ELECTRICAL NOTES: ⬡

1. PROVIDE ELECTRICAL CONNECTION TO HAND DRYER.
2. PROVIDE ELECTRICAL CONNECTION TO IRRIGATION CONTROLLER.

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1 / E2.A1 POWER & SYSTEMS - RESTROOM PAVILION PLAN
SCALE: 1/4" = 1'-0"

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SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
POWER & SYSTEMS - RESTROOM PAVILION PLAN

PROJECT NO.	DATE
19231	06/30/23
DRAWN BY: Author	SCALE: 1/4" = 1'-0"
CHECKED BY: Checker	

SHEET NO.
E2.A1

Branch Panel: RR2

Location:
Supply From:
Mounting: Surface
Enclosure: Type 1

Volts: 120/208 Wye
Phases: 3
Wires: 4

A.I.C. Rating: 18,000 A
Mains Type: MCB
Mains Rating: 150 A
MCB Rating: 150 A

Notes:

CKT	Circuit Description	Demand Code	TRIP	P	A	B	C	P	TRIP	Demand Code	Circuit Description	CKT
1	Lighting	Lighting	20 A	1	1330	180		1	20 A	Recept...	Site Receptacle	2
3	HAND DRYER	Power	20 A	1		1500	167	1	20 A	Lighting	Lighting	4
5	ELECT. WATER COOLER	Power	20 A	1			500	540	1	20 A	Power	Receptacle	6
7	Site Receptacle	Recept...	20 A	1	180	1500			1	20 A	Power	HAND DRYER	8
9	Site Receptacle	Recept...	20 A	1		180	1650		2	20 A	Power	WH-6	10
11	Site Receptacle	Recept...	20 A	1			180	1650	--	--	--	--	12
13	UH#4 (3 #10, 3/4"C.)	Motor	30 A	2	2500	180			1	20 A	Recept...	Site Receptacle	14
15	--	--	--	--		2500	180		1	20 A	Recept...	Site Receptacle	16
17	UH#6 (3 #10, 3/4"C.)	Motor	30 A	2			2500	147	1	15 A	Motor	EF#3	18
19	--	--	--	--	2500	2500			2	30 A	Motor	UH#5 (3 #10, 3/4"C.)	20
21	WH-5	Power	20 A	2		1650	2500		--	--	--	--	22
23	--	--	--	--			1650	3600	2	40 A	Power	WH-7 (2 #8,#10GND,,3/4"C.)	24
25	Spare	--	20 A	1	0	3600			--	--	--	--	26
27	Spare	--	20 A	1		0	0		1	20 A	--	Spare	28
29	Spare	--	20 A	1			0	0	1	20 A	--	Spare	30
31	Spare	--	20 A	1	0	0			1	20 A	--	Spare	32
33	Spare	--	20 A	1		0	0		1	20 A	--	Spare	34
35	Spare	--	20 A	1			0	0	1	20 A	--	Spare	36
37	Spare	--	20 A	1	0	0			1	20 A	--	Spare	38
39	Spare	--	20 A	1		0	0		1	20 A	--	Spare	40
41	Spare	--	20 A	1			0	0	1	20 A	--	Spare	42
43	Spare	--	20 A	1	0	0			1	20 A	--	Spare	44
45	Spare	--	20 A	1		0	0		1	20 A	--	Spare	46
47	Spare	--	20 A	1			0	0	1	20 A	--	Spare	48
49	Spare	--	20 A	1	0	0			1	20 A	--	Spare	50
51	Spare	--	20 A	1		0	0		1	20 A	--	Spare	52
53	Spare	--	20 A	1			0	0	1	20 A	--	Spare	54
55	Spare	--	20 A	1	0	0			3	30 A	--	SPD	56
57	Spare	--	20 A	1		0	0		--	--	--	--	58
59	Spare	--	20 A	1			0	0	--	--	--	--	60
			Total Load:		14470 VA		10327 VA				10767 VA		
			Total Amps:		121 A		86 A				90 A		

Legend:

Load Classification	Connected Load	Demand Factor	Estimated Demand	Panel Totals	
Lighting	1497 VA	100.00%	1497 VA		
Motor	15147 VA	80.00%	12118 VA	**Total Conn. Load:**	35564 VA
Power	17840 VA	100.00%	17840 VA	**Total Est. Demand:**	32535 VA
Receptacle	1080 VA	100.00%	1080 VA	**Total Conn. Current:**	99 A
				Total Est. Demand Current:	90 A

Notes:
PROVIDE SERVICE ENTRANCE RATED PANELBOARD WITH MAIN BREAKER.

Branch Panel: RR1

Location: UTILITY / MECHANICAL A104
Supply From:
Mounting: Surface
Enclosure: Type 1

Volts: 120/208 Wye
Phases: 3
Wires: 4

A.I.C. Rating: 18,000 a
Mains Type: MCB
Mains Rating: 150 A
MCB Rating: 150 A

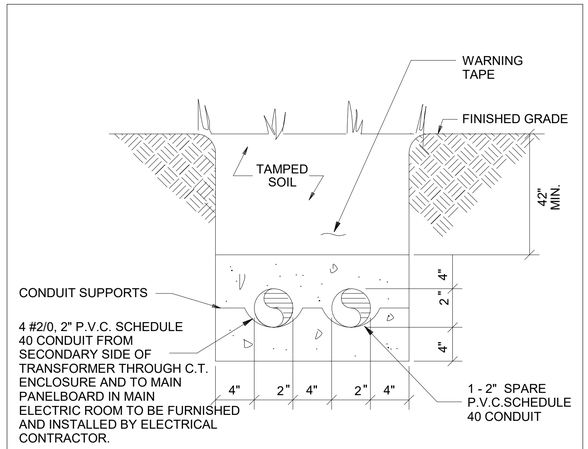
Notes:

CKT	Circuit Description	Demand Code	TRIP	P	A	B	C	P	TRIP	Demand Code	Circuit Description	CKT
1	Receptacle	Recept...	20 A	1	180	360		1	20 A	Power	Power FARMERS MARKET PAVILION	2
3	Power FARMERS MARKET PAVILION	Power	20 A	1			360	360	1	20 A	Power	Power FARMERS MARKET PAVILION	4
5	Power FARMERS MARKET PAVILION	Power	20 A	1					1	20 A	Power	Power FARMERS MARKET PAVILION	6
7	Lighting	Lighting	20 A	1	280	2052			1	20 A	Lighting	Lighting	8
9	Lighting	Lighting	20 A	1			582	540	1	20 A	Recept...	Receptacle	10
11	HAND DRYER	Equip...	20 A	1					1	20 A	Equip...	HAND DRYER	12
13	ELECT. WATER COOLER	Equip...	20 A	1	500	1500			1	20 A	Equip...	HAND DRYER	14
15	Receptacle	Recept...	20 A	1			720	720	1	20 A	Recept...	Receptacle	16
17	Receptacle	Recept...	20 A	1					1	20 A	Equip...	IRRIGATION CONTROLLER	18
19	CEILING FAN	Other	20 A	1	0	0			1	20 A	Other	CEILING FAN	20
21	CEILING FAN	Other	20 A	1			0	3600	2	40 A	Equip...	WH#1 (2 #8, #10 GND, 3/4"C.)	22
23	UH#1 (3 #10, 3/4"C.)	Motor	30 A	2					2	40 A	--	--	24
25	--	--	--	--	2500	2500			2	30 A	Motor	UH#2 (3 #10, 3/4"C.)	26
27	UH#3 (3 #10, 3/4"C.)	Motor	30 A	2			2500	2500	--	--	--	--	28
29	--	--	--	--					2	15 A	Motor	EF#1	30
31	AC#1	Motor	20 A	2	1296	3064			2	40 A	Motor	AC#1 (3 #8, # 10 GND., 3/4"C.)	32
33	--	--	--	--			1296	3064	--	--	--	--	34
35	EF#2	Motor	15 A	1					2	40 A	Equip...	WH-4 (2 #8, #10 GND, 3/4"C.)	36
37	Receptacle	Recept...	20 A	1	360	3600			--	--	--	--	38
39	WH-2 (2 #8, #10 GND, 3/4"C.)	Equip...	40 A	2			3600	1650	2	20 A	Equip...	WH-3	40
41	--	--	--	--					--	--	--	--	42
43	Power FARMERS MARKET PAVILION	Power	20 A	1	360	360			1	20 A	Power	Power FARMERS MARKET PAVILION	44
45	Power FARMERS MARKET PAVILION	Power	20 A	1			360	0	1	20 A	--	Spare	46
47	Spare	--	20 A	1			0	0	1	20 A	--	Spare	48
49	Spare	--	20 A	1	0	0			1	20 A	--	Spare	50
51	Spare	--	20 A	1			0	0	1	20 A	--	Spare	52
53	Spare	--	20 A	1			0	0	1	20 A	--	Spare	54
55	Spare	--	20 A	1	0	0			1	20 A	--	Spare	56
57	Spare	--	20 A	1			0	0	1	20 A	--	Spare	58
59	Spare	--	20 A	1			0	0	1	20 A	--	Spare	60
			Total Load:		18912 VA		21827 VA				22115 VA		
			Total Amps:		158 A		186 A				188 A		

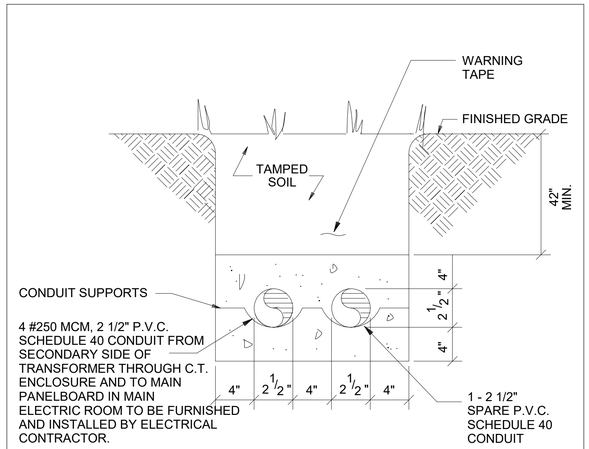
Legend:

Load Classification	Connected Load	Demand Factor	Estimated Demand	Panel Totals	
Lighting	2894 VA	100.00%	2894 VA		
Motor	23984 VA	80.00%	19187 VA	**Total Conn. Load:**	62853 VA
Other	0 VA	0.00%	0 VA	**Total Est. Demand:**	55016 VA
Power	2880 VA	100.00%	2880 VA	**Total Conn. Current:**	174 A
Equipment	30400 VA	90.00%	27360 VA	**Total Est. Demand Current:**	153 A
Receptacle	2700 VA	100.00%	2700 VA		

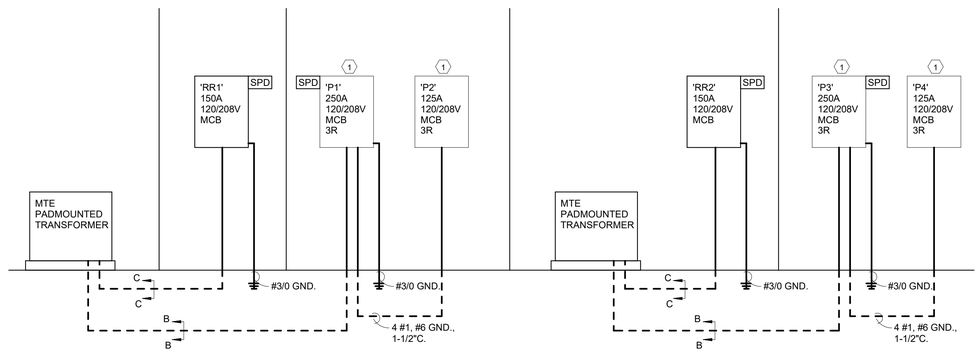
Notes:
PROVIDE SERVICE ENTRANCE RATED PANELBOARD WITH MAIN BREAKER.



"C-C" SECTION TWO CONDUIT
No Scale



"B-B" SECTION TWO CONDUIT
No Scale



ELECTRICAL RISER DIAGRAM
SCALE: NONE

RISER DIAGRAM NOTES:

1. **ALL SITE LIGHTING SHALL BE POWERED SEPARATE FROM ALL BUILDING POWER AND SITE RECEPTACLES/EQUIPMENT POWER. PROVIDE SEPARATE METERS. SITE LIGHTING PANELS 'P1', 'P2', 'P3', AND 'P4' SHALL BE CONTROLLED PHOTOCELL ON/OFF.**

I.C. Thomasson Associates, Inc.
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ICT Project No. 220169

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REGISTERED PROFESSIONAL ENGINEER
DUSTIN PAUL VIERKANT
AGRICULTURE
No. 110060
06/30/2023
STATE OF TENNESSEE

LIBERTY PARK
CITY OF FRANKLIN
PREPARED FOR:
FRANKLIN PARKS AND RECREATION
WILLIAMSON COUNTY
TN

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
ELECTRICAL RISER & SCHEDULES

PROJECT NO. 19231	DATE 06/30/23
DRAWN BY Author	SCALE 1/8" = 1'-0"
CHECKED BY Checker	

SHEET NO.
E3.A3

Branch Panel: P3

Location:
Supply From: 750 kVA, 277 V/480 V, Three...
Mounting: Surface
Enclosure: Type 3R

Volts: 120/208 Wye
Phases: 3
Wires: 4

A.I.C. Rating: 10,000 A
Mains Type: MCB
Mains Rating: 250 A
MCB Rating: 250 A

Notes:

CKT	Circuit Description	Demand Code	TRIP	P	A		B		C		P	TRIP	Demand Code	Circuit Description	CKT
1	Lighting	Lighting	20 A	3	400	1704					1	20 A	Lighting	Lighting	2
3	--	--	--	--			400	700			1	20 A	Lighting	Site Lighting	4
5	--	--	--	--					400	400	3	20 A	Lighting	Site Lighting	6
7	Lighting Control	Equip...	20 A	1	300	400					--	--	--	--	8
9	Lighting Control	Equip...	20 A	1			300	400			--	--	--	--	10
11	Space	--	--	--					0	0	1	20 A	--	Spare	12
13	Spare	--	20 A	1	0	0					1	20 A	--	Spare	14
15	Spare	--	20 A	1			0	0			1	20 A	--	Spare	16
17	Spare	--	20 A	1					0	0	1	20 A	--	Spare	18
19	Spare	--	20 A	1	0	0					1	20 A	--	Spare	20
21	Spare	--	20 A	1			0	0			1	20 A	--	Spare	22
23	Spare	--	20 A	1					0	0	1	20 A	--	Spare	24
25	Spare	--	20 A	1	0	0					1	20 A	--	Spare	26
27	Spare	--	20 A	1			0	0			1	20 A	--	Spare	28
29	Spare	--	20 A	1					0	0	1	20 A	--	Spare	30
31	Spare	--	20 A	1	0	0					1	20 A	--	Spare	32
33	Spare	--	20 A	1			0	0			1	20 A	--	Spare	34
35	Spare	--	20 A	1					0	0	1	20 A	--	Spare	36
37	P4	Equip...	125 A	3	6432	0					3	30 A	--	SPD	38
39	--	--	--	--			6360	0			--	--	--	--	40
41	--	--	--	--					6360	0	--	--	--	--	42
			Total Load:		9236 VA		8160 VA		7160 VA						
			Total Amps:		78 A		69 A		60 A						

Legend:

Load Classification	Connected Load	Demand Factor	Estimated Demand	Panel Totals	
Lighting	22756 VA	100.00%	22756 VA		
Equipment	1800 VA	90.00%	1620 VA	**Total Conn. Load:**	24556 VA
				Total Est. Demand:	24376 VA
				Total Conn. Current:	68 A
				Total Est. Demand Current:	68 A

Notes:
PROVIDE SERVICE ENTRANCE RATED PANELBOARD WITH MAIN BREAKER.

Branch Panel: P1

Location:
Supply From:
Mounting: Surface
Enclosure: Type 3R

Volts: 120/208 Wye
Phases: 3
Wires: 4

A.I.C. Rating: 10,000 A
Mains Type: MCB
Mains Rating: 250 A
MCB Rating: 250 A

Notes:

CKT	Circuit Description	Demand Code	TRIP	P	A		B		C		P	TRIP	Demand Code	Circuit Description	CKT
1	Lighting	Lighting	20 A	1	846	36					1	20 A	Lighting	Site Lighting	2
3	PAVILION LIGHTING	Equip...	20 A	1			500	360			1	20 A	Lighting	Site Lighting	4
5	Site Lighting	Lighting	20 A	1					280	420	1	20 A	Lighting	Site Lighting	6
7	Lighting	Lighting	20 A	1	280	0					1	20 A	--	Spare	8
9	Spare	--	20 A	1			0	0			1	20 A	--	Spare	10
11	Spare	--	20 A	1					0	0	1	20 A	--	Spare	12
13	Spare	--	20 A	1	0	0					1	20 A	--	Spare	14
15	Spare	--	20 A	1			0	0			1	20 A	--	Spare	16
17	Spare	--	20 A	1					0	0	1	20 A	--	Spare	18
19	Spare	--	20 A	1	0	0					1	20 A	--	Spare	20
21	Spare	--	20 A	1			0	0			1	20 A	--	Spare	22
23	Spare	--	20 A	1					0	0	1	20 A	--	Spare	24
25	Spare	--	20 A	1	0	0					1	20 A	--	Spare	26
27	Spare	--	20 A	1			0	0			1	20 A	--	Spare	28
29	Spare	--	20 A	1					0	0	1	20 A	--	Spare	30
31	Spare	--	20 A	1	0	0					1	20 A	--	Spare	32
33	Spare	--	20 A	1			0	0			1	20 A	--	Spare	34
35	Spare	--	20 A	1					0	0	1	20 A	--	Spare	36
37	PANEL P2	Lighting	125 A	3	2818	0					3	30 A	--	SPD	38
39	--	--	--	--			0	0			--	--	--	--	40
41	--	--	--	--					0	0	--	--	--	--	42
			Total Load:		3980 VA		860 VA		700 VA						
			Total Amps:		33 A		7 A		6 A						

Legend:

Load Classification	Connected Load	Demand Factor	Estimated Demand	Panel Totals	
Lighting	5040 VA	100.00%	5040 VA		
Equipment	500 VA	90.00%	450 VA	**Total Conn. Load:**	5540 VA
				Total Est. Demand:	5490 VA
				Total Conn. Current:	15 A
				Total Est. Demand Current:	15 A

Notes:
PROVIDE SERVICE ENTRANCE RATED PANELBOARD WITH MAIN BREAKER.

Branch Panel: P4

Location:
Supply From: P3
Mounting: Surface
Enclosure: Type 3R

Volts: 120/208 Wye
Phases: 3
Wires: 4

A.I.C. Rating: 10,000 A
Mains Type: MCB
Mains Rating: 125 A
MCB Rating: 125 A

Notes:

CKT	Circuit Description	Demand Code	TRIP	P	A		B		C		P	TRIP	Demand Code	Circuit Description	CKT
1	Site Lighting	Lighting	20 A	1	240	432					1	20 A	Lighting	Lighting	2
3	Lighting	Lighting	20 A	3			1440	1440			3	20 A	Lighting	Lighting	4
5	--	--	--	--					1440	1440	--	--	--	--	6
7	--	--	--	--	1440	1440					--	--	--	--	8
9	Lighting	Lighting	20 A	3			1440	1440			3	20 A	Lighting	Lighting	10
11	--	--	--	--					1440	1440	--	--	--	--	12
13	--	--	--	--	1440	1440					--	--	--	--	14
15	Lighting Control	Equip...	20 A	1			300	300			1	20 A	Equip...	Lighting Control	16
17	Lighting Control	Equip...	20 A	1					300	300	1	20 A	Equip...	Lighting Control	18
19	Spare	--	20 A	1	0	0					1	20 A	--	Spare	20
21	Spare	--	20 A	1			0	0			1	20 A	--	Spare	22
23	Spare	--	20 A	1					0	0	1	20 A	--	Spare	24
25	Spare	--	20 A	1	0	0					1	20 A	--	Spare	26
27	Spare	--	20 A	1			0	0			1	20 A	--	Spare	28
29	Spare	--	20 A	1					0	0	1	20 A	--	Spare	30
31	Spare	--	20 A	1	0	0					1	20 A	--	Spare	32
33	Spare	--	20 A	1			0	0			1	20 A	--	Spare	34
35	Spare	--	20 A	1					0	0	1	20 A	--	Spare	36
37	Spare	--	20 A	1	0	0					1	20 A	--	Spare	38
39	Spare	--	20 A	1			0	0			1	20 A	--	Spare	40
41	Spare	--	20 A	1					0	0	1	20 A	--	Spare	42
			Total Load:		6432 VA		6360 VA		6360 VA						
			Total Amps:		54 A		53 A		53 A						

Legend:

Load Classification	Connected Load	Demand Factor	Estimated Demand	Panel Totals	
Lighting	17952 VA	100.00%	17952 VA		
Equipment	1200 VA	90.00%	1080 VA	**Total Conn. Load:**	19152 VA
				Total Est. Demand:	19032 VA
				Total Conn. Current:	53 A
				Total Est. Demand Current:	53 A

Notes:

Branch Panel: P2

Location:
Supply From: P1
Mounting: Surface
Enclosure: Type 3R

Volts: 120/208 Wye
Phases: 3
Wires: 4

A.I.C. Rating: 10,000 A
Mains Type: MCB
Mains Rating: 125 A
MCB Rating: 125 A

Notes:

CKT	Circuit Description	Demand Code	TRIP	P	A		B		C		P	TRIP	Demand Code	Circuit Description	CKT
1	Lighting	Lighting	20 A	1	1680	1138					1	20 A	Lighting	Lighting	2
3	Spare	--	20 A	1			0	0			1	20 A	--	Spare	4
5	Spare	--	20 A	1					0	0	1	20 A	--	Spare	6
7	Spare	--	20 A	1	0	0					1	20 A	--	Spare	8
9	Spare	--	20 A	1			0	0			1	20 A	--	Spare	10
11	Spare	--	20 A	1					0	0	1	20 A	--	Spare	12
13	Spare	--	20 A	1	0	0					1	20 A	--	Spare	14
15	Spare	--	20 A	1			0	0			1	20 A	--	Spare	16
17															18
19															20
21															22
23															24
25															26
27															28
29															30
31															32
33															34
35															36
37															38
39															40
41															42
			Total Load:		2818 VA		0 VA		0 VA						
			Total Amps:		23 A		0 A		0 A						

Legend:

Load Classification	Connected Load	Demand Factor	Estimated Demand	Panel Totals	
Lighting	2818 VA	100.00%	2818 VA		
				Total Conn. Load:	2818 VA
				Total Est. Demand:	2818 VA
				Total Conn. Current:	8 A
				Total Est. Demand Current:	8 A

Notes:

ICT
I.C. Thomasson Associates, Inc.
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ICT Project No. 220169

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REGISTERED PAUL VIEWEG ENGINEER AGRICULTURE No. 110006 STATE OF TENNESSEE 06/30/2023

TN

LIBERTY PARK
CITY OF FRANKLIN
PREPARED FOR:
FRANKLIN PARKS AND RECREATION
WILLIAMSON COUNTY

SUBMITTALS / REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
ELECTRICAL SCHEDULES

PROJECT NO. 19231	DATE 06/30/23
DRAWN BY Author	SCALE
CHECKED BY Checker	

SHEET NO.
E3.A4

City of Franklin

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

File #: 21-016

DATE: May 6, 2024

TO: Franklin Municipal Planning Commission

FROM: Emily Wright, Director of Planning and Sustainability
Amy Diaz-Barriga, Asst Director of Planning Development
Chelsea Randolph, Principal Planner

SUBJECT:

Westhaven PUD Subdivision, Final Plat, Section Jewell 2, Creating 79 Single-Family Lots, 3 Open Space Lots, And Dedicating Public Right-Of-Way And Easements, On Acres 21.889, Located At The Intersection Of Townsend Boulevard And Bolton Street. (CONSENT AGENDA)

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8463
Applicant: Abigail Overstreet, Wilson and Associates
Owner: Tim Downey, Southern Land

BACKGROUND/STAFF COMMENTS:
This final plat creates 79 single-family lots, 3 open space lots, and dedicates right-of-way and easements within the Westhaven PUD Subdivision. The corresponding site plan was approved on the September 2022 Administrative agenda, and both the final plat and the site plan are consistent with the development plan. The creation of new lots on this final plat requires approval by the Franklin Municipal Planning Commission.

PROCEDURAL REQUIREMENTS:
1. In addition to uploading the corrected plat to the online plan review website (https://franklin.contractorsplanroom.com/secure/), the applicant shall submit the Mylar to the Department of Building and Neighborhood Services (Suite 110, Franklin City Hall). The mylar shall be 18 inches by 24 inches in size. The Certificates of Approval for the Subdivision Name and Street Names, Water System (if not COF Water), Survey, and Ownership shall be signed when the plat is resubmitted. The Mylar shall be submitted to BNS within five (5) business days of the corrected electronic plat being uploaded to the online plan review website (or vice versa) or the item shall be rejected as incomplete for City review. With the resubmittal, each condition of approval/open issue in the online plan review system shall contain a full response from the applicant as to the satisfaction or completion of that condition.
2. The City's project identification number shall be included in all correspondence with any City department relative to this project.

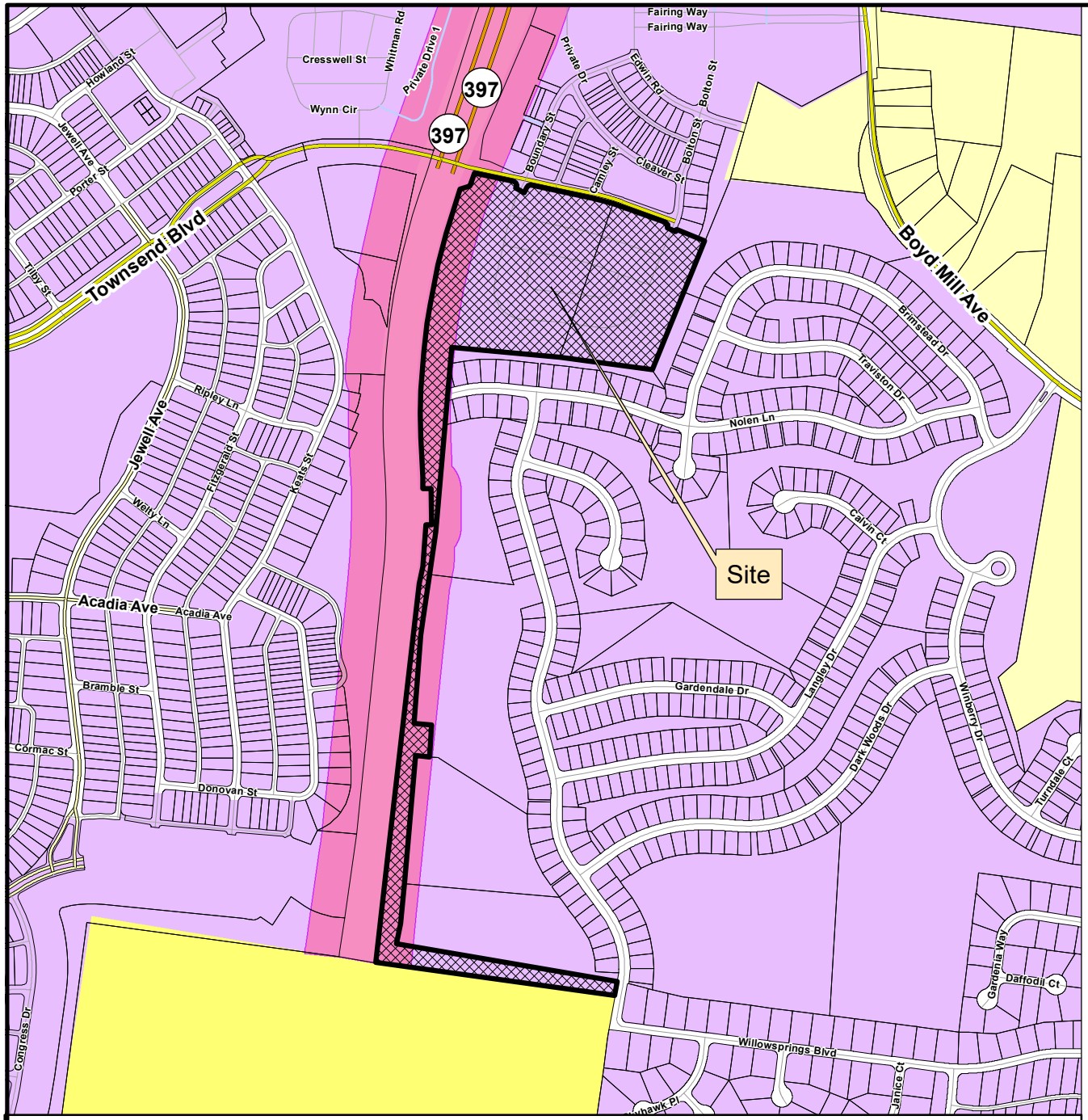
3. The applicant shall upload a .dwg copy of the final plat through the IDT system (link above) in Tennessee state plan coordinates, NAD 83, NAVD 88, zone 4100/5301 for incorporation of the plat into the Franklin GIS database.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends approval with conditions of Westhaven PUD Subdivision, Final Plat, Section Jewell 2. The conditions of approval are attached.



WESTHAVEN PUD SUBDIVISION, SECTION JEWELL 2
FINAL PLAT

Project Information
Existing Zoning: PD Planned District (2.26)
Overlay Districts: SCO
Site Acreage: 21.889 acres
Total Number of Lots: 82

Legend

- Westhaven PUD Subdivision, Section Jewell 2
- Scenic Corridor Overlay
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial 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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N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

COF no: 8463

CONDITIONS OF APPROVAL:

Open Issues: 10 These issues are currently being filtered

Engineering - Final Plat Checklist

General Issues

12. C. Final Plat

lance.fittro@franklintn.gov Applicant shall ensure that any changes to Site Plan COF #7886, which is being reviewed concurrently with this Final Plat, are reflected on the Final Plat. The Plat shall match the Site Plan. This comment to remain as a condition of approval in the event the site plan is modified prior to One Stop submittal of the final plat.

21. C. Final Plat

lance.fittro@franklintn.gov The previous comment, "*Applicant shall reflect all previously-recorded easements for the property including, but not limited to, that for the existing sanitary sewer interceptor which crosses the long southern appendage of open space that is included with this section*" does not appear to have been addressed. Applicant shall show the location of the sanitary sewer infrastructure and easement on the plat.



25. C. Final Plat

lance.fittro@franklintn.gov The previous comment, "Show the required 20' public drainage easement on the storm lines highlighted below where they cross the private lots, and add the double-asterisk notation for Lots 2609 and 2610 to indicate they are critical lots for infrastructure" has been partially addressed.

The public drainage easement is now shown (thank you). Applicant shall add the double-asterisk notation for Lots 2609 and 2610 to indicate they are critical lots for infrastructure.



26. C. Final Plat

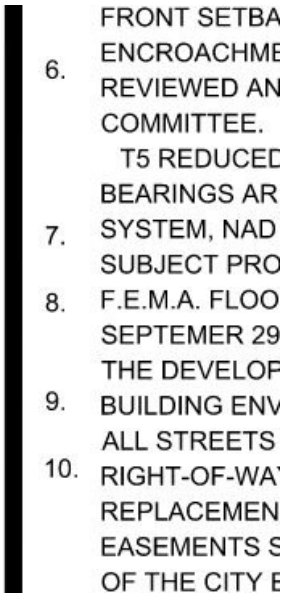
lance.fittro@franklintn.gov **NOTE TO STAFF (does not hinder plat approval)**:

Upon recording of the plat, Lots 2564 through 2571 should be noted in Infor as:
Critical Lot for Grading
Requires a critical lot site plan to be prepared by a licensed engineer and submitted with the building permit submittal for COF Engineering review.

Lots 2563, 2572, 2576, 2577, 2579, 2609, 2610 should be noted in Infor as:
Critical Lot for Infrastructure
Requires COF Engineering review of the plot plan for all building permits but does not require a critical lot plan to be prepared by an engineer

32. Note Numbering

lance.fittro@franklintn.gov This is a new comment due to an issue with the current submittal to be corrected at One Stop, but which does not materially affect the lots being platted:
The numbering of general notes 6 through 11 on the first sheet of the plat appears to have shifted with respect to the note text. For clarity, this shall be corrected on the plat with the submittal to One Stop.



Performance Agreement and Surety

General Issues

11. Engineering Sureties

kevin.long@franklintn.gov **No sureties associated with this final plat.** All sureties associated with this development from site plan **COF# 7886 (Westhaven PUD Subdivision, Site Plan, Section Jewell 2)** were previously posted with the site plan.

(This comment serves only as a reminder to staff and does not hinder approval. No response is necessary from the applicant beyond "N/A" or "Acknowledged" to satisfy requirements of the IDT system.)

Planning

General Issues

30. Vicinity map

chelsea.randolph@franklintn.gov Applicant shall correct the vicinity map to show the correct location.

31. SCO Note

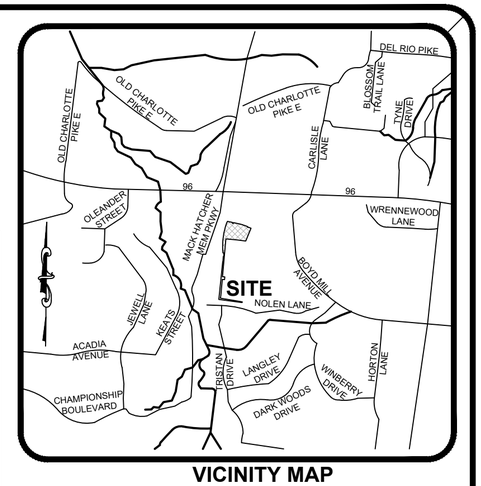
chelsea.randolph@franklintn.gov Applicant shall add within the note that this plat includes Scenic Corridor Overlay (SCO).

LEGEND

IRON PIN FOUND		FIRE HYDRANT		UTILITY POLE		PUBLIC UTIL. & DRAIN ESMT.	P.U.D.E.	BOUNDARY	
IRON PIN SET		SANITARY SEWER MH	SS	GUY ANCHOR		ADDRESSES	1234	CENTERLINE	
CONC. MON. FOUND		SANITARY SEWER CO	SO	COMMUNICATION BOX	C	HANDICAP SPACE		BUFFER	
CONC. MON. SET		AREA DRAIN		COMMUNICATION MH	C	SANITARY SEWER	8" SA	WATER FEATURE	
CONTROL POINT FOUND		CURB INLET		GAS METER	G	WATER	4" W	TREE LINE	
CONTROL POINT SET		STORM MH	ST	GAS VALVE		UNDERGROUND ELEC	UGE	PAE	PUBLIC ACCESS EASEMENT
BENCH MARK		ELECTRIC METER-BOX	E	EVERGREEN TREE		OVERHEAD ELEC	OHE	PVMT.	EDGE OF PAVEMENT
WATER METER	W	ELECTRIC MH	E	SIDEWALK		GAS	4" G	PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT
WATER VALVE		LIGHT POLE		MIN. BUIDLING SETBACK	M.B.S.L	COMMUNICATIONS	COM	G.I.W.	GREEN INFRASTRUCTURE EASEMENT

200 0 100 200 400

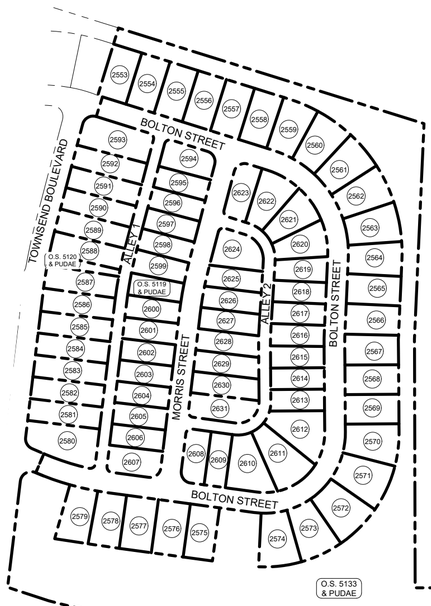
GRAPHIC SCALE: 1" = 200'



VICINITY MAP
NOT TO SCALE

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO CREATE 79 SINGLE-FAMILY RESIDENTIAL LOTS AND 3 OPEN SPACES AND TO DEDICATE PUBLIC RIGHT-OF-WAY.
2. SUBJECT PROPERTY IS SHOWN AS SECTION JEWELL - 2 LOCATED IN WESTHAVEN P.U.D. SUBDIVISION, FIFTH CIVIL DISTRICT, CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE.
3. SUBJECT PROPERTY IS IDENTIFIED AS A PORTION OF PARCEL 28.00 AND 28.01 ON PROPERTY MAP 64.
4. ZONING: PLANNED DEVELOPMENT (2.26)
5. LOTS IN SECTION JEWELL 2 FALL WITHIN THE T4 TRANSECT ZONE AS DEFINED IN THE WESTHAVEN CONCEPT PLAN (REVISION 5) AND PATTERN BOOK, REVISED 05/08/07.
   MINIMUM SETBACK REQUIREMENTS:
   TRANSECT ZONE 4
   FRONT SETBACK: 25'-35' (MAY BE REDUCED TO 10', SEE NOTE 6)
   SIDE SETBACK: 5' (MINIMUM 10' BETWEEN BUILDINGS)
   SIDE SETBACKS FOR ROWHOUSES OR SIDEYARD HOUSES: 0'
   CORNER SIDE SETBACK: 5'
   REAR YARD/ALLEY SETBACK: 19' (MINIMUM 18' WIDE X 22' DEEP PARKING APRON IS REQUIRED FROM THE FRONT OF THE APRON TO THE FACE OF ALLEY CURB), EXCEPT ON STREET CORNER LOTS AND LOTS THAT PROVIDE GARAES WTH A STORAGE AREA OF 50 SUARE FEET OR GREATER,
   REAR YARD/NON-ALLEY SETBACK: 5' MINIMUM TO THE PROPERTY LINE
   10' MINIMUM BETWEEN BUILDINGS (FOR THE MAIN, BACK, AND ANCILLARY BUILDINGS)
   NOTE: PROJECTIONS SHALL NOT EXTEND TO A POINT CLOSER THAN 4 FEET FROM THE PROPERTY LINE. ANY PROJECTIONS (INCLUDING SOFFITS) INTO THE 5' SIDE YARD SETBACK SHALL HAVE A ONE-HOUR FIRE-RESISTIVE CONSTRUCTION ON THE UNDERSIDE.REFER TO THE 2004 IRC SUPPLEMENT R302.1 EXTERIOR WALLS FOR FURTHER EXPLANATION
   FRONT SETBACK MAY BE REDUCED TO MATCH THE FRONT
6. ENCROACHMENT ZONE WHEN AN ARCHITECTURAL DEVIATION AS BEEN REVIEWED AND APPROVED BY THE WESTHAVEN DESIGN REVIEW COMMITTEE.
   T5 REDUCED SETBACK: 10'
   BEARINGS ARE BASED ON TENNESSEE STATE PLANE COORDINATE
7. SYSTEM, NAD 83 DATUM.
   SUBJECT PROPERTY LIES WITHIN A ZONE "X" FLOOD HAZARD AREA AS PER
8. F.E.M.A. FLOOD INSURANCE RATE MAP NO. 47187C0195F, REVISION DATE SEPTEMER 29, 2006.
   THE DEVELOPER ACKNOWLEDGES THAT ALL LOTS HAVE ADEQUATE
9. BUILDING ENVELOPES AND NO VARIANCES WILL BE REQUIRED.
   ALL STREETS AND ALLEYS ARE DESIGNATED AS PUBLIC OR PRIVATE
10. RIGHT-OF-WAY; THE CITY OF FRANKLIN IS NOT RESPONSIBLE FOR THE REPLACEMENT OR REPAIR OF ANY PRIVATE STRUCTURES WITHIN PUBLIC EASEMENTS SHOULD THE STRUCTURES BE DISTURBED IN THE PROCESS OF THE CITY EXERCISING ITS EASEMENT RIGHTS.
11. STREETS, DRAINAGE EASEMENTS, STRUCTURES, AND CULVERTS SHALL BE MAINTAINED BY THE CITY OF FRANKLIN. DETENTION PONDS AND OUTLET STRUCTURES WITHIN PUBLIC DRAINAGE EASEMENTS ARE TO BE MAINTAINED BY THE WESTHAVEN HOMEOWNERS' ASSOCIATION.
12. STORMWATER QUALITY SHALL BE ADDRESSED WITH EACH SITE PLAN.
13. OPEN SPACE AREAS, ROADWAY MEDIANS, BRICK PEDESTRIAN CROSSWALKS, BIKE PATHS, SIDEWALKS OUTSIDE OF RIGHT-OF-WAYS, TRAILS AND DETENTION FACILITIES SHALL BE MAINTAINED BY THE WESTHAVEN HOME OWNERS ASSOCIATION AND SHALL BE PUBLIC UTILITY, DRAINAGE AND ACCESS EASEMENTS.
14. 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.
15. ALL STREET LIGHT LOCATIONS AND QUANTITIES ARE APPROXIMATE. FINAL POSITIONING AND QUANTITY SHALL BE AT THE DIRECTION OF MTEMC.
16. MINERAL RIGHTS ARE TO BE HELD BY WESTHAVEN PARTNERS, LLC.
17. AT ALL TEMPORARY TURNAROUNDS, A SIGN SHALL BE PLACED STATING, "STREET TO BE EXTENDED BY AUTHORITY OF THE CITY OF FRANKLIN."
18. MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES, INCLUDING LOT LINE SWALES, SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA.
19. NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS. 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.
20. SIDEWALKS AND TRAILS OUTSIDE OF PUBLIC RIGHT-OF-WAY SHALL BE PUBLIC ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE HOMEOWNERS' ASSOCIATION.
21. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER OR HIS DESIGNEE.
22. 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.
23. TREES SHALL BE PRUNED TO A MINIMUM OF EIGHT FEET ABOVE GRADE AND NO FENCES OR OTHER OBSTRUCTIONS SHALL BE TALLER THAN THREE FEET ABOVE GRADE WITHIN SIGHT TRIANGLES FOR STREET INTERSECTIONS AND ROADWAY SIGNAGE PER THE LATEST VERSION OF AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
24. NO LOTS SHALL HAVE DIRECT ACCESS TO MACK HATCHER PARKWAY.
25. GREEN INFRASTRUCTURE EASEMENTS ARE EXCLUSIVE EASEMENTS DEFINING AREAS SET ASIDE FOR THE CONSTRUCTION, MAINTENANCE, REPAIR, MONITORING, AND OTHER ACTIVITIES NECESSARY FOR THE FURTHERANCE OF WATER QUALITY FEATURES DESIGNATED AS GREEN INFRASTRUCTURE PRACTICES BY THE CITY OF FRANKLIN, AND TO PROVIDE PUBLIC ACCESS TO SUCH FEATURES. ANY AND ALL ACTIVITIES, EXCEPT AS SPECIFICALLY PERMITTED BY NOTATION ON THE CURRENT PLAT OF RECORD AND/OR WITHIN THE RECORDED LONG TERM MAINTENANCE AGREEMENT, SHALL BE STRICTLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY ENGINEER OR HIS DESIGNER.
26. 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.
27. ALL STREET LIGHT LOCATIONS AND QUANTITIES ARE APPROXIMATE. FINAL POSITIONING AND QUANTITY SHALL BE AT THE DIRECTION OF MTEMC.



OWNER/SUBDIVIDER: WESTHAVEN JEWELL OWNER, LP
OWNERS/PARTNERS WITH 5% INTEREST OR MORE:

WESTHAVEN JEWELL OWNER, LP 3990 HILLSBORO PIKE, SUITE 400 NASHVILLE, TN 37215 (615) 778-3150	
H. RHODES HART 612 10TH AVE, NORTH NASHVILLE, TN 37203 (615) 259-4222	FRANK MASTRAPASQUA 814 CHURCH STREET, #300 NASHVILLE, TN 37203 (615) 244-8400
PPMC LIMITED PARTNERSHIP C/O PETE SERODINO P.O. BOX 4539 CHATTANOOGA, TN 37405 (423) 266-1855	SPRINGLAKE, G.P. C/O RON PACE 95 WHITE BRIDGE ROAD, #504 NASHVILLE, TN 37205 (615) 352-9600
MONICA SMILEY 1417 HERITAGE LANDING DRIVE CHATTANOOGA, TN 37405 (423) 266-1070	FRANK J.B. VARALLO RONE-REGENCY JEWELERS BRAINERD VILLAGE CHATTANOOGA, TN 37411 (423) 894-1188

Lot Area Table		
Parcel #	Area (SF)	Area (AC)
2553	5517.20'	0.127
2554	5500.00'	0.126
2555	5499.54'	0.126
2556	5500.00'	0.126
2557	5500.23'	0.126
2558	5566.89'	0.128
2559	6041.05'	0.139
2560	6268.82'	0.144
2561	6269.72'	0.144
2562	6269.25'	0.144
2563	6270.72'	0.144
2564	5912.69'	0.136
2565	5526.00'	0.127
2566	5596.32'	0.128
2567	5613.57'	0.129
2568	5511.74'	0.127
2569	5500.00'	0.126
2570	6678.56'	0.153
2571	7170.57'	0.165
2572	7159.98'	0.164
2573	6499.11'	0.149
2574	6498.85'	0.149
2575	5500.00'	0.126
2576	5999.51'	0.138
2577	6011.98'	0.138
2578	5627.69'	0.129
2579	5897.57'	0.135

Lot Area Table		
Parcel #	Area (SF)	Area (AC)
2580	8605.14'	0.198
2581	5535.00'	0.127
2582	5535.00'	0.127
2583	5535.00'	0.127
2584	5535.00'	0.127
2585	5535.00'	0.127
2586	5658.92'	0.130
2587	5659.49'	0.130
2588	5637.71'	0.129
2589	5637.14'	0.129
2590	5535.00'	0.127
2591	5535.00'	0.127
2592	5535.00'	0.127
2593	7750.81'	0.178
2594	5015.64'	0.115
2595	4001.11'	0.092
2596	3999.37'	0.092
2597	3999.81'	0.092
2598	3999.97'	0.092
2599	4202.24'	0.096
2600	4077.98'	0.094
2601	4000.09'	0.092
2602	3998.87'	0.092
2603	4002.34'	0.092
2604	3997.66'	0.092
2605	4003.09'	0.092
2606	3998.03'	0.092

Lot Area Table		
Parcel #	Area (SF)	Area (AC)
2607	4953.28'	0.114
2608	4481.47'	0.103
2609	3996.82'	0.092
2610	7110.49'	0.163
2611	7240.42'	0.166
2612	7195.86'	0.165
2613	4013.21'	0.092
2614	4000.02'	0.092
2615	4049.72'	0.093
2616	4047.34'	0.093
2617	3991.01'	0.092
2618	3936.25'	0.090
2619	4219.69'	0.097
2620	5075.87'	0.117
2621	5325.02'	0.122
2622	6002.75'	0.138
2623	4774.66'	0.110
2624	5788.35'	0.133
2625	4128.86'	0.095
2626	4350.97'	0.100
2627	4474.93'	0.103
2628	4619.28'	0.106
2629	4819.04'	0.111
2630	5029.06'	0.115
2631	5566.99'	0.128

Open Space Area Table		
Parcel #	Area (SF)	Area (AC)
O.S. 5119	3886.66'	0.089
O.S. 5120	2362.78'	0.054
O.S. 5133	417183.62'	9.577

CERTIFICATE OF APPROVAL OF ELECTRICAL SYSTEMS

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 WATER SYSTEMS

I HEREBY CERTIFY THAT:

(1) THE WATER SYSTEM DESIGNATED IN WESTHAVEN PUD SUBDIVISION, SECTION JEWELL 2 , HAS BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

(2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $_____FOR THE WATER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH SYSTEM.

DIRECTOR WATER MANAGEMENT DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF SEWER SYSTEMS

I HEREBY CERTIFY THAT:

(1) THE SEWER SYSTEM DESIGNATED IN WESTHAVEN PUD SUBDIVISION, SECTION JEWELL 2 , HAS BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

(2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $_____FOR THE SEWER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH SYSTEM.

DIRECTOR WATER MANAGEMENT DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, SIDEWALKS & GIE

I HEREBY CERTIFY THAT:

(1) THE STREETS, DRAINAGE, SIDEWALKS, AND GREEN INFRASTRUCTURE DESIGNATED IN WESTHAVEN PUD SUBDIVISION, SECTION JEWELL 2 HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

(2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $_____FOR STREETS, $_____FOR DRAINAGE, $_____FOR SIDEWALKS, AND $_____FOR GREEN INFRASTRUCTURE HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

DIRECTOR, STREETS DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF SUBDIVISIION NAME, STREET NAMES, AND ADDRESSING

SUBDIVISION NAME AND STREET NAMES APPROVED BY THE WILLIAMSON COUNTY EMERGENCY MANAGEMENT AGENCY AND THE CITY OF FRANKLIN.

WILLIAMSON COUNTY EMERGENCYMANAGEMENT AGENCY — DATE

CITY OF FRANKLIN — 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 8643, PAGE 910, 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.

BRIAN SEWELL, WESTHAVEN — DATE
JEWELL OWNER, LP

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.

JOEY C. WILSON II, TENNESSEE RLS NO. 2089 — DATE
WILSON & ASSOCIATES, P.C.
ENGINEERING/SURVEYING/ENVIRONMENTAL
108 BEASLEY DRIVE, FRANKLIN, TN 37064
OFFICE: 615.794.2275 FAX 615.794.2176
JWILSON@WILSONPC.COM

CERTIFICATE OF APPROVAL OF 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, TENNESSEE.

SECRETARY — DATE
FRANKLIN MUNICIPAL PLANNING COMMISSION

JOEY C. WILSON II — REGISTERED LAND SURVEYOR XVI — AGRICULTURE — COMMERCE — TENNESSEE NO. 2089

WILSON & ASSOCIATES, P.C. — Engineering/Surveying/Environmental

RECORDING STAMP HERE

IF YOU CAN READ THIS YOU ARE HOLDING AN UNRECORDED COPY

SOUTHERN LAND COMPANY

WESTHAVEN

PUD-SUBDIVISION, SECTION JEWELL - 2

FINAL SUBDIVISION PLAT

FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

TOTAL ACRES:	21.889	TOTAL NO. OF LOTS:	79
ACRES NEW RD/ST:	2.510 (ROW)	L.F. OF NEW RD/ST:	3457.337
ACRES OPEN SPACE:	9.720	CIVIL DISTRICT:	0TH
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 200'	DATE:	05/02/2024

WA PROJECT NO. 20-1478 COF #8463 SHEET 1 0F 7

LEGEND

IRON PIN FOUND		FIRE HYDRANT		UTILITY POLE		PUBLIC UTIL. & DRAIN ESMT.	P.U.D.E.		BOUNDARY		
IRON PIN SET		SANITARY SEWER MH	SS	GUY ANCHOR		ADDRESSES	1234		CENTERLINE		
CONC. MON. FOUND		SANITARY SEWER CO	SC	COMMUNICATION BOX	C	HANDICAP SPACE			BUFFER		
CONC. MON. SET		AREA DRAIN		COMMUNICATION MH	C	SANITARY SEWER	8" SA		WATER FEATURE		
CONTROL POINT FOUND		CURB INLET		GAS METER	G	WATER	4" W		TREE LINE		
CONTROL POINT SET		STORM MH	ST	GAS VALVE		UNDERGROUND ELEC	UGE		PAE	PUBLIC ACCESS EASEMENT	
BENCH MARK		ELECTRIC METER-BOX	E	EVERGREEN TREE		OVERHEAD ELEC	OHE		PVMT.	EDGE OF PAVEMENT	
WATER METER	W	ELECTRIC MH	E	SIDEWALK		GAS	4" G		PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT	
WATER VALVE		LIGHT POLE		MIN. BUIDLING SETBACK	M.B.S.L	COMMUNICATIONS	COM		G.I.W.	GREEN INFRASTRUCTURE EASEMENT	

CRITICAL LOT LEGEND

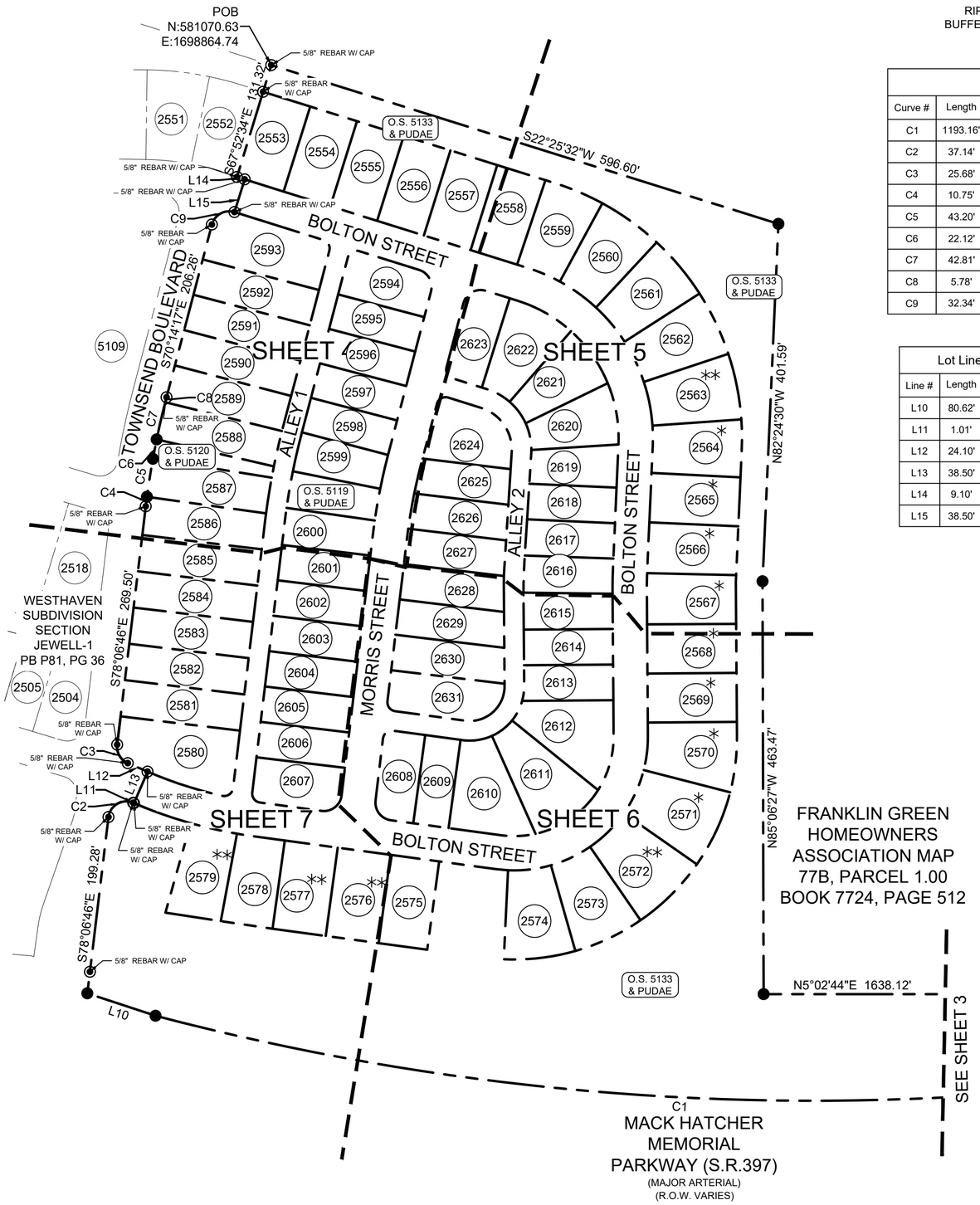
ALL LOTS IN THIS SECTION NOTED WITH AN ASTERISK (*) REQUIRE A CRITICAL LOT SITE PLAN WITH THE BUILDING PERMIT SUBMITTAL. *

ALL LOTS IN THIS SECTION NOTED WITH DOUBLE ASTERISKS (**) ARE CRITICAL FOR INFRASTRUCTURE ONLY AND DO NOT REQUIRE A CRITICAL LOT SITE PLAN WITH THE BUILDING PERMIT SUBMITTAL. CITY OF FRANKLIN ENGINEERING SHALL REVIEW ALL BUILDING PERMIT SUBMITTALS FOR INFRASTRUCTURE IMPACTS. **

HATCH LEGEND

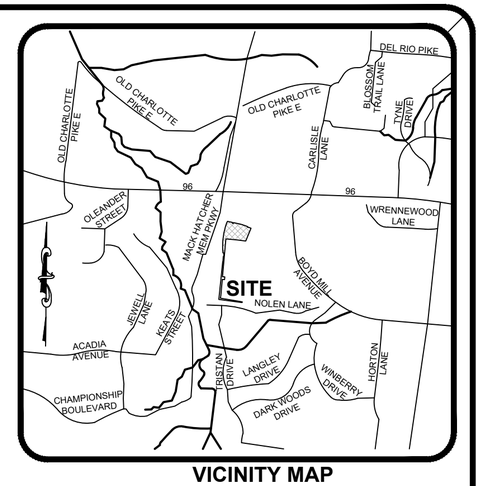
RIPARIAN BUFFER ZONE 1

RIPARIAN BUFFER ZONE 2

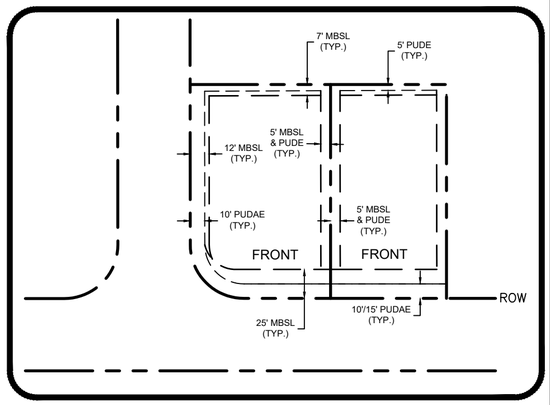


Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	1193.16'	2905.00'	23° 31' 58"	N8° 00' 15"E	1184.79'
C2	37.14'	20.01'	106° 20' 56"	S24° 53' 41"E	32.04'
C3	25.68'	20.00'	73° 33' 51"	N65° 06' 19"E	23.95'
C4	10.75'	906.50'	0° 40' 46"	S77° 46' 23"E	10.75'
C5	43.20'	906.50'	2° 43' 50"	S76° 04' 05"E	43.20'
C6	22.12'	906.50'	1° 23' 54"	S74° 00' 13"E	22.12'
C7	42.81'	906.50'	2° 42' 22"	S71° 57' 05"E	42.81'
C8	5.78'	906.50'	0° 21' 56"	S70° 24' 56"E	5.78'
C9	32.34'	20.00'	92° 39' 27"	S23° 54' 15"E	28.93'

Lot Line Table		
Line #	Length	Direction
L10	80.62'	N23°15'58"E
L11	1.01'	S28°16'47"W
L12	24.10'	N28°19'18"E
L13	38.50'	S61°46'30"E
L14	9.10'	N22°25'32"E
L15	38.50'	S67°34'26"E



VICINITY MAP
NOT TO SCALE



TYPICAL LOT LAYOUT
N.T.S.

GRAPHIC SCALE: 1" = 100'

JOEY C. WILSON II
REGISTERED LAND SURVEYOR
AGRICULTURE
COMMERCE
TENNESSEE NO. 2089

WILSON & ASSOCIATES, P.C.
Engineering/Surveying/Environmental

SOUTHERN LAND COMPANY

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PUD-SUBDIVISION, SECTION JEWELL - 2

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FINAL SUBDIVISION PLAT

FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

TOTAL ACRES:	21.889	TOTAL NO. OF LOTS:	79
ACRES NEW RD/ST:	2.510 (ROW)	L.F. OF NEW RD/ST:	3457.337
ACRES OPEN SPACE:	9.720	CIVIL DISTRICT:	0TH
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 100'	DATE:	05/02/2024

WA PROJECT NO. 20-1478 COF #8463 SHEET 2 0F 7

LEGEND

IRON PIN FOUND		FIRE HYDRANT		UTILITY POLE		PUBLIC UTIL. & DRAIN ESMT.	P.U.D.E.		BOUNDARY		
IRON PIN SET		SANITARY SEWER MH	SS	GUY ANCHOR		ADDRESSES	1234		CENTERLINE		
CONC. MON. FOUND		SANITARY SEWER CO	SS	COMMUNICATION BOX	C	HANDICAP SPACE			BUFFER		
CONC. MON. SET		AREA DRAIN		COMMUNICATION MH	C	SANITARY SEWER		8" SA	WATER FEATURE		
CONTROL POINT FOUND		CURB INLET		GAS METER	G	WATER		4" W	TREE LINE		
CONTROL POINT SET		STORM MH	ST	GAS VALVE		UNDERGROUND ELEC		UGE	PAE	PUBLIC ACCESS EASEMENT	
BENCH MARK		ELECTRIC METER-BOX	E	EVERGREEN TREE		OVERHEAD ELEC		OHE	PVMT.	EDGE OF PAVEMENT	
WATER METER	W	ELECTRIC MH	E	SIDEWALK		GAS		4" G	PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT	
WATER VALVE		LIGHT POLE		MIN. BUIDLING SETBACK	M.B.S.L	COMMUNICATIONS		COM	G.I.W.	GREEN INFRASTRUCTURE EASEMENT	

CRITICAL LOT LEGEND

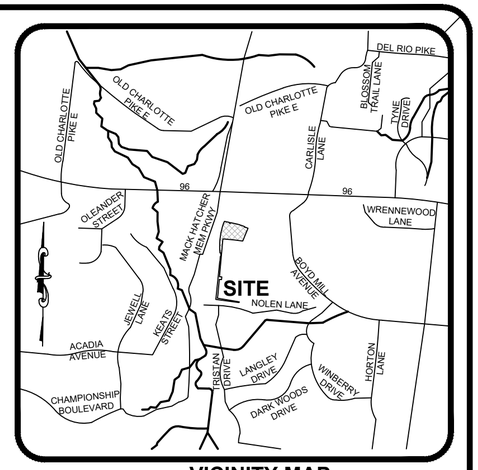
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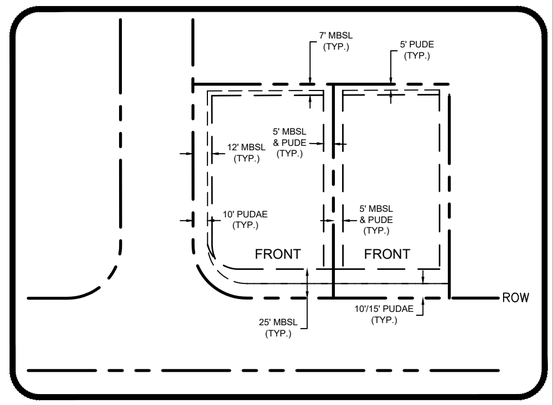
HATCH LEGEND

RIPARIAN BUFFER ZONE 1

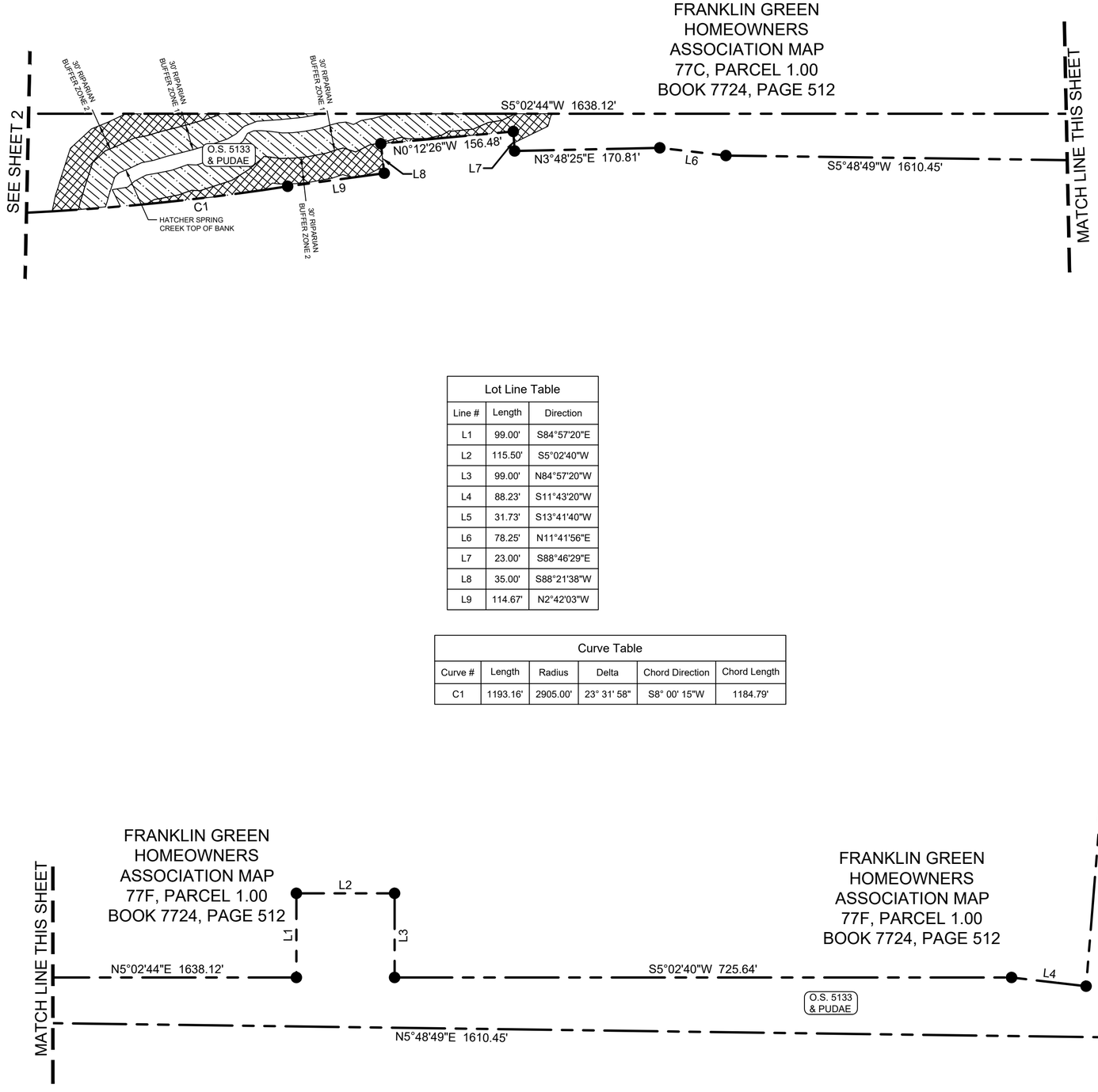
RIPARIAN BUFFER ZONE 2



VICINITY MAP
NOT TO SCALE



TYPICAL LOT LAYOUT
N.T.S.



Lot Line Table		
Line #	Length	Direction
L1	99.00'	S84°57'20"E
L2	115.50'	S5°02'40"W
L3	99.00'	N84°57'20"W
L4	88.23'	S11°43'20"W
L5	31.73'	S13°41'40"W
L6	78.25'	N11°41'56"E
L7	23.00'	S88°46'29"E
L8	35.00'	S88°21'38"W
L9	114.67'	N2°42'03"W

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	1193.16'	2905.00'	23° 31' 58"	S8° 00' 15"W	1184.79'

100 0 50 100 200

GRAPHIC SCALE: 1" = 100'

JOEY C. WILSON II REGISTERED LAND SURVEYOR XVI AGRICULTURE COMMERCE TENNESSEE NO. 2089

WILSON & ASSOCIATES, P.C.
Engineering/Surveying/Environmental

SOUTHERN LAND COMPANY

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PUD-SUBDIVISION, SECTION JEWELL - 2

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FINAL SUBDIVISION PLAT

FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

TOTAL ACRES:	21.889	TOTAL NO. OF LOTS:	79
ACRES NEW RD/ST:	2.510 (ROW)	L.F. OF NEW RD/ST:	3457.337
ACRES OPEN SPACE:	9.720	CIVIL DISTRICT:	0TH
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 100'	DATE:	05/02/2024

WA PROJECT NO. 20-1478 COF #8463 SHEET 3 0F 7

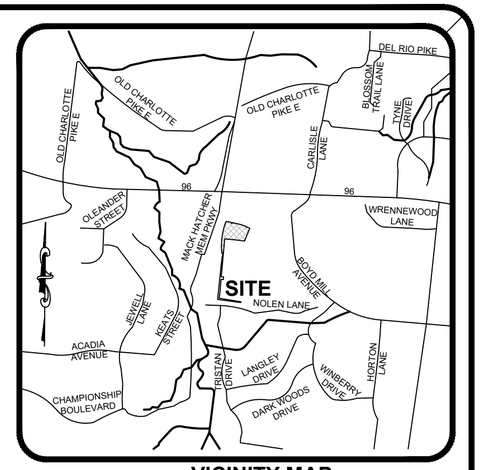
LEGEND

IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	PUBLIC UTIL. & DRAIN ESMT.	P.U.D.E.	BOUNDARY
IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	ADDRESSES	1234	CENTERLINE
CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	HANDICAP SPACE		BUFFER
CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	SANITARY SEWER	8" SA	WATER FEATURE
CONTROL POINT FOUND	CURB INLET	GAS METER	WATER	4" W	TREE LINE
CONTROL POINT SET	STORM MH	GAS VALVE	UNDERGROUND ELEC	UGE	PAE — PUBLIC ACCESS EASEMENT
BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	OVERHEAD ELEC	OHE	PVMT. — EDGE OF PAVEMENT
WATER METER	ELECTRIC MH	SIDEWALK	GAS	4" G	PUDE — PUBLIC UTILITY AND DRAINAGE EASEMENT
WATER VALVE	LIGHT POLE	MIN. BUILDING SETBACK M.B.S.L	COMMUNICATIONS	COM	G.I.W. — GREEN INFRASTRUCTURE EASEMENT

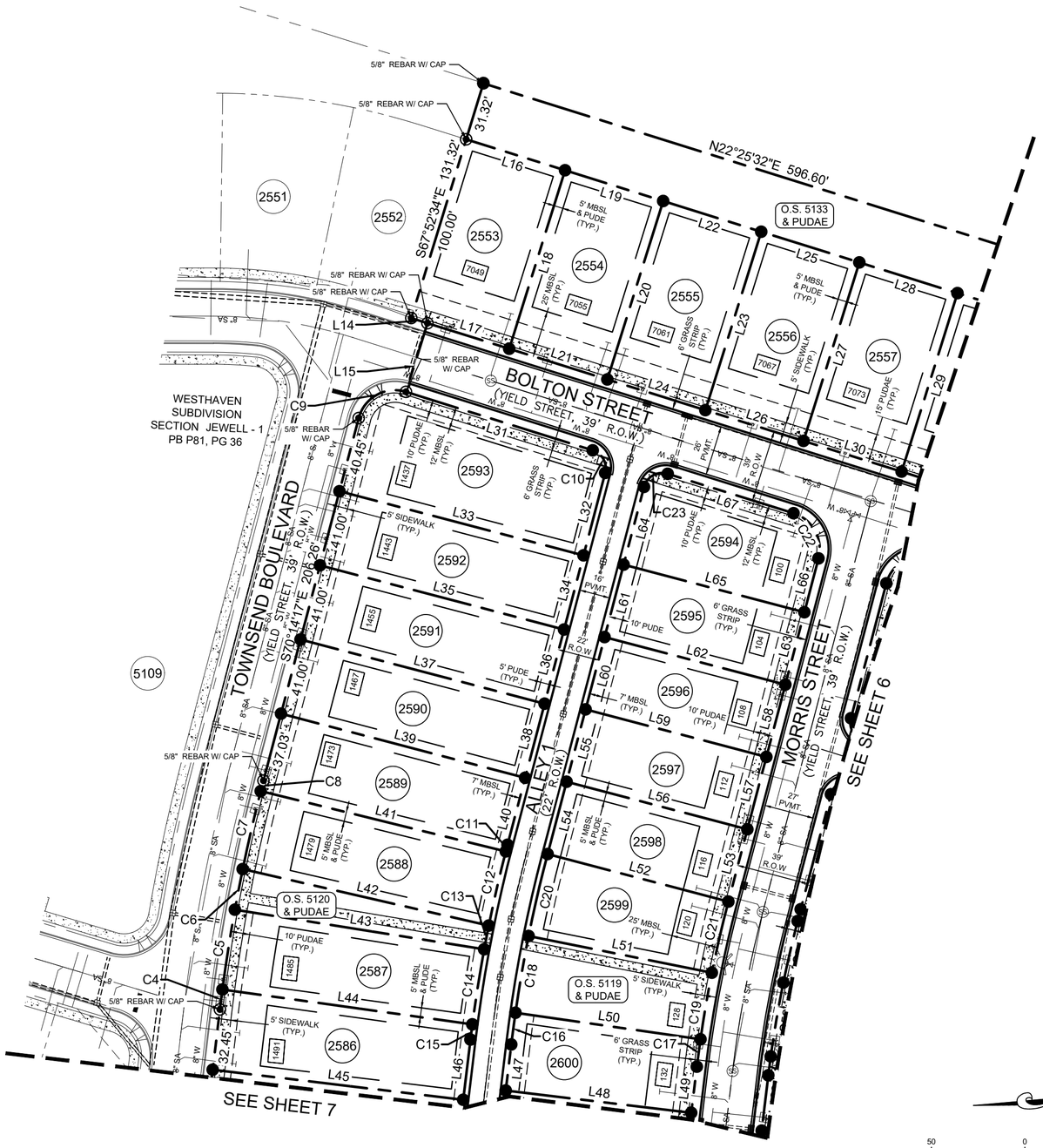
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VICINITY MAP
NOT TO SCALE



GRAPHIC SCALE: 1" = 50'

Lot Line Table		
Line #	Length	Direction
L14	9.10'	N22°25'32"E
L15	38.50'	S67°34'26"E
L16	55.43'	N22°25'01"E
L17	45.80'	S22°25'32"W
L18	100.01'	N67°34'28"W
L19	55.00'	N22°26'04"E
L20	99.99'	N67°34'28"W
L21	55.00'	S22°25'01"W
L22	55.00'	N22°25'32"E
L23	99.99'	N67°34'28"W
L24	55.00'	S22°25'32"W
L25	55.00'	N22°25'01"E
L26	55.00'	S22°26'04"W
L27	100.01'	N67°34'28"W
L28	55.00'	N22°25'32"E
L29	100.00'	N67°34'28"W
L30	55.00'	S22°25'01"W
L31	104.65'	N22°25'32"E
L32	45.58'	S70°13'59"E
L33	135.00'	S19°46'01"W
L34	41.00'	S70°13'59"E
L35	135.00'	S19°46'01"W
L36	41.00'	S70°13'59"E
L37	135.00'	S19°46'01"W
L38	41.00'	S70°13'59"E
L39	135.00'	S19°46'01"W
L40	37.03'	S70°13'59"E

Lot Line Table		
Line #	Length	Direction
L41	135.01'	S18°52'23"W
L42	135.04'	S17°58'45"W
L43	135.04'	S14°03'28"W
L44	135.00'	S12°58'21"W
L45	135.00'	S11°53'14"W
L46	32.45'	S78°06'46"E
L47	24.83'	N78°06'46"W
L48	99.94'	S11°53'14"W
L49	24.83'	S77°58'58"E
L50	100.00'	S13°11'38"W
L51	100.00'	S16°22'39"W
L52	100.00'	S19°46'10"W
L53	40.00'	S70°13'50"E
L54	40.00'	N70°13'59"W
L55	40.00'	N70°13'58"W
L56	100.00'	S19°46'10"W
L57	40.00'	S70°13'59"E
L58	40.00'	S70°14'53"E
L59	100.00'	S19°46'02"W
L60	40.00'	N70°14'00"W
L61	40.03'	N70°13'59"W
L62	99.99'	S19°46'01"W
L63	40.00'	S70°13'04"E
L64	43.00'	N70°13'59"W
L65	100.00'	S19°46'56"W
L66	29.76'	S70°13'59"E
L67	70.54'	N22°25'32"E

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C4	10.75'	906.50'	0° 40' 46"	S77° 46' 23"E	10.75'
C5	43.20'	906.50'	2° 43' 50"	S76° 04' 05"E	43.20'
C6	22.12'	906.50'	1° 23' 54"	S74° 00' 13"E	22.12'
C7	42.81'	906.50'	2° 42' 22"	S71° 57' 05"E	42.81'
C8	5.78'	906.50'	0° 21' 56"	S70° 24' 56"E	5.78'
C9	32.34'	20.00'	92° 39' 27"	S23° 54' 15"E	28.93'
C10	15.24'	10.00'	87° 20' 29"	N66° 05' 47"E	13.81'
C11	3.68'	771.50'	0° 16' 23"	S70° 22' 10"E	3.68'
C12	40.71'	771.50'	3° 01' 23"	S72° 01' 03"E	40.70'
C13	12.88'	771.50'	0° 57' 24"	S74° 00' 27"E	12.88'
C14	40.64'	771.50'	3° 01' 06"	N75° 59' 42"E	40.64'
C15	8.19'	771.50'	0° 36' 30"	S77° 48' 30"E	8.19'
C16	17.09'	749.50'	1° 18' 24"	N77° 27' 34"W	17.09'
C17	14.81'	649.50'	1° 18' 24"	S77° 27' 34"E	14.81'
C18	41.64'	749.50'	3° 11' 01"	N75° 12' 51"W	41.64'
C19	36.09'	649.50'	3° 11' 01"	S75° 12' 51"E	36.08'
C20	44.98'	749.50'	3° 26' 19"	N71° 54' 12"W	44.98'
C21	39.06'	649.50'	3° 26' 45"	S71° 54' 09"E	39.06'
C22	30.49'	20.00'	87° 20' 29"	N66° 05' 47"E	27.62'
C23	16.17'	10.00'	92° 39' 31"	N23° 54' 13"W	14.47'

JOEY C. WILSON II — REGISTERED LAND SURVEYOR — XVI — AGRICULTURE — COMMERCE — TENNESSEE — NO. 2089

WILSON & ASSOCIATES, P.C. — Engineering/Surveying/Environmental

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FINAL SUBDIVISION PLAT

FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

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DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 50'	DATE:	05/02/2024

WA PROJECT NO. 20-1478 COF #8463 SHEET 4 0F 7

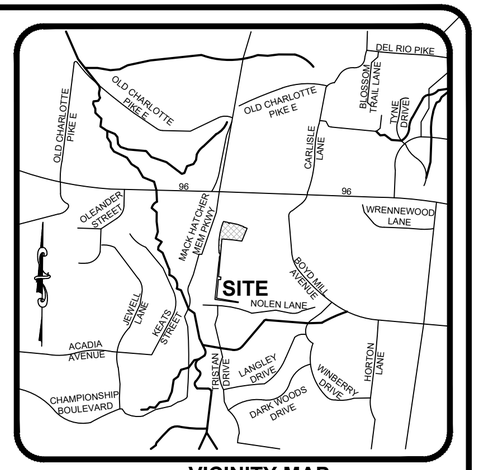
LEGEND

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IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	ADDRESSES	1234	CENTERLINE
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CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	SANITARY SEWER	8" SA	WATER FEATURE
CONTROL POINT FOUND	CURB INLET	GAS METER	WATER	4" W	TREE LINE
CONTROL POINT SET	STORM MH	GAS VALVE	UNDERGROUND ELEC	UGE	PAE	PUBLIC ACCESS EASEMENT
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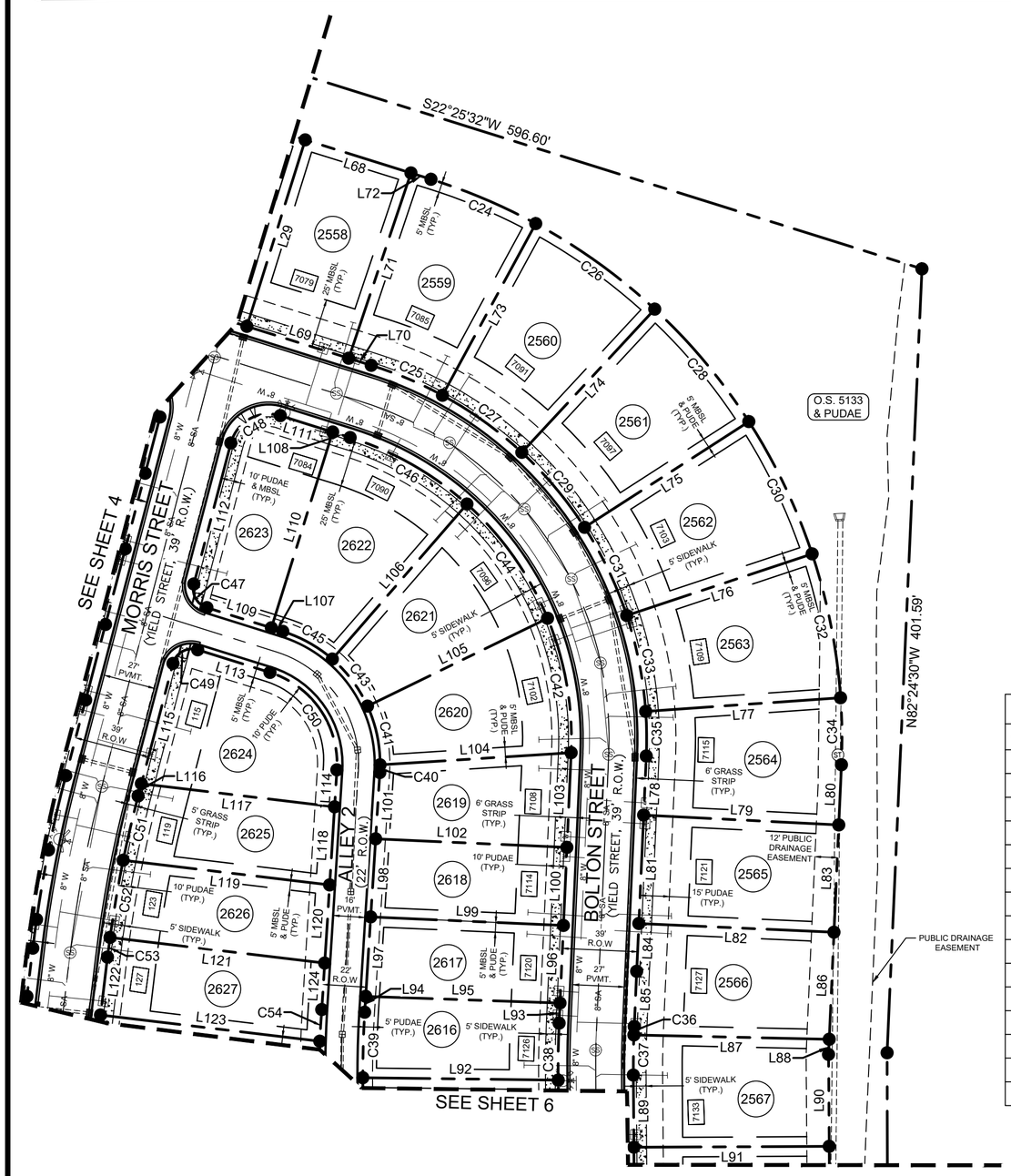
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VICINITY MAP
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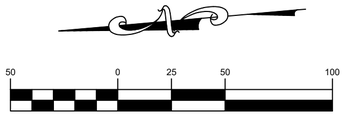
Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C24	58.32'	300.00'	11° 08' 16"	N27° 59' 40"E	58.23'
C25	39.62'	200.00'	11° 21' 02"	S27° 53' 25"W	39.56'
C26	75.23'	300.00'	14° 22' 01"	N40° 44' 49"E	75.03'
C27	50.15'	200.00'	14° 22' 01"	S40° 44' 49"W	50.02'
C28	75.24'	300.00'	14° 22' 09"	N55° 06' 54"E	75.04'
C29	50.16'	200.00'	14° 22' 09"	S55° 06' 54"W	50.03'
C30	75.23'	300.00'	14° 22' 05"	N69° 29' 01"E	75.03'
C31	50.15'	200.00'	14° 22' 05"	S69° 29' 01"W	50.02'
C32	75.25'	300.00'	14° 22' 17"	N83° 51' 12"E	75.05'
C33	50.17'	200.00'	14° 22' 17"	S83° 51' 12"W	50.03'
C34	34.31'	300.00'	6° 33' 09"	S85° 41' 04"E	34.29'
C35	22.87'	200.00'	6° 33' 09"	N85° 41' 04"W	22.86'
C36	4.36'	480.75'	0° 31' 11"	N82° 24' 30"W	4.36'
C37	20.54'	480.75'	2° 26' 53"	N84° 12' 25"W	20.54'
C38	29.18'	519.25'	3° 13' 10"	S84° 00' 29"E	29.17'
C39	33.50'	511.00'	3° 45' 24"	N83° 18' 22"W	33.50'

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C40	3.94'	71.00'	3° 10' 41"	N82° 56' 01"W	3.94'
C41	30.98'	71.00'	25° 00' 04"	S82° 58' 36"W	30.74'
C42	70.41'	161.50'	24° 58' 49"	N85° 06' 06"E	69.86'
C43	30.30'	71.00'	24° 27' 11"	S58° 14' 59"W	30.07'
C44	72.15'	161.50'	25° 35' 46"	N59° 48' 48"E	71.55'
C45	29.24'	71.00'	23° 35' 51"	S34° 13' 28"W	29.04'
C46	69.31'	161.50'	24° 35' 23"	N34° 43' 14"E	68.78'
C47	15.24'	10.00'	87° 20' 29"	S66° 05' 47"W	13.81'
C48	32.34'	20.00'	92° 39' 31"	N23° 54' 13"W	28.93'
C49	16.17'	10.00'	92° 39' 31"	N23° 54' 13"W	14.47'
C50	65.19'	49.00'	76° 13' 46"	N60° 32' 26"E	60.49'
C51	33.79'	641.25'	3° 01' 09"	N71° 49' 02"W	33.79'
C52	40.06'	641.25'	3° 34' 44"	N75° 16' 47"W	40.05'
C53	10.18'	623.61'	0° 56' 08"	N77° 38' 07"W	10.18'
C54	16.24'	489.00'	1° 54' 11"	S81° 20' 41"E	16.24'

Lot Line Table		
Line #	Length	Direction
L29	100.00'	N67°34'28"W
L68	56.71'	N22°26'03"E
L69	54.63'	S22°25'32"W
L70	12.11'	S22°27'54"W
L71	100.01'	N66°22'49"W
L72	10.77'	N22°25'32"E
L73	100.00'	N56°26'12"W
L74	100.00'	N42°04'10"W
L75	100.00'	N27°42'01"W
L76	100.00'	N13°19'56"W
L77	100.00'	N1°02'21"E
L78	30.24'	N82°24'30"W
L79	100.00'	N7°55'51"E
L80	30.83'	S82°24'30"E
L81	55.55'	N82°25'06"W
L82	100.00'	N7°35'49"E
L83	54.97'	S82°25'07"E
L84	24.45'	N82°23'06"W
L85	28.28'	N82°24'30"W
L86	54.83'	S82°23'52"E

Lot Line Table		
Line #	Length	Direction
L87	100.03'	N6°17'59"E
L88	7.76'	S82°24'30"E
L89	36.93'	N85°22'33"W
L90	47.06'	S85°22'33"E
L91	100.00'	N4°46'50"E
L92	100.02'	S5°45'44"W
L93	10.29'	S82°24'30"E
L94	8.13'	N81°20'41"W
L95	99.53'	S7°00'10"W
L96	39.74'	S82°24'30"E
L97	40.77'	N81°20'41"W
L98	40.01'	N81°20'41"W
L99	98.77'	S7°35'30"W
L100	40.00'	S82°24'30"E
L101	34.00'	N81°20'41"W
L102	98.03'	S7°35'30"W
L103	48.49'	S82°24'30"E
L104	98.00'	S1°24'29"W
L105	102.55'	S20°57'41"E
L106	105.08'	S43°58'36"E

Lot Line Table		
Line #	Length	Direction
L107	6.13'	S22°25'32"W
L108	9.41'	N22°25'32"E
L109	34.58'	S22°25'32"W
L110	105.00'	S67°34'28"E
L111	28.05'	N22°25'32"E
L112	74.62'	N70°13'59"W
L113	38.76'	N22°25'32"E
L114	18.97'	S81°20'41"E
L115	63.61'	N70°13'59"W
L116	6.48'	N70°13'59"W
L117	99.59'	N11°52'01"E
L118	40.06'	S81°20'41"E
L119	106.45'	N11°52'01"E
L120	40.06'	S81°20'41"E
L121	110.68'	N11°52'01"E
L122	29.82'	N78°06'46"W
L123	113.03'	N11°52'01"E
L124	23.82'	S81°20'41"E



GRAPHIC SCALE: 1" = 50'

JOEY C. WILSON II
REGISTERED LAND SURVEYOR
XVI
AGRICULTURE
COMMERCE
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WESTHAVEN

PUD-SUBDIVISION, SECTION JEWELL - 2

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FINAL SUBDIVISION PLAT

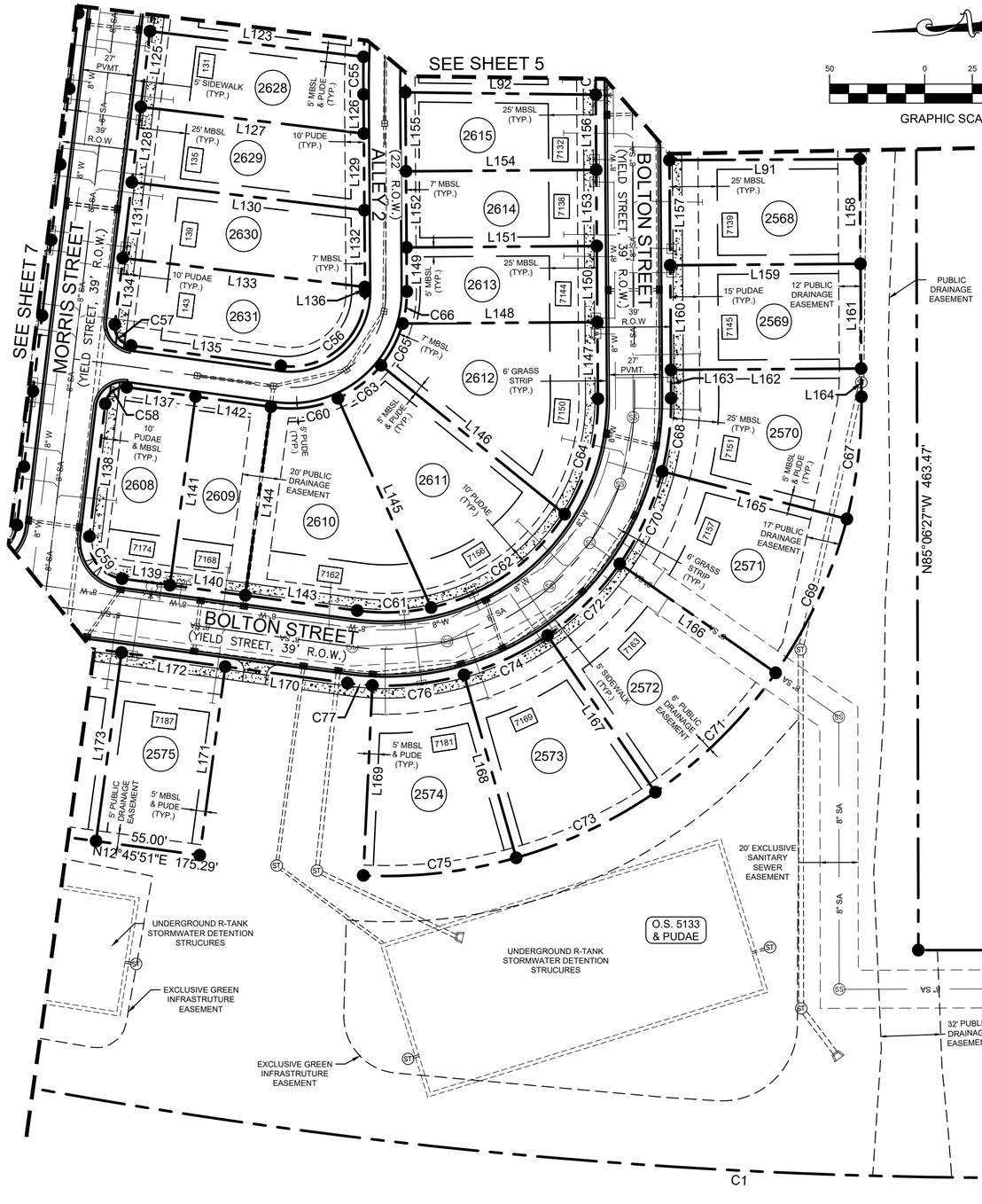
FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

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ACRES NEW RD/ST:	2.510 (ROW)	L.F. OF NEW RD/ST:	3457.337
ACRES OPEN SPACE:	9.720	CIVIL DISTRICT:	0TH
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 50'	DATE:	05/02/2024

WA PROJECT NO. 20-1478 COF #8463 SHEET 5 0F 7

LEGEND

IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	PUBLIC UTIL. & DRAIN ESMT.	P.U.D.E.	BOUNDARY		
IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	ADDRESSES	1234	CENTERLINE		
CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	HANDICAP SPACE		BUFFER		
CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	SANITARY SEWER	8" SA	WATER FEATURE		
CONTROL POINT FOUND	CURB INLET	GAS METER	WATER	4" W	TREE LINE		
CONTROL POINT SET	STORM MH	GAS VALVE	UNDERGROUND ELEC	UGE	PAE	PUBLIC ACCESS EASEMENT	
BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	OVERHEAD ELEC	OHE	PVMT.	EDGE OF PAVEMENT	
WATER METER	ELECTRIC MH	SIDEWALK	GAS	4" G	PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT	
WATER VALVE	LIGHT POLE	MIN. BUIDLING SETBACK M.B.S.L	COMMUNICATIONS	COM	G.I.W.	GREEN INFRASTRUCTURE EASEMENT	

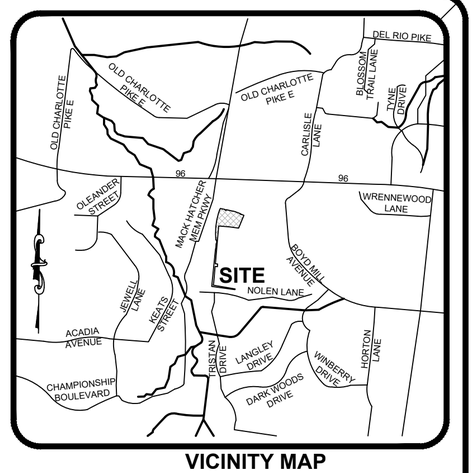


GRAPHIC SCALE: 1" = 50'

CRITICAL LOT LEGEND

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VICINITY MAP
NOT TO SCALE

Lot Line Table		
Line #	Length	Direction
L91	100.00'	N4°46'50"E
L92	100.02'	S5°45'44"W
L123	113.03'	N11°52'01"E
L125	40.01'	N78°06'46"W
L126	20.59'	S85°22'33"E
L127	118.00'	N11°51'51"E
L128	39.95'	N78°06'46"W
L129	40.32'	S85°22'33"E
L130	123.10'	N11°53'14"E
L131	40.05'	N78°06'46"W
L132	40.32'	S85°22'33"E
L133	128.20'	N11°51'51"E
L134	35.15'	N78°06'46"W
L135	79.39'	S12°45'51"W
L136	2.51'	S85°22'33"E
L137	36.45'	N12°45'52"E
L138	70.16'	N78°06'46"W
L139	25.43'	S12°45'51"W
L140	39.95'	S12°45'51"W
L141	100.00'	N77°15'48"W
L142	40.00'	N12°49'10"E
L143	59.38'	S12°45'51"W
L144	99.96'	N77°14'09"W
L145	120.32'	S71°02'41"W
L146	124.27'	S44°02'40"W
L147	40.24'	S85°22'33"E
L148	102.37'	S4°37'27"W

Lot Line Table		
Line #	Length	Direction
L149	23.15'	N85°22'33"W
L150	40.00'	S85°22'33"E
L151	100.00'	S4°37'26"W
L152	40.00'	N85°22'33"W
L153	40.00'	S85°22'33"E
L154	100.00'	S4°37'28"W
L155	41.49'	N85°22'33"W
L156	39.50'	S85°22'33"E
L157	55.25'	N85°23'04"W
L158	54.98'	S85°23'05"E
L159	100.00'	N4°37'27"E
L160	55.00'	N85°22'02"W
L161	55.00'	S85°22'02"E
L162	100.00'	N4°37'27"E
L163	14.84'	N85°22'33"W
L164	14.84'	S85°22'33"E
L165	100.25'	N19°28'50"E
L166	99.94'	N39°59'41"E
L167	100.00'	N60°30'40"E
L168	100.00'	N79°07'39"E
L169	100.00'	N82°15'08"W
L170	64.79'	S12°45'51"W
L171	100.00'	S77°14'09"E
L172	55.00'	N12°45'51"E
L173	100.00'	S77°14'09"E

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	1193.16'	2905.00'	23° 31' 58"	N8° 00' 15"E	1184.79'
C55	19.72'	489.00'	2° 18' 40"	S85° 01' 12"E	19.72'
C56	66.80'	39.00'	98° 08' 25"	S36° 18' 21"E	58.93'
C57	15.55'	10.00'	89° 07' 23"	S57° 19' 33"W	14.03'
C58	15.86'	10.00'	90° 52' 37"	N32° 40' 27"W	14.25'
C59	31.11'	20.00'	89° 07' 23"	S57° 19' 33"W	28.07'
C60	36.10'	61.00'	33° 54' 20"	N2° 08' 43"W	35.57'
C61	39.04'	111.50'	20° 03' 48"	S2° 43' 57"W	38.85'
C62	87.92'	111.50'	45° 10' 43"	S29° 53' 18"E	85.66'
C63	28.74'	61.00'	26° 59' 43"	N32° 27' 28"W	28.48'
C64	64.02'	111.50'	32° 53' 53"	S68° 55' 37"E	63.15'
C65	24.90'	61.00'	23° 23' 22"	N57° 39' 01"W	24.73'
C66	17.07'	61.00'	16° 01' 51"	N77° 21' 38"W	17.01'
C67	64.86'	250.00'	14° 51' 51"	S78° 10' 11"E	64.67'
C68	38.89'	150.00'	14° 51' 23"	N77° 56' 52"W	38.79'
C69	89.56'	250.00'	20° 31' 29"	S60° 06' 09"E	89.08'
C70	53.72'	150.00'	20° 31' 07"	N60° 19' 39"W	53.43'
C71	89.52'	250.00'	20° 31' 00"	S39° 44' 49"E	89.04'
C72	53.72'	150.00'	20° 31' 15"	N39° 40' 55"W	53.44'
C73	81.24'	250.00'	18° 37' 05"	S20° 10' 47"E	80.88'
C74	48.75'	150.00'	18° 37' 10"	N20° 10' 44"W	48.53'
C75	81.24'	250.00'	18° 37' 06"	S1° 33' 41"E	80.88'
C76	48.74'	150.00'	18° 37' 01"	N1° 33' 39"W	48.53'
C77	13.13'	525.00'	1° 25' 58"	S10° 15' 22"W	13.13'

JOEY C. WILSON II
REGISTERED LAND SURVEYOR
AGRICULTURE COMMERCE
TENNESSEE NO. 2089

WILSON & ASSOCIATES, P.C.
Engineering/Surveying/Environmental

SOUTHERN LAND COMPANY

WESTHAVEN

PUD-SUBDIVISION, SECTION JEWELL - 2

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FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

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WA PROJECT NO. 20-1478 COF #8463 SHEET 6 0F 7

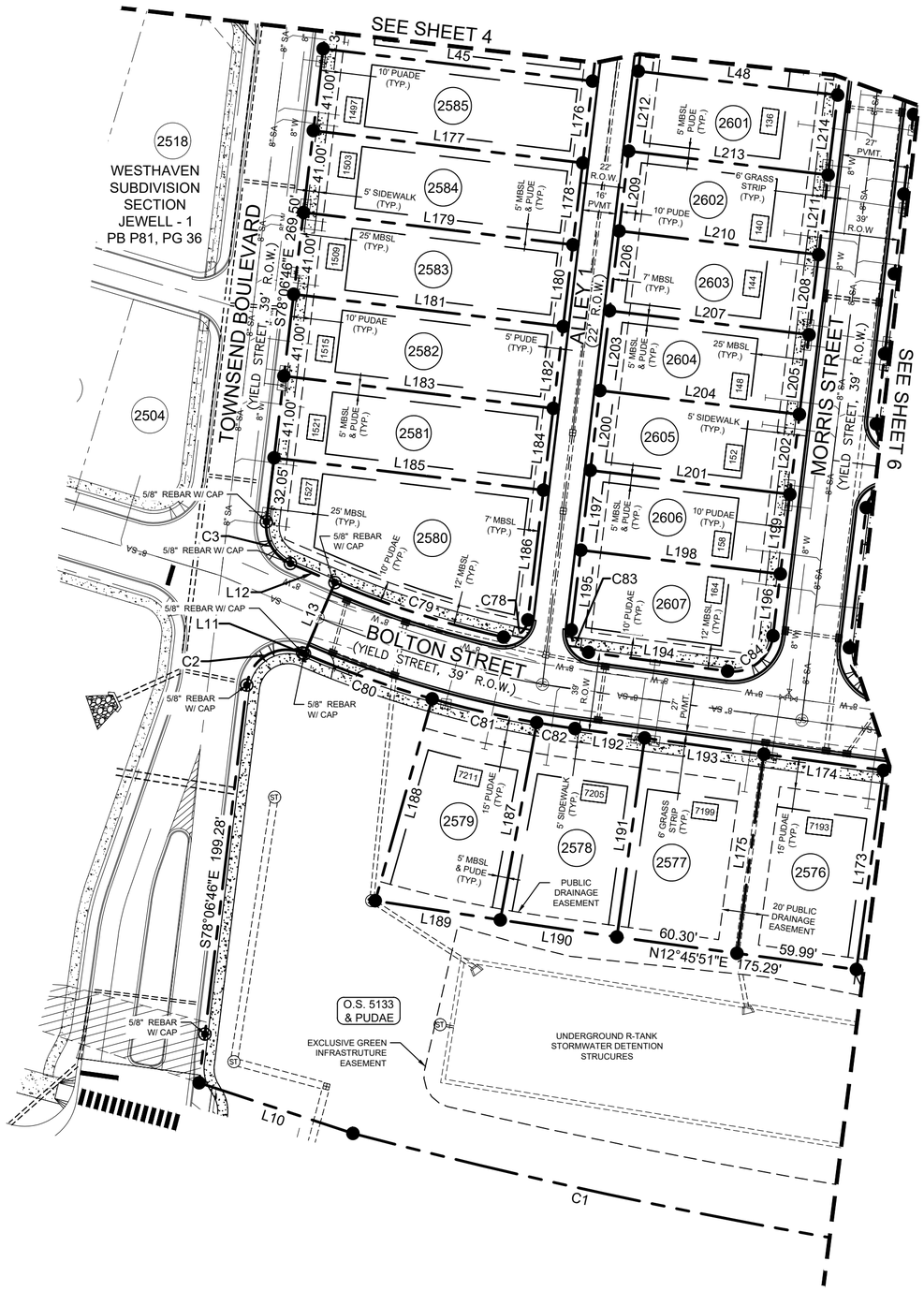
LEGEND

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CONTROL POINT FOUND	CURB INLET	GAS METER	WATER	4" W	TREE LINE		
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CRITICAL LOT LEGEND

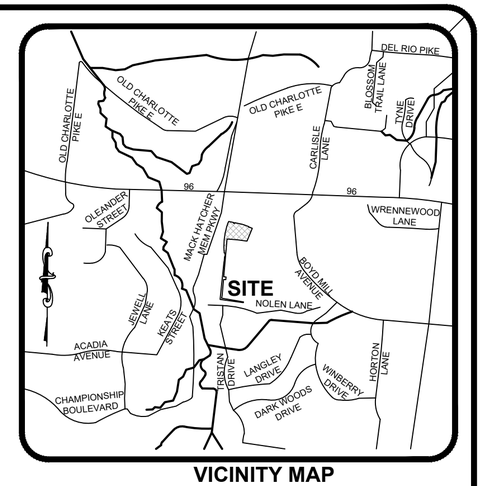
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Lot Line Table		
Line #	Length	Direction
L10	80.62'	N23°15'58"E
L11	1.01'	S28°16'47"W
L12	24.10'	N28°19'18"E
L13	38.50'	S61°46'30"E
L45	135.00'	S11°53'14"W
L48	99.94'	S11°53'14"W
L173	100.00'	S77°14'09"E
L174	60.00'	N12°45'51"E
L175	100.00'	S77°14'40"E
L176	41.00'	S78°06'46"E
L177	135.00'	S11°53'14"W
L178	41.00'	S78°06'46"E
L179	135.00'	S11°53'14"W
L180	41.00'	S78°06'46"E
L181	135.00'	S11°53'14"W
L182	41.00'	S78°06'46"E
L183	135.00'	S11°53'14"W
L184	41.00'	S78°06'46"E
L185	135.00'	S11°53'14"W
L186	65.04'	S78°06'46"E
L187	99.82'	S74°29'47"E
L188	104.37'	N69°12'55"W
L189	62.96'	S13°44'09"W
L190	58.64'	S13°24'39"W

Lot Line Table		
Line #	Length	Direction
L191	100.00'	S77°02'08"E
L192	34.92'	N12°45'51"E
L193	59.94'	N12°45'51"E
L194	69.86'	S12°45'51"W
L195	40.00'	N78°06'46"W
L196	30.95'	S78°08'51"E
L197	40.00'	N78°09'59"W
L198	99.98'	S11°51'38"W
L199	39.95'	S78°05'08"E
L200	40.00'	N78°05'09"W
L201	100.04'	S11°53'14"W
L202	40.05'	S78°08'22"E
L203	40.00'	N78°05'09"W
L204	100.00'	S11°51'38"W
L205	39.95'	S78°05'09"E
L206	40.00'	N78°08'22"W
L207	100.00'	S11°53'14"W
L208	40.05'	S78°08'22"E
L209	40.00'	N78°03'32"W
L210	100.00'	S11°51'38"W
L211	40.00'	S78°08'22"E
L212	40.05'	N78°08'22"W
L213	99.94'	S11°51'38"W
L214	40.00'	S78°08'22"E



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Curve Table					
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C2	37.14'	20.01'	106° 20' 56"	S24° 53' 41"E	32.04'
C3	25.68'	20.00'	73° 33' 51"	N65° 06' 19"E	23.95'
C78	16.72'	10.00'	95° 48' 51"	S30° 12' 20"E	14.84'
C79	88.30'	480.90'	10° 31' 12"	S22° 57' 48"W	88.17'
C80	67.43'	525.00'	7° 21' 31"	S24° 30' 17"W	67.38'
C81	53.39'	525.00'	5° 49' 35"	N17° 50' 00"E	53.36'
C82	19.30'	525.00'	2° 06' 22"	N13° 50' 45"E	19.30'
C83	15.55'	10.00'	89° 07' 23"	S57° 19' 33"W	14.03'
C84	31.88'	20.00'	91° 19' 56"	S32° 54' 06"E	28.61'

50 0 25 50 100

GRAPHIC SCALE: 1" = 50'

JOEY C. WILSON II REGISTERED LAND SURVEYOR XVI AGRICULTURE COMMERCE TENNESSEE NO. 2089

WILSON & ASSOCIATES, P.C. Engineering/Surveying/Environmental

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WA PROJECT NO. 20-1478 COF #8463 SHEET 7 0F 7

HISTORIC FRANKLIN TENNESSEE

City of Franklin

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

File #: 21-015

DATE: April 2, 2024

TO: Franklin Municipal Planning Commission

FROM: Eric Stuckey, City Administrator
Emily Wright, Director of Planning and Sustainability
Kelly Dannenfelser, Asst. Director of Planning
Andrew Orr, Long Range Planning Supervisor

SUBJECT:

Consideration Of Resolution 2023-73, A Resolution By The Franklin Municipal Planning Commission To Adopt A Comprehensive Update To Envision Franklin.
BOMA WS 3/12/24
BOMA 3/26/24 (6-1 Recommendation to Approve)

PURPOSE:

The purpose of this memorandum is to request the Franklin Municipal Planning Commission (FMPC) adopt the Comprehensive Update to Envision Franklin.

BACKGROUND/STAFF COMMENTS:
Envision Franklin serves as the City's general plan and provides a framework for making land-use decisions and ensuring high quality development. Envision Franklin was adopted in 2017 and this update serves as the five-year comprehensive update. The Plan that is presented for adoption takes into account land within the city limits and the existing Urban Growth Boundary, not the proposed UGB, since the Williamson County Growth Plan has not been ratified.

The planning area includes land within the corporate city limits and the Urban Growth Boundary (UGB). The Plan works in partnership with Connect Franklin, the Parks Master Plan, the Capital Investment Program and other planning documents. Each are components of an interconnected, comprehensive approach to guiding the future growth and development of the City.

The vision and guiding principles establish the overall direction and principal themes of the Plan. They are organized around nine topics: managed growth, economic vitality, vibrant neighborhoods, historic preservation, natural beauty, exceptional design, connected community, context-responsive infill, and housing choices, which was recently added as part of the update.

The framework established to implement the vision and guiding principles are the twenty design concepts, which serve as the future land use designations. Each design concept is mapped with desired land uses, building form, site design, transportation, and special considerations.

A robust public outreach effort was conducted throughout 2023 and culminated in the release of the Public Draft on September 7, 2023. Open house meetings were held on September 21st at the Franklin City Hall and the staff reported the results and solicited feedback on a variety of topics at the October 26, 2023 and December 14, 2023 Joint Conceptual Workshops. Based upon feedback received at those meetings, changes have been incorporated into the Adoption Draft.

Overall, the major changes to Envision Franklin include the following:

- The creation of a Factory District for the area around the Factory at Franklin.
- The transformation of the Conservation Subdivision Design Concept into three new ones: Rural Reserve, Neighborhood Green, and Village Green.
- The creation of the Farmstead Residential as a future land use in the Neighborhood Green and Village Green Design Concepts.
- The conversion of approximately 600 acres along Highway 96 East in the Mayes Creek Basin from Development Reserve to Village Green.
- The Brownland Farm and Christ Community Church sites were changed from Conservation Subdivision to Civic and Recreation in order to support a sports complex with a Special Consideration to support commercial uses related to a sports complex.
- Parcels in the Goose Creek Basin that were recently annexed into the City received design concepts and special considerations.
- A new Housing Choices Guiding Principle has been included to reflect the importance and timeliness of housing related issues.

The BOMA voted 6-1 on March 26, 2024 to recommend approval of Resolution 2023-73 to the FMPC. After the meeting, a mapping error was discovered on the Design Concepts Map for two adjoining parcels in the West Harpeth area. One is located north of Old Charlotte Pike at 1740 New Highway 96 West and the second is located at 483 Cotton Lane. Both parcels were designated as Neighborhood Green in the Public Draft and inadvertently changed to Rural Reserve when the Design Concepts Map converted from the proposed UGB to the existing UGB. The Design Concepts Map has been updated. A correction was also made to Table 4.1 on page 30 to correctly show Farmstead Residential as a supported use in Village Green.

An online version of the Adoption Draft is available at this link:
https://web.franklintn.gov/FlippingBook/EnvisionFranklinAdoptionDraft/

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends that the Franklin Municipal Planning Commission approve Resolution 2023-73.

ENVISION FRANKLIN

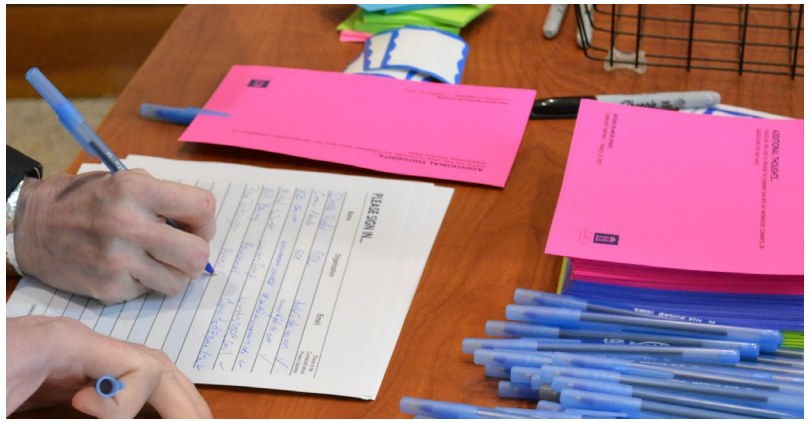


PRESERVING THE PAST, PLANNING THE FUTURE

ADOPTION DRAFT 2024

HISTORIC FRANKLIN TENNESSEE







City of Franklin
OPEN HOUSE

Come join us to provide your input on the future growth and development of Franklin.

ENVISION FRANKLIN



WEDNESDAY, MARCH 22, 2023
Columbia State Community College

- 7 Community Meetings
  - 742 Total Attendees
  - 118 total comment cards
- 7 Joint Conceptual Workshops
- 1,100+ Responses to Community Survey
- 660+ person email distribution list
- Periodic Social Media Outreach

Community Outreach

Areas of Emphasis

- Housing
- Open Space Preservation
  - Greenways/multi-use trails
- Conservation Subdivision
- Factory District
- Franklin Road Corridor
- Murfreesboro Road/96E (Mayes Creek Basin)
- West Harpeth Area
- Goose Creek East of I-65











Envision Franklin Major Changes

- Creation of a Factory District
- Conservation Subdivision became three new design concepts: Rural Reserve, Neighborhood Green, and Village Green
  - Creation of Farmstead Residential: Max of 8 units/building with agrarian architectural features and 2.5 stories
  - Approximately 600 acres along Highway 96E converted from Development Reserve to Village Green
- Brownland Farm and Christ Community Church site changed from Conservation Subdivision to Civic and Recreation with a Special Consideration to support commercial uses related to a sports complex.
- Goose Creek Basin: Design Concepts and Special Considerations assigned for recently annexed parcels
- Housing Choices Guiding Principle

Next Steps

Adoption Draft includes parcels within city limits and the existing UGB.

March 12, 2024 BOMA WS

March 26, 2024 BOMA Endorsement Vote

April 25, 2024 FMPC Adoption Vote

RESOLUTION 2023-73

A RESOLUTION BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION TO ADOPT A COMPREHENSIVE UPDATE TO ENVISION FRANKLIN

WHEREAS, pursuant to *Tennessee Code Annotated* (T.C.A.) § 13-4-201, it is the function and duty of the Franklin Municipal Planning Commission (FMPC) to adopt an official general plan for the physical development of the City of Franklin; and

WHEREAS, the City adopted Envision Franklin in 2017, and it provides a framework for the City to make land-use decisions, manage the quality of development, determine the timing and location of future growth, and direct investment and development activity; and

WHEREAS, the FMPC may from time to time amend, extend or add to the plan, or carry any part of subject matter into greater detail and Envision Franklin recommends that a major update be undertaken every five years; and

WHEREAS, in 2023, the City began a major update to Envision Franklin, including several public meetings, stakeholder interviews, and various forms of community outreach; and

WHEREAS, *Envision Franklin* should work in partnership with Connect Franklin, Parks Master Plan, Capital Improvements Plan, Integrated Water Resources Plan, and other City planning documents as an interconnected, comprehensive approach to guiding the future of our fast-growing City; and

WHEREAS, a formal public hearing was held by the FMPC in accordance with T.C.A. § 13-4-202 and the adoption of the comprehensive update to *Envision Franklin* is found to be in the best interest of the citizens of the City of Franklin.

NOW, THEREFORE, BE IT RESOLVED, by the Franklin Municipal Planning Commission of the City of Franklin, Tennessee, as follows:

SECTION I. Envision Franklin is hereby updated as shown by the attached plan.

SECTION II. That the Department of Planning and Sustainability is authorized to make administrative clerical revisions so long as the changes are not substantive, such as clerical word corrections, typographical errors, table of contents adjustments, header and footer adjustments, font adjustments, and updating charts and graphics in the Introduction Section to remain up to date.

SECTION III. A copy of the adopted amendment to Envision Franklin shall be certified to the Board of Mayor and Aldermen, as required by T.C.A. § 13-4-202.

SECTION IV. That this Resolution shall take effect upon approval by the FMPC on April 25, 2024, the health, safety, and welfare of the citizens requiring it.

[Signature blocks to follow.]

ATTEST:

By:_____
Emily Wright
Secretary

FRANKLIN MUNICIPAL PLANNING COMMISSION:

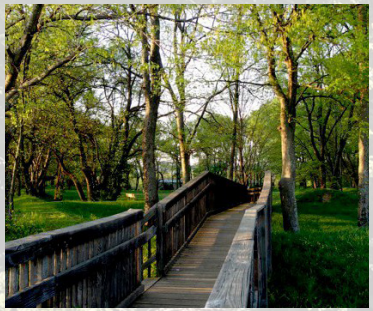
By:_____
Roger Lindsey
Chair

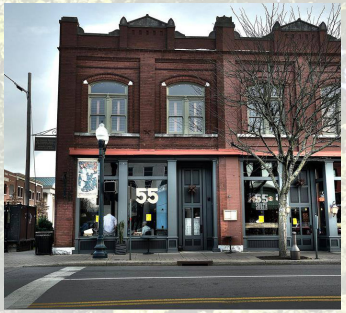
Approved as to Form:

By: _____
Shauna R. Billingsley
City Attorney

ENVISION FRANKLIN





PRESERVING THE PAST, PLANNING THE FUTURE

ADOPTION DRAFT 2024

HISTORIC FRANKLIN TENNESSEE

ACKNOWLEDGMENTS

Envision Franklin, The City of Franklin's Land Use Plan, would not have been possible without the contributions, feedback, and expertise of the City of Franklin leadership and staff. A special thank you to the many residents who generously devoted their time and thoughts to the planning process in the hopes of building a stronger and more vibrant Franklin.

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BASIS IN STATE LAW

The Tennessee Code Annotated Section 13-4-201 authorizes the City of Franklin to create a general plan for physical development. According to State law, the general plan must contain the following elements: (1) recommendations for the physical development of the area of the municipal planning jurisdictions; and (2) Identification of areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the Planning Commission has determined the services are necessary for development to occur.

ROLE OF THE PLAN

Envision Franklin serves as the City's General Plan and provides guidance on the future growth and development of the community. The Plan articulates the long-term vision of the kind of places that Franklin's residents, businesses, and institutions want for their future. The Plan provides policies that reinforce this collective vision by directing future development in a way that should strengthen the City and create exceptional places for people.

The Plan lays the foundation for long range planning and zoning across the city through two major components. Guiding principles further describe the vision and the community desired planning outcomes. Design concepts provide specific land use and site design recommendations for future development and redevelopment.

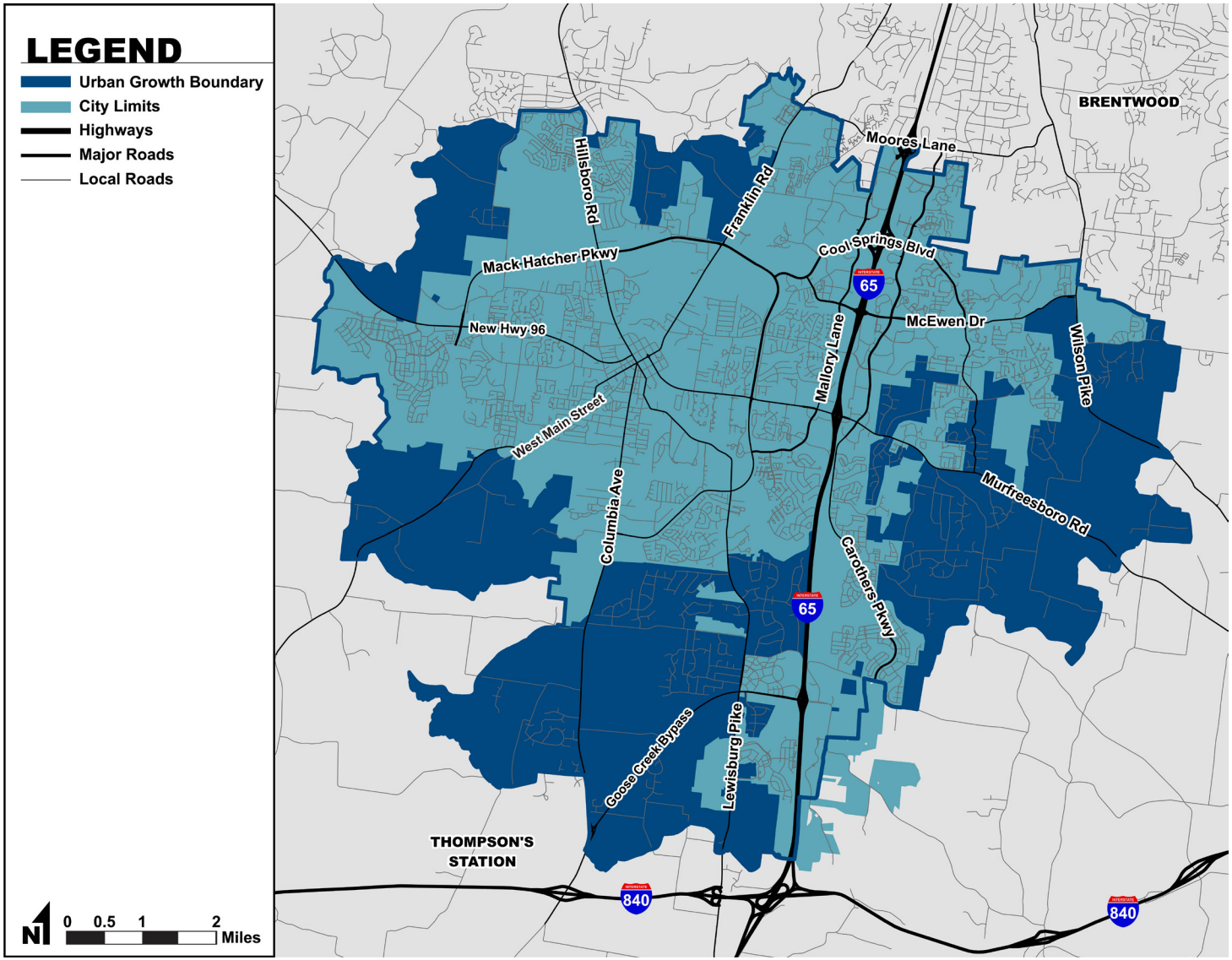
The Plan sets forth the framework that provides direction in making land-use decisions, managing the quality of development, determining the timing and location of future growth, and directing investment and development activity. It is meant to be a dynamic tool that responds to changes and is updated periodically.

The Plan should work in partnership with the Connect Franklin, the Parks Master Plan, the Capital Improvements Plan, the Integrated Water Resources Plan, and other City planning documents. Each are components of an interconnected, comprehensive approach to guiding the future of the City.

PLANNING AREA

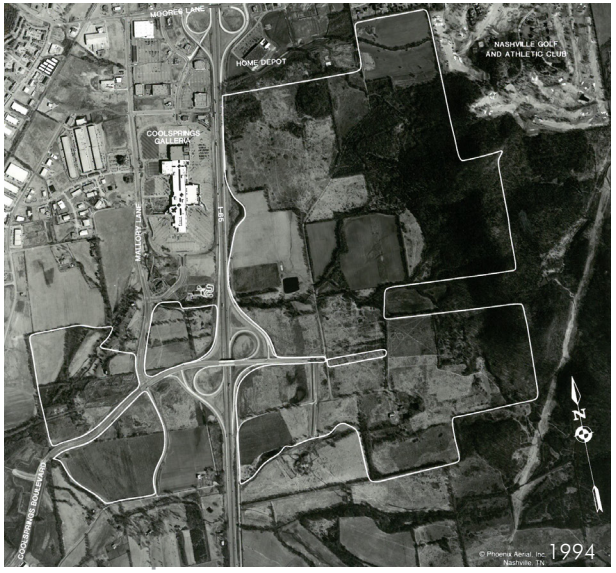
The City of Franklin municipal limits encompass an area of approximately 45 square miles. The planning area includes the state-mandated Urban Growth Boundary (UGB), which contains an additional 30 square miles of land area surrounding the City (see Figure 1.1). Franklin is part of the Nashville-Davidson-Murfreesboro-Franklin, TN Metropolitan Statistical Area.

FIGURE 1.1: CITY AND URBAN GROWTH BOUNDARY









HISTORIC TRENDS

Founded in 1799 as the seat of Williamson County, Franklin existed as a distinct and rural community for most of its first 180 years. Franklin was a small city surrounded by agricultural land and rolling hills, connected to the surrounding region by a transportation and communication network, including the electric interurban railway that provided service from Downtown Franklin to Nashville from 1908 to 1942. The City was a stable community that prospered but experienced minimal growth and development. In fact, Williamson County had a higher population in 1850 than it did in 1960!

Then, as national trends toward suburbanization began in the mid-20th Century, Franklin began to experience change in both population and land area. See Figure 1.3. In 1950, the population was 5,475 and by 1980 the population had grown to 12,407 (U.S. Census). The era from the mid 1960s marked the beginning of changes for both the City and the County. The number of subdivision plat approvals and rezonings took a marked upturn. In Franklin, multifamily developments began to be approved and constructed in heretofore single family neighborhoods. In addition to annexations, commercial and industrial developments followed and the Murfreesboro Road Interstate 65 interchange was opened in 1969.

During this time, Downtown Franklin was in a state of gradual decline as new retailers opened up outside of Downtown, which pulled commerce away from Main Street. Historic brick facades were covered up to modernize with aluminum siding. Historic windows were covered or painted over. Highway-oriented signage and lighting were installed along Main Street, while the infrastructure slowly crumbled.

In 1967, a small group of citizens concerned about the demolition of historic buildings formed the Heritage Foundation with a mission to preserve the county's historical resources and agrarian roots. In 1984, the Downtown Franklin Association was created to promote the continued viability of the central business district by working in partnership with property owners, business owners, preservationists, and the city and county governments. Both organizations were instrumental with leading the resurgence of Downtown Franklin.

While the growth more than doubled over those 30 years from 1950 to 1980, it was only a preview to the explosive change that would occur in the next 40 years. Four catalytic projects set Franklin on a path of tremendous economic growth and prosperity. In 1985, the Saturn Plant in Spring Hill was announced. In 1991, the Main Street Streetscape Project was completed. Cool Springs

Galleria, Franklin's regional mall, opened that same year. Throughout the 1990s, additional hotel, office, retail, and residential uses followed. In 2005, Nissan Motor Corporation announced their plans to construct a nearly 500,000 square foot North American Headquarters along the newly constructed Carothers Parkway in Cool Springs. This paved the way for more corporate headquarter relocations that further bolstered Franklin's economy.

Since that time, the community has grown through many masterplanned developments that combine office, retail, and residential uses, including Eastworks, Franklin Park, McEwen Northside, and Ovation. At buildout, all of these developments will be regionally significant mixed-use developments that provide exceptional places for people to live, work, and play. Further south on I-65, anchored by the Berry Farms Town Center, major development is underway at the Goose Creek Bypass and I-65 interchange.

While the I-65 corridor continues to buildout, great efforts have been made to preserve and enhance Downtown Franklin. With the success of the first streetscape project to Main Street and the Public Square, several other streetscape improvements have been completed including 3rd Ave North and its extension, now called Martin Luther King Jr Avenue, Columbia Avenue from Five Points to Fowlkes Street, Fifth Avenue/Hillsboro Road from Downtown to Mack Hatcher Parkway, and Franklin Road from 1st Avenue to Harpeth Industrial Court and more are planned. These projects represent significant capital investments in the heart of the community that upgrade infrastructure, improve pedestrian access and safety, beautify the public realm, and contribute towards economic vitality.

Aside from Downtown Franklin and the I-65 corridor, Franklin is a city made up of many distinct and vibrant neighborhoods. Franklin has a long history of well designed communities. One early example is Charlton Green which gained approval in 1972 and is known for it's meandering tree-lined streets and its abundance of mature canopy trees. Fieldstone Farms, approved in 1989, was one of Franklin's first Planned Unit Developments (PUD) and includes 2,146 dwelling units, a commercial node, a fire station, and an elementary school all connected by a network



Pre-Westhaven 2001



Westhaven 2023

of sidewalks, multi-use trails, and pedestrian tunnels under Hillsboro Road and Fieldstone Parkway. Franklin was an early adopter of integrating local commercial uses with masterplanned neighborhoods and also of New Urbanism principles evidenced by the design of neighborhoods such as Willow Springs, Carlisle, and Westhaven. Westhaven, the City's largest neighborhood by acreage and dwellings, exemplifies new urbanism design principles with its compact form, mix of land uses, distinctive architecture, pedestrian-oriented design, and use of transect zones.

Today, Franklin has become the seventh largest city in Tennessee and a key residential and economic generator for the Nashville region. Notably, Franklin has been named within the top 20 places to live by Livability Magazine 2023, Top 10 Best Places to Retire by US-Money Magazine 2022, consistently receives a Triple A Bond rating from Standard & Poor's and Moody's, and was named an All America City by the National Civic League in 2020. As growth pressure has increased, so have the City's design and development standards to ensure new development fits into the character of Franklin and also contributes towards the physical buildout of the city. While opinions are mixed on the rate of growth, major change is expected to continue. Projections indicate, that by 2040, approximately 128,089 people will live in the City of Franklin, with employment at 116,000 jobs. See Figure 1.4 and Appendix A for more specific demographic and employment information.

As Franklin continues to grow, the city seeks to maintain its character as a community with historic resources, vibrant neighborhoods, neighborhood commercial nodes, employment centers, conservation areas, and open spaces. The City understands the critical importance of maintaining a strong sense of community and appreciates all of the dedicated people who have helped shape Franklin into the community that it is today.

FIGURE 1.3: CITY OF FRANKLIN PAST POPULATION GROWTH

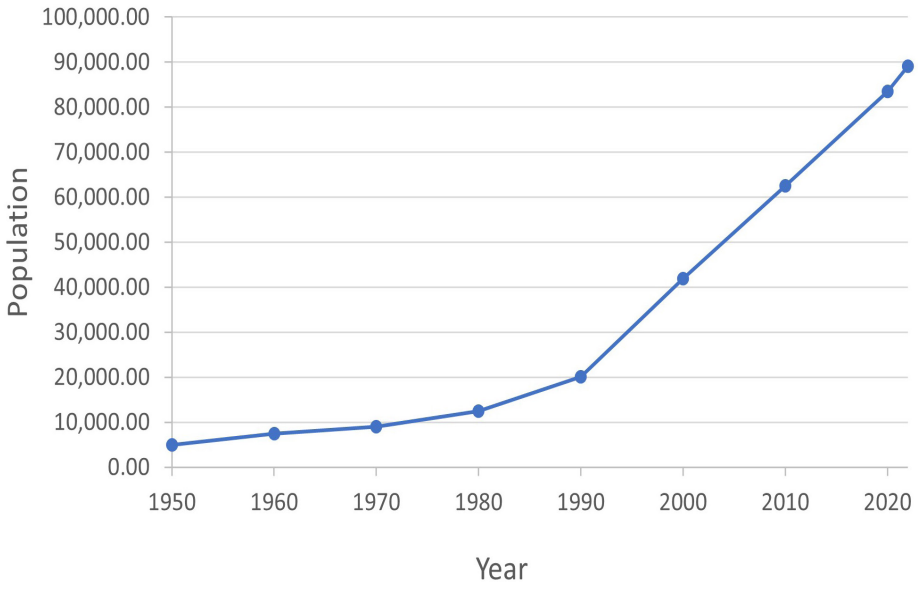
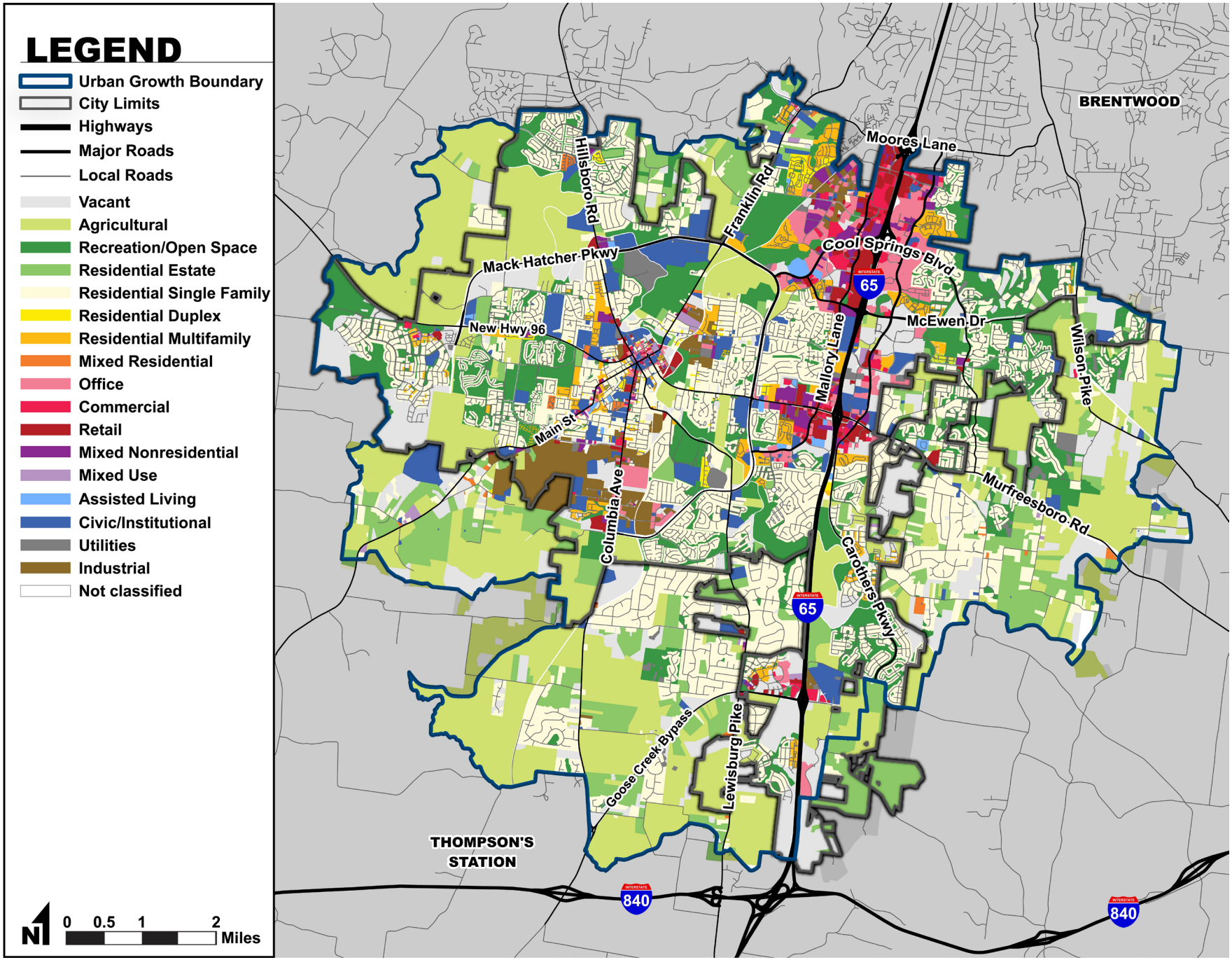


FIGURE 1.4: CITY OF FRANKLIN POPULATION AND EMPLOYMENT PROJECTION SUMMARY

Year	Population	Employment
2010	62,487	51,736
2015	72,272	70,049
2020	83,454	81,000
2030	106,409	95,000
2040	128,089	116,000

Note: Figures represent City of Franklin and are based upon historical growth averages.

FIGURE 1.2: EXISTING LAND USE MAP



"THE VISION DEFINES THE INSPIRATIONAL LONG-TERM GOALS THAT WILL SERVE AS A CLEAR GUIDE FOR FUTURE DECISION MAKING."

PLAN ELEMENTS

Each component of this Plan has a role to play. Some parts are broad and visionary, while others are specific and detailed. Each part of the plan can only be understood when working together with the rest of the Plan.

Vision and Guiding Principles

The vision defines the inspirational long-term goals that will serve as a clear guide for future decision making. The guiding principles define the inspirational long-term goals for creating exceptional places for citizens while preserving the City's unique identity and character. The principles will serve as a clear guide for future decision making and they are organized around eight topics: Managed Growth, Economic Vitality, Vibrant Neighborhoods, Historic Preservation, Natural Beauty, Exceptional Design, Connected Community, and Context-Responsive Infill.

Design Concepts

The design concepts are the keystones to this Plan and promote high-quality design while allowing land-use flexibility. Each design concept is mapped with desired land uses, building form, site design, mobility, and special considerations (related to a particular location). Along with the guiding principles, the design concepts provide general guidelines to be followed in the development design and review process.

Definitions of Land Uses and Building Forms

Land Uses and Building forms used in the Design Concepts section are identified, described, and defined in this section.

Implementation

This section provides direction on turning the vision into reality through development decisions, policy-based decisions, land regulation tools, and coordination and partnerships. The process and considerations for Plan updates and amendments are outlined.

Process and Outreach

This section summarizes the overall planning process, including the development suitability analysis, infill study, and identification of key issues facing the City. A significant component of the process was community engagement, which was undertaken through BOMA and FMPC interviews, community meetings, and an online survey.

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VISION

Franklin will be a connected community of vibrant neighborhoods anchored by its historic downtown. The City seeks to strategically manage growth while preserving historic resources and natural beauty. Exceptionally designed places will enhance Franklin's distinctive character and foster continued economic vitality.

MAJOR GOALS

- Create exceptional places for people through design of new development, building form, uses, setbacks, activated streets, and pedestrian focus.
- Direct higher intensity and taller buildings toward I-65 where infrastructure can support a thriving regional economy comprised of commercial, hotel, institutional, residential, and office uses.
- Preserve the established character of historic areas and ensure that infill development is compatible with the surrounding character.
- Strategically locate neighborhood commercial and mixed use nodes to serve surrounding residential neighborhoods and help reduce traffic and trip length.
- Provide a variety of housing options for citizens in every stage of life.
- Emphasize active transportation for both destinations and recreation by connecting land uses through multi-use paths, sidewalks, and trails.
- Protect Franklin's natural beauty by preserving scenic corridors and viewsheds.

OVERVIEW OF GUIDING PRINCIPLES

The guiding principles are long-term statements of direction for the City to advance the quality of development. The principles further define the vision and reflect the desired planning practices and respectful use of land and resources. The guiding principles are organized around nine themes:

1. Managed Growth - The City seeks responsible and purposeful growth that enhances quality of life, provides a dynamic mix of land uses, and preserves its scenic beauty.
2. Economic Vitality - Franklin aims to retain and support the growth of existing businesses, to attract new businesses, and to stimulate a climate for entrepreneurial ventures and investment.
3. Vibrant Neighborhoods - The City strives to create inviting neighborhoods with memorable character through a balanced mix of compatible uses for all people in every stage of life.
4. Housing Choices - There are many challenges that must be addressed to achieve the principles outlined in this Guiding Principle and it will take the coordination of many dedicated stakeholders working together. A variety of housing choices for residents in every stage of life should be provided.
5. Historic Preservation - Historic Franklin is the cherished center of the city and will continue to be protected using historic preservation tools and enhanced through traditional development and contextual architecture.
6. Natural Beauty - Franklin's natural features are irreplaceable assets of great value, and they will be protected with planning and conservation tools and celebrated through careful site design.
7. Exceptional Design - Exceptional site design should be centered on solid design principles, the creative articulation of space, and close attention to detail.
8. Connected Community - Franklin values a well-designed, effective, convenient, and active transportation network that connects residential neighborhoods, parks, schools, employment centers, shopping area, and downtown. This will be achieved through a complete system of streets, bicycle and pedestrian routes, and transit, not only within the city, but also to the greater metropolitan region.
9. Context-Responsive Infill - Infill development should complement its surroundings, be sustainable and respectful of the environment, and enhance the quality of life and the economic health of the community.

MANAGED GROWTH

THE CITY SEEKS RESPONSIBLE AND PURPOSEFUL GROWTH THAT ENHANCES QUALITY OF LIFE, PROVIDES A DYNAMIC MIX OF LAND USES, AND PRESERVES ITS SCENIC BEAUTY.

A. Strategic growth is encouraged in locations supported by existing City infrastructure and services or where they are planned to be provided in an efficient and orderly manner. The extension of infrastructure and public services should be used as a tool that strategically directs where growth should take place, not as a reactive response to development.

B. Regional commercial and employment centers should be focused along regional transportation facilities and at intersections of arterial streets. These areas should have a more compact land-use pattern to support the efficient use of resources and alternative transportation.

C. Land-use policies, infrastructure improvements, and community facility investments should be coordinated to maximize efficiency and public benefit while minimizing negative impacts of growth.

D. Annexation within the UGB should be approached in a comprehensive manner that promotes contiguity and orderly growth, efficient delivery of municipal services, and proactive planning for future development. (See Appendix C)

E. Franklin should coordinate with Brentwood, Thompson's Station, Spring Hill, Williamson County, and the Nashville Area MPO to manage the quality and density of growth along the City/UGB boundaries.





ECONOMIC VITALITY

FRANKLIN AIMS TO RETAIN AND SUPPORT THE GROWTH OF EXISTING BUSINESSES, TO ATTRACT NEW BUSINESSES, AND TO STIMULATE A CLIMATE FOR ENTREPRENEURIAL VENTURES AND INVESTMENT.

A. The City will foster technology-related businesses, corporate offices, and other businesses with low environmental impacts. Small businesses and incubator spaces are also encouraged to strengthen overall economic health.

B. Franklin should advance its diverse employment base through exceptional public-school and higher education opportunities for continued success as a healthy, prosperous city.

C. Tourism is a growing part of the economy, and the City's historic identity should be promoted as an economic asset for businesses, residents, and visitors.

D. Workforce housing fosters a diverse employment base necessary for continued economic vitality. A range of housing options and price points are encouraged to support both employees and the local economy.







VIBRANT NEIGHBORHOODS

THE CITY STRIVES TO CREATE INVITING NEIGHBORHOODS WITH MEMORABLE CHARACTER THROUGH A BALANCED MIX OF COMPATIBLE USES FOR ALL PEOPLE IN EVERY STAGE OF LIFE.

A. Neighborhoods should have a strong identity with intentional design and architectural features that are visually interesting. They will be beautiful places for multiple generations to enjoy, fostering community involvement and social activities, while maintaining a secure environment.

B. Vibrant neighborhoods are essential to the overall health of the community and should encourage the addition of missing middle housing, meaning a range of house-scale buildings with multiple units.

C. A variety of lot sizes is encouraged. While larger lots provide individual back yard open space, smaller lots should be within walking distance to usable neighborhood open spaces

D. Neighborhoods should have a pedestrian-friendly design that makes walking and biking pleasurable along streets and open spaces. Sidewalks, multi-use paths, and street trees will continue to be a cornerstone of neighborhoods and should be increased at every opportunity.

E. Neighborhoods should be connected to convenient amenities and services, including neighborhood gathering spaces, parks and multi-use trails, restaurants, outdoor dining, coffee shops, and corner stores. Integrating and mixing land uses with pedestrian-oriented, traditional building form is encouraged.

F. Intensification and retrofitting of existing commercial areas and their surface parking lots with pedestrian-oriented retail and residential infill is encouraged. This will create more vibrant and inviting mixed-use centers, reduce auto dependence, and boost long-term economic health.

G. Infill development should be used to re-establish the pedestrian scale and activity along automobile-oriented corridors. This includes moving parking areas to the side or rear of buildings, shallow setbacks, incorporating pedestrian-scale signage and lighting, orienting the main building entrances to the street-side sidewalk, and designing buildings with windows that allow for views into the business.

H. The redevelopment of properties is encouraged on vacant lots that create "gaps" in the urban fabric and detract from the character of the street. Adaptive reuse of older, interesting buildings is encouraged to maintain the authenticity of Franklin and to tell its story over time.

I. Civic, institutional, and community facilities should be located in prominent locations that are well designed, compatible with the surroundings, accessible to all citizens, and meet the needs of each neighborhood.





HOUSING CHOICES

TO CONTRIBUTE TO THE OVERALL VITALITY OF THE COMMUNITY, THE CITY SEEKS TO ENCOURAGE A VARIETY OF HOUSING CHOICES FOR RESIDENTS IN EVERY STAGE OF LIFE.

A. Providing a variety of housing choices at a range of price points for residents in every stage of life contributes to the overall vitality of the community. While both for sale and rental options are important parts of a balanced housing market, home ownership opportunities for all dwelling types are encouraged.

B. A significant amount of Franklin's existing and projected future housing inventory is made up of single-family homes and large multifamily developments. The City encourages "Missing Middle Housing" (because they have been "missing" after not been commonly built for many decades) which refers to duplexes, townhouses, and cottage courts, as well as multiplexes, and small-scale multifamily buildings with twelve or fewer units. Broadening the availability of these housing types offer a valuable opportunity to help meet the housing demand at a scale that integrates seamlessly into the community fabric.

C. Accessory dwellings are encouraged to help increase local housing options. Often known as backyard cottages or granny flats, these are smaller, independent residential dwelling units located on the same lot as a single-family home. Accessory dwellings can provide living space for a family member, guests, or as a source of extra rental income.

D. Senior-friendly housing—particularly homes that are close to parks, open spaces, local commercial uses, and healthcare providers—is encouraged to accommodate the growing number of residents 55 and over. These residents are often seeking housing with single-story living and minimal maintenance. Franklin seeks to be an age-friendly community for residents to age-in-place and find suitable housing as their needs and preferences change.

E. Franklin serves as a regional employment hub, which supports a robust economy; however, the majority of the community's workforce lives outside of the City and contributes to heavy commuter traffic. Offering a greater variety of housing options and price points supports more of Franklin's workforce to also live in the City, reducing traffic congestion as well as increasing opportunities for employee retention.

F. Coordination and partnerships with organizations such as the Franklin Housing Authority, Community Housing Partnership, and the Hard Bargain Association are encouraged to help create and preserve dedicated affordable housing units.









HISTORIC PRESERVATION

HISTORIC FRANKLIN IS THE CHERISHED CENTER OF THE CITY AND WILL CONTINUE TO BE PROTECTED USING HISTORIC PRESERVATION TOOLS AND ENHANCED THROUGH TRADITIONAL DEVELOPMENT AND CONTEXTUAL ARCHITECTURE.

A. The preservation of historic resources is of paramount importance to protecting Franklin's heritage and memorable community character. Historic resources and cultural amenities, including structures, neighborhoods, districts, landmarks, landscapes, cemeteries, streetscapes, and archaeological sites, should be identified, preserved, and protected. Preservation of these buildings and resources is environmentally responsible, further develops an economy for heritage tourism, creates jobs, and boosts property values.

B. The scale and character of historic neighborhoods must be protected through context-sensitive infill development. New buildings should relate to and strengthen the core characteristics of the neighborhood while mitigating adverse impacts on adjacent properties through thoughtful site design.

C. The preservation and rehabilitation of structures is generally encouraged, favoring building additions or adaptive re-use over demolition and replacement in historic areas.

D. Historic estates contribute greatly to Franklin's community character. The integrity of these historic properties, with their distinctive homes, outbuildings, and general aspects of their settings, should be preserved. Large front yards reinforce the prominence of these estates and should be preserved to respect their viewsheds. Historic estates in existing subdivisions should be preserved and no additional development should occur at these locations.



NATURAL BEAUTY

FRANKLIN'S NATURAL FEATURES ARE IRREPLACEABLE ASSETS OF GREAT VALUE, AND THEY WILL BE PROTECTED WITH PLANNING AND CONSERVATION TOOLS AND CELEBRATED THROUGH CAREFUL SITE DESIGN.

A. Scenic viewsheds and vistas should be preserved as amenities. These scenic resources include rolling hills, rural landscapes, Century Farms, rural corridors, floodplain, and forested areas.

B. Every opportunity should be taken to expand the public space along the Harpeth River, tributaries and water resources through community open spaces, trails, viewing points, and canoe accesses.

C. The Harpeth River and its tributaries should be protected through significant riparian buffers. Riparian buffer restoration is encouraged to provide wildlife habitat, slow stormwater runoff, improve air quality, reduce soil erosion, and reduce flooding.

D. Development should be restricted on hilltops, hillsides, and steep slopes. Mass grading is discouraged, and site disturbance should be minimized so that natural topography and landforms are incorporated into site design.

E. Established forested areas, existing tree canopies, specimen trees, and riparian buffers help to absorb air pollution, reduce glare, heat, and noise, and enhance the quality of life through health and recreational benefits. These resources should be preserved through careful site design. Clear cutting is discouraged.





EXCEPTIONAL DESIGN

HIGH-QUALITY DESIGN OF BUILDINGS, PUBLIC SPACES, STREETS, PEDESTRIAN FACILITIES, AND LANDSCAPING WILL WORK TOGETHER TO ENHANCE THE PUBLIC REALM AND CREATE EXCEPTIONAL PLACES FOR PEOPLE.

BUILDINGS

A. Buildings contribute to the fabric of the City, and they should reflect distinctive architectural style and high-quality materials that are unique to Franklin.

B. The front building facade of principal buildings should be oriented toward the street. Buildings should activate the street by creating an inviting pedestrian experience. Architectural elements should add visual interest at a human scale. Long, blank walls are discouraged.

C. Buildings at intersections should have a similar level of architectural detail for the side elevation as the front elevation. Distinctive architectural features that define the corner are encouraged. Buildings at the end of a street should be a visual terminus; architectural features should reflect the prominence of their location.

D. Parking should be secondary to the building and its relationship to the street. Generally, parking should be located behind the building, under the building, or in parking structures behind active ground-floor uses that activate the street. On-street parking should be encouraged. Views from the street should not be of parking lots.

E. Sustainable building practices and site design should be encouraged in new development and redevelopment by building up and not out. Energy-efficiency strategies, on-site renewable-energy generation, green infrastructure, and low-impact development techniques should be encouraged.

PUBLIC REALM

F. Franklin should have great streets that create a vibrant public realm by using pedestrian-friendly design, street furnishings, lighting, street trees, and other plantings. Street-facing retail, outdoor dining areas, public art, and other elements are encouraged to further enhance the attractiveness and energy of the street.

G. Squares, plazas, and other open spaces should be prominent and engaging public gathering spaces. These spaces should be well-defined focal points, visible from streets, and framed by buildings, not parking lots, to create points of interest that are compelling places for citizens. Public art, such as sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged.

H. Natural open spaces should be thoughtfully designed around natural features, to highlight these amenities, while providing convenient public access for use and enjoyment, as well as connectivity to other open spaces.







EXCEPTIONAL DESIGN

SITE DESIGN

I. Development and redevelopment should be master planned, meaning the site should be planned for the long-range development of larger areas surrounding the individual site as a coordinated unit. Compatibility with surrounding areas, design, infrastructure and service delivery, access and circulation for vehicles and pedestrians, buildable areas and buildings, and transitions between incompatible uses should all be considered in the design process.

J. Site design should be centered on solid design principles, the creative articulation of space, and close attention to detail. Coordinated connectivity, building design and orientation, architecture, parking placement, and landscaping should all contribute to the creation of exceptional places.

K. Integrating and mixing land uses with pedestrian-scale building forms and community gathering spaces are encouraged. Wide, tree-lined sidewalks and well-designed street network should provide the foundation for connectivity between these uses.

L. Context-sensitive design and architecture are important elements that vary throughout the city. Size, scale, setbacks, materials, the rhythm of the street, and context should be considered as part of the design process.

M. Project design should carefully address the potential undesirable impacts on existing uses, including traffic, parking, circulation, safety issues, light and glare, noise, and other environmental concerns.





CONNECTED COMMUNITY

FRANKLIN VALUES A WELL-DESIGNED, EFFECTIVE, CONVENIENT, AND ACTIVE TRANSPORTATION NETWORK THAT CONNECTS RESIDENTIAL NEIGHBORHOODS, PARKS, SCHOOLS, EMPLOYMENT CENTERS, SHOPPING AREAS, AND DOWNTOWN. THIS WILL BE ACHIEVED THROUGH A COMPLETE SYSTEM OF STREETS, BICYCLE AND PEDESTRIAN ROUTES, AND TRANSIT, NOT ONLY WITHIN THE CITY, BUT ALSO TO THE GREATER METROPOLITAN REGION.

A. New development and redevelopment should contribute to a convenient and functional multi-modal transportation system by providing accessible street and pedestrian connections on all sides, integrating bicycle or multi-use paths, and incorporating transit provisions.

B. When a new development is proposed adjacent to an existing street stub, the new development should connect to it to improve the overall street network connectivity.

C. Key destinations, such as shopping areas, employment centers, and schools, should be located and planned in such a way that walking, bicycling, and riding public transit to these destinations are viable options.

D. Greenway corridors and interconnected open-space networks, especially along the Harpeth River, should be expanded and enhanced as vital community amenities. Sidewalks and multi-use paths connecting neighborhoods, open spaces, parks, and greenways are encouraged to provide access to passive and active recreation and to support healthy and active lifestyles.

E. Key routes into Franklin should include placemaking features, such as signage, lighting, and decorative structures and landscapes, to create gateway entrances into the City to showcase community character and quality design.

F. The character of new streets and their associated elements should reflect the desired character and design of the development and contribute to its sense of place.







CONTEXT-RESPONSIVE INFILL

INFILL DEVELOPMENT SHOULD COMPLEMENT ITS SURROUNDINGS, BE SUSTAINABLE AND RESPECTFUL OF THE ENVIRONMENT, AND ENHANCE THE QUALITY OF LIFE AND THE ECONOMIC HEALTH OF THE COMMUNITY.

A. Infill development in established areas should be compatible with the surrounding context and respect the City's unique historic character. This will be achieved by design that complements the fundamental neighborhood patterns and does not overwhelm or detract from existing buildings. See Appendix D.

B. Infill design should respect the block's existing lot widths, building forms and orientation, height and scale, siting, the rhythm of development along the street, front setbacks, and backyard patterns. The edges of an infill development should blend into adjacent neighborhoods or downtown without buffers.

C. Residential teardowns, especially when combining two or more lots, for the purpose of infill development of a different scale is discouraged because it can erode the character of established neighborhoods.

D. The trend is rising for tearing down smaller single-family dwellings within established neighborhoods and rebuilding larger, modern-scale dwellings on the same lot. These new structures should relate to and strengthen the core characteristics of the neighborhood, while mitigating adverse impacts on adjacent dwellings. Retaining the existing front facade and adding onto the dwelling in the rear are encouraged over complete tear-downs.

E. In certain areas, infill should foster transition in neighborhood form where change is expected or where enhancement of community character is desired. See Appendix D.





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OVERVIEW

The vision and guiding principles establish the overall direction and principal themes of this Plan. The framework established to implement the vision and guiding principles are the design concepts. The design concepts are founded on the principle that well-designed places are essential to protecting and enhancing community character and improving overall livability.

"THE DESIGN CONCEPTS ARE FOUNDED ON THE PRINCIPLE THAT WELL-DESIGNED PLACES ARE ESSENTIAL TO PROTECTING AND ENHANCING COMMUNITY CHARACTER AND IMPROVING THE OVERALL LIVABILITY OF THE CITY OF FRANKLIN."

The design concepts establish a series of design templates based on location that set forth the way different land uses can be developed and mixed relative to each other. Each concept lists primary land uses or building forms, and, in many cases, these are encouraged to be mixed. Secondary uses or building forms are also identified, but these should be in a supporting or limited capacity. The design concepts include recommendations on building form (height, placement, and character), site design (landscape, amenities, access, and parking), and transportation (vehicular, bicycle and pedestrian, and transit). Finally, each design concept includes a set of precedent images that graphically describe the intent of the concept.

Many of the design concepts include an additional set of recommendations under the heading "Special Considerations." These recommendations relate to specific neighborhoods, segments of key corridors, design at prominent intersections, or certain uses within the context of the design concept. In some instances, these special considerations are supported with additional character imagery and sub-area plans that depict preservation and infill development.

Franklin supports development projects that will become memorable destinations and foster community character. Distinctive development that exudes creativity, aligns with the community's vision, and transitions seamlessly to its neighbors is encouraged in the City of Franklin. Should the property owner or developer's vision not align with the adopted design concept, please contact the Department of Planning & Sustainability to discuss the concept and the plan amendment process.

The design concept recommendations reference the Connect Franklin and the Parks Master Plan and are intended to work in partnership with these plans. Together, they provide guidance for the development design and review process. In addition, Connect Franklin, the Franklin Transportation and Street Technical Standards, and this Plan identify appropriate elements of street design based on a design concept's character or context.

Table 4.1 serves as a reference to show the future land uses for each design concept. A solid black circle indicates a supported future land use in the respective design concept. A half-black circle indicates a supported future land use in the respective design concept with additional criteria. A blank cell indicates that the use is not supported by Envision Franklin. All uses are subject to all other applicable aspects of this plan. Please view the exact guidance for each individual design concept located in this chapter.

FIGURE 4.1: DESIGN CONCEPTS MAP

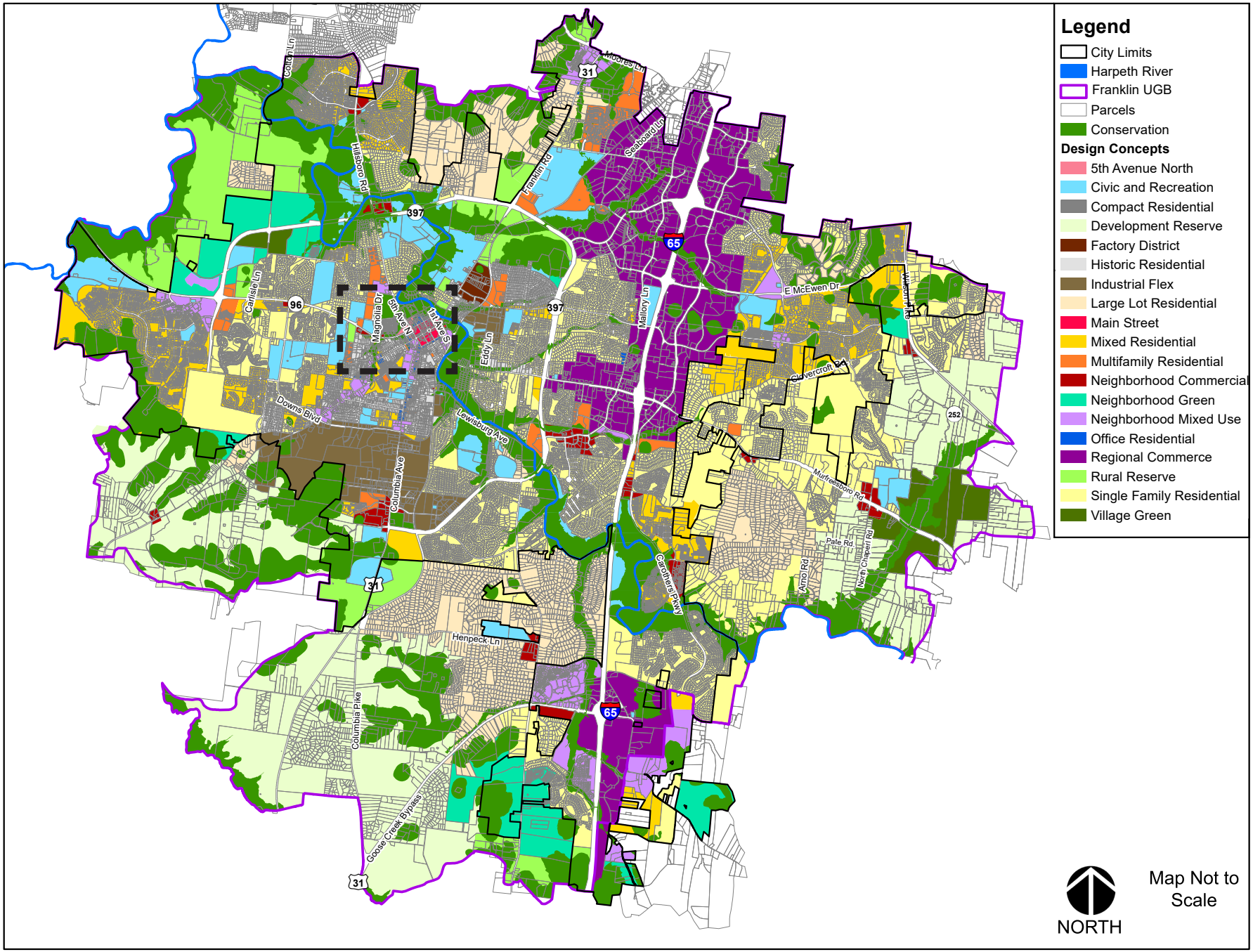


FIGURE 4.2: DESIGN CONCEPTS MAP - DOWNTOWN DETAIL

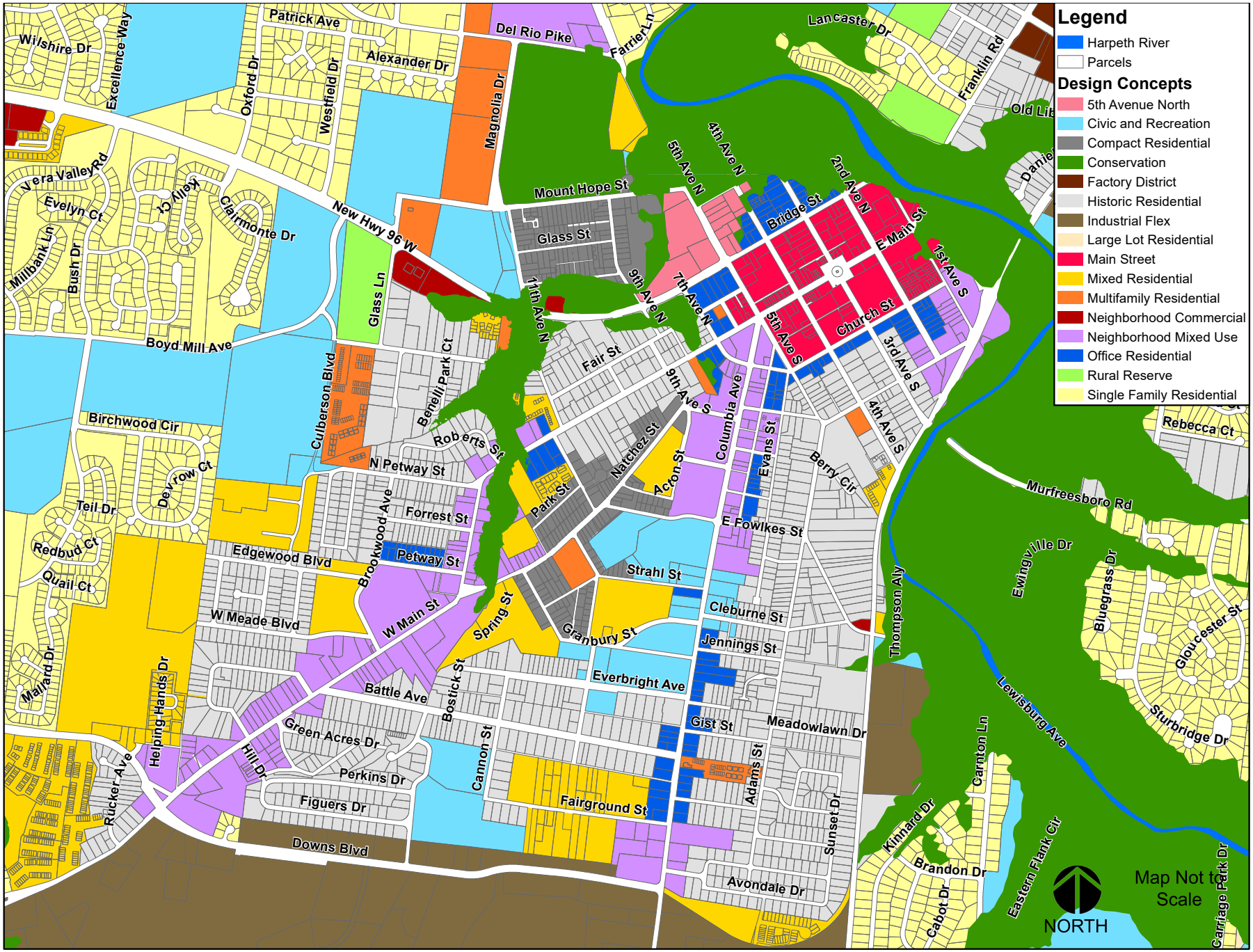


TABLE 4.1: DESIGN CONCEPTS FUTURE LAND USE TABLE

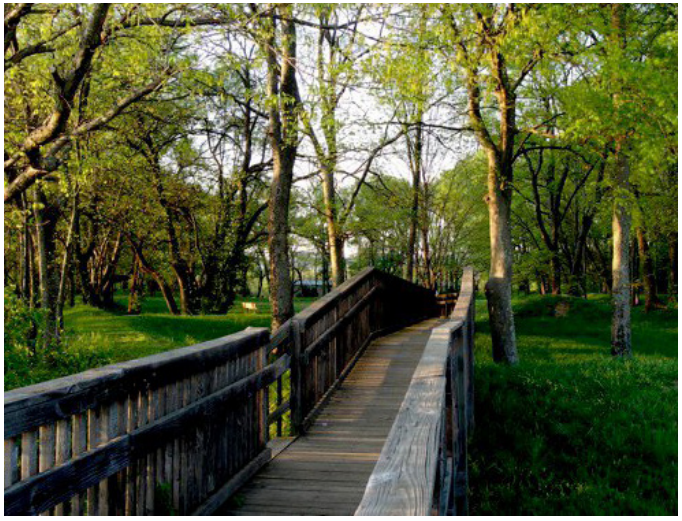
DESIGN CONCEPT	FUTURE LAND USE															
● Future Land Use ◑ Future Land Use Subject to Additional Criteria	Accessory Dwellings	Continuum of Care	Duplexes	Farmstead Residential	Hotels	Institutional	Light Industrial	Live-Work	Local Commercial	Multifamily Residential	Multiplexes	Regional Commercial	Single-Family Residential	Small-Scale Multifamily	Townhouses	Transitional Office
Civic & Recreation						●										
Compact Residential			◑			◑		◑	◑				●			
Conservation																
Development Reserve																
Factory District					◑	◑	●	◑	●	◑					◑	
Fifth Avenue North						●			●							●
Historic Residential	◑					◑							●			
Industrial Flex						●	●		●							
Large-Lot Residential	◑					◑							●			
Main Street		◑	◑		●	●		●	●	●	◑		◑		◑	●
Mixed Residential	◑		●			◑					◑		●		◑	
Multifamily Residential	◑	●	●			◑				●	●		●		●	
Neighborhood Commercial						●			●							●
Neighborhood Green	◑		●	◑		◑		◑			◑		●		◑	
Neighborhood Mixed-Use	◑	◑	◑		●	◑		◑	◑	◑	◑		◑	◑	◑	◑
Office Residential	◑												●			●
Regional Commerce		●			●	●		◑	●	◑		●			◑	
Rural Reserve	◑					◑							●			
Single-Family Residential	◑					◑							●			
Village Green	◑		●	●		◑		●	◑				●	●	●	

CIVIC AND RECREATION

The Civic and Recreation design concept comprises areas of public parks, public schools, and facilities that are publicly-owned. Golf courses across the City are also included in this design concept. These places are intended to provide recreational and enjoyment opportunities for citizens, enhance the quality of life, and support the Franklin community. Many of these areas are destinations and should be interconnected through bike lanes, multi-use paths, and sidewalks. Institutional facilities, such as the water treatment and wastewater treatment plants, are also assigned to this design concept and fulfill significant municipal functions.

Many civic uses are appropriate in other design concepts. Commercial recreation uses are not considered part of this design concept, unless they are specifically described in the special considerations on a location-by-location basis.

"THE CIVIC AND RECREATION DESIGN CONCEPT COMPRISES AREAS OF PUBLIC PARKS, PUBLIC SCHOOLS, AND FACILITIES THAT ARE PUBLICLY-OWNED..."







CIVIC AND RECREATION

USES	Use	Public parks, public schools, and facilities that are publicly-owned. Golf courses across the City are also included. While this design concept is generally for publicly-owned land, there may be an unmet need for new, large-scale private recreation uses that go beyond what the City and County provide. Examples could include a large-scale equestrian center, a new golf course, an ice hockey arena, or a sports complex. These types of potential developments should submit a plan amendment request to Civic and Recreation with a special consideration and be evaluated using the established plan amendment criteria, if they are not supported by their current design concept.
FORM	Building Placement	Varied, based on location
	Building Character	Varied, based on location
	Building Height	Varied, but typically should not exceed two stories.
SITE DESIGN	Landscape	Existing natural features should be preserved.
	Amenities	Significant open space and active and passive recreational opportunities should be provided. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public through a greenway network that extends north to south along the river. The purpose is to provide environmental educational opportunities, points for passive recreation, small informal gatherings and scenic vistas.
	Parking	Generally off-street, but on-street parking may be provided along internal or low-volume streets. Parking and services should be accessed through internal and secondary streets.
MOBILITY	Vehicular	New streets should be designed per Connect Franklin. Streets should be designed for slower speeds to allow for a mix of pedestrian and vehicular traffic. Primary access should be from the street.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area. Connections between uses on the site and between the site and adjacent properties and rights-of-way should be provided. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin, the Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

CIVIC AND RECREATION

SPECIAL CONSIDERATIONS	New Highway 96 West of Boyd Mill Pike	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.
	West of Hillsboro Road and Along Mack Hatcher Parkway	Indoor and outdoor commercial recreation uses are appropriate at this location. Supporting local commercial uses such as physical therapy, sports related training and services, related office uses, and restaurants and retail uses that support the multi-purpose sports complex are also appropriate. The Planned District is the appropriate zoning district to implement this vision.





COMPACT RESIDENTIAL

The Compact Residential design concept contains the Hard Bargain and Natchez Street historic neighborhoods. These two walkable neighborhoods typically consist of low-scale cottages, small building footprints, small lots, and shallow setbacks. The established characteristics of these historically significant neighborhoods should be preserved.

Infill and redevelopment should be contextually compatible and composed of primarily single-family cottages, with limited new duplexes, live-work units, and accessory dwellings. Local commercial may be appropriate at some intersections to serve the residents in the area, as well as locations that have historically been commercial uses that served the surrounding neighborhood. Adaptive reuse of historic structures is recommended over tear-downs for new construction.

"ESTABLISHED CHARACTERISTICS OF THESE HISTORICALLY SIGNIFICANT NEIGHBORHOODS SHOULD BE PRESERVED."







DESIGN CREDIT: BRIAN WRIGHT, TPUDC

COMPACT RESIDENTIAL

USES	Primary	Single-Family Residential
	Secondary	Duplexes, Live-Work Units, Accessory Dwellings, and Institutional (See Special Consideration) Local Commercial uses may be appropriate at intersections and at locations that have historically been commercial uses that served the surrounding neighborhood.
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street, and buildings should have shallow front, side, and rear-yard setbacks. Double frontage, reverse frontage, and flag lots are discouraged. Cottage court designs, where several cottages front a common open space, are also appropriate as a part of the overall development.
	Building Character	The historic identity of the area should be preserved through special attention to massing and scale of new development. New buildings should have a cottage building form designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings. Accessory dwellings should fit in contextually to the principal dwelling.
	Building Height	New buildings should appear to be within one-half story of the average building height of existing structures along the same block face. In no case should the building height exceed two stories. New two-story dwellings should not detract or overwhelm the existing historic structures.
	Lot Size	Lot depths, sizes, and widths vary between streets, as well as along individual streets, and should be designed to ensure that new lots are appropriately sized for each street and to promote contextual compatibility. Minimum of 4,000 square feet
SITE DESIGN	Landscape	Infill development should have landscaping and street trees.
	Amenities	Institutional uses and public parks serve as active and passive recreation and meet the open-space needs in this area. Bicycle and pedestrian connections to these locations should be enhanced and improved.
	Parking	On-street and off-street

COMPACT RESIDENTIAL

MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments and connect to the existing street network. Infill development should provide an interconnected street and sidewalk network in a grid or modified grid pattern. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin, the Parks Master Plan, and this Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Hard Bargain Neighborhood	The building footprints shown in Figure 4.3, in light gray, are existing dwellings that are expected to remain, some possibly benefiting from rehabilitation. The building footprints shown in dark gray are proposed new buildings. The orange building footprints depict existing and future institutional uses, such as churches, community centers, and museums. The extension of Johnson Alley continues the existing, organic pattern by which some dwellings already face the alley. Homeowners along Glass and Mt. Hope Streets will have the opportunity to build accessory dwellings with access from the extended alley, or perhaps lots could be subdivided so that new dwellings could front on an alley-turned front lane. Lots smaller than 4,000 square feet may be appropriate. The basketball court, community gardens, opportunities for residents to operate neighborhood businesses, and the overall compatibility with existing dwellings contribute to the small-town character of the City. The City seeks to work with the Hard Bargain Association to advance their mission of providing homeownership opportunities and preserving the historic neighborhood.
	Institutional Uses	New Institutional uses and the expansion of existing institutions may be appropriate if the location does not adversely impact access, scale, and traffic of the surrounding area. New uses should be located along arterials or collectors and also located at intersections or designed within a master planned development. A Traffic Impact Analysis may be required to assess the transportation impacts of the proposed development. The conversion of dwellings for institutional uses is not appropriate.

COMPACT RESIDENTIAL

FIGURE 4.3: CONCEPTUAL PLAN - HARD BARGAIN MASTER PLAN



DESIGN CREDIT: W. BRIAN WRIGHT, TPUDC
REVISED 2023

CONSERVATION

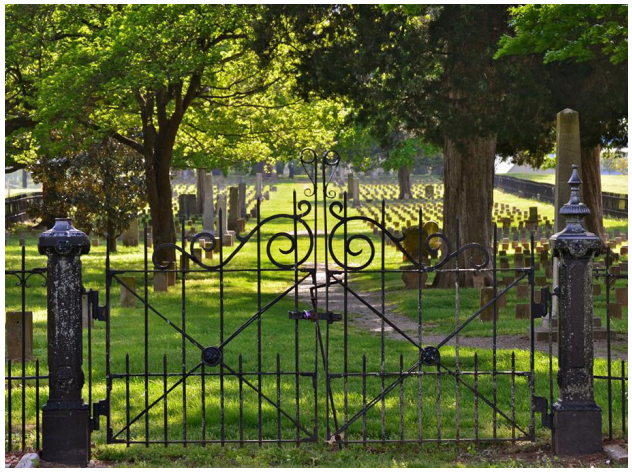
The Conservation design concept contemplates very little encroachment in order to protect sensitive land and environmental features. These Conservation areas include floodplains, hillsides with steep slopes, and hilltops which have inherent long-term value. The preservation of floodplains has a direct public-safety purpose and helps to minimize property damage during periods of flooding. Disruption in any Conservation area should be limited to preserve the function, form, and character of the area. Some cemeteries are also included in this design concept.

Because the Conservation design concept follows environmental features, the boundaries do not always align with parcel lines. Therefore, some properties may have the Conservation design concept and another design concept. Aside from public parks, it is intended that the majority of new development occur outside of this design concept, in the area where the second design concept applies.

New development should be designed around conservation areas to highlight them as community amenities with pedestrian and bike systems that will connect the entire conservation design concept throughout the city. Pedestrian connections and trails are highly encouraged along the river, along water resources, and through scenic areas. Expanded connections to downtown and historic parks from surrounding residential areas are desired.

"...CONSERVATION DESIGN CONCEPT CONTEMPLATES AS VERY LITTLE ENCROACHMENT AS POSSIBLE IN ORDER TO PROTECT SENSITIVE LAND AND ENVIRONMENTAL FEATURES."







CONSERVATION

USES	Uses	The Conservation design concept contemplates as little encroachment as possible in order to protect sensitive land and environmental features. Uses should conform to the corresponding Overlay Zoning Districts requirements of the Franklin Zoning Ordinance.
SITE DESIGN	Landscape	Preservation of existing features, including hilltops, hillsides, steep slopes, riparian buffer, water resources, tree rows, forested areas, and specimen trees.
	Amenities	Canoe launches, trails, and park amenities are encouraged. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public through a greenway network that extends north to south along the river. The purpose is to provide environmental educational opportunities, points for passive recreation, small informal gatherings and scenic vistas. Selective clearing may be allowed to provide for these amenities.
	Parking	Parking should conform to the corresponding Overlay Zoning Districts requirements.
MOBILITY	Vehicular	New streets should be limited to essential connections and should be designed per Connect Franklin. Access drives should minimize the impact on existing environmental features.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided that will connect the entire conservation design concept throughout the city. New development should provide pedestrian connections and trails throughout its conservation areas. These trails should provide connections to other conservation areas and trails, adjacent uses/properties, and streets. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin, the Parks Master Plan, and this Plan.





DEVELOPMENT RESERVE

The Development Reserve includes areas along the fringes of the Franklin UGB and is characterized by agricultural uses and single-family residential uses on significant acreage. Public sewer access is unavailable in these areas. Rural road widths are not capable of handling high traffic volumes. New growth should only be encouraged in areas where adequate public water, sewer, and streets are available or are planned.

A development suitability analysis, further described in Appendix B, was performed to help determine where development reserve areas are located. These areas should be subject to further planning in coordination with planned infrastructure improvements and public-service delivery. Until adequate infrastructure is available, the land use recommendation is to preserve these areas for future municipal growth and development. Development in the county is not encouraged where it would restrict or prevent the future extension of water, sewer, and roadway improvements for the buildout of these areas. Annexation suitability was also studied and further described in Appendix C.

Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Any new buildings should be designed around natural features to protect forested areas, hillsides and hilltops, water resources, and tree rows.

"THESE AREAS SHOULD BE SUBJECT TO FURTHER PLANNING IN COORDINATION WITH PLANNED INFRASTRUCTURE IMPROVEMENTS AND PUBLIC SERVICE DELIVERY"

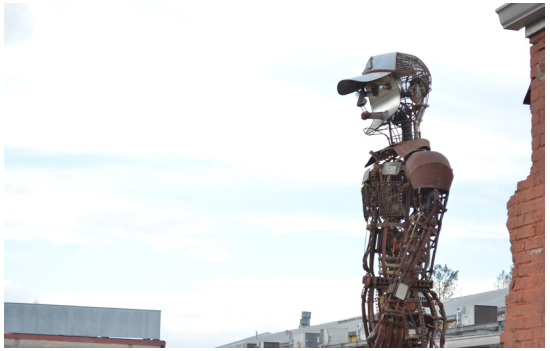


FACTORY DISTRICT

The Factory District is anchored by the Factory at Franklin which has been a defining community landmark since its opening in 1929. It was used as a manufacturing center for four different companies over the course of 62 years and served as Franklin's largest employer for most of that time. Several generations of Franklin families would go on to work at the Factory. In 1991, Jamison Bedding moved production to a new facility and the building was left empty. It went on to deteriorate rapidly over the next five years until the property was purchased by a local entrepreneur. Between 1996 and 2006, the property underwent a major transformation and was curated into a community hub of dining, entertainment, office, and retail uses. Major renovations began in 2022 for theater space, event spaces, a carousel, restaurants and other commercial uses, and a variety of indoor and outdoor gathering spaces.

The vision of the District is to expand the types of uses found in the Factory at Franklin to surrounding properties in order to create a memorable destination. The vibrant uses at the Factory at Franklin should extend beyond its walls and integrate into Harpeth Industrial Court. Key characteristics of the District should include high-quality architecture, plazas, outdoor dining, art, tree-lined streets, and pedestrian and bicycle amenities.





THE FACTORY - 2023



THE FACTORY - 1947



FACTORY DISTRICT

USES	Vision	Arts and culture uses are highly encouraged in new or adaptively reused spaces for creative ideas and talent expression through the use of performing and creative arts. These could include galleries, studios, theaters, museums, event space, classrooms, markets, makerspaces, and other spaces that foster visual, auditory, and sensory creativity.
	Uses	Uses at the Factory at Franklin should include Local Commercial and Light Industrial uses with an emphasis on arts and culture. A Hotel may be an appropriate use at this site if carefully designed to complement and support the historic Factory buildings. Secondary uses could include Townhouses, Live Work Units, Multifamily Residential, Institutional, and Recreation. Uses along Harpeth Industrial Court should be a mix of Local Commercial, Light Industrial, Institutional, and Multifamily on upper floors. Established light industrial uses are encouraged to remain. Uses related to arts and culture are encouraged. Uses to the south of Liberty Pike should be predominantly residential, including a mix of Single Family Residential, Duplexes, Multiplexes, Townhouses, and Multifamily Residential. Uses related to arts and culture are encouraged. In Multifamily buildings, first floor Local Commercial uses are encouraged where fronting Liberty Pike. Along the southern edge of the Factory District, single family residential or duplexes should be located along the periphery to appropriately transition to the adjacent historic residential neighborhoods. The historic Alpheus Truett House facing Franklin Road should remain Single Family Residential. The first two structures along Morningside Drive facing Franklin Road should remain and be preserved subject to the Historic District Design Guidelines. Future residential uses in the rear of the property could include duplexes, multiplexes, and townhouses. For the property north of Morningside Drive, future development should be located behind the hill and could include single-family residential, duplexes, townhouses, multiplexes, small-scale multifamily, and accessory dwellings.
FORM	Building Placement	The established setbacks of historic buildings should remain. No new buildings should be located in front of the Factory buildings. See the Historic District Design Guidelines for additional guidance. Any new buildings should have moderate setbacks along Franklin Road and Liberty Pike, but buildings internal to a site or along Harpeth Industrial Court should have shallow to moderate setbacks. Any new buildings along Morningside Drive or on the adjacent parcel to the north (hill across from Harlinsdale Park) should respect the rural character of Franklin Road. Infill should be located behind the hill to obscure visibility and maintain the rural viewshed. See Appendix D.

FACTORY DISTRICT

FORM	Building Character	Character should be consistent with the Factory and be contextually sensitive to existing historic architecture, which should be preserved and maintained. See the Historic District Design Guidelines for additional guidance. New buildings should consist of traditional and industrial character so as to continue the established rhythm and scale of the street. Materials should complement the existing brick facades of Jamison Station and the Factory. Multifamily uses are encouraged to have ground floor commercial spaces, including retail, restaurants, leasing offices, and other amenities, individually accessible from the street. When multifamily units are located on the first floor, individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street should be provided.
	Building Height	The maximum building height for new development on both sides of Liberty Pike should be three stories with a recessed fourth story, but should transition in height to the lower-scale historic buildings along Franklin Road. The building height of any new structures along Franklin Road should not exceed two stories in order to maintain the low-scale character of the corridor. See the Historic District Design Guidelines for additional guidance. The maximum height for properties along Harpeth Industrial Court should be three stories, which will serve as a transition to the rural character extending north of the Factory District along Franklin Road.
SITE DESIGN	Landscape	Colorful plant beds and street trees should line Franklin Road, Liberty Pike, Harpeth Industrial Court and internal drives where applicable. Prominent entrances with signage, plantings, obelisks, archways, or masonry walls are encouraged at the gateways of redeveloped sites. Along Franklin Road, landscaping should be utilized to preserve and enhance the established character. Overall characteristics of the site (site topography, character-defining site features, trees, and significant district vistas and public views) should be retained.

The images below represent the community's desired architectural style and character within the Factory District, which are encouraged throughout the District.









FACTORY DISTRICT

SITE DESIGN	Art	Public art and public art programs are highly encouraged in the Factory District. They provide many benefits, including enhancing the sense of place, encouraging public gathering and pedestrian walkability, and bringing art and artists to the public realm for citizens and residents to enjoy. Sculptures, decorative benches and crosswalks, interactive art, murals, and/or other art elements should be strategically placed in prominent locations for public viewing. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.
	Amenities	This area should have high quality amenities that promote the use of outdoor spaces and activities, and activates the pedestrian connections between buildings. Active open spaces with water features, central green, public art, deciduous trees and gardens should be provided throughout the District. Development should include open spaces with open seating, outdoor dining areas, gathering areas, outdoor market space, interactive art, and/or historic design elements that are highly accessible and in prominent locations.

The images below represent the community's desired architectural character, streetscape design, public art, and amenities within the Factory District. These types of character and amenities are encouraged throughout the District.











FACTORY DISTRICT

SITE DESIGN	Vehicular Access	Coordinated vehicular access between Harpeth Industrial Court and the Factory should be implemented according to the approved The Factory at Franklin Development Plan.
	Parking	Subterranean parking and structured parking is encouraged. Parking for all new development should be located to the rear of new buildings and screened from view. With redevelopment, existing parking areas should be screened with landscaping or low walls to minimize the visual impact. Shared parking is encouraged. Structured parking should be located internal to the site and activated ground level uses are encouraged.
MOBILITY	Streetscape	Streets should be designed per Connect Franklin. Streets and internal drives should be pedestrian friendly, tree-lined, and provide pedestrian connections throughout. Street furnishings are encouraged.
	Bicycle and Pedestrian	Pedestrian and non-vehicular mobility options should be highly emphasized to allow for safe and enjoyable walking and biking between residential, commercial, and light industrial areas and to downtown Franklin. Additional internal pedestrian connectivity is needed to better integrate the site with the existing network. Connections between uses on the site and between the site and adjacent properties and rights-of-way should be provided. Improved sidewalk connections are desired in order to provide pedestrian linkages from the neighboring properties of the Factory and throughout the Factory District. Sidewalks along Liberty Pike should be separated from the street with landscape planting strips and street trees. The layout of new sidewalks and walkways should take placement of specimen trees into consideration. Crosswalks at street intersections should be provided where feasible, as well as at least one mid-block crosswalk across Liberty Pike. Crosswalks should have unique design considerations to enhance the District's character and promote pedestrian safety. Bicycle parking facilities should be provided. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	A trolley service with transit stops and/or stations between downtown and the Factory is encouraged.

FIFTH AVENUE NORTH

The Fifth Avenue North design concept represents an important commercial corridor leading into the historic downtown, through the Harpeth River and Sharps Branch floodplain. The intent is to improve upon the area and to transform the character of the built environment in order to extend the vibrant downtown core.

While the City generally requires locating new development outside of floodplain limits, redevelopment of this portion of the corridor (developed prior to Federal or local floodplain regulations) is appropriate to support the historic resources and viability of the downtown area. Land aggregation and redevelopment of properties of a half-block size or greater is highly encouraged in order to achieve cohesive design and land-use efficiency.

"THE INTENT IS TO IMPROVE UPON THE AREA AND TO TRANSFORM THE CHARACTER OF THE BUILT ENVIRONMENT IN ORDER TO PROMOTE A VIBRANT DOWNTOWN CORE."





FIFTH AVENUE NORTH

USES	Uses	Institutional, Transitional Office, and Local Commercial
FORM	Building Placement	Along Fifth Avenue North, buildings should have shallow front-yard setbacks and may have zero side-yard setbacks. Along Fourth Avenue North, building setbacks should be consistent with adjacent residential buildings so as to maintain the residential character of the block.
	Building Character	Along Fifth Avenue North, flat roofs with parapet walls are appropriate with the intent to deemphasize the overall building height. A corner architectural treatment should be designed for buildings at the intersection of Bridge Street and New Highway 96 West. Architectural features, such as an arcade, are appropriate to span mid-block driveway entrances. Along Fourth Avenue North, redevelopment should consist of a series of smaller buildings with traditional residential character so as to continue the established rhythm and scale of the street. The design of buildings adjacent to the National Register historic cemeteries should be contextually sensitive.
	Building Height	The maximum building height should be two stories above the Base Flood Elevation (BFE.) The first usable floor must be located above the BFE in accordance with floodplain protection standards. Along the northern half of the Fifth Avenue North block, the second floor should be stepped back 20 feet from the front facade so as to reduce the overall appearance of height in relation to the National Register cemeteries.
SITE DESIGN	Landscape	Passive open space should be provided along Sharps Branch, associated with water resources restoration and enhancement, while maintaining 100-year floodplain storage capacity. Additional capacity can be provided through water resources restoration as a series of meanders and wetland overflow areas, which may help to reduce the horizontal distance of the BFE. Sites nearby may provide additional opportunities to pick up capacity if integrated into the design.
	Amenities	Due to the proximity of Bicentennial Park, open spaces will be limited to small greens, outdoor dining, or outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use. Public art and public art programs are encouraged. Sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.
	Parking	Parking should be located to the rear of buildings and screened from view. Shared-parking site design and shared-parking agreements are encouraged. On-street parking is encouraged along Fourth Avenue North. Along the northern half of Fifth Avenue North, a level of at-grade structured parking may be located under the buildings due to the depth of the floodplain. Structured parking should appear to be part of the building facade by using architectural features and landscaping. An internal vestibule is appropriate for the staircase/elevator to connect the parking with the functional stories above the BFE.

FIFTH AVENUE NORTH

MOBILITY	Vehicular	The number of driveway cuts onto Fifth Avenue North should be limited to one mid-block driveway with shared internal access across the block. New streets should be limited to essential connections and should be designed per Connect Franklin.
	Bicycle and Pedestrian	Additional internal pedestrian connectivity is needed to better integrate the site with the existing network. Connections between uses on the site and between the site and adjacent properties and rights-of-way should be provided. Improved crosswalks and sidewalk connections are desired in order to provide pedestrian linkages from Main Street to Bicentennial Park. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

HISTORIC RESIDENTIAL

The Historic Residential design concept includes established, single-family neighborhoods in and around Downtown Franklin. Many of these are historically significant, including the Adams Street, Boyd Mill Avenue, Everbright Avenue, Franklin Road, Hincheyville, and Lewisburg Avenue Local Historic Districts. Neighborhoods in this design concept are generally over 50 years old and include properties both inside and outside of the locally-designated Historic Preservation Overlay District (HPO). Their development patterns are important to the downtown character and should be protected from commercial and office-use encroachment. Secondary institutional and recreational uses may be appropriate in limited locations.

Infill developments should maintain the established, traditional residential character and reflect the scale of the surrounding neighborhood. Context sensitivity is a key component, including compatible building form, lot widths, and setbacks. A gridded street network, sidewalks, and street trees should be used to support connectivity and the pedestrian-scale environment.

In some neighborhoods, teardowns are occurring. Historic buildings, including those outside of the established local historic districts that contribute to the character of the neighborhood, are encouraged to be rehabilitated rather than demolished. When teardowns do occur, new buildings should relate to and strengthen the core characteristics of the neighborhood while mitigating adverse impacts on adjacent properties through thoughtful site design.

"...DEVELOPMENT PATTERNS ARE IMPORTANT TO THE DOWNTOWN CHARACTER AND SHOULD BE PROTECTED..."







HISTORIC RESIDENTIAL

USES	Uses	Single-Family Residential, Accessory Dwellings, and Institutional (See Special Consideration)
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then the established setback range should be maintained. Side-yard setbacks of new buildings should be consistent with existing buildings along the block so that the established contextual rhythm and spacing is not disrupted. Rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
	Building Character	The small-town identity of downtown should be preserved through special attention to massing and scale of new development. Historic buildings should be protected and enhanced. Compatible infill development is encouraged when it is designed with context sensitivity, particularly with respect to existing residential uses and structures. Downtown neighborhoods should be protected through consistent appearance and quality within and outside of the Historic Preservation Overlay. New buildings should be designed to be compatible with the established character along the street and should be sensitive to nearby buildings. Some of these established characteristics include detached, deeply recessed garages, and front porches. Accessory dwellings should fit in contextually to the principal dwelling.
	Building Height	New buildings should appear to be within one-half story of the average building height of existing structures along the same block face. In no case should the building height exceed two and one-half stories.
	Lot Size	Lot depths, sizes, and widths vary between blocks and on individual blocks and should be designed so that new lots are appropriately sized for each block to ensure contextual compatibility. In no case should lots be less than 6,500 square feet.
SITE DESIGN	Landscape	Infill developments should have landscaping and street trees consistent with surrounding established lots.
	Amenities	Institutional uses and public parks serve as active and passive recreation and meet the open-space needs in this area. Bicycle and pedestrian connections to these locations should be enhanced and improved.

HISTORIC RESIDENTIAL

	Parking	Off- and on-street. Off-street parking should be provided to the rear of buildings.
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in infill developments. Infill developments should provide connections between uses on the site and between the site and adjacent properties and rights-of-way.
	Transit	Transit stops should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Hooper Lane	New developments or redevelopments should respect the rural character of Franklin Road and Harlinsdale Park. New or re-subdivided lots should be a minimum of 4,000 square feet, and new dwellings should be single-family cottages that do not exceed one and one half stories. Buildings are also subject to the Historic District Design Guidelines.
	Murfreesboro Road and Rebecca Court	The rear of the properties along Murfreesboro Road, with frontage on Rebecca Court, may develop with a row of single-family dwellings with lot sizes reflecting those on the north side of Rebecca Court in order to complete the street.
	Institutional Uses	Institutional uses may be appropriate if their locations do not negatively impact access, scale, and traffic of the surrounding area. The conversion of dwellings in existing residential neighborhoods for institutional uses is not appropriate. Institutional uses should maintain the residential scale of its surroundings. Franklin Grove contains a stately historic home as its campus' focal point. Any expansion of the site or further development should be sensitively designed to preserve the historic structure and its setting.

INDUSTRIAL FLEX

The Industrial Flex design concept provides locations for light industry, institutional, office, and research and development uses, with supporting local commercial uses. Industrial Flex development is characterized by low-scale buildings, some of which may have large footprints. Some of these areas generate less vehicular traffic than regional commerce areas and may be found along more minor thoroughfares. Conversely, some of these uses involve extensive exterior movement of goods and trucks that require measures to control adverse environmental and visual impacts.

The areas and uses within this design concept should be protected to support a diversified economy; however, additional heavy industrial uses are not encouraged.

"...PROVIDES LOCATIONS FOR LIGHT INDUSTRY, INSTITUTIONAL, OFFICE, AND RESEARCH AND DEVELOPMENT USES, WITH SUPPORTING LOCAL COMMERCIAL USES."





INDUSTRIAL FLEX

USES	Uses	Light Industry, Institutional, and Local Commercial
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Buildings should have moderate front-, side-, and rear-yard setbacks.
	Building Character	New buildings should have a clearly defined top, middle, and base and avoid monotonous facades. All sides of a building open to view by the public should display a similar level of architectural quality.
	Building Height	Maximum of three stories. Where a new building will be adjacent to existing residential dwellings, the building height should step down near the residential area in order to ensure appropriate transitions and compatibility.
SITE DESIGN	Landscape	Uses should be buffered from residential with landscaping and appropriate transitions. Landscaping should be used to screen parking and service-areas.
	Amenities	Open space should be provided per the Franklin Zoning Ordinance.
	Parking	Surface parking should be located to the sides or rear of buildings that address the street. Surface parking areas should be lined with buildings so as to diminish the appearance of parking from public view. Limited parking between the building and the street may be appropriate. Structured parking should be screened from view and should not have a presence along the street, unless it has active ground-floor uses along arterial or collector streets. Landscape and/or architectural features should diminish the appearance of parking from public view.
MOBILITY	Vehicular	Primary access should be from the street. Common or shared access points are encouraged so as to limit curb cuts along the street.
	Bicycle and Pedestrian	Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops should be provided along existing or planned routes.

INDUSTRIAL FLEX

SPECIAL CONSIDERATIONS	Liberty Pike/Eddy Lane	The area along Liberty Pike and Eddy Lane has an established industrial character that is expected to become a mix of commercial and small-scale multifamily uses as redevelopment occurs. Architectural design should retain or provide elements of the established industrial character. When multifamily uses will be located adjacent to an existing industrial use, significant spatial buffering and opaque screening should be provided. Connectivity should be improved by providing sidewalks, trails, and a connection to Fort Granger.

LARGE-LOT RESIDENTIAL

The Large-Lot Residential design concept reflects the established character of existing neighborhoods and often provides a transition between City and County subdivisions. New development should have an overall maximum density of one unit per acre to fit contextually with surrounding neighborhoods. Neighborhoods should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows.

"NEIGHBORHOODS SHOULD BE DESIGNED AROUND NATURAL FEATURES TO HIGHLIGHT FORESTED AREAS, HILLSIDES AND HILLTOPS, WATER RESOURCES, AND TREE ROWS."







LARGE-LOT RESIDENTIAL

USES	Uses	Single-Family Residential, Accessory Dwellings, and Institutional (See Special Consideration)
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street and should generally have deep front-, side-, and rear-yard setbacks. Double frontage, reverse frontage, and flag lots are discouraged.
	Building Character	New buildings along established streets should be designed to be compatible with the established character along the street and should be sensitive to nearby buildings. Front-loaded garages should be detached or recessed.
	Building Height	Maximum of two and one-half stories
	Lot Size	Minimum of 30,000 square feet
SITE DESIGN	Landscape	Existing natural features, such as hillsides, hilltops, and tree rows, enhance the area and should be preserved. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Common design elements, such as fieldstone walls and wood plank fencing, should be preserved and used along major thoroughfares to reflect Franklin's community identity.
	Amenities	Amenities should include subdivision entrance features and signage. Outside of floodplain and hillside open space requirements, additional open space should not be required with new development due to large lot sizes that provide private open space.
	Parking	Off-street
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	N/A

LARGE-LOT RESIDENTIAL

SPECIAL CONSIDERATIONS	Franklin Road, North of Mack Hatcher Parkway	This scenic corridor should have deep setbacks of at least 150 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Development fronting on Franklin Road should be on lot sizes comparable to those that currently exist along the road.
	Goose Creek Bypass	This scenic corridor should have deep setbacks of at least 250 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.
	Lewisburg Pike, between Mack Hatcher Parkway and Carriage Park	Development fronting on Lewisburg Pike should be on lot sizes comparable to those that currently exist along the Pike. This scenic corridor should have informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, to sustain the scenic and rural quality of the area.
	Institutional Uses	New Institutional uses and the expansion of existing institutions may be appropriate if the location does not adversely impact access, scale, and traffic of the surrounding area. New uses should be located along arterials or collectors and also located at intersections or designed within a master planned development. A Traffic Impact Analysis may be required to assess the transportation impacts of the proposed development. The conversion of dwellings in existing residential neighborhoods for institutional uses is not appropriate.

MAIN STREET

The Main Street design concept encompasses the historic heart of Downtown Franklin, which has unique qualities that capitalize on the history of the area and the diversity of land uses. It encompasses the blocks surrounding the historic Public Square on Main Street, extending from the Harpeth River to beyond Five Points. Main Street is characterized by its human-scaled historic commercial architecture and activated streetscape.

The small-town identity of the area should be preserved by a combination of continual historic preservation efforts and context-responsive infill development. Commercial and mixed uses should be concentrated in this area in order to promote a vibrant downtown core, while protecting the residential character of the surrounding area. Significant civic institutions, such as City Hall, should continue to be located here.

"MAIN STREET IS CHARACTERIZED BY ITS HUMAN-SCALED HISTORIC COMMERCIAL ARCHITECTURE AND ACTIVATED STREETSCAPE."



MAIN STREET

USES	Uses	Local Commercial, Multifamily Residential, Hotel, Live-Work Units, Transitional Office, Townhouses, and Single-Family Residential Existing institutional uses are encouraged to remain, and future institutional uses are encouraged. Significant civic institutions, such as City Hall, should be located in the area.
FORM	Building Placement	Buildings and their front facades should have a strong relationship to the street. The predominant setback along Main Street should be maintained. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then historic structures on the opposite block face should set the setback range.
	Building Character	Main Street has a historic commercial storefront character with office or residential on the upper floors. Other streets in this design concept have a commercial character, while others have a residential character. The appropriate building form for infill development depends on the context of the block. For further guidance, consult the Historic District Design Guidelines. Buildings should face the street and should have active uses on the ground floor for the length of the frontage they occupy. Examples of active uses are boutique retail stores, restaurants, coffee shops, civic and institutional uses, and entrance lobbies. Historic buildings should be protected and enhanced. Infill development should be compatible with its surroundings, particularly with respect to existing residential uses and structures. A mix of uses in larger buildings is encouraged.
	Building Height	New buildings should be pedestrian-scale and contextually compatible. The height should meet the Historic District Design Guidelines, but no building or portion of a building should exceed three stories.

MAIN STREET

SITE DESIGN	Landscape	New landscaping will be minimal, with the exception of planters. Urban open space should continue to consist of existing and future publicly accessible parks and open spaces, such as Bicentennial Park and the Harpeth River.
	Amenities	Plazas, courtyards, outdoor dining areas, and informal gathering areas with water features, pedestrian furnishings, etc. are encouraged. The Harpeth River is a natural amenity that borders the north side of the 16-block core. Development on this side should be designed with the River as an amenity. Public art, such as sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.
	Parking	On-street parking is encouraged. Off street and structured parking should be located to the rear of buildings. Structured parking along the streets may be considered if it maintains active ground-floor uses along the entire street frontage. Landscape and/or architectural features should be used to diminish the appearance of parking from public view. Adequate parking for infill development should be provided so as to support the vibrant downtown while minimizing impacts to established neighborhoods. Shared parking is encouraged.
MOBILITY	Vehicular	The existing interconnected street network will remain and should be enhanced. Common or shared vehicular-access points are encouraged to limit curb cuts along the street.
	Bicycle and Pedestrian	The pedestrian system should continue to be enhanced. Connections between uses on and between the site and adjacent properties and streets should be provided. Wider sidewalks that promote outdoor seating and comfortable pedestrian movement are encouraged for infill development. Additional pedestrian interconnectivity is needed to provide a greenway trail along the Harpeth River. Improved crosswalks and sidewalk connections should provide pedestrian linkages from Main Street to Bicentennial Park. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

MAIN STREET

SPECIAL CONSIDERATIONS	First Avenue South and East Main Street	See Special Consideration in Neighborhood Mixed-Use and Figure 4.4





MIXED RESIDENTIAL

The Mixed Residential design concept contains residential neighborhoods with a combination of single-family dwellings, duplexes, multiplexes, and townhouses. The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods.

New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible amenities.

Infill and redevelopment near Downtown Franklin should maintain the traditional residential character and reflect the scale of the area. Architecture, building setbacks, housing variety, scale, and walkability are important components of this design concept.

"NEW NEIGHBORHOODS SHOULD HAVE WALKABLE, WELL-CONNECTED STREET SYSTEMS THAT CONNECT TO SURROUNDING NEIGHBORHOODS AND NEARBY DESTINATIONS."







MIXED RESIDENTIAL

USES	Primary	Single-Family Residential, Duplexes, and Institutional (See Special Consideration)
	Secondary	Multiplexes, Townhouses, and Accessory Dwellings If a proposed development includes townhouses or multiplex dwelling units, the townhouse and multiplex dwelling units should not exceed 50 percent of the total dwelling unit count of a development.
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties. Building setbacks internal to a development may differ from the established setbacks in the area. Cottage court designs, where several cottages front a common open space, are also appropriate as a part of the overall development.
	Building Character	New buildings along established streets should be designed to be compatible with the existing character along the street. A diverse mix of housing types and sizes are encouraged for new and infill developments. Dwellings within new developments should provide a mix of architectural styles and building materials that enhance the City's character. Architecture should contain a rich blending of designs that complement each other yet not be overly repetitive. Accessory dwellings should fit in contextually to the principal dwelling. If designed with garages, duplexes, multiplexes, and townhouses should have rear-loaded garages accessed by alleys.





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MIXED RESIDENTIAL

FORM	Building Character (continued)	Detached garages and attached garages that face the side or rear are encouraged over attached, front-facing garages for single-family residential development. If attached, front-facing garages are proposed, the garage should be recessed from the front facade of the dwelling. Inside of Mack Hatcher Parkway, infill and redevelopment should maintain the traditional residential character and reflect the massing and scale of the established area. Infill developments should be designed so that duplexes resembling single-family dwellings are located on the periphery in order to transition to existing single-family neighborhoods.
	Building Height	Maximum of three stories. New buildings on the periphery of developments should be within one-half story of surrounding building heights in order to ensure compatibility.
	Lot Size	Development should be designed so that single-family dwellings, or, in some cases, duplexes, are located on the periphery in order to transition to existing single-family neighborhoods. The lot and yard sizes along the periphery of the development should be consistent with those of existing adjacent lots. Smaller, single-family lots, duplexes, multiplexes, and townhouses may be located internally within new developments and should be served by active park amenities within walking distance. For new development outside of Mack Hatcher Parkway, single-family lots should include a range of lot sizes. The following are recommended minimums, but lot sizes should vary to provide more diverse housing options. Larger developments are expected to have a wide range of sizes: Lots with dwellings having attached garages that face the front, side, or rear should have a minimum width of 65 feet and a minimum lot size of 6,500 square feet. Lots with dwellings having front-facing detached garages should have a minimum width of 50 feet and a minimum lot size of 5,500 square feet. Lots with single-family dwellings accessed by alleys should have a minimum lot width of 40 feet and a minimum lot size of 4,000 square feet. However, if infrastructure, drainage, and parking concerns are adequately addressed, up to 15 percent of the total number of residential units could be on narrower lots with a reduced minimum lot size as long as they are interspersed throughout the proposed development. For redevelopment and infill development inside of Mack Hatcher Parkway, duplex or single-family lots located on the exterior of a development should be a minimum of 6,500 square feet.

MIXED RESIDENTIAL

SITE DESIGN	Landscape	Existing features, such as hillsides and hilltops, stone walls, tree rows, and wood-plank fencing are enhancing features and should be preserved. New landscaping should be provided at neighborhood entrances and in common open spaces. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Inside Mack Hatcher Parkway, new development should have landscaping and street trees consistent with surrounding established lots.
	Amenities	New developments should provide high-quality, shared, usable, and formal open space areas. Neighborhood amenities include common, usable open spaces, such as clubhouses, multi-use paths, playgrounds, and pools. Emphasis should be placed on quality open space as part of new developments. Residential developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces or regional systems. Open space should not be designed as an afterthought based simply on land that is left over. Inside Mack Hatcher Parkway, educational facilities and public parks serve as active and passive recreation and meet the open-space needs. Bicycle and pedestrian connections to these locations should be enhanced and improved.
	Parking	Off- and on-street. Off-street parking should be limited between the buildings and the street.

MIXED RESIDENTIAL

MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments and connect to the existing street network. New development should provide an interconnected street and sidewalk network in a grid or modified grid pattern, where appropriate. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Columbia Pike and Mack Hatcher Parkway, Southeast Quadrant	New development should be designed to preserve the viewshed of Winstead Hill and should be set back 250 feet along Columbia Pike. Continuum of Care may be appropriate with agriculturally inspired architectural features. Building height should not exceed two stories to protect the viewshed of the historic Winstead Hill.
	East of Pratt Lane and Along Peytonsville Road	Improvements to Pratt Lane or the construction of a new north/south local street connector should be provided to support the future development of this area. Due to the existing development constraints such as the limited street network and steep slopes, future development requests should include the assemblage of several parcels as part of an overall development to help with the buildout of this area. Continuum of care facilities may also be an appropriate future use, but only if the street network is constructed and adequate for emergency services. The Conservation Design Concept should be reevaluated once the final alignment for the proposed I-65 flyover connector road has been determined. New development along the future Carothers Parkway extension should have moderate setbacks of at least 50 feet from the right-of-way and include wood-plank fencing or stone walls, enhanced landscaping, and monument signage to help create community character along the corridor.
	Franklin Housing Authority	Franklin Housing Authority properties may include a limited number of multifamily residential in accordance with their master plans.

MIXED RESIDENTIAL

SPECIAL CONSIDERATIONS	Intersection of Carothers Parkway and Long Lane	New development on the south side of the Long Lane and Carothers Parkway intersection should provide a comparable setback off Long Lane to that of the existing development pattern established by Ladd Park and Foxglove Farm. The intersection, the Carothers Parkway Extension, and Long Lane should all include gateway features such as fieldstone walls, wood plank fencing, enhanced landscaping, and monument signage in order to preserve some of the rural character. The location of the southern boundary as Mixed Residential is approximate. The intent is to continue developing single-family residential uses found in Ladd Park, but to also provide a mix of residential housing types supported by this design concept. These residential use types will be more compatible with the higher intensity uses located near the future intersection of Carothers Parkway and Goose Creek Bypass which are designated as Neighborhood Mixed-Use.
	Murfreesboro Road, Inside of Mack Hatcher Parkway	The historic dwelling at the southwest corner of the intersection should be preserved and restored. The front yard should remain open space, continuing the deep setback along Murfreesboro Road. Infill development should be located behind the dwelling and its associated accessory structures.
	New Highway 96 West	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Commercial and office uses should not front along New Highway 96 West.
	Seward Hall	This historic home and its setting should be preserved. Infill should be single-family residential, which should be sensitively sited to preserve the viewshed.
	Institutional Uses	New Institutional uses and the expansion of existing institutions may be appropriate if the location does not adversely impact access, scale, and traffic of the surrounding area. New uses should be located along arterials or collectors and also located at intersections or designed within a master planned development. A Traffic Impact Analysis may be required to assess the transportation impacts of the proposed development. The conversion of dwellings in existing residential neighborhoods for institutional uses is not appropriate.

MULTIFAMILY RESIDENTIAL

The Multifamily Residential design concept provides for a range of housing types that offer both for sale and for rent options across a range of price points. Multifamily residential includes apartments, condominiums, stacked flats, continuum of care facilities, and is encouraged to be mixed with duplexes, multiplexes, townhouses, and other housing types. This allows for greater flexibility in form and scale to achieve active, cohesive, and vibrant neighborhoods.

"IT ALLOWS FOR GREATER FLEXIBILITY IN FORM AND SCALE TO ACHIEVE ACTIVE, COHESIVE, AND VIBRANT NEIGHBORHOODS.











MULTIFAMILY RESIDENTIAL

USES	Uses	Multifamily Residential, Townhouses, Multiplexes, Duplexes, Single-Family Residential, Accessory Dwellings, Continuum of Care, and Institutional (See Special Consideration) First floors should have active community spaces, including leasing offices, workout facilities, and other amenities, that are individually accessible from the street. Limited local commercial uses on the ground floor that serve the neighborhood may be appropriate.
FORM	Building Placement	New development is encouraged to be master planned to achieve a cohesive design for the entire site. New and infill development is encouraged to provide a variety of housing types and should be designed so that single-family dwellings and duplexes are located on the periphery in order to transition to existing single-family neighborhoods. Building setbacks along the existing street should be consistent with the established setbacks where they are expected to remain, however building setbacks internal to a development may differ from the established setbacks in the area. Building setbacks along new streets or internal drives should be minimal to create an active street environment that encourages pedestrian activity. Buildings, where feasible, should be sited or designed to create gathering spaces, such as pocket parks, courtyards, squares or greens, outdoor seating areas, etc., that are easily accessible from adjacent streets or sidewalks.
	Building Character	Buildings should engage and define the street edge with building entrances, pedestrian walkways, landscaping, and street furnishings. Multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street. Dwellings within new developments should provide an appropriate mix of cohesive architectural styles and building materials that enhance the City's character. Architecture should contain a rich blending of designs that complement each other yet not be overly repetitive. If designed with garages, dwellings should have rear-loaded garages accessed by alleys.

MULTIFAMILY RESIDENTIAL

FORM	Building Character (continued)	Inside Mack Hatcher Parkway, the small-town identity of the area should be preserved through special attention to massing and scale of new development. New buildings should be designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings.
	Building Height	Maximum of three stories inside Mack Hatcher Parkway and a maximum of four stories outside of Mack Hatcher Parkway. Building height on the periphery of the development should appear to be within one-half story of the predominant building height of adjacent buildings in order to ensure a compatible transition.
	Lot Size	Where single-family residential or duplex lots are located on the periphery of a development, lot sizes should be designed to be appropriately sized for each street and to promote contextual compatibility.
SITE DESIGN	Landscape	New development should have landscaping and street trees. Landscaping should be provided at neighborhood entrances and in common open spaces.
	Amenities	Common amenities include clubhouses, fitness centers, multi-use paths, playgrounds, and pools. Emphasis should be placed on quality open space as part of new development. Multifamily developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces or regional systems. Open space should not be designated as an afterthought based simply on land that is left over.
	Parking	Off- and on-street. Off-street parking should be provided to the rear of buildings. Structured parking is encouraged.

MULTIFAMILY RESIDENTIAL

MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Fourth Avenue South	The maximum building height should be two stories.
	Inside Mack Hatcher Parkway	Continuum of Care facilities should have traditional multifamily building form with shallow setbacks and parking located behind the building.
	Institutional Uses	New Institutional uses and the expansion of existing institutions may be appropriate if the location does not adversely impact access, scale, and traffic of the surrounding area. New uses should be located along arterials or collectors and also located at intersections or designed within a master planned development. A Traffic Impact Analysis may be required to assess the transportation impacts of the proposed development. The conversion of dwellings in existing residential neighborhoods for institutional uses is not appropriate.

NEIGHBORHOOD COMMERCIAL

The Neighborhood Commercial design concept contains a mix of active uses at key intersections that serve surrounding neighborhoods. These centers should be compatible with and contribute to neighborhood character and livability.

These centers should be defined by building frontages and an activated street, and not by parking lots. They should be pedestrian-friendly places with high-quality architecture, plazas, outdoor dining, sidewalks, and other pedestrian and bicycle amenities that create active, connected gathering places.

"THESE CENTERS SHOULD BE COMPATIBLE WITH AND CONTRIBUTE TO NEIGHBORHOOD CHARACTER AND LIVABILITY."





NEIGHBORHOOD COMMERCIAL

USES	Primary	Local Commercial, Institutional, and Transitional Office
	Secondary	Multifamily Residential may be appropriate as part of a development plan if located on upper stories above ground floor commercial uses. A limited amount of Live-Work Units may be appropriate as a transition to existing residential uses.
FORM	Building Placement	Building setbacks adjacent to streets should be minimal to create an active street environment that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Buildings, where feasible, should be sited or designed to create public spaces, such as plazas, outdoor seating areas, etc., that are easily accessible from adjacent streets or sidewalks.
	Building Character	Building design should have pedestrian-scaled architectural details that enhance the appearance of the building at the street level. Architectural styles may vary, but features should include storefront windows, awnings, distinctive roof forms, and outdoor lighting. Buildings should engage and define the street edge with building entrances, pedestrian walkways, landscaping, and street furnishings. Buildings should provide a variety of front facade elevations to achieve distinctive architectural detailing to contribute to community character and placemaking. Building facades should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building. Each wall should include high-quality and long-lasting materials and design characteristics consistent with those on the front. Delivery and service areas should be to the side or rear of the building. Conventional drive-through window uses are discouraged, but drive-through window uses may be appropriate if integrated into the side or rear of multi-tenant buildings.
	Building Height	Building height is encouraged to be two stories at the street and may include a recessed third story. Buildings on the periphery should transition in height to nearby single family residential and duplexes so as to ensure compatibility.

NEIGHBORHOOD COMMERCIAL

SITE DESIGN	Landscape	Ornamental plantings, parking-lot islands, and street trees should be provided. Landscape buffers should be provided where adjacent to residential development.
	Amenities	Usable open spaces should be provided, such as plazas and outdoor seating areas, that serve as gathering areas. These open spaces should be highly accessible and in prominent locations that encourage continued active use. Street furnishings should include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other furnishings.
	Parking	Off-street parking should be accessed through internal and secondary streets. Off-street and structured parking should be located to the rear of buildings with limited side parking. Structured parking along the street may be considered if it maintains active ground-floor uses along the entire street. Landscape and/or architectural features should be used to diminish the appearance of parking from public view. On-street parking is encouraged along internal and low-volume streets.
MOBILITY	Vehicular	New streets should be designed per Connect Franklin. Streets and internal drives should be designed for slower speeds in order to allow for mixing pedestrian and vehicular traffic. Primary access should be from the street; however, common or shared access points are encouraged to limit curb cuts along the street.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the site and to adjacent properties and streets. Wider sidewalks that allow for outdoor seating, comfortable pedestrian movement, and active storefronts are encouraged. Bicycle, multi-use path, and pedestrian connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

NEIGHBORHOOD COMMERCIAL

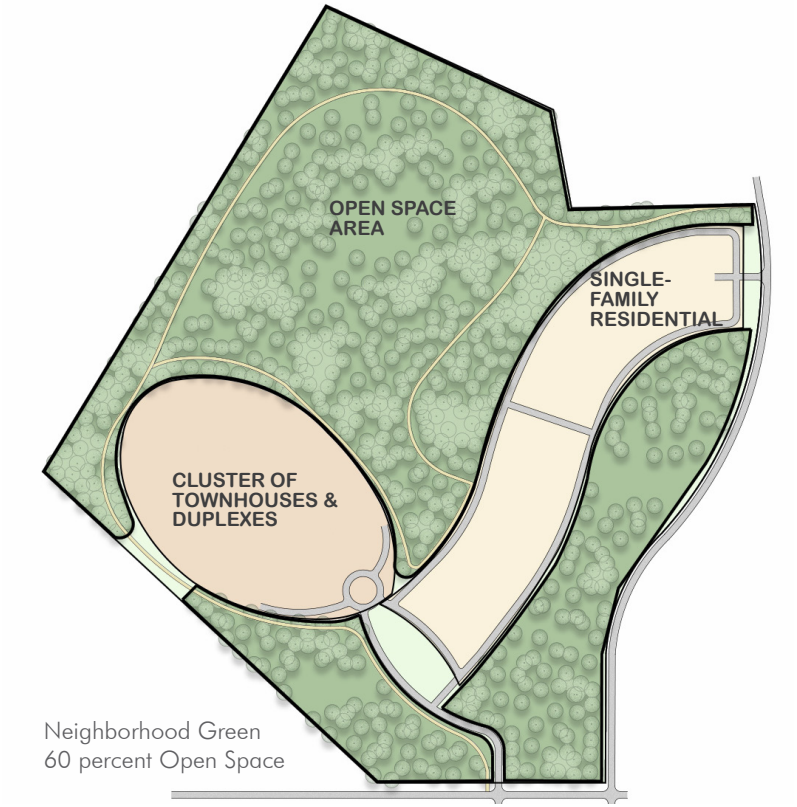
SPECIAL CONSIDERATIONS	Southeast Quadrant of the Carothers Parkway and South Carothers Road Intersection	Given the proximity to the Lockwood Glen Neighborhood to the south, the uses at this location should be limited to restaurants without a drive-through, office, retail, and personal services, all which emphasize local, small businesses. Furthermore, the only recommended uses of those specified are those that may be accessed safely and effectively from South Carothers Road. Any connection to South Carothers Road is contingent on a Development Plan submittal and Traffic Impact Analysis review. Buildings should be designed to fit the neighborhood scale at a maximum of two-and-a-half stories with flat or gable roofs. The Planned District is the appropriate zoning district to implement this vision.
	West of Carothers Parkway between Upland Drive and South Carothers Road	This commercial node should provide services to the growing residential corridor while being designed within the neighborhood scale. The neighborhood scale in this location should include building heights with a maximum of two-and-a-half stories and should allow both flat and gable roof styles. Recommended uses should include restaurants, office, retail, daycare, and personal services which emphasize local, small businesses. Gas stations and drive-through quick service restaurants are inappropriate for this area. The Planned District is the appropriate zoning district to implement this vision.
	Hillview Lane and Columbia Pike, Southwest Quadrant	Building height should not exceed one story to protect the viewshed of the historic Winstead Hill.
	South Royal Oaks Blvd	Continuum of Care is an appropriate land use along this corridor.
	Future Neighborhood Commercial Nodes	As the city grows, there may be a need for additional neighborhood commercial nodes that are not yet mapped. These potential nodes should be evaluated on a case-by-case basis using the following criteria: • Located at intersections of two arterial streets or of a collector and arterial street; • Located at least one mile from an existing or planned node since these centers generally serve neighborhoods within a one and one-half mile radius; • Generally characterized by gross leasable areas of less than 100,000 square feet on sites of three to twenty acres; and • Commercial nodes should not encroach down residential or scenic corridors, rather, they should be strategically located at nodes meeting the above criteria.

NEIGHBORHOOD GREEN

The Neighborhood Green design concept is intended to establish a harmony between mixed-residential-type living options and the beauty of Middle Tennessee. New developments within Neighborhood Green should identify desirable natural features to be preserved through 60 percent dedicated open space, while providing Franklin residents a variety of different housing options. Neighborhood Green developments should consist of a mix of housing types to create diverse and aesthetically pleasing neighborhoods tucked into the rolling hills of Williamson County.

Preserved open space is a valued amenity and should be the focal point of this Design Concept by clustering residential uses around preserved environmental features and identified open spaces. The open space lots should have some degree of accessibility so that it may be enjoyed by neighborhood residents and members of the public alike. A network of trails should be provided throughout the open spaces to provide access and encourage use of these areas and multi-use trails should also connect to the broader community-wide system of sidewalks and multi-use trails.

"...ESTABLISH A HARMONY BETWEEN MIXED-RESIDENTIAL-TYPE LIVING OPTIONS AND THE BEAUTY OF MIDDLE TENNESSEE..."



Neighborhood Green
60 percent Open Space







NEIGHBORHOOD GREEN

USES	Primary	Single-Family Residential, Duplexes, and Institutional (See Special Consideration) New Duplex structures should not exceed the number of single-family houses.
	Secondary	Farmstead Residential, Multiplexes, Townhouses, Live-Work, Accessory Dwellings The number of townhouse units should not exceed the combined total of single-family and duplex buildings. Farmstead Residential and Multiplex units should not exceed 25 percent of the overall units of a development (excluding Accessory Dwellings).
FORM	Building Placement	Residential lots should be clustered to preserve a minimum of 60 percent of natural open space. Residential lots and infrastructure should be located to respect natural features and to maximize the size of undivided open space areas. Grading techniques that dramatically alter site vegetation and topography should be prohibited. Developments should use the natural, existing topography and minimize grading to the maximum extent practicable. Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Cottage court designs, where several cottages front a common open space, are also appropriate as a part of the overall development. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
	Building Character	Architectural sensitivity for new developments should be observed. The style and architecture should draw from the character of the surrounding area and historically significant buildings. Detached garages and attached garages that face the side or rear are encouraged over attached, front-facing garages for single-family residential development. If attached, front-facing garages are proposed, the garage should be recessed from the front facade of the dwelling. Other dwelling types, such as townhouses and duplexes, should have rear-entry garages.
	Building Height	Maximum of two and a half stories

NEIGHBORHOOD GREEN

FORM	Lot Size	Lots on the periphery of developments should be sized to be consistent with the existing lots of adjacent neighborhoods. Single-family lots with dwellings having attached garages that face the front, side, or rear should have a minimum width of 65 feet and a minimum lot size of 6,500 square feet. Single-family lots with dwellings having front-facing detached garages should have a minimum width of 50 feet and a minimum lot size of 5,000 square feet. Lots with single-family dwellings accessed by alleys should have a minimum lot width of 40 feet and a minimum lot size of 4,000 square feet. However, if infrastructure, drainage, and parking concerns are adequately addressed, up to 15 percent of the total number of residential units could be on narrower lots with a reduced minimum lot size as long as they are interspersed throughout the proposed development.
SITE DESIGN	Landscape	New development should preserve natural open spaces at a minimum of 60 percent of the overall site designed around natural features such as hillsides and hilltops, riparian corridors, meadows, agricultural lands, scenic viewsheds, wooded areas, and tree rows; however, up to ten percent of the site could be integrated into the developed areas as described in the Amenities section below. Open space and natural features should be identified first so that the development co-mingles with the landscape. Open space should be provided in large tracts, connected across the site, and laid out in a manner so that adjacent development open space can become connected to form a contiguous protected network of green space. Greenways and trails should be provided in the open space areas. Historic site features such as cemeteries, barns, accessory structures and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Common design elements, such as fieldstone walls and wood plank fencing, should be preserved and used along major thoroughfares to reflect Franklin's community identity.
	Amenities	While large expanses of natural areas will contribute to the character of the development and provide passive recreation opportunities, open space amenities are also encouraged within the developable portion of the site. Up to ten percent of the site could be courtyards, squares and greens, pocket parks, and neighborhood amenities as defined by Chapter 11 of the Franklin Zoning Ordinance. Greenways should be provided throughout the natural areas and will be counted as part of the natural area minimum.
	Parking	Parking should be to the side and rear of buildings or on-street.

NEIGHBORHOOD GREEN

MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops should be provided along existing or planned routes.

NEIGHBORHOOD GREEN

SPECIAL CONSIDERATIONS	Lewisburg Pike	New development should have deep setbacks to respect the existing character and should be sensitively designed around historic structures. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.
	Northwest Quadrant of Mack Hatcher Parkway, between Hillsboro Road and New Highway 96 West to the edges of the UGB	New development should be master planned and integrated into the design of the entire area including street connectivity. New development should enhance and improve the street network and align with the outcome of the West Harpeth Study conducted in 2021, per Connect Franklin.
	New Highway 96 West	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.
	West of Mack Hatcher Parkway and North of New Highway 96 West (Short Farm)	At the "Historic" Farm (buildings near the intersection of New Highway 96 and Mack Hatcher Parkway), buildings should maintain their agricultural character, but may be repurposed for agriculture-related uses and enterprises. New buildings and additions may be appropriate to support the "agrihood" that complement and do not overwhelm or detract from the historic structures. An "agrihood" is defined as a farm-focused mixed-use development that incorporates a working farm. This area is intended to be accessed primarily by pedestrians and general vehicular traffic should be avoided, however, minimal farm or house-related vehicular traffic may access the area by gravel, dirt, or grass drive aisles as is consistent with existing agricultural character. The parcel north of Old Charlotte Pike and immediately west of Mack Hatcher Parkway may integrate complementary and ancillary nonresidential uses into the agrihood. One farm market café/restaurant located as a community amenity associated with open space, plazas, parks, or community gardens could be supported. Ten to 20 small-scale office, live-work units, and/or makers' spaces may be appropriate where incorporated into townhomes and multiplexes as a portion of an overall master plan. These types of uses should be complimentary to the residential and agricultural uses. A Special Consideration in Neighborhood Mixed-Use also exists that provides additional guidance for the "agrihood."

NEIGHBORHOOD GREEN

SPECIAL CONSIDERATIONS	Peytonsville Road East of Future Carothers Parkway to the end of the UGB	Peytonsville Road will be the main access road for residences in the southeast portion of the Urban Growth Boundary and its rural character should be preserved. Therefore, a 150-foot setback from the Peytonsville Road right-of-way should be provided as new development occurs. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings should be provided to sustain the scenic and rural quality of the area. New local streets designed to increase access and connectivity should be rural in character. Large swaths of open space should also be provided that connect to the open space of adjacent parcels in order to form a large contiguous area for conservation.
	South of Reams-Fleming Tract of Berry Farms along Pratt Lane	New development south of the Reams-Fleming Tract will heavily depend upon the completion of Reams Fleming Boulevard, the Pratt Lane and Peytonsville Road intersection improvement, as well as the timing of the proposed east-west connector road. Large swaths of open space should be provided that connect to adjacent parcels in order to form a large contiguous area for conservation. Single-family residential on lots of two acres or more is recommended until the needed infrastructure improvements can be constructed. An interstate interchange could have regional significance and necessitate a reevaluation of the Design Concept and Special Considerations.
	Institutional Uses	New Institutional uses and the expansion of existing institutions may be appropriate if the location does not adversely impact access, scale, and traffic of the surrounding area. New uses should be located along arterials or collectors and also located at intersections or designed within a master planned development. A Traffic Impact Analysis may be required to assess the transportation impacts of the proposed development. The conversion of dwellings in existing residential neighborhoods for institutional uses is not appropriate.

NEIGHBORHOOD MIXED-USE

The Neighborhood Mixed-Use design concept provides a variety of high-activity uses with a connected and walkable block layout. Mixed-use town centers such as Westhaven, Berry Farms, and Gateway Village are included in this design concept and provide a mix of housing options and commercial uses. Parts of West Main Street and Columbia Avenue corridors are also in this design concept in order to support a mix of uses. While a mix of uses on every parcel is encouraged, it may not be appropriate on small parcels, but an overall mix for an area can still be achieved. Large areas east of I-65 in the Goose Creek area are expected to provide a mix of residential uses, including both for rent and for sale opportunities, to support the growing employment base. Local commercial uses should also be provided to serve new residents and nearby neighborhoods.

New development should have a cohesive design for the entire site. These centers and corridors should have a coordinated development pattern at a pedestrian scale, with high-quality architecture, plazas, sidewalks, and pedestrian and bicycle amenities. Site design should integrate seamless pedestrian connectivity across the site and to other adjacent properties. New mixed-use developments should possess a distinctive character and seek to create a special sense of place. These developments are intended to be centers that serve its own residents as well as surrounding neighborhoods with local commercial uses.

"...A VARIETY OF HIGH-ACTIVITY USES WITH A CONNECTED AND WALKABLE BLOCK LAYOUT."







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NEIGHBORHOOD MIXED-USE

USES	Uses	Local Commercial, Hotels, Multifamily Residential, Small-Scale Multifamily, Townhouses, Multiplexes, Duplexes, Single-Family Residential, Accessory Dwellings, Continuum of Care, and Live-Work, Institutional, and Transitional Office Larger developments should include a broad mix of uses and multiple housing types. Commercial uses are encouraged on first floors and upper floors are encouraged to have multifamily to help create a vibrant, walkable, and cohesive neighborhood. Achieving a mix of uses on small parcels may not be possible or appropriate, but an overall mix of uses for the area should be achieved.
FORM	Building Placement	Building setbacks adjacent to streets should be minimal to create an active street environment with wide tree-lined sidewalks that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. New and infill development is encouraged to provide a variety of housing types and should be designed so that single-family residential, duplexes, and townhouses are located on the periphery in order to transition down in scale and massing to existing single-family neighborhoods. Multifamily residential is appropriate along the periphery when located adjacent to existing multifamily residential. If dwellings are designed with garages, they should be located in the rear. Double frontage, reverse frontage, and flag lots are discouraged.
	Building Height	Maximum of two stories inside Mack Hatcher Parkway, but certain locations have more specific height recommendations that are within the special considerations. Maximum of three stories outside of Mack Hatcher Parkway, but an additional story may be appropriate internal to the site. Certain locations may have additional height recommendations shown in Appendix E. Buildings on the periphery should transition in height to nearby residential buildings so as to ensure compatibility.





NEIGHBORHOOD MIXED-USE

FORM	Building Character	Building design should have pedestrian-scaled architectural details that enhance the appearance of the building at the street level. Architectural styles may vary, but features should include storefront windows, awnings, distinctive roof forms, and outdoor lighting. Buildings should engage and define the street edge with building entrances, pedestrian walkways, landscaping, and street furnishings. Buildings should provide a variety of front facade elevations to achieve distinctive architectural detailing to contribute to community character and placemaking. All building walls should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building. Each wall should include high-quality and long-lasting materials and design characteristics consistent with those on the front. Buildings, where feasible, should be sited or designed to create public gathering spaces that are easily accessible from adjacent streets or sidewalks. For new multifamily residential, in locations where commercial use on the first floor is not viable due to environmental constraints or lack of visibility from a major street, multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to a drive resembling a street. Inside Mack Hatcher Parkway, the small-town identity of the area should be preserved through special attention to massing and scale of new development. New buildings should be designed to be compatible with the predominant character along the street and should be sensitive to nearby buildings. Historic structures are important community resources and should be preserved and protected. Delivery and service areas should be to the side or rear of the building. Conventional drive-through window uses are discouraged. Drive-through window uses may be appropriate if integrated into the side or rear of multi-tenant buildings.





NEIGHBORHOOD MIXED-USE

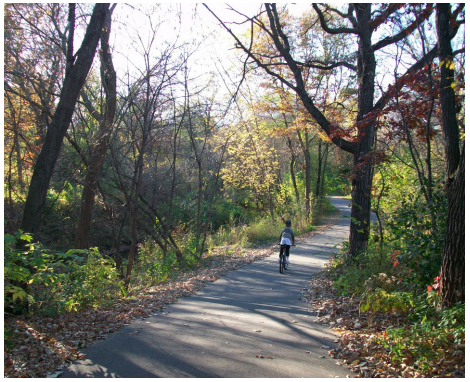
SITE DESIGN	Landscape	Ornamental plantings, parking-lot islands, and street trees should be provided. Landscape buffers should be provided where adjacent to residential development. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.
	Amenities	Gathering spaces such as plazas, courtyards, and outdoor seating areas should be provided. These open spaces should be in prominent locations that encourage continued active use. Street furnishings may include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other street furnishings. Public art and public art programs are encouraged. Sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged. The Franklin Public Arts Commission and the Historic Zoning Commission, as applicable, provide guidance to the Board of Mayor and Aldermen on public art.
	Parking	On-street parking is encouraged along internal and low-volume streets. Off-street and structured parking should be located to the rear of buildings, away from streets. Structured parking along the streets may be considered if it maintains active ground-floor uses along the street. Landscape and/or architectural features should be used to diminish the appearance of parking from public view.
MOBILITY	Vehicular	Vehicular access should be from the street. Common or shared access points are encouraged to limit curb cuts. Parking and services should be accessed through internal and secondary streets. Streets and internal drives should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. New streets should be designed per Connect Franklin.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in new developments. New development should provide connections between uses on the site and between the site and adjacent properties and rights-of-way. Wider sidewalks that allow for outdoor seating, comfortable pedestrian movement, and active storefronts are encouraged. Bicycle, multi-use path, and pedestrian connections should be designed and provided per the Comprehensive Network Transportation Plan and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.

NEIGHBORHOOD MIXED-USE

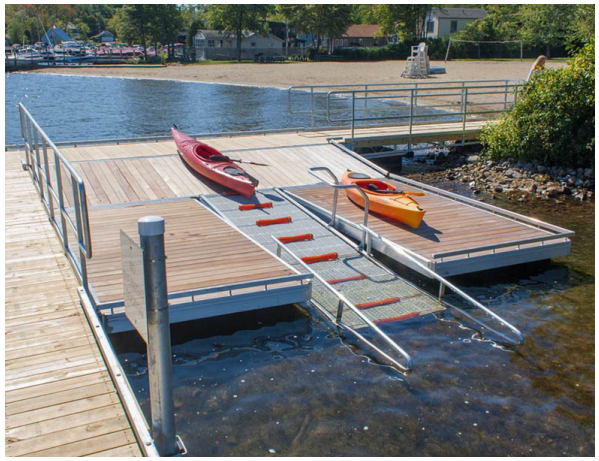
SPECIAL CONSIDERATIONS	Columbia Avenue between Five Points to Fowlkes Street	New development at the northwest corner of Columbia Avenue and Fowlkes Street, known as the HG Hill property, should be two stories in height along Columbia Avenue and West Fowlkes Street, but three stories in height is appropriate internal to the site. Between Columbia Avenue and Cummins Street, and south of Church Street and at least 100 feet north of Blackburn Street, buildings may be up to three-and-a-half stories when the third story is stepped back at least ten feet from lower stories. Transition should be addressed between commercial buildings and their parking areas and adjacent residential uses. Historically significant buildings that contribute to the overall character of the corridor should be preserved, such as the Handy Hardware building.
	Goose Creek Area, East of I-65	At the future Carothers Parkway and Goose Creek Bypass intersection, at least one quadrant of the intersection should have primarily local commercial uses anchoring the intersection to serve the area. New development along the future Carothers Parkway extension should have moderate setbacks of at least 50 feet from the right-of-way and include wood-plank fencing or stone walls, enhanced landscaping, and monument signage to help create community character along the corridor. New standalone multifamily buildings should be limited to Small-Scale Multifamily Residential in order to extend the low-scale residential character that exists between major intersections along the Carothers Parkway corridor. Mixed use buildings may have more than 12 residential units as long as the entire ground floor contains commercial uses. New development south of the Reams-Fleming Tract will heavily depend upon the completion of Reams Fleming Boulevard, the Pratt Lane and Peytonsville Road intersection improvement, as well as the timing of the proposed I-65 flyover and east-west connector road. The Conservation Design Concept should be reevaluated once the final alignment for the proposed I-65 flyover connector road has been determined. Limited development potential exists until such improvements are completed.

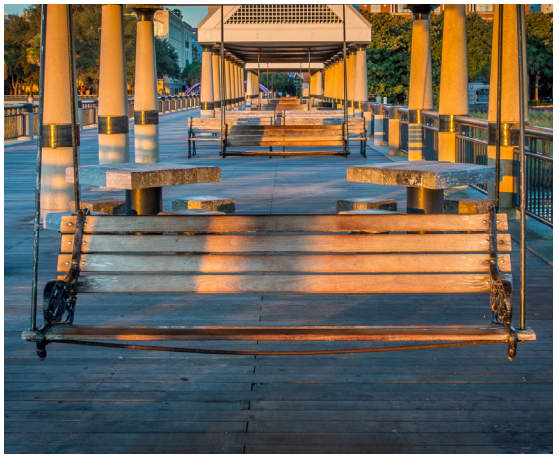
NEIGHBORHOOD MIXED-USE

SPECIAL CONSIDERATIONS	
First Avenue, East Main Street, Bridge Street Area along the Harpeth River	In 2017, the City and its consultant, Barge Waggoner Sumner & Cannon, Inc., conducted a Riverfront Planning Study to identify the community's vision for a Riverwalk and opinions about development. The results found broad support for a Riverwalk in a natural setting along the River and the majority did not support additional development within the floodplain. This area provides a unique opportunity to enhance the role of the Harpeth River in downtown Franklin. Open space along the River should be integrated into the downtown core, while also defining an on-site edge of the downtown core. Open space areas within the floodplain should be preserved and enhanced with a system of multi-use paths along the Harpeth River. These paths should provide connections to downtown uses and public parks, with periodic overlooks and access points to the River. The types of amenities shown below are encouraged along the Riverwalk.









NEIGHBORHOOD MIXED-USE

SPECIAL CONSIDERATIONS	First Avenue, East Main Street, Bridge Street Area along the Harpeth River	This area contains a significant amount of Harpeth River 100-year floodplain. The City generally requires locating new development outside of floodplain limits. Floodplain alteration can remove land from the floodplain to create buildable area, but doing so can result in unnatural landscape and removal of existing vegetation. In this historic downtown location, the City should allow additional use and development along the existing street network without compensatory cut-and-fill. Beyond that, the natural floodplain contours and native vegetation should be preserved to define an on-site edge of the downtown core. See Figure 4.4 for appropriate development limits. Redevelopment along existing streets provides flexibility to properties that originally developed prior to Federal and local floodplain regulations. For public safety purposes, uses within the 100-year floodplain should be limited to nonresidential uses that avoid potential for overnight stay. Additionally, all new construction is expected to be raised above the Base Flood Elevation in accordance with City standards. This area has infill potential that can complete the block face on the east side of First Avenue South and the east side of East Main Street. Site design considerations should adhere to the following: • Buildings should face both the street and the River with pedestrian gathering spaces on the path side. • The historic buildings on the west side of First Avenue South should be preserved. New buildings fronting the east side of First Avenue South, between Church Street and South Margin Street, should maintain the established single-family building character and rhythm of the opposing historic block face. Height should be sensitive to these historic buildings; therefore, a mix of predominantly one and one-half story and scattered two-story buildings is appropriate with approximately 15-foot front-yard setbacks. New buildings internal to the site may be up to three stories with transitional features. • New buildings up to three stories are appropriate north of Church Street.

NEIGHBORHOOD MIXED-USE

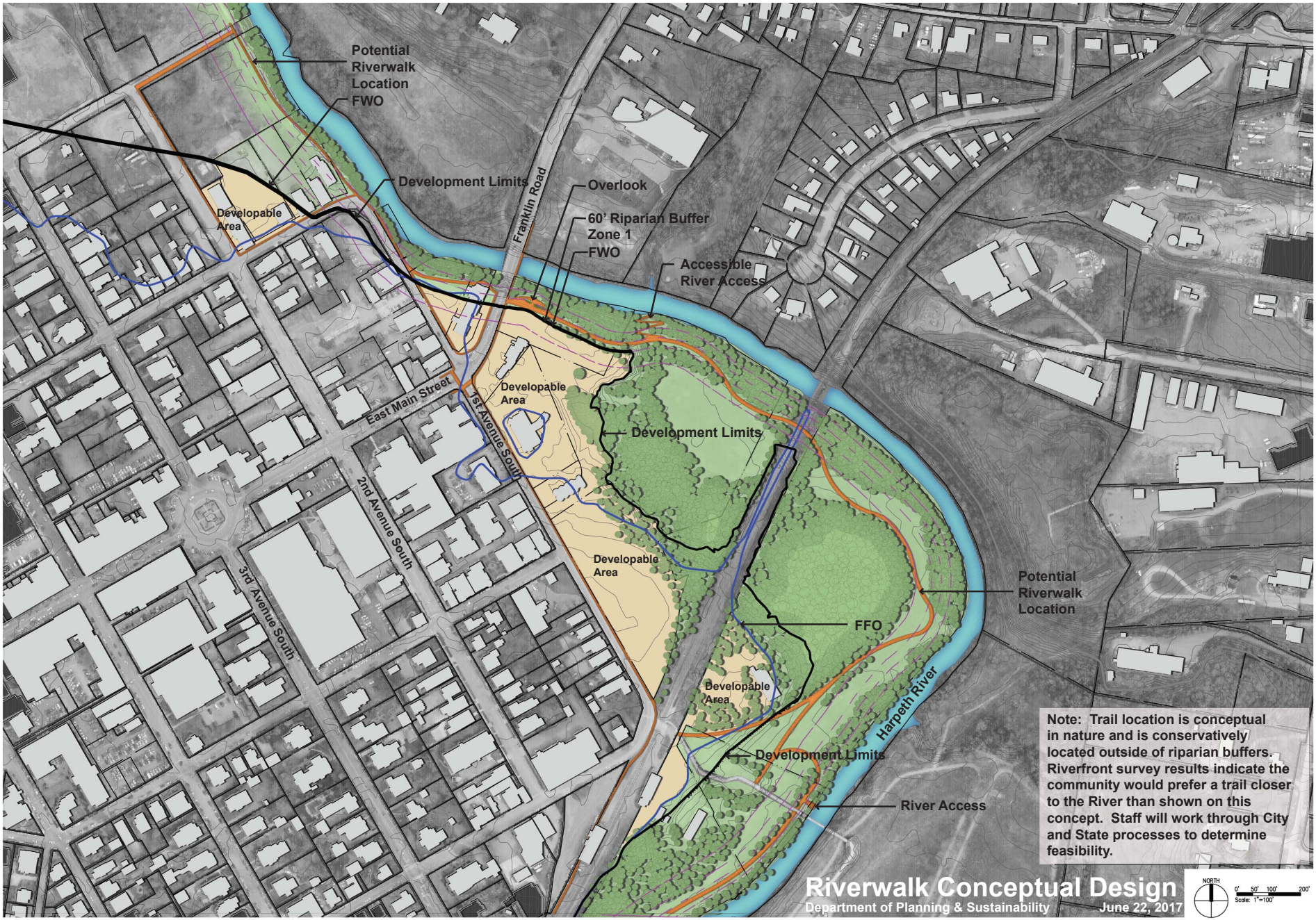
SPECIAL CONSIDERATIONS	
First Avenue, East Main Street, Bridge Street Area along the Harpeth River	• A distinctive and unique feature of the skyline is the grain silos of the historic Lillie Mills Flour Company. Efforts should be made to repurpose this structure instead of demolishing it. These structures offer potential for truly scenic views of Central Franklin. The architectural character and style between Church and East Main Streets should pay homage to the industrial/agricultural history of the area. • Open spaces in the developable area will be limited to small greens or outdoor plazas, and outdoor dining, which should be highly accessible and visible and in a prominent location that encourages continued active use.



Riverwalk Overlook Visualization
View from E. Main Street looking across Tywater property

NEIGHBORHOOD MIXED-USE

FIGURE 4.4: CONCEPTUAL PLAN - FIRST AVENUE, EAST MAIN STREET, BRIDGE STREET AREA ALONG HARPETH RIVER



NEIGHBORHOOD MIXED-USE

SPECIAL CONSIDERATIONS	New Highway 96 West	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Commercial and office uses should not front along New Highway 96 West.
	Northwest corner of Hillsboro Road and Del Rio Pike (Independence Square)	The buildings may have a height of three stories along the existing streets. Buildings internal to the site may be up to four stories with appropriate transitions.
	West Main Street Area	West Main Street consists of a unique mix of land uses that provides important services to surrounding neighborhoods. Commercial nodes within these corridors are encouraged at intersections. The eclectic mix of land uses, such as neighborhood retail and restaurants, should remain, since they make this area unique. The area also has institutional uses, such as the Williamson County Administration offices. Future development should respect the surrounding historic neighborhoods. West Main Street will remain an important gateway into Downtown Franklin. New infill buildings should maintain the established block face. Building height is encouraged to be two stories at the street and may include a recessed 3rd story. Commercial and mixed-use buildings south of Petway Street should have a storefront character along West Main Street.

NEIGHBORHOOD MIXED-USE

SPECIAL CONSIDERATIONS	West of Mack Hatcher Parkway and North of New Highway 96 West	An "agrihood" is appropriate at the northwest quadrant of the intersection of Mack Hatcher Parkway and New Highway 96 West as a transition between the mixed-uses established at Westhaven Town Center and the agricultural uses found throughout the West Harpeth Basin. An "agrihood" is defined as a farm-focused, mixed-use development that incorporates a working farm. The village core of the Agrihood should establish a "Main Street" Commercial Area intended to be comprised of neighborhood-scale commercial uses as well as niche uses like makers' spaces, a farmers' market, artist studios, and other similar uses that are complementary to local farming. This neighborhood-scale commercial is encouraged to utilize residential above the commercial to activate and support the retail environment. However, standalone multifamily buildings are appropriate and should be limited to two to three stories in height with six to ten units per structure. Neighborhood Mixed-Use in this area may also include a boutique inn with up to 20 rooms and farm-stay cottages for rent. Both the inn and cottages should not exceed two stories in height, and the Inn should have unique architecture that fits contextually into the agrihood. Cottages should be designed in character with single family residential and the agricultural character of the neighborhood and should serve as a secondary use. The inn's accessory uses may include a café, restaurant, or other food/beverage service. Other supporting uses could include an outdoor wedding and special events venue, as well as an indoor event venue, if associated impacts of these uses are deemed acceptable through a BOMA approval of a development plan and rezoning. Development should strive for dark sky compliance and should utilize low light levels rather than typical commercial lighting standards.

OFFICE RESIDENTIAL

The Office Residential design concept primarily consists of established, historic, single-family residential buildings with a traditional development pattern. Over time, many of these residential buildings have been converted to office and personal-service uses.

This design concept designates the transition area between established commercial areas and the surrounding residential areas. Buildings, regardless of use, should maintain a single-family residential character.

"BUILDINGS, REGARDLESS OF USE, SHOULD MAINTAIN A SINGLE-FAMILY RESIDENTIAL CHARACTER."









OFFICE RESIDENTIAL

USES	Uses	Transitional Office, Single-Family Residential, and Accessory Dwellings. Individual buildings may include one dwelling unit and transitional-office components.
FORM	Building Placement	Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. The front setback for infill buildings should be within a range determined by the existing historic structures on the same block face. New buildings should not be closer to the street than any historic structure nor further from the street than any historic structure. As long as it is within this range, the new building will not be out of character with the rest of the block. If the same block face does not have any historic structures, then the established setback should be maintained. Side-yard setbacks of new buildings should be consistent with other buildings along the street so that the established rhythm is not disrupted. Rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
	Building Character	New building forms should have single-family-style architecture, pitched roofs, and similar facade and scale widths in order to be compatible with the predominant character along the street.
	Building Height	New buildings should be a maximum of two stories and should appear to be within one-half story of the established building height along the street in order to ensure compatibility.
	Lot Size	Lot depths, sizes, and widths vary along and between individual streets, and new developments should be designed to ensure that lots are appropriately sized for each street and to promote contextual compatibility, but in no case should be less than 6,500 square feet.
SITE DESIGN	Landscape	Infill development should have landscaping and street trees consistent with surrounding established lots.
	Parking	Off-street parking should be located to the rear of buildings. Minimal parking to the side of buildings may be appropriate. Parking structures are discouraged due to the single-family residential character.

OFFICE RESIDENTIAL

MOBILITY	Vehicular	Lots should be accessed from alleys or by driveways from the street.
	Bicycle and Pedestrian	A coordinated pedestrian system should be provided throughout the area and in infill developments. Infill developments should provide connections between uses on the site and between the site and adjacent properties and rights-of-way. Bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops and/or stations should be provided along existing or planned routes.
SPECIAL CONSIDERATIONS	Between North Margin and Bridge Streets	Floodplain regulations represent a constraint to be considered for future development in this area. Due to the depth of the floodplain, parking lots are appropriate uses for the existing vacant parcels fronting the south side of North Margin Street. Historic structures within the floodplain should be maintained and protected in order to enhance the existing neighborhood pattern and character.

REGIONAL COMMERCE

The Regional Commerce design concept contains high-intensity activity centers that attract large numbers of people and employers from both within and outside the City. These areas include major employment and revenue generators that are valuable community resources, while also providing a mix of housing options that support a healthy, vibrant place to live, work, and play.

Regional Commerce areas have a high level of visibility along I-65 and arterial streets, which are important gateways into Franklin. New development should have integrated designs with coordinated access, amenities, and cohesive architecture that fits within the context of the corridor. Interchange locations are limited in number and should be efficiently planned to capitalize on economic development potential. Infill buildings and parking structures are encouraged to replace existing surface parking lots. Sufficient transportation infrastructure is needed to accommodate the increasing travel demands created by these land uses which could include alternative transportation options.

Regional Commerce should transition in intensity and scale across this design concept. Higher-intensity uses should be located closer to the I-65 interchanges and major thoroughfares, with less-intensive uses transitioning to established residential areas. New development should have a pedestrian-friendly design and distinctive character.

"NEW DEVELOPMENT SHOULD HAVE INTEGRATED DESIGNS WITH COORDINATED ACCESS, AMENITIES, AND COHESIVE ARCHITECTURE THAT FITS WITHIN THE CONTEXT OF THE CORRIDOR.





REGIONAL COMMERCE

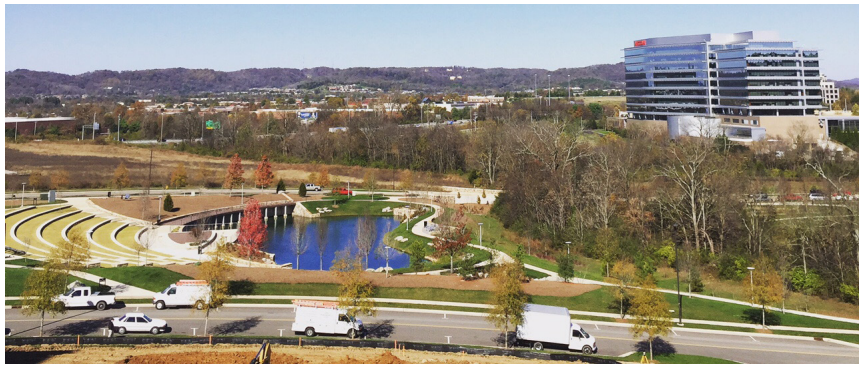
USES	Uses	Uses should be Regional Commercial, Local Commercial, Continuum of Care, Hotels, Institutional, and Multifamily Residential when part of a master planned, mixed-use development. Multifamily residential should be vertically mixed with ground floor commercial and upper story residential. Additional multifamily residential in stand-alone buildings may be a part of a master planned mixed-use development, but single-use multifamily development is not contemplated in this Design Concept and should be reserved for the Multifamily Residential Design Concept. The limited use of townhouses and live-work units may also be appropriate to help provide additional housing options in a walkable, mixed-use development and to transition to surrounding lower-scale residential. Higher intensity uses should be located closer to major thoroughfares, with less intensive uses transitioning to established residential uses. Single-story, commercial uses located along arterial roadways should be avoided in a mixed-use setting.

REGIONAL COMMERCE

FORM	Building Placement	Buildings should be arranged on sites so that they help to frame and define the streets, giving deliberate form to streets and sidewalk areas. Building setbacks should be minimal to create an active street environment that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks should be minimized wherever possible. Along high-volume streets, buildings may be set back from the street, provided they are sited to be consistent with the predominant line of building massing (setback) along the street. Building design should provide contextual references to its surrounding built and natural environment. Design context could include natural features, such as a river, lake, park, open space, or hillside; historic and cultural contexts; and existing architecture. Examples of contextual references could include maximizing visual access to scenic views, streets, pedestrian corridors, plazas, public art, and prominent buildings; incorporating distinctive architectural details, materials, and styles from nearby buildings where an established character exists; and siting buildings in a manner that uses the natural topography and minimizes grading. For new multifamily residential uses, the entire first floor facing the street should have commercial spaces with residential on upper levels. In locations where commercial use on the first floor is not viable due to topographical or environmental constraints or lack of visibility from a major street, multifamily units should provide individual ground floor entrances, stoops or front porches, and pedestrian connections to the street or to an internal drive. Large expanses of surface-parking areas should be avoided. Infill buildings and associated parking structures are expected and encouraged to replace large, surface-parking lots. Buildings, where feasible, should be sited or designed to create public spaces, such as plazas, outdoor seating areas, etc., that are easily accessible from adjacent streets or sidewalks. Drive-through windows and delivery or service areas should be to the side or rear of building.







REGIONAL COMMERCE

FORM	Building Character	Buildings should have at least one prominent main entrance oriented toward the street which engages pedestrian walkways. Additional entrances to buildings may be appropriate, but should be oriented to a street, internal drive that resembles a street, or prominent public space. Buildings should possess a tangible and distinct design quality not only at a distance but also up close. All building walls should employ massing variation, modulation, horizontal and vertical articulation, and architectural detailing to break down the overall scale of a building. The choice of materials and texture has great visual significance and can affect the long-term appearance and maintenance of the built environment. High-quality and long-lasting materials are encouraged, and the look and dimension of these material elements should relate to human scale.
	Building Height	Taller structures are encouraged around the I-65 interchanges and along Carothers Parkway, north of Liberty Pike, where higher travel demands can be supported, to create an attractive urban viewshed and promote economic development. Maximum building heights near the I-65 corridor are based on proximity to the interstate, ground elevations, and distance from residential neighborhoods. See Appendix E for maximum building heights within this design concept. Where transportation infrastructure is sufficient and where contextually-appropriate, new building heights should maximize the efficient use of land. New one-story structures are not generally encouraged in this area. Building height should not exceed three stories on properties adjacent to single-family neighborhoods. Appearance and functionality of development at intersections is important for creating a strong sense of place. Development should be coordinated across the four corners of an intersection so that building height, massing, and form is balanced on each corner to create a cohesive sense of place. New development should be designed to maintain scenic views of the surrounding hills, and buildings should be subordinate to nearby hillsides and hillcrests.

REGIONAL COMMERCE

SITE DESIGN	Landscape	Ornamental plantings, parking-lot islands, and street trees should be provided. Landscape buffers should be provided where adjacent to residential development.
	Amenities	Usable open spaces, such as plazas, courtyards, and outdoor seating areas, that serve as gathering areas should be provided. These open spaces should be highly accessible and in a prominent location that encourages continued active use. Street furnishings should include a combination of pedestrian seating, movable tables, planters, pedestrian-scaled light fixtures, artwork or decorative paving, waste receptacles, bike racks, and other furnishings. Public art and public art programs are encouraged. Sculptures, decorative benches, and/or other art elements strategically placed in prominent locations for public viewing are encouraged. The Franklin Public Arts Commission provides guidance to the Board of Mayor and Aldermen on public art.
	Parking	Off-street parking should be provided, and parking structures are encouraged. Parking should be located to the rear of buildings with limited side parking. Streets internal to a development may have on-street parking. Large expanses of pavement, particularly between a building and a street, should be avoided. Architectural and/or landscape features should be used so as to diminish the appearance of parking from public view. New developments should be encouraged to capitalize on shared parking.
MOBILITY	Vehicular	Vehicular access should be from the street. Common or shared access points are encouraged to limit curb cuts. Parking and services should be accessed through internal and secondary streets. Streets and internal drives should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic. New streets should be designed per Connect Franklin.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. New development should be designed to provide a coordinated pedestrian system throughout the area to connect pedestrians to a variety of different uses on the site and between the site and adjacent properties and rights-of-way. Internal pedestrian systems should provide direct access from sheltered transit stops to buildings. These systems should be designed to accommodate alternative transportation options along with pedestrians. Bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan. Buildings should engage the street with landscaping, wide sidewalks, and street furnishings to allow for safe and comfortable movement of pedestrians.

REGIONAL COMMERCE

MOBILITY	Transit	Transit should be enhanced in this area to serve and support existing and future businesses, residents, and visitors. Sheltered transit stations should be provided along existing or planned routes. Employer-transportation programs are encouraged in order to reduce the percentage of trips made by single-occupant vehicles and to encourage transportation by alternate modes. Large developments should consider using shuttle systems service to provide for efficient vehicular transportation patterns.
SPECIAL CONSIDERATIONS	Big Box Retail	Big-box retail, where a single retail business encompasses more than 50,000 square feet in a single story, is limited to the west side of I-65 between Moores Lane and Oak Meadow Drive and east of I-65 south of Goose Creek Bypass.
	Carothers Parkway between Liberty Pike and Murfreesboro Road	Medical uses and supporting businesses are encouraged to remain and expand in this area.
	East of I-65 and south of the Reams Fleming Tract of Berry Farms	New development south of the Reams-Fleming Tract will heavily depend upon the completion of Reams Fleming Boulevard, the Pratt Lane and Peytonsville Road intersection improvement, as well as the timing of the proposed I-65 flyover and east-west connector road. Limited development potential exists until such improvements are completed.
	East of Peytonsville Road and south of the Goose Creek Bypass Extension	The intersection of Goose Creek Bypass and Peytonsville Road will be a highly traveled area. Future transportation modeling show concerning delays and failures at the Goose Creek Bypass and I-65 interchange based upon the buildout of approved developments. Any additional large-scale nonresidential uses could have significant negative impacts on the projected delays near the I-65 interchange. Uses with non-peak trip generation patterns are encouraged as well as the following uses that may have a reduced demand on the transportation network: small-scale offices; local commercial uses; institutional uses; and other residential uses not listed in the Uses Section if the proper integration can be achieved.

REGIONAL COMMERCE

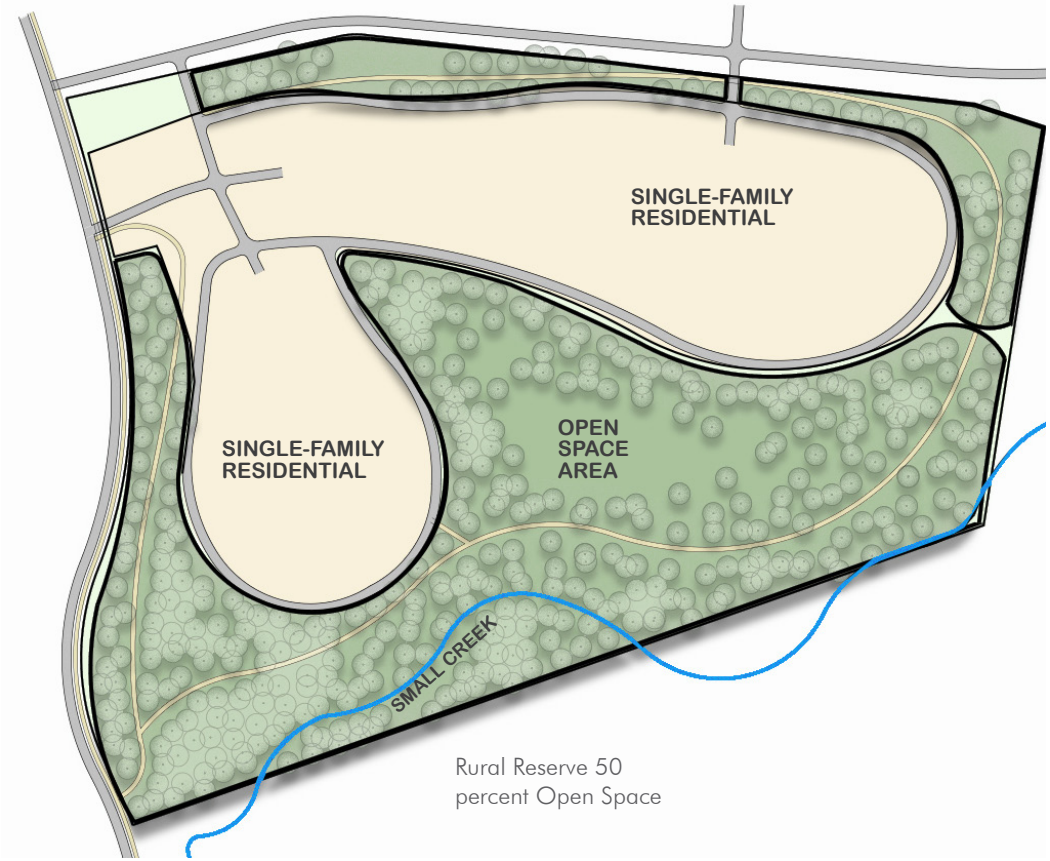
SPECIAL CONSIDERATIONS	Mallory Lane and McEwen Drive Intersection	Building heights may be up to eight stories on sites around the intersection if the massing and scale is graduated and 20-foot building stepbacks are utilized by the top of the fourth story. The vacant parcel located between Centennial High School and McEwen Drive should also not exceed eight stories in height. The parcel on the northwest corner should be limited to a maximum of four stories, given the existing topography on the site. The intent is to balance the building heights around the intersection and to maximize the viewshed and the urban design aesthetic at this gateway location.
	Murfreesboro Road between Mack Hatcher Parkway and Quail Hollow Circle/ Rosa Helm Way	The Murfreesboro Road corridor includes an I-65 interchange and is an important gateway into the City. Redevelopment is anticipated and encouraged to create economically productive development while establishing a more people-friendly environment. This corridor should be further studied for future redevelopment, with an emphasis on cohesive design and access management.
	South of Long Lane and East of the Williamson County Agriculture Center	Future development should be low-scale nonresidential uses with minimal to moderate traffic demands that are compatible with adjacent approved projects. Institutional uses are encouraged.

RURAL RESERVE

The Rural Reserve Design Concept is intended to help preserve the natural beauty of Franklin through innovative design that helps celebrate nature while transitioning from the more densely populated City to the rural County. Preliminary design considerations for new development should focus on identifying the natural features that should be preserved within a required 50 percent open space in a meaningful way, followed after by new residential lots of one-half acre minimum.

Preserved open space is a valued amenity and should be the focal point of this design concept by clustering residential uses around preserved environmental features and identified open spaces. A network of trails should be provided throughout the open spaces to provide access and encourage use of these areas. Multi-use trails should also connect to the broader community-wide system of sidewalks and multi-use trails.

"...DESIGN THAT HELPS CELEBRATE NATURE WHILE TRANSITIONING FROM THE MORE DENSELY POPULATED CITY TO THE RURAL COUNTY."



Rural Reserve 50 percent Open Space



RURAL RESERVE

USES	Uses	Single-Family Residential, Accessory Dwellings, and Institutional (See Special Consideration)
FORM	Building Placement	Residential lots should be clustered to preserve a minimum of 50 percent of natural open space. Residential lots and infrastructure should be located to respect natural features and to maximize the size of undivided open space areas. Grading techniques that dramatically alter site vegetation and topography should be prohibited. Developments should use the natural, existing topography and minimize grading to the maximum extent practicable. Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties.
	Building Character	Architectural sensitivity for new developments should be observed. The style and architecture should draw from the character of the surrounding area and historically significant buildings. Detached garages and attached garages that face the side or rear are encouraged over attached, front-facing garages for single-family residential development. If attached, front-facing garages are proposed, the garage should be recessed from the front facade of the dwelling.
	Building Height	Maximum of two and one-half stories
	Lot Size	Lots should be one-half acre minimum

RURAL RESERVE

SITE DESIGN	Landscape	New development should preserve natural open spaces at a minimum of 50 percent of the overall site designed around natural features such as hillsides and hilltops, riparian corridors, meadows, agricultural lands, scenic viewsheds, wooded areas, and tree rows; however, up to five percent of the site could be integrated into the developed areas as described in the Amenities section below. Open space and natural features should be identified first so that the development co-mingles with the landscape. Open space should be provided in large tracts, connected across the site, and laid out in a manner so that adjacent development open space can become connected to form a contiguous protected network of green space. Greenways and trails should be provided in the open space areas. Common design elements, such as fieldstone walls and wood plank fencing, should be preserved and used along major thoroughfares to reflect Franklin's community identity. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin.
	Amenities	While large expanses of natural areas will contribute to the character of the development and provide passive recreation opportunities, open space amenities are also encouraged within the developable portion of the site. Up to five percent of the site could be courtyards, squares and greens, pocket parks, and neighborhood amenities as defined by Chapter 11 of the Franklin Zoning Ordinance. Greenways should be provided throughout the natural areas and will be counted as part of the natural area minimum.
	Parking	Parking should be to the side and rear of buildings or on-street.
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	N/A

RURAL RESERVE

SPECIAL CONSIDERATIONS	Boyd Mill Avenue, Magnolia Hall Historic Estate	The historic home and the existing viewsheds of the property should be preserved per the previously approved development plan.
	New Hwy 96 West, Centennial Hall Historic Estate	The historic Centennial Hall and its prominent front yard should be preserved. Limited clustered infill may be appropriate if designed to minimize obstruction of its viewshed.
	Columbia Pike, South of Mack Hatcher Parkway	This scenic corridor should have deep setbacks of at least 250 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.
	Franklin Road, Jasmine Grove Historic Estate in Myles Manor	The Jasmine Grove historic estate and its setting should be preserved. Limited clustered single-family infill, not exceeding four new dwellings, may be appropriate on the south side of Jasmine Grove, adjacent to Lancaster Drive. Infill development should reflect the form and character within Myles Manor Subdivision.
	151 Franklin Road, Riverview Historic Estate	The rural viewshed along Franklin Road should be preserved, with infill to be located behind the Riverview historic house and its accessory structures per the previously approved Splendor Ridge Subdivision.

RURAL RESERVE

SPECIAL CONSIDERATIONS	Franklin Road and South of Mack Hatcher Parkway	Franklin Road is the last rural gateway into Downtown Franklin. Setbacks should be at least 150 feet along Franklin Road and Mack Hatcher Parkway in order to preserve the scenic viewshed, and parallel drives should not be located within the setback. The orientation of structures should address Mack Hatcher Parkway and Franklin Road. Commercial uses are not appropriate within this rural corridor. The form, architecture and style of new buildings should draw from the surrounding area and from historically significant buildings. Some of the historic dwellings in the area were built in the early nineteenth century and have Federal and/or Greek Revival architecture. The height of new buildings should be no taller than those nearby historic resources. Street infrastructure improvements to Franklin Road should be context sensitive in coordination with TDOT and City Streetscape Plans. Alternative options should be taken to avoid widening Franklin Road. Streetscape improvements to Franklin Road should be rural in nature, including informal, natural landscaping and traditional rural elements. New local streets should be rural in character, with swales instead of curbs, informal street-tree plantings, and traditional rural elements, such as stone walls and wood-plank fencing. Grading that dramatically alters site vegetation and topography should be prohibited. Development should use the existing, natural topography and minimize grading to the maximum extent practicable.
	Old Charlotte Pike, The Historic Hamilton House	The Hamilton House should remain and no new development is supported for this property in order to preserve the historic home in its setting.
	Lewisburg Pike	New development should have deep setbacks to respect the existing character and should be sensitively designed around historic structures. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area.

RURAL RESERVE

SPECIAL CONSIDERATIONS	Lynnwood Way	A viewshed study should be provided during the review process to ensure the preservation of natural view corridors.
	Mack Hatcher Parkway/Cool Springs Boulevard Intersection	Small-scale institutional uses and public recreational uses are the only appropriate nonresidential uses in this location. The floodplain, hillsides and hilltops, scenic viewshed, and steep slopes are to be preserved, and a 150-foot corridor setback from Mack Hatcher Parkway should be provided. Parking should be provided for the Roper's Knob public park.
	New Highway 96 West	This scenic corridor should have deep setbacks of at least 300 feet for new development. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings, should be utilized to sustain the scenic and rural quality of the area. Commercial uses should not front along New Highway 96 West.
	Northwest Quadrant of Mack Hatcher Parkway, between Hillsboro Road and New Highway 96 West to the edges of the UGB	New development should be master planned and integrated into the design of the entire area including street connectivity. New development should enhance and improve the street network and align with Connect Franklin.
	Institutional Uses	New Institutional uses and the expansion of existing institutions may be appropriate if the location does not adversely impact access, scale, and traffic of the surrounding area. New uses should be located along arterials or collectors and also located at intersections or designed within a master planned development. A Traffic Impact Analysis may be required to assess the transportation impacts of the proposed development. The conversion of dwellings in existing residential neighborhoods for institutional uses is not appropriate.

SINGLE FAMILY RESIDENTIAL

The Single-Family Residential design concept consists of single-family residential neighborhoods on various lot sizes. The defined character may vary by neighborhood, but new developments should transition from the existing development patterns in adjacent neighborhoods. New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible community amenities.

"NEW NEIGHBORHOODS SHOULD HAVE WALKABLE, WELL-CONNECTED STREET SYSTEMS THAT CONNECT TO SURROUNDING NEIGHBORHOODS AND NEARBY DESTINATIONS."











SINGLE FAMILY RESIDENTIAL

USES	Uses	Single-Family Residential, Accessory Dwellings, Duplexes, and Institutional (See Special Consideration) New duplex structures should not exceed ten percent of all residential structures, excluding Accessory Dwellings.
FORM	Building Placement	Buildings and their main entrances should address the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed so as to maintain privacy for both new and existing neighboring properties. Cottage court designs, where several cottages front a common open space, are also appropriate as a part of the overall development.
	Building Character	New buildings along established streets should be designed to be compatible with the predominant character along the street. The integrity of existing neighborhoods and subdivisions should be preserved. Dwellings within new developments should provide a mix of architectural styles and building materials that enhance the City's character. Architecture should contain a rich blending of designs that complement each other yet not be overly repetitive. Proportion, design, and facade width of dwelling should not be dominated by garages. Rear and side facing garages are encouraged, as well as front-facing garages that are substantially recessed from the front facade of the dwelling.
	Building Height	Maximum of two and one-half stories
FORM	Lot Size	New development should include a range of lot sizes. The following are recommended minimums, but lot sizes should vary to provide more diverse housing options. Larger developments are expected to have a wide range of sizes. Lots with dwellings having attached garages that are front, side, or rear facing should have minimum widths of 65 feet and minimum sizes of 6,500 square feet. Lots with dwellings having front-facing detached garages should have minimum widths of 50 feet and minimum sizes of 5,500 square feet. Lots with single-family dwellings accessed by alleys should have a minimum lot width of 40 feet and a minimum lot size of 4,000 square feet. However, if infrastructure, drainage, and parking concerns are adequately addressed, up to 15 percent of the total number of residential units could be on narrower lots with a reduced minimum lot size as long as they are interspersed throughout the proposed development or part of a cottage-court design. Lots on the periphery of new developments should be sized to be consistent with the existing lots of adjacent neighborhoods. Smaller lots may be located internally within new developments and should be served by active park amenities within walking distance.

SINGLE FAMILY RESIDENTIAL

SITE DESIGN	Landscape	Existing features, such as hillsides and hilltops, stone walls, tree rows, and wood-plank fencing, enhance the area and should be preserved. New landscaping should be provided at neighborhood entrances and in common open spaces. Common design elements, such as fieldstone walls and wood plank fencing, should be used along major thoroughfares to reflect Franklin's community identity.
	Amenities	Neighborhood amenities include common, usable open spaces, such as clubhouses, multi-use paths, playgrounds, and pools. Emphasis should be placed on quality open space as part of new developments. Residential developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces and regional systems. Open space should not be designated as an afterthought based simply on land that is left over.
	Parking	Off- and on-street
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops should be provided along existing or planned routes.

SINGLE FAMILY RESIDENTIAL

SPECIAL CONSIDERATIONS	Lewisburg Pike, between Henpeck Lane and Bowman Road	New lots along Lewisburg Pike should be comparable in size and width to those in existing neighborhoods on the opposite side of Lewisburg Pike.
	Murfreesboro Road Inside of Mack Hatcher Parkway	This corridor is an important gateway into Downtown Franklin. The presence of open space, in the form of larger lots and building setbacks, contributes to its character. Infill development that occurs along the corridor should reflect the existing character and setbacks. If development occurs on the Green Farm on the south side of Murfreesboro Road, then Ralston and Welsh Lanes should be extended. Welsh Lane should be a single-loaded street with dwellings facing Murfreesboro Road with primary access to the extension of Ralston Lane. Murfreesboro Road should have 150-foot open-space setbacks to maintain the viewshed into Downtown Franklin. Charlton Green should be used as an example for desirable site design and usable open space.
	Hillsboro Road, Inside of Mack Hatcher Parkway	This area is an important gateway and corridor into Downtown Franklin. The presence of open space, in the form of larger lots and building setbacks, contributes to the character of this area. Any infill that occurs along the corridor should reflect the existing character and setbacks. Established single-family residential uses should be preserved, and commercial intrusion is discouraged.
	East of Wilson Pike	New development should have a setback of at least 100 feet from the street to help preserve rural character.
	Peytonsville Road East of Future Carothers Parkway to the end of the UGB	Peytonsville Road will be the main access road for residences in the southeast portion of the Urban Growth Boundary and its rural character should be preserved. Therefore, a 150-foot setback from the Peytonsville Road right-of-way should be provided as new development occurs. Informal landscape design and rural features, such as stone walls, wood plank fencing, and informal tree plantings should be provided to sustain the scenic and rural quality of the area.
	Institutional Uses located at the TuckAway Development (1190 Lewisburg Pike)	Institutional uses may be appropriate at the Tuck Away (1190 Lewisburg Pike) development for the front approximately 25 acres fronting Lewisburg Pike. Development should be designed in a manner which compliments the rural character of this corridor and its surrounding neighborhoods. Institutional uses should maintain a minimum front setback of 200 feet to preserve the rural and pastoral viewsheds along Lewisburg Pike, and buildings should maintain a height of two stories or less. Adaptive reuse of existing dwellings for institutional uses may be appropriate when accompanied by a development plan.
	Institutional Uses	New Institutional uses and the expansion of existing institutions may be appropriate if the location does not adversely impact access, scale, and traffic of the surrounding area. New uses should be located along arterials or collectors and also located at intersections or designed within a master planned development. A Traffic Impact Analysis may be required to assess the transportation impacts of the proposed development. The conversion of dwellings in existing residential neighborhoods for institutional uses is not appropriate.

VILLAGE GREEN

The Village Green design concept is intended to provide the ability to establish a wider variety of housing options while prioritizing the preservation of open space. Desirable natural features should be identified first and set aside as part of the required 70 percent open space.

Diverse options for residential and commercial uses are encouraged within Village Green developments to create a truly unique experience of living in a small village community surrounded by nature, while still being located within Franklin city limits. Commercial uses within Village Green should serve the Village and surrounding areas but should not generate significant regional traffic. Mixed-use buildings incorporating small-scale multifamily residential above first floor commercial uses are appropriate.

Preserved open space is a valued amenity and should be the focal point of this design concept by clustering residential and commercial uses around preserved environmental features and identified open spaces. A network of trails should be provided throughout the open spaces to provide access and encourage use of these areas. Multi-use trails should also connect to the broader community-wide system of sidewalks and multi-use trails. Access for the public is encouraged.





VILLAGE GREEN

USES	Primary	Single-Family Residential, Duplexes, Townhouses, Farmstead Residential, Small-Scale Multifamily, Live-Work, and Institutional (See Special Consideration)
	Secondary	Accessory Dwellings and Local Commercial
FORM	Building Placement	Development should be clustered to preserve a minimum of 70 percent of natural open space. Residential lots and infrastructure should be located to respect natural features and to maximize the size of undivided open space areas. Grading techniques that dramatically alter site vegetation and topography should be prohibited. Developments should use the natural, existing topography and minimize grading to the maximum extent practicable. Buildings and their main entrances should be oriented toward the street. Double frontage, reverse frontage, and flag lots are discouraged. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods. Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing neighboring properties. Cottage court designs, where several cottages front a common open space, are also appropriate as a part of the overall development.
	Building Character	Architectural sensitivity for new developments should be observed. The style and architecture should draw from the character of the surrounding area and historically significant buildings. Detached garages and attached garages that face the side or rear are encouraged over attached, front-facing garages for single-family residential development. If attached, front-facing garages are proposed, the garage should be recessed from the front facade of the dwelling. Other dwelling types, such as duplexes and townhouses, should have rear-entry garages.
	Building Height	Maximum of two and one-half stories. Mixed-use buildings that contain small-scale multifamily residential above first-floor commercial uses may have a maximum height of three stories. Residential buildings, including small-scale multifamily buildings without commercial, should not exceed a maximum height of two and one half stories.
	Lot Size	Lots on the periphery of developments should be sized to be consistent with the existing lots of adjacent neighborhoods. Single-family lots with dwellings having attached garages that face the front, side, or rear should have a minimum width of 65 feet and a minimum lot size of 6,500 square feet. Single-family lots with dwellings having no garage or an alley-loaded garage have no lot width minimum.

VILLAGE GREEN

SITE DESIGN	Landscape	New development should preserve natural open spaces at a minimum of 70 percent of the overall site designed around natural features such as hillsides and hilltops, riparian corridors, meadows, agricultural lands, scenic viewsheds, wooded areas, and tree rows; however, up to ten percent of the site could be integrated into the developed areas as described in the Amenities section below. Open space and natural features should be identified first so that the development co-mingles with the landscape. Open space should be provided in large tracts, connected across the site, and laid out in a manner so that adjacent development open space can become connected to form a contiguous protected network of green space. Greenways and trails should be provided in the open space areas. Historic site features such as cemeteries, barns, accessory structures and agriculturally related features should be preserved in their locations and context with careful site design around them to preserve the character of Franklin. Common design elements, such as fieldstone walls and wood plank fencing, should be preserved and used along major thoroughfares to reflect Franklin's community identity.
	Amenities	While large expanses of natural areas will contribute to the character of the development and provide passive recreation opportunities, open space amenities are also encouraged within the developable portion of the site. Up to ten percent of the site could be courtyards, squares and greens, plazas, pocket parks, and neighborhood amenities as defined by Chapter 11 of the Franklin Zoning Ordinance. Greenways should be provided throughout the natural areas and will be counted as part of the natural area minimum.
	Parking	Parking should be to the side and rear of buildings or on-street.
MOBILITY	Vehicular	Vehicular connections should be provided through adjacent developments, connect to the existing street network, and provide an interconnected sidewalk and street network in a grid or modified grid pattern. Streets and internal drives should be designed for slower speeds to allow for pedestrian safety. If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments.
	Bicycle and Pedestrian	New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. They should connect to other conservation areas, paths, adjacent uses, and streets. These bicycle, pedestrian, and multi-use path connections should be designed and provided per Connect Franklin and the Parks Master Plan.
	Transit	Transit stops should be provided along existing or planned routes.

VILLAGE GREEN

SPECIAL CONSIDERATIONS	Northwest Quadrant of Mack Hatcher Parkway, between Hillsboro Road and New Highway 96 West to the edges of the UGB	New development should be master planned and integrated into the design of the entire area including street connectivity. New development should enhance and improve the street network and align with the outcome of the West Harpeth Study conducted in 2021, per Connect Franklin.
	Institutional Uses	New Institutional uses and the expansion of existing institutions may be appropriate if the location does not adversely impact access, scale, and traffic of the surrounding area. New uses should be located along arterials or collectors and also located at intersections or designed within a master planned development. A Traffic Impact Analysis may be required to assess the transportation impacts of the proposed development. The conversion of dwellings in existing residential neighborhoods for institutional uses is not appropriate.



DEFINITIONS OF LAND USES AND BUILDING FORMS

DEFINITIONS OF LAND USES AND BUILDING FORMS 118

RESIDENTIAL 118

INSTITUTIONAL 120

COMMERCIAL 120

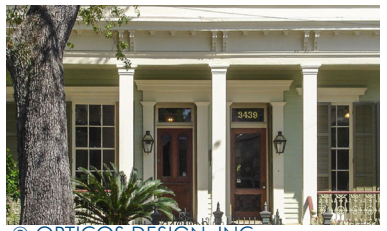
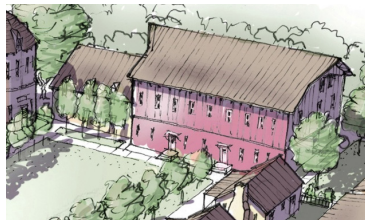
INDUSTRIAL 121



DEFINITIONS OF LAND USES AND BUILDING FORMS

Each design concept identifies appropriate land uses. The following are descriptions of the land uses and building forms that are referenced in each design concept.

RESIDENTIAL	Single-Family Residential	A single-family dwelling that is a stand-alone structure on its own lot and intended for occupancy by a single family.	
	Cottage	A single-family dwelling that is typically associated with cottage court developments; generally one story or one-and-one-half stories, with simple architectural features, often with a hipped or low-pitched gabled roof and window dormers.	
	Accessory Dwelling	A detached, self-contained, small dwelling located on the same lot as a larger, principal, single-family dwelling. The Accessory Dwelling may be a stand-alone structure or located above a detached garage.	
	Continuum of Care	A combination of housing, healthcare, personalized assistance, and supportive services designed to respond to the individual needs of those who need help with activities of daily living.	

RESIDENTIAL	Duplex	A building containing two dwelling units, which may be side-by-side, stacked, or front-to-back. They may have separate entrances or a shared common entrance.	 © OPTICOS DESIGN, INC
	Multiplex	A building containing three to four dwelling units that does not exceed two and one-half stories that has the appearance of one house from the street.	 © OPTICOS DESIGN, INC
	Townhouse	A building of three to six dwelling units that are joined side-by-side and separated by shared walls. Each dwelling unit has independent access to the frontage and may have small yards.	
	Farmstead Residential	A type of small-scale multifamily residential building with five to eight dwelling units per building that resembles a rural detached single-family farmhouse, barn, or has agriculturally inspired architectural features that is designed around significant open spaces and viewsheds. This type of housing is best suited for areas where rural character is desired to remain and may either be new construction or adapted reuse of an existing farmstead.	
	Small-Scale Multifamily	A residential building, with a maximum height of two and one-half stories, containing five to twelve individual dwelling units, with the units often stacked one above the other, sharing common walls and/or horizontal floors and ceilings, often called apartments, lofts, condominiums, or stacked flats, and includes both for sale and rent.	
	Multifamily Residential	A residential building containing five or more individual dwelling units, with the units often stacked one above the other, sharing common walls and/or horizontal floors and ceilings, often called apartments, lofts, condominiums, or stacked flats, and includes both for sale and rent. This definition also includes any number of attached dwelling units above ground floor nonresidential use in a commercial/mixed-use building. Some areas are limited to smaller scale buildings and those are described in the Small-Scale Multifamily definition.	

INSTITUTIONAL	Institutional	Land used for civic purposes, such as a cemetery, church, community center, fire station, government office, hospital, library, park, police station, post office, school, or other institution of public and semi-public gathering and to support the common good.	
COMMERCIAL	Live-Work Unit	A single unit consisting of both a nonresidential and a residential component, typically in a townhouse building form.	
	Transitional Office	A low-intensity office use that transitions between a higher-intensity commercial area and surrounding residential neighborhoods and is typically located in a single-family structure that has been converted to an office use or is located in a stand-alone building that has residential architectural features. These uses typically are limited in building size, parking-lot size, and hours of operation.	
	Hotel	A commercial establishment providing temporary sleeping accommodations, meals, and other guest services, but not bed-and-breakfast establishments or rooming houses. Hotels include a high level of guest services and on-site amenities such as pools, restaurants, fitness centers, and similar features. Guest rooms are only accessible from an indoor corridor.	
	Local Commercial	A commercial retail, personal service, or local business use that is generally located in a stand-alone building or in a small commercial center that serves surrounding neighborhoods. Examples include a beauty salon, drug store, daycare center, medical group practice, office suite for individual businesses, restaurant, small clothing store, small grocery store, and commercial recreation.	
	Regional Commercial	Large commercial uses that serve a larger regional market and may include department stores, grocery superstores, large discount stores, large specialty retailers, general retail, professional office, corporate headquarters, research and development, automotive uses, commercial recreation, and restaurants.	

INDUSTRIAL	Light Industry	Assembly, fabrication, processing, research and development, or warehousing of goods and materials using processes that ordinarily do not create fumes, glare, noise, odors, smoke, or health or safety hazards outside of the structure in which the process takes place. Light Industry includes auto-oriented uses, self-storage facilities, breweries, and veterinarians with outdoor kennels. The adaptive re-use of existing light industry structures for the purpose of creating performing arts centers or general event space may be appropriate.	
	Heavy Industry	A use characterized by a manufacturing or compounding process of raw materials that often involves outdoor operations as part of the process.	

IMPLEMENTATION

IMPLEMENTATION 123

UPDATES AND AMENDMENTS 125



IMPLEMENTATION

"...A DELIBERATE PROCESS ACCOMPLISHED THROUGH SOUND DEVELOPMENT DECISIONS, POLICY-BASED DECISIONS, LAND-REGULATION TOOLS, COORDINATION AND PARTNERSHIPS, AND SPECIAL PROJECTS AND STUDIES."

The adoption of this Plan is the first step in the implementation process. It is the product of considerable effort on the part of City elected and appointed officials, the Planning Commission, the Planning and Sustainability Department, community leaders, and involved citizens.

Moving the Plan from its long-term vision to reality is critical. It is a deliberate process accomplished through sound development decisions, policy-based decisions, land-regulation tools, coordination and partnerships, and special projects and studies.

DEVELOPMENT DECISIONS

Effective implementation involves a public-private partnership between developers and the City. It is the responsibility of developers to design development proposals around the tenets of the Plan, while it is the City's responsibility to consider the Plan in each decision and find ways to give life to the vision and maintain its integrity.

As authorized by the Tennessee Code Annotated, the Planning Commission will use the Plan to make decisions and recommendations about the physical development of the City. The Planning and Sustainability Department will provide support by evaluating proposed development and the degree to which it conforms to the Plan. Conformance with the Plan should be determined as follows:

1. Review the Guiding Principles to see if the proposed development or redevelopment actively supports the principles and the vision;
2. Determine the Design Concept that applies to the property using the Design Concepts map;
3. Review the applicable Design Concept section for appropriate land uses, building form (placement, character, height, and lot size), site design (landscape, amenities, access, and parking), and transportation recommendations (vehicular, bicycle and pedestrian, and transit);
4. Check to see if any special considerations apply to the property (located at the end of each Design Concept). If there is a conflict between the special considerations and the general Design Concept, the special considerations should apply; and
5. Determine whether the proposed building forms and uses conform to the Land Uses and Building Forms section.

"ALL OF THESE GUIDING DOCUMENTS ARE INTERCONNECTED AND SHOULD BE USED TO MAKE DECISIONS..."

POLICY-BASED DECISIONS

The Plan should work in coordination with the Connect Franklin, the Parks Master Plan, the Capital Improvements Plan, the Integrated Water Resources Plan, and other City planning documents. All of these guiding documents are interconnected and should be used to make decisions about managing growth, infrastructure investment, planning community amenities, preserving historic and natural resources, and designing development that enhances Franklin's unique identity and character.

LAND REGULATION TOOLS

Effective implementation requires consistency between the Plan and the City's regulatory documents. The Zoning Ordinance, Subdivision Regulations, Street Specifications, and Stormwater Ordinance should be reviewed and updated, as needed, to minimize conflicts and to ensure consistent implementation of the Plan. The Zoning Ordinance is the regulatory tool most associated with land use planning, and its requirements should make it easy for developers to do what the community wants for its future.

COORDINATION AND PARTNERSHIPS

Various planning elements are interconnected between many City initiatives, non-profit-based community projects, private development, and regional plans. The City should assume a leadership role in promoting strong partnerships between city, regional, and state public agencies; community groups and non-profit organizations; the local business community; neighborhoods; and the private sector. The City should conduct outreach and continuing education on the Plan's vision and principles by encouraging developers, builders, and the business community to help implement the Plan.

UPDATES AND AMENDMENTS

"MAJOR PLAN UPDATES SHOULD OCCUR EVERY FIVE YEARS TO GIVE THE CITY AN OPPORTUNITY TO REAFFIRM THE VALIDITY OF THE VISION..."

STATE LAW REQUIREMENTS

State law defines the manner in which the Plan may be adopted or amended. Prior to the adoption of the Plan or any parts of the Plan, the Planning Commission shall hold a public hearing thereon, published in a newspaper at least 30 days prior to the meeting. The adoption of the Plan or any part, amendment, or addition shall be by resolution carried by the affirmative votes of not less than a majority of all the members of the Commission. The resolution shall refer expressly to the maps, descriptive matter and other matters intended by the Planning Commission to form the whole or part of the Plan, and the action taken shall be recorded on the adopted Plan or part thereof and descriptive matter by the identifying signature of the secretary of the Planning Commission (the Planning & Sustainability Department Director), and a copy of the Plan or part thereof shall be certified to the Board of Mayor and Aldermen.

MAJOR UPDATES

Planning is an ongoing process that responds to new information and changing conditions, challenges, and opportunities that may arise. Major Plan updates should occur every five years to give the City an opportunity to reaffirm the validity of the vision, revise the Plan to be relevant to today's world, and draft new strategies for consideration. These updates will be a significant undertaking involving public officials, City staff, citizens, and consultant services as needed. Updates should include an evaluation of areas where the Plan has been successful and where there may be a need for refinement, based on the following:

1. Identification of changing conditions, trends, or new approaches;
2. Evaluation of policies to determine their effectiveness and relevance to current conditions and trends;
3. Necessary adjustments due to changes in State law; and
4. Assessment of Plan amendments and/or any other deviations from the Plan to determine if there is a pattern of emerging changes.

PLAN AMENDMENTS

Amendments to the Plan may be reviewed by the Planning Commission on a quarterly basis. Since the Plan is the City's collective vision, ample opportunity will be provided for citizen input when amendments are proposed.

City-sponsored Plan amendments may include revisions to one or more sections of the Plan. These amendments will generally result from special projects or studies or as a result of changes within the market, infrastructure, a specific issue/policy change, changes in State law, or a substantial change in situation or public sentiment. These amendments may include changes to any portion of the Plan, including the text, maps, or other corrections.

Applicant-requested Plan amendments to accommodate specific developments may be considered only for the design concept map and/or special considerations. The Guiding Principles and Design Concepts are the long-term vision for the future and are not appropriate to be considered for amendment as part of a development request. An applicant requesting a Plan amendment must demonstrate its need and justification, as follows:

1. Significant changes have occurred since the adoption of the Plan and necessitate the proposed amendment;
2. The proposal is consistent with the overall intent of the Plan, its guiding principles, desired land-use patterns, the development suitability analysis, and infill maps as applicable;
3. The design is compatible with the design concept of the surrounding area and does not cause an abrupt change in massing, form, or architecture;
4. The proposal does not adversely affect the health and safety of residents, or damage the natural environment or scenic quality in contradiction to the Plan; and
5. Substantial improvements in the quality of life for City residents will be achieved.

An applicant requesting a Plan amendment must complete the following steps prior to the Planning Commission meeting where the request is to be considered:

1. Meet with Planning and Sustainability Department regarding the intent of the amendment request and demonstrate its need and justification.
2. Conduct a site visit with members of the Departmental Review Team (DRT).
3. Make a pre-application submittal.
4. Conduct a neighborhood meeting where information should be presented regarding the nature of the Plan amendment request and the proposed site design. Notice of the neighborhood meeting should be provided, at a minimum, to property owners within 500 feet of the property by first class mail at least one week prior to the meeting date. A report of comments from the neighbors should be included with the Plan amendment request submittal.
5. Submit a formal Plan amendment request for review by the Planning Commission, as outlined in the FMPC Bylaws and the Franklin Zoning Ordinance.

PROCESS AND OUTREACH

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"THIS PLAN GUIDES PUBLIC POLICY IN A MANNER THAT ENSURES THE CITY OF FRANKLIN CONTINUES TO BE THE COMMUNITY THAT ITS CITIZENS DESIRE IT TO BE."

OVERVIEW OF PROCESS

The vision, elements, and policies of the Plan are rooted in the information that was initially gathered through the following practices:

- Review, analyze, and understand the history of growth, existing conditions, and recent trends in land-use and development decisions.
- Conduct a development suitability analysis to highlight optimal locations for new and infill development and to identify areas with considerable constraints.
- Engage the public in an effort to produce a collective vision and identify key issues with new and future development.

EVALUATION OF EXISTING CONDITIONS AND TRENDS

The plan update involved reviewing and understanding the existing land-use conditions and how they have changed over time. The growth history and trends were assessed by referencing previous Franklin Development Reports, recent development requests and approvals, and analyzing population and employment projections. Other existing conditions, including the 100-year floodplain, steep slopes, utility expansion, and transportation improvements, were reviewed to determine the impact of physical growth and potential changes in land use. Existing policies were evaluated to determine their effectiveness and relevance to current trends, and past plan amendments were assessed to determine patterns of change. The information from this evaluation of existing conditions and trends can be found in Appendix A.

DEVELOPMENT SUITABILITY ANALYSIS

The second phase of the Plan involved updating the development suitability analysis to aid the Board of Mayor and Aldermen, Planning Commission, and the City staff in making decisions regarding future growth. This analysis tool demonstrates how suitable land is for development based on a number of factor and development constraints including hilltops, hillsides, rivers, water resources, floodplain, and riparian buffers and proximity to City sewer, primary and secondary thoroughfares, employment and commercial centers, and fire stations. The higher the number of constraints, the less appropriate the land is to handle development. The suitability maps directly influenced the Design Concept Map and may be found in Appendix B.

COMMUNITY ENGAGEMENT 2014-2017

Public engagement is the cornerstone of successful planning and the City engaged a wide range of stakeholders and community members over the course of two years. The City worked with consultant, Rundell Ernstberger and Associates to revamp the Land Use Plan which was adopted by the FMPC on January 26, 2017. Listed below are the highlights from the public outreach campaign.

STAKEHOLDER INTERVIEWS

One-on-one interviews were conducted with the Mayor, Aldermen, and Planning Commissioners to gather information on land use, growth, development preferences, infrastructure expansion, and transportation.

PUBLIC WORKSHOP SERIES

A three-night series of public workshops was held May 4-6, 2015, to discuss current land-use, development, and design issues and to identify objectives for future growth and development. The findings from the workshop series influenced the direction and shape of the Plan's vision, guiding principles, and design concepts.

INFILL WORKING GROUP

Individuals from the Planning Commission, the Board of Mayor and Aldermen, the Historic Zoning Commission, the Sustainability Commission, and the design community participated on an Infill Working Group. Their recommendations for land use and site design directly influenced the Design Concept Map and some special considerations regarding infill development.

HEIGHT OVERLAY STUDY

The City conducted a height overlay study that analyzed maximum building heights throughout the community. The resulting policy directed higher intensity uses toward the interstate, while maintaining the pedestrian scale throughout the remainder of the city.

SOCIAL MEDIA

As the draft Plan was developed, Facebook was used to solicit input regarding specific development and design recommendations. Using Facebook as a public participation outlet, approximately 45,000 people and businesses were reached. Citizens who do not typically attend or voice opinions at traditional public meetings were able to provide input on planning issues at various times during the development of the Plan.

PUBLIC DRAFT RELEASE

In September 2016, the City held two public open houses to present the initial draft Plan. More than 200 attendees walked through the stations and interacted with city staff and the consultant. Over 80 comment cards were received, covering a range of input and feedback. In addition to the open houses, city staff gave presentations at FrankTalks, Downtown Franklin Association, Franklin Tomorrow Board of Directors, Chamber Real Estate Round Table, Design Professionals Meeting, Franklin Rotary Breakfast Meeting, and held booths at the October 2016 Franklin Tomorrow Breakfast with the Mayors and the Williamson Inc. Chamber Luncheon.



COMMUNITY ENGAGEMENT 2022-2023

Five years after the adoption of Envision Franklin, the City began a major update of the Plan. This included re-affirming the vision and guiding principles, as well as refining the design concepts as our community grows and changes. The City engaged a wide range of stakeholders and community members over the course of two years. The City worked with consultant, Rundell Ernstberger and Associates to update Envision Franklin. Listed below are the highlights from the public outreach campaign.

STAKEHOLDER INTERVIEWS

One-on-one interviews were conducted with the Mayor, Aldermen, and Planning Commissioners to gather information on land use, growth, development preferences, infrastructure expansion, and transportation. From the interviews, twelve main themes emerged and were used to guide discussion at the February Special Joint Workshop with FMPC and BOMA. Those twelve themes were the Factory District, the Fifth Avenue and Hillsboro Road area, the future of West Harpeth along Del Rio Pike and Mack Hatcher Pkwy, the Conservation Subdivision, Columbia Ave between Downs Blvd and Mack Hatcher Pkwy, Industrial areas of importance, a vision for Mayes Creek, further refinement of the Regional Commerce Design Concept, Transfer of Development Rights, Serenbe, Georgia as a model city, providing flexibility in the Design/Review process for projects, and parking location.

PUBLIC ENGAGEMENT

On February 16, 2023, the first of two community workshops was held at the Factory at Franklin to identify preferences for uses, placemaking, design, and streetscape for area around the Factory as well as the boundary for a potential new Factory District.

A series of meetings were held on March 22, 2023 in the afternoon and evening to collect feedback specifically on key planning considerations facing Franklin, the vision statement, Guiding Principles, Character and Placemaking, Housing, Conservation subdivisions, Growth Areas, and Regional Commerce. There was overwhelmingly support for the current key planning considerations, vision, and guiding principles with suggestions to strengthen them. A major theme across all the other areas of discussion was preserving green space and the rural character of Franklin.

An online meeting was also held on April 13, 2023 hosted by the housing consultant, Deborah Myerson, to inform and answer questions about housing trends across the country and special to Franklin. The online format allowed for more people to participate who may have been uncomfortable or unable to come to in person meetings, as well as allowed for a recording of the full event to be captured and put online for view at any time. The consultant also took the time to write an answer every question asked in



COMMUNITY ENGAGEMENT 2022-2023

the online chat feature which was also posted to the Envision Franklin Update webpage.

A second community open house was held on June 26, 2023 at the Factory at Franklin to receive feedback on the draft Factory District Design Concept.

The Public Draft was released on September 7, 2023 and available to view on the project webpage. On September 19, 2023, the City held two community open house meetings at City Hall to share information about the Public Draft. Approximately 180 citizens attended the two meetings and 25 comment cards were collected with varying topics and opinions.

After the release of the Public Draft, the staff had individual meetings with some of the FMPC and BOMA members to discuss aspects of the Plan in more detail.

HOUSING ANALYSIS

During the Comprehensive Update of Envision Franklin, housing was identified as a key planning consideration and a housing analysis was conducted to better understand issues affecting supply, affordability, trends in the market, and the regulatory framework, while also gaining perspectives from local industry professionals. The City has long been interested in encouraging affordable, workforce, and moderately-priced housing and the City's Housing Commission was established to help raise awareness of potential opportunities and partnerships and to advise the Board of Mayor and Aldermen. Recommendations from the analysis were integrated into the Plan.

BOMA & FMPC JOINT CONCEPTUAL WORKSHOPS

Presentations at nine regularly scheduled Joint Conceptual Workshops were made to keep the BOMA, FMPC, and the public informed of public outreach results and to receive guidance on specific topics.

On February 17, 2023 and June 12, 2023, the BOMA and FMPC participated in half-day Special Joint Workshops. The February workshop was focused on recapping the one-on-one interviews with each of the BOMA and FMPC members, identifying key issues by ward, discussing housing strategies, conservation subdivision and floodplain, and the Mayes Creek Basin. This input directly contributed to the creation of new conservation-based design concepts, all of which provide for balanced development and open space preservation in key areas. The June workshop was focused on the Factory District Design Concept Draft recommendations and streetscape enhancements, housing strategies, the new draft Conservation Subdivision Design Concept, and a discussion on Transfer of Development Rights.









COMMUNITY ENGAGEMENT 2022-2023

COMMUNITY SURVEY

As the draft Plan was developed, Facebook, NextDoor, and the email distribution list were used to solicit input via an online survey regarding specific language for the vision, key planning issues, housing strategy, and guiding principles. Citizens who do not typically attend or voice opinions at traditional public meetings were able to provide input on planning issues at various times during the drafting of the Plan. There were over 1,000 responses and every one of the over 2,000 open ended responses were carefully categorized to guide revisions to Envision Franklin.

The responses echoed the results of the community feedback received at the March meetings, and confirmed that the vision, guiding principles, and key planning considerations were still representative of Franklin today. However, this survey also revealed that more than half of respondents who were asked whether new housing developments are offering enough variety said they were not and almost 300 comments specifically mentioned a concern over housing affordability. This prompted the addition of new language in the guiding principles and key planning considerations to address those concerns.

SOCIAL MEDIA

Facebook and NextDoor were two major outlets for how public meetings and opportunities to get involved were advertised. News about the Envision Franklin Update was shared from City accounts over 20 times in 2022 and 2023. Other stakeholder groups such as Franklin Tomorrow, Bike Walk Franklin, and Friends of Franklin Park also shared posts regarding Envision Franklin, furthering outreach.





2022 - 2023 OUTREACH SCHEDULE

- Dec 2022: Interviews with FMPC/BOMA
- Jan 5, 2023: Housing Commission Meeting
- Jan 11th: Meeting with Hard Bargain Association
- Feb 1st: Design Professionals Meeting
- Feb 8th: Development Services Advisory Commission Meeting
- Feb 16th: Factory District Community Workshop
- Feb 17th: Special JCW BOMA/FMPC
- March 10th: Sustainability Commission Meeting
- March 22nd: Community Meeting at Columbia State
- April 4th: Booth at Outlook Williamson
- April 13th: Future of Housing in Franklin Virtual Meeting
- April 25th: Booth at Breakfast with the Mayor
- May 3rd: Design Professionals Meeting
- May 24th: Booth at State of the City
- June 12th: Special JCW BOMA/FMPC
- June 26th: Factory District Community Open House
- September 7th: Public Draft and Housing Analysis Release
- September 19th: Community Open Houses
- October 5th: Housing Commission

COMMUNITY ENGAGEMENT 2022-2023

WILLIAMSON COUNTY GROWTH PLAN UPDATE

Williamson County's Growth Plan, which was developed pursuant to the requirements of Public Chapter 1101, was adopted in April of 2001. The Growth Plan established Urban Growth Boundaries (UGBs) around each of the six municipalities, as well as four Planned Growth Areas within the County. These growth boundaries had not been altered since their adoption in 2001. Early in 2021, the City of Franklin, along with Williamson County, Brentwood, Fairview, Nolensville, Spring Hill, and Thompson's Station began working collaboratively to update the Williamson County Growth Plan.

Throughout the summer of 2021, an interdepartmental team of City staff began meeting weekly to analyze the Franklin UGB by drainage basins. During these meetings, City of Franklin staff discussed infrastructure availability, extensions and needs, and costs associated with providing public services to territory within the UGB and for the territory proposed to be added. Environmental features such as floodplains, steep slopes, and agricultural lands that wish to remain working farms were all considered during the discussions and analysis. Development suitability, the cost to extend municipal services, population projections, and the study of necessary land uses to accommodate managed and strategic growth all factored into the preliminary staff recommendations for the updated UGB.

Through a series of community meetings and a public survey, City of Franklin staff engaged the citizens to raise awareness of the UGB study and provide feedback on the preliminary recommendations. Several property owners made specific requests to be removed from the UGB, and they were given an opportunity to publicly present their unique circumstances. Based on these presentations and feedback from the elected officials, adjustments to the boundary were made accordingly. In total, the staff engaged the Franklin Board of Mayor and Aldermen at six different public work session meetings throughout the fall of 2021 and the spring of 2022 for their input and guidance. Additionally, the staff engaged the Franklin Municipal Planning Commission and Franklin Board of Mayor and Aldermen and two public joint workshops during the fall of 2021.

Due to continued growth and development along the I-65 corridor, the City proposed an expansion of the UGB south of Long Lane and east of I-65. Through the referendum process, the City has annexed over 800 acres outside of the UGB in this area, and city services and infrastructure can be extended to support additional growth. A coordinated study of land uses, infrastructure, and the roadway network occurred for the territory recommended to be added. The City also proposed a reduction of the UGB north of New Highway 96 West, along US 31 Columbia Pike, and also along Carters Creek Pike and Southall Road. The reductions will help preserve rural character in the areas along Carters Creek Pike and north of New Highway 96 West. Minor adjustments along the fringes of the UGB have been made so the updated boundary follows parcel lines. In total, the City of Franklin added approximately 2,173 acres to the UGB and to removed approximately 2,534 acres, for a net loss of 361 acres.

The official Williamson County Growth Plan adoption process began on June 13, 2023 with the convening of the Coordinating Committee. The City of Franklin held two required public hearings prior to the BOMA approval of Resolution 2023-44 establishing Franklin's proposed UGB to the Coordinating Committee. The Growth Plan Update is still ongoing.



COMMUNITY ENGAGEMENT 2022-2023

GOOSE CREEK COORDINATED STUDY

Since 2019, the City has annexed approximately 850 acres by referendum outside of the Urban Growth Boundary (UGB). These parcels are all located south of Long Lane and east of I-65 within the Goose Creek Basin. Due to the proximity of I-65, the ongoing buildout of Berry Farms, and the ability to extend gravity sewer infrastructure, the area was identified as a short-term annexation capability. Yet, development challenges remain such as the need to improve the roadway infrastructure, upgrade water lines, increase water capacity, and grow in an orderly manner.

In 2021, the City issued a Request for Qualifications and hired a team of consultants comprised of Rundell Ernstberger Associates, CDM Smith, and Tischler Bise to complete the Goose Creek Coordinated Study of Land Use, Infrastructure, and the Roadway Network. The study area included the remainder of the Goose Creek Basin which was included in the updated UGB proposal.

The study was multifaceted and underpinned by significant community outreach. It included a market analysis, a fiscal efficiency of land use analysis, and an infrastructure financing strategy. A Vistro transportation model was built to understand future traffic patterns and limitations based upon future land uses. The initial analysis of the full buildout of currently entitled projects in the study area showed significant queuing at major intersections causing a failed level of service at signals around the Goose Creek Bypass and I-65 interchange. A slope analysis was conducted using two-foot contours to evaluate topographic conditions and help inform the location of the Conservation Design Concept.

Two land use scenarios were created and future traffic impacts were modeled. The "Partial Interstate Scenario" modeled the full buildout of the street network with a partial interchange located south of Ramsey Solutions on Pratt Lane. While it could allow for some peak hour relief at the Goose Creek Bypass and I-65 interchange and allow for some additional density, much work remains at the state and federal levels to advance this concept.

The "Flyover Scenario" modeled a southern flyover connecting the Carothers Parkway extension over I-65 to Lewisburg Pike. No interstate access would be provided. The model showed concerning peak hour delays, even with improvements to the street network, around the Goose Creek Bypass and I-65 interchange. Both of these scenarios were projected to have a significant funding gap between the costs necessary to construct the needed street network and the anticipated impact fees and tax revenues generated by the new development.

A scaled back third scenario was evaluated that took into account the buildout of parcels closest to the Reams-Fleming Tract of Berry Farms and extending south along the Carothers Parkway Extension to Peytonsville Road. The model showed excluded the southern flyover or the partial interchange which yielded concerning peak hour delays along Goose Creek Bypass between Long Lane and Lewisburg Pike.

During the Envision Franklin Update, a fourth land use scenario was presented at the June 22, 2023 Joint Conceptual Workshop which became the basis for the land use policies established for the recently annexed parcels without a design concept designation. Several Special Considerations were proposed and have been integrated. Future development will likely occur first closest to Long Lane and along Peytonsville Road, extending eastward. Development should be limited for the far-reaching parcels of the basin until needed infrastructure improvements can serve these parcels.

It is anticipated that this area will continue to be an active development area for many decades to come, therefore, revisiting land use and transportation policies will be critical as new development occurs. A complete and more detailed project history can be found in the Goose Creek Coordinated Study Technical Memorandum.

KEY PLANNING CONSIDERATIONS

Through the various community engagement opportunities, citizens noted many of the positive attributes of Franklin but also voiced several concerns regarding the current conditions of growth and development. A compilation of the key planning issues identified by the various stakeholders, the public, and the City staff are listed below. Most of these considerations were identified during outreach conducted in 2014-2016 and then reaffirmed during the survey conducted in 2023.

- Protection of Franklin's distinctive identity and character, with central attributes identified as family-friendly, historically distinctive, economically thriving, and education-focused
- Preservation of historic structures, neighborhoods, and established character
- Management of growth and the need to proactively plan for and direct it, rather than reacting to it
- Improvement or extension of infrastructure to direct growth to appropriate areas instead of extending services in multiple directions based on development applications
- Congested major thoroughfares due to over-reliance on arterials from lack of neighborhood connectivity
- Demand for more sidewalks and bicycle facilities
- Evolving transportation needs and desires, including frequent and convenient regional and local transit and on-demand travel options
- High land costs driving pressure for higher density and intensity in new developments
- Desire for mixed-use, infill, and walkable development, districts, and neighborhoods
- Diversity in housing stock to provide options for a variety of ages, incomes, family sizes, and preferences
- As part of the Housing Strategy, drawing attention to the "Missing Middle" housing options and expanding those use types throughout the design concepts
- Housing affordability and more for-sale options
- Desire to protect and maintain existing industrial areas
- Conservation of natural resources, open space, hills, and scenic vistas
- Consider the Harpeth River as a public amenity and increase pedestrian access by expanding the riverwalk, trails, and canoe access points.

MAJOR CHANGES TO ENVISION FRANKLIN

The comprehensive update includes minor and major changes. The planning area includes territory within the UGB.

One of the major updates involved the creation of several new conservation-based design concepts. Significant acreage was previously designated as Conservation Subdivision and guidance was provided that some of these areas needed to be further refined and differentiated. Throughout the public process, citizens made clear the desire for land to remain as open space and for open space preservation to be an important principle as future growth occurs. Housing options and housing affordability have also been key issues raised.

The former Conservation Subdivision Design Concept was transformed into three new design concepts to better reflect the desired future land use for these areas. The new design concepts seek to accomplish open space preservation while also allowing for a mix of housing types. The Rural Reserve Design Concept contemplates large single-family lots with 50% preserved open space. The Neighborhood Green Design Concept provides a mix of housing types with a 60% set aside of open space. The Village Green Design Concept was tailored to maximize open space while allowing for a variety of housing types.

The Factory District is also a new design concept that includes the Factory at Franklin as well as the properties along Liberty Pike, Harpeth Industrial Court, Morningside Drive, and the property due north. The Factory at Franklin is undergoing a major renovation and a new vision has been cast for this district to provide supporting commercial and light industrial uses as well as new residences to make this a one-of-a kind destination that adds distinction to our community.

A Housing Analysis was conducted as part of the update and many recommendations have been incorporated into the plan. A new Guiding Principle that addresses housing has been created to help underscore the importance. Clarity has been provided in the Uses section of each design concept to articulate the recommended future land uses. New residential uses were established including Farmstead Residential and Small-Scale Multifamily to help provide additional housing options at a residential scale. Duplexes are now supported in more design concepts to help meet the community's housing needs. In the Regional Commerce Design Concept, Live-Work Units and Townhouses are now supported in a limited capacity and guidance regarding Multifamily Residential has been provided.

Population projections, economic and demographic data, and the Introduction have all been updated. The Development Suitability Analysis (Appendix B) has been updated and an Annexation Analysis (Appendix C) has also been added to the appendix to help provide guidance on the timing and location of future growth in outlying areas. The Infill Character Map (Appendix D) has been updated to identify Established Areas and Transitional Areas which will help guide development in Central Franklin. The Height Map (Appendix E) was adjusted along Cool Springs Boulevard, Carothers Parkway, General George Patton Drive, McEwen Drive, Billingsly Court, and Long Lane to ensure new development is lower-scale and contextual. Many new photographs have been added to show good examples of site design and architecture.

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APPENDIX A: EXISTING CONDITIONS AND TRENDS

Existing conditions and trends were assessed in the first phase of drafting this Plan. Information contained within this Appendix was gathered in 2022 and 2023. Figures A.1 and A.2 show the 2015 estimated population and employment density, respectively. These figures represent the number of persons per acre for population and the number of jobs per acre for employment by traffic analysis zones (TAZ).

The projections for each TAZ are sourced from the Greater Nashville Regional Council (GNRC). By using TAZs to project population, the GNRC and Franklin can more accurately plan for where transportation improvements may be needed as a result of increased traffic, density, and travel times from within each TAZ. Every TAZ that intersects with the urban growth boundary (UGB) of the city was included in the population and employment projection maps to provide a better overview of the growth occurring both in and around the city. Based on these projections, the city can expect the most employment and population growth to both occur in the Cool Springs and Goose Creek areas. Although these projections provide a geographic perspective of where growth will occur, the GNRC does not provide projections for areas within the Franklin UGB as a whole, therefore the city coordinated with Williamson Inc. to calculate estimates for the 2040 employment projections.

The TAZ projections from the GNRC are based on population and employment estimates from 2017, then projections are provided for every 5 years to 2045. The projection methodology of the GNRC is sourced from Woods & Poole Economics, which uses more than 900 variables to more accurately and comprehensively project population, employment, and the movement of economic activity around the country. The 2022 technical summary for the Woods & Poole Economics projections methodology can be found here: https://www.woodsandpoole.com/wp-content/uploads/2022/06/TECH22-summary.pdf
Williamson County is expecting continued growth, with a focus of developing within the cities and in the County's Planned Growth Areas. According to a Woods and Poole population projection, Williamson County's population will be 315,000 in 2030 and 394,000 in 2040.

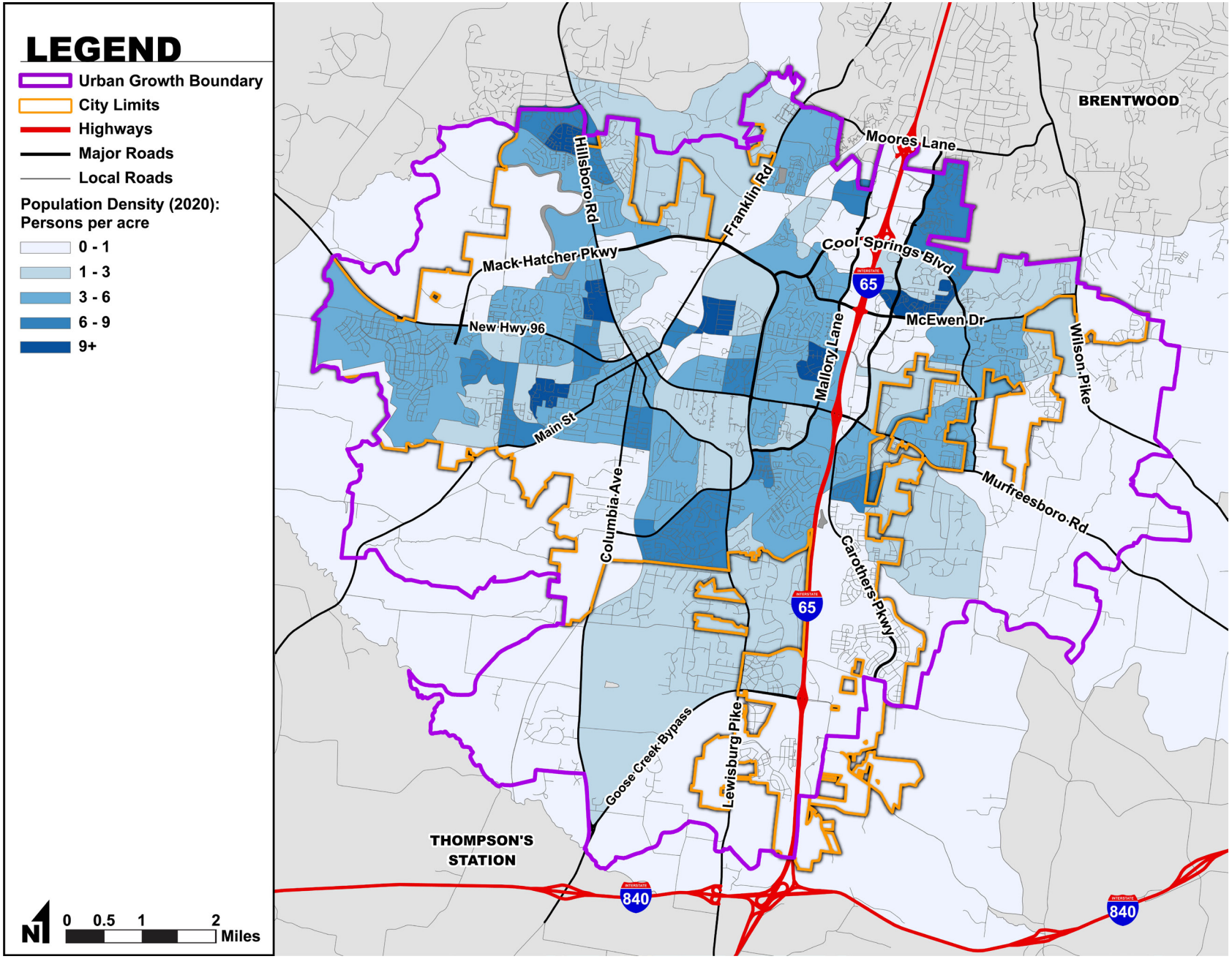
By 2040, it is projected that 133,647 will live in the City of Franklin / Franklin UGB area. This is a 52 percent increase in population from the 2015 estimate of 87,921. Projected employment within the study area for 2040 is 126,667, a 49 percent increase from the 2015 estimate of 84,995 jobs.

In addition to the existing population concentrations, additional residential development is anticipated to the northwest, between Hillsboro Road and State Route 96, around the Goose Creek interchange, in the Cool Springs area, and east of Interstate 65 along the Murfreesboro Road corridor. Figure A.4 shows the 2040 projected population density.

Employment growth is primarily expected to occur in established commercial areas, specifically the Cool Springs area, along Carothers Parkway. A new employment concentration is being developed around the Goose Creek interchange. Additionally, Downtown Franklin will also continue as an employment center. The 2040 projected employment density is shown in Figure A.5.

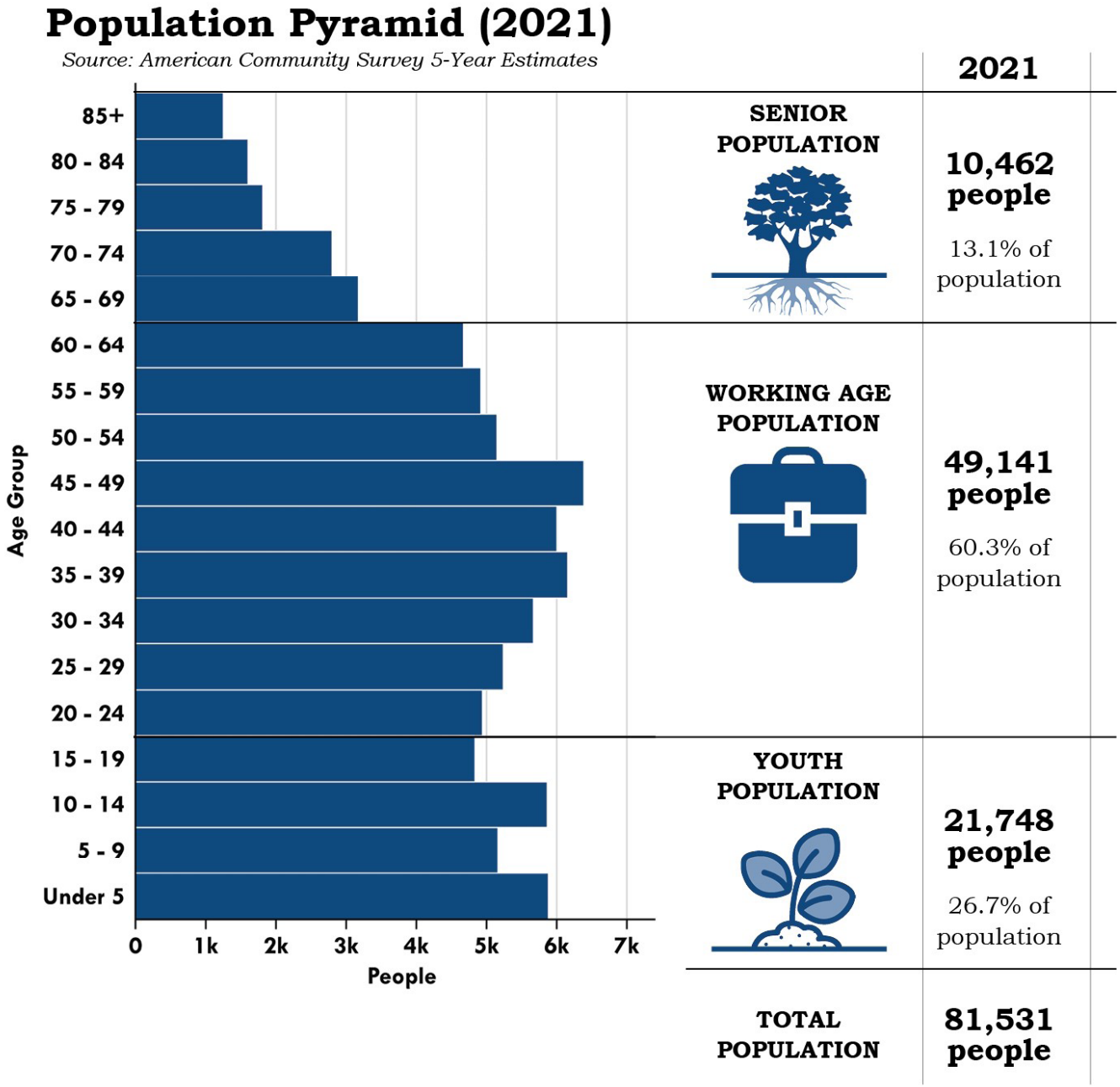
APPENDIX A: EXISTING CONDITIONS AND TRENDS

FIGURE A.1: 2020 POPULATION DENSITY



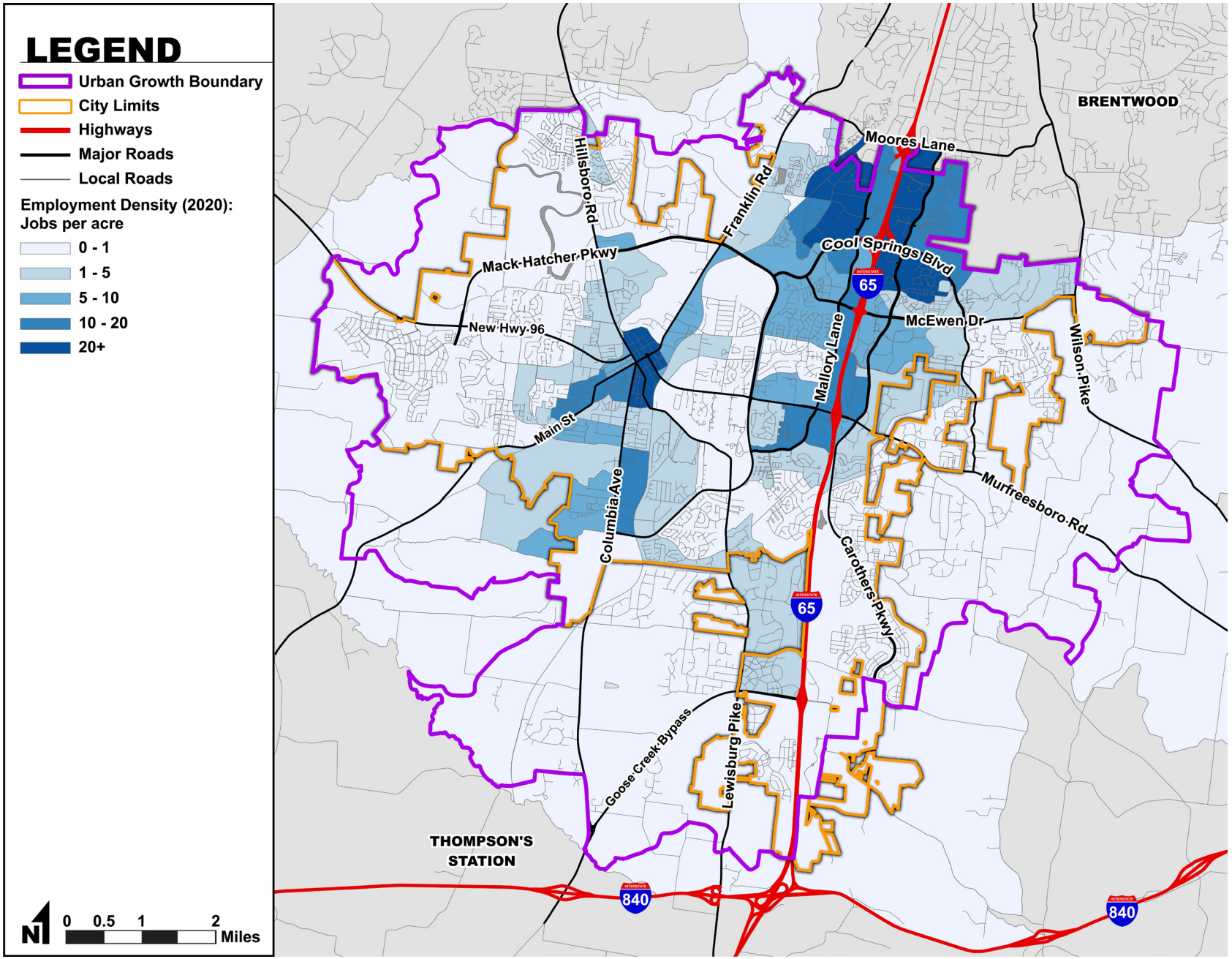
Source: U.S. Census

FIGURE A.2: 2021 POPULATION PYRAMID



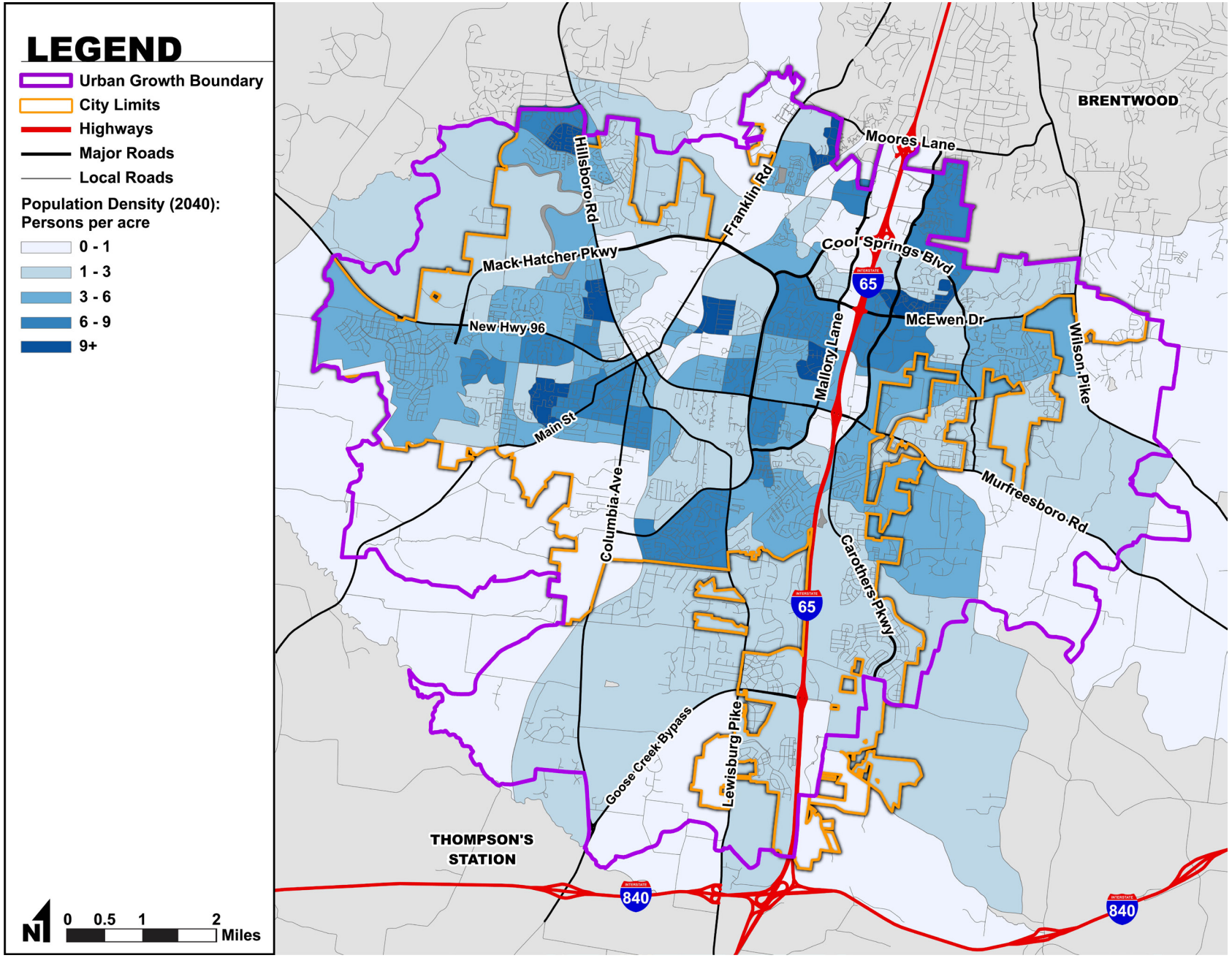
APPENDIX A: EXISTING CONDITIONS AND TRENDS

FIGURE A.3: 2020 EMPLOYMENT DENSITY



Source: U.S. Census

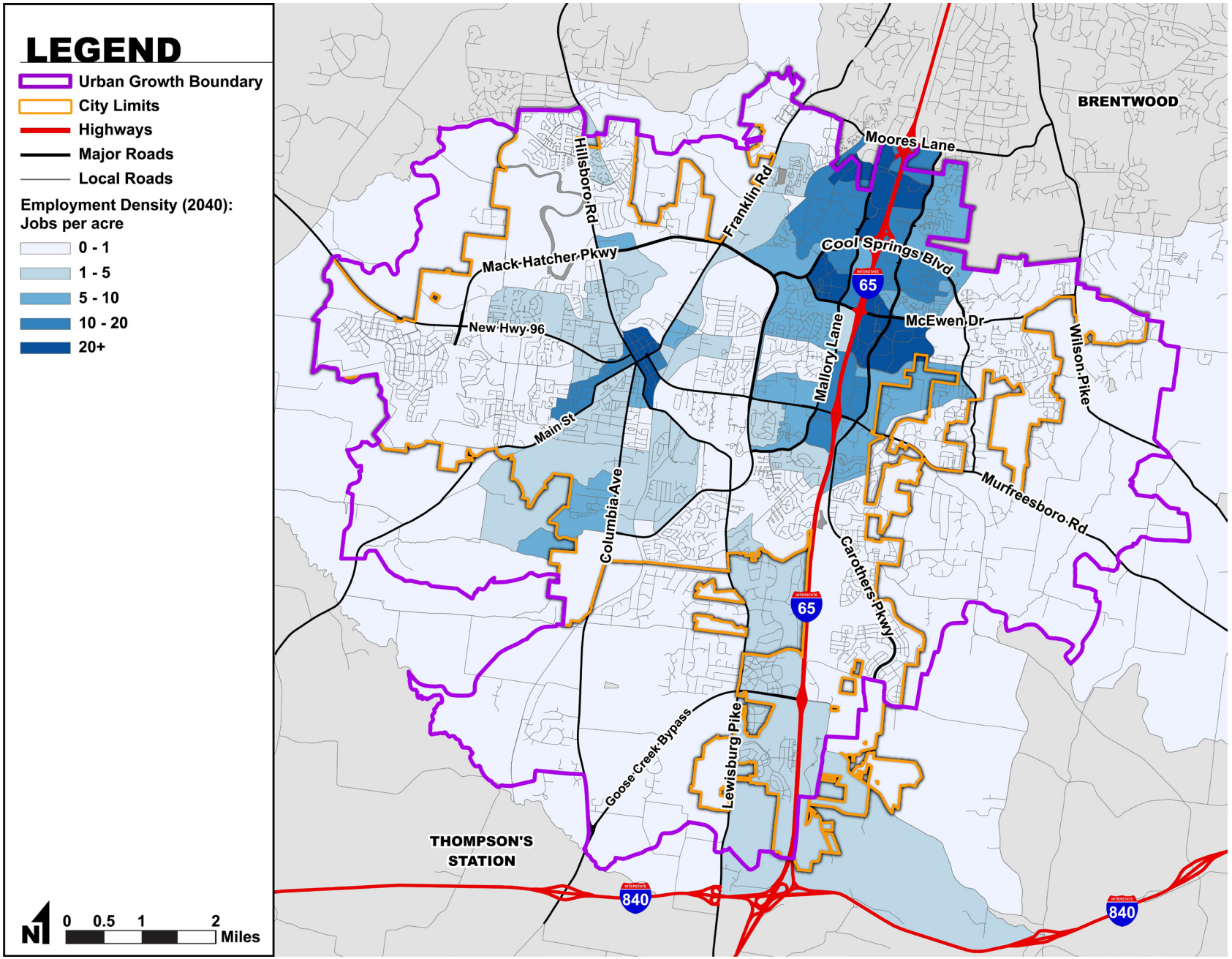
FIGURE A.4: 2040 POPULATION DENSITY



Source: U.S. Census

APPENDIX A: EXISTING CONDITIONS AND TRENDS

FIGURE A.5: 2040 EMPLOYMENT DENSITY



Source: U.S. Census

FIGURE A.6: COMMUNITY CHARACTERISTICS

Commuting Characteristics*

Source: American Community Survey 5-Year Estimates

	MODE	2010	2021
	Walked to work	0.6%	0.9%
	Biked to work	0.1%	0.0%
	Drove alone	78.0%	71.7%
	Carpooled	12.4%	5.2%
	Worked from home	7.0%	20.7%

WORKPLACE	2010	2021
Worked in Franklin	46.4%	57.1%
Worked outside Franklin	53.6%	42.9%
Worked in Williamson County	60.6%	71.9%
Worked outside Williamson County	36.4%	26.7%
Average commute time (minutes)	23.4	24.7

*Data shows characteristics of Franklin residents ONLY.

APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

The land suitability analysis was performed using the CommunityViz software plugin for ArcGIS and data sets provided by the City of Franklin. Relative suitability was calculated for 11 individual suitability factors. These factors were then weighted to calculate an overall suitability score for each parcel in the City of Franklin Urban Growth Boundary. Suitability scores are calculated as a number between 0 and 100 with higher scores representing greater development suitability. The suitability scores are relative, and it is important to keep in mind that parcels with low suitability scores may not or should not be considered totally undevelopable. It may be that a large portion of the site is undevelopable but not the whole site. Also, as utility infrastructure is extended and roadways are constructed or improved, development suitability may change.

SUITABILITY FACTORS

The nine suitability factors used in the analysis are:

FACTOR	DESCRIPTION
Floodway and Floodplain	Special Flood Hazard Areas defined as the area to be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year (Zones A and AE).
Hillsides and Hilltops	Defined as areas included in the Hillside/Hillcrest Overlay (HHO) District.
Fires Stations	Location of current fire stations as listed on the City of Franklin's official website.
Sewer Service	Existing water and sewer lines as provided by the City of Franklin.
Employment Center	Defined as the McEwen character area.
Commercial Centers	Groups of non-office commercial land use as determined by the "GLU" designation on the "PARCELSLCS" shapefile.
Riparian Buffers	Areas included within a 60-foot buffer on either side of water resources using GIS data from the USGS National Hydrography Dataset.
Primary Thoroughfares	Interstate 65, SR 96/Murfreesboro Road, and Mack Hatcher Parkway
Secondary Thoroughfares	Thoroughfares with access to Interstate 65 (Moores Lane, Cool Springs Blvd., McEwen Drive, Peytonsville Road/Goose Creek Bypass)
Parks	Location of city and county parks as provided by the City of Franklin.
Trails	Location of multi-use paths as provided by the City of Franklin.

FACTOR TYPE

Two types of factors were used in the analysis. The first type is proximity based; the closer the parcel is to the target area for each factor (i.e. commercial center, thoroughfare, fire station), the higher the suitability score. The second type of factor is overlay based. For these factors, the amount of overlap between the parcel and the target area (i.e. floodplain, hillside) is calculated. For example, parcels with higher amounts of overlap with hillsides and hilltops result in lower suitability scores.

APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FACTOR WEIGHTING

Individual suitability factors were weighted to calculate the overall suitability scores. Physical development constraints (i.e. flood prone lands, hillsides and hillcrests, and riparian buffers) were weighted more heavily than the majority of the proximity measures (i.e. proximity to employment centers, primary thoroughfares, and fire stations for example). Proximity to sewer service was also weighted heavily as lack of sewer service significantly impacts the intensity of development that the land can support.

FACTOR	TYPE	WEIGHT
Floodway and Floodplain	Overlap	9.0
Hillsides and Hilltops	Overlap	9.0
Sewer Service	Proximity	7.5
Primary Thoroughfares	Proximity	7.5
Secondary Thoroughfares	Proximity	6.0
Riparian Buffers	Overlap	4.0
Fire Stations	Proximity	2.0
Employment Center	Proximity	1.0
Commercial Centers	Proximity	1.0
Parks	Proximity	1.0
Trails	Proximity	1.0

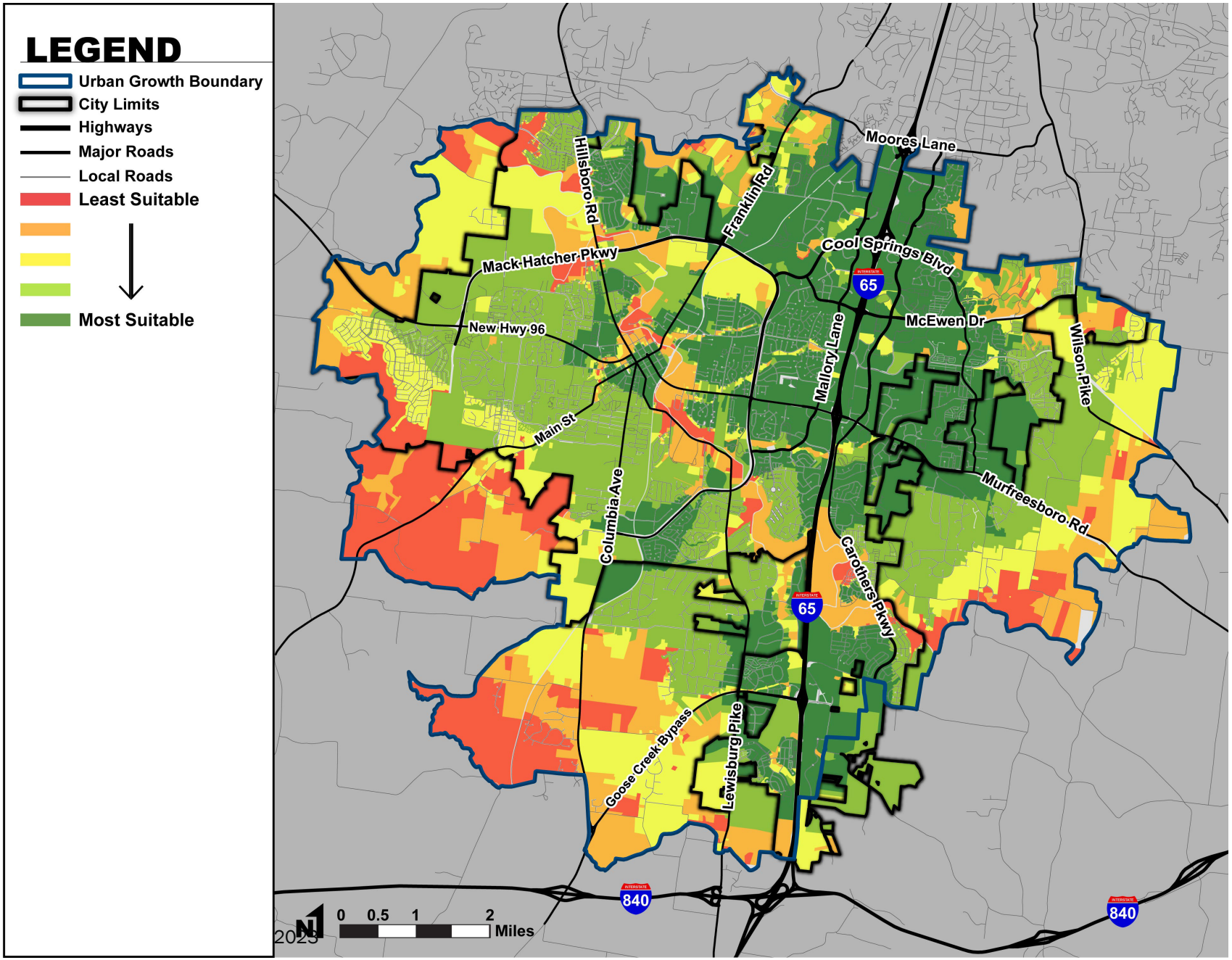
Changes to Suitability Analysis from 2016:

PARKS	WEIGHT
Description	Location of city and county parks as provided by the City of Franklin.
Factor Type	Proximity
Factory Weight	1.0

TRAILS	WEIGHT
Description	Location of multi-use paths as provided by the City of Franklin.
Factor Type	Proximity
Factory Weight	1.0

APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FIGURE B.1: LAND USE SUITABILITY MAP (INCLUDES ALL FACTORS AND REFLECTS FACTOR WEIGHTING)



APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FIGURE B.2: LAND USE SUITABILITY - FLOODWAY AND FLOODPLAIN

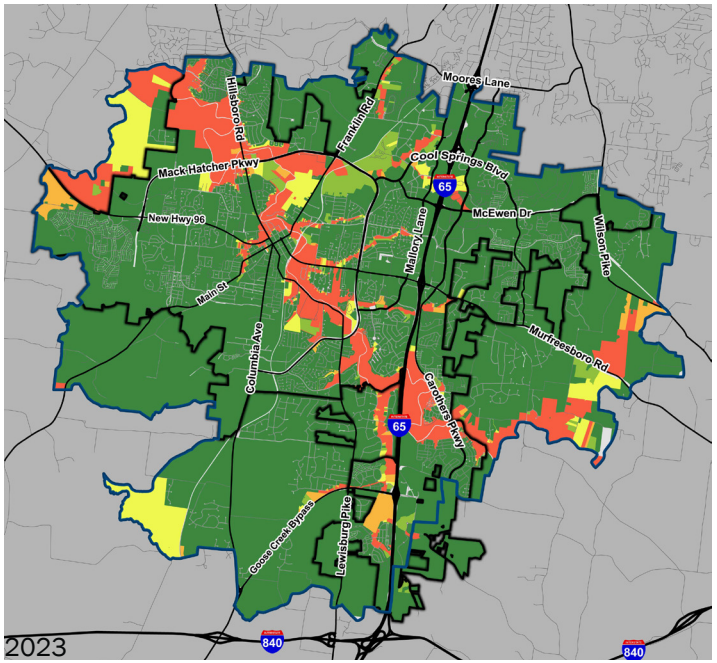


FIGURE B.3: LAND USE SUITABILITY - FIRE STATIONS

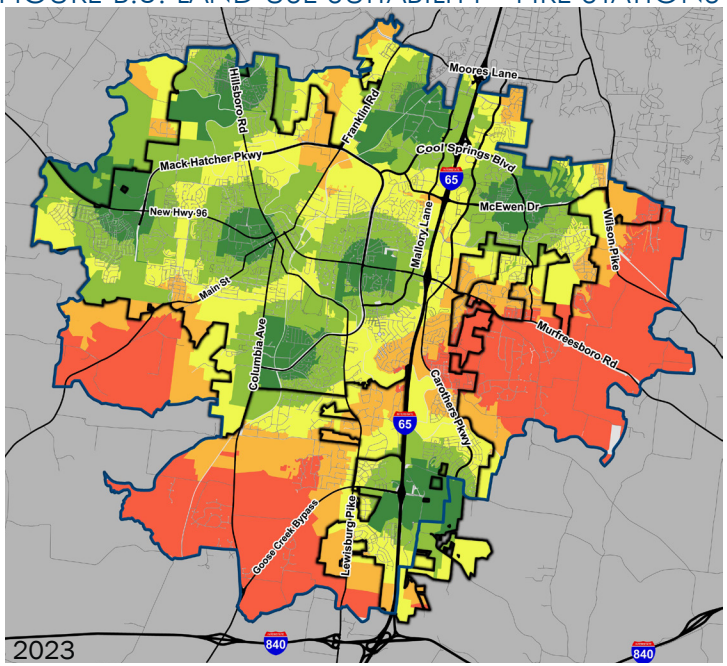


FIGURE B.4: LAND USE SUITABILITY - HILLSIDES AND HILLTOPS

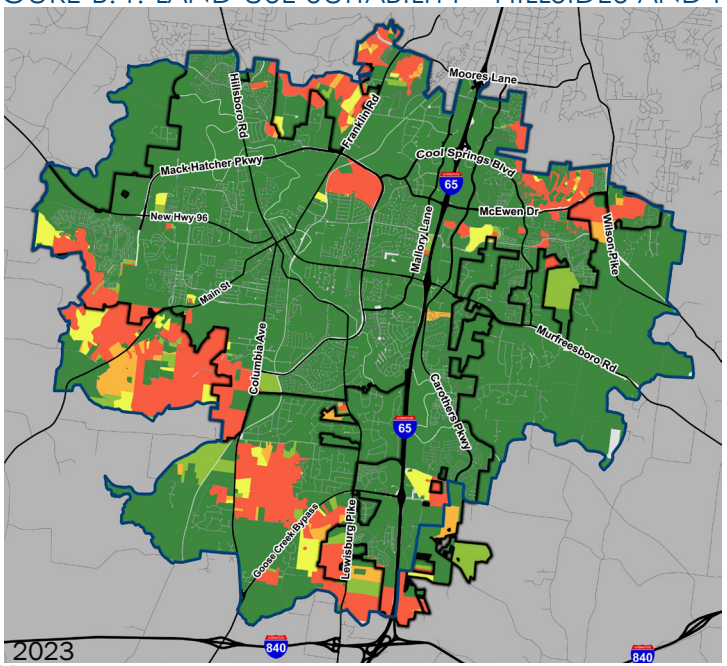
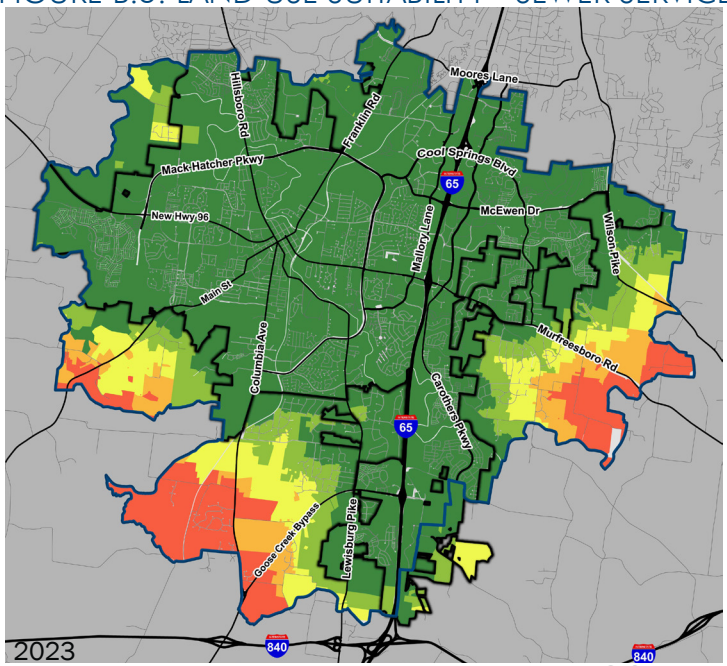


FIGURE B.5: LAND USE SUITABILITY - SEWER SERVICE



APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FIGURE B.6: LAND USE SUITABILITY - EMPLOYMENT CENTERS

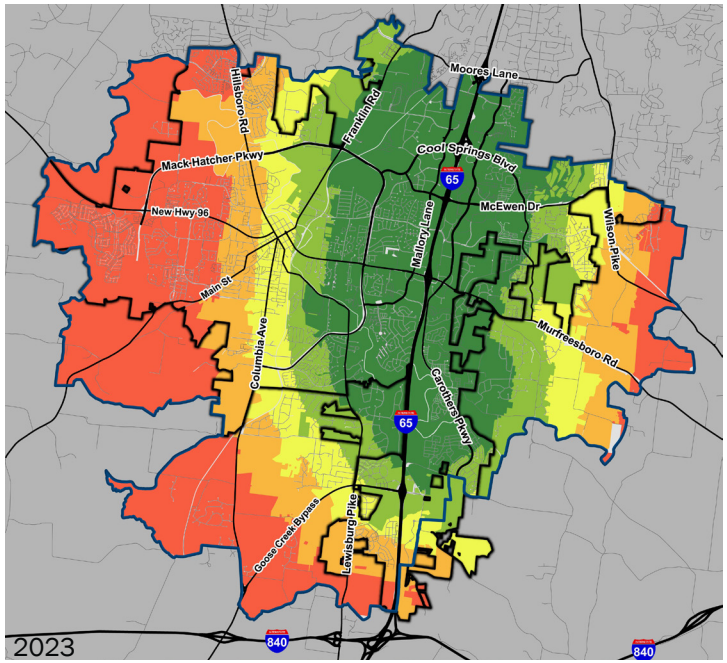


FIGURE B.7: LAND USE SUITABILITY - RIPARIAN BUFFERS

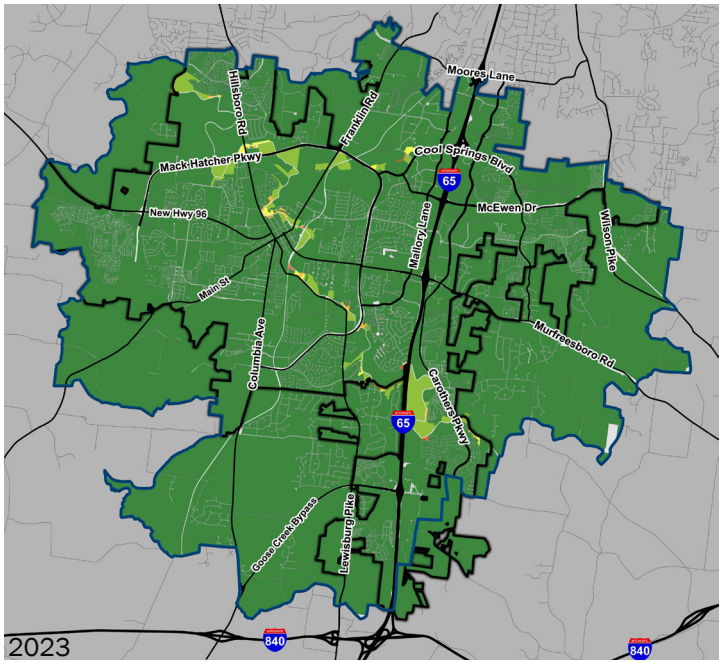


FIGURE B.8: LAND USE SUITABILITY - COMMERCIAL CENTERS

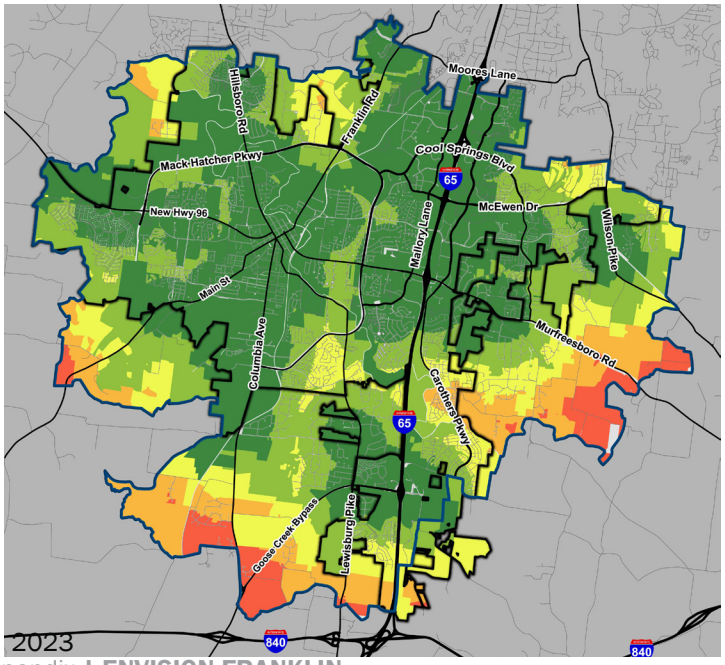
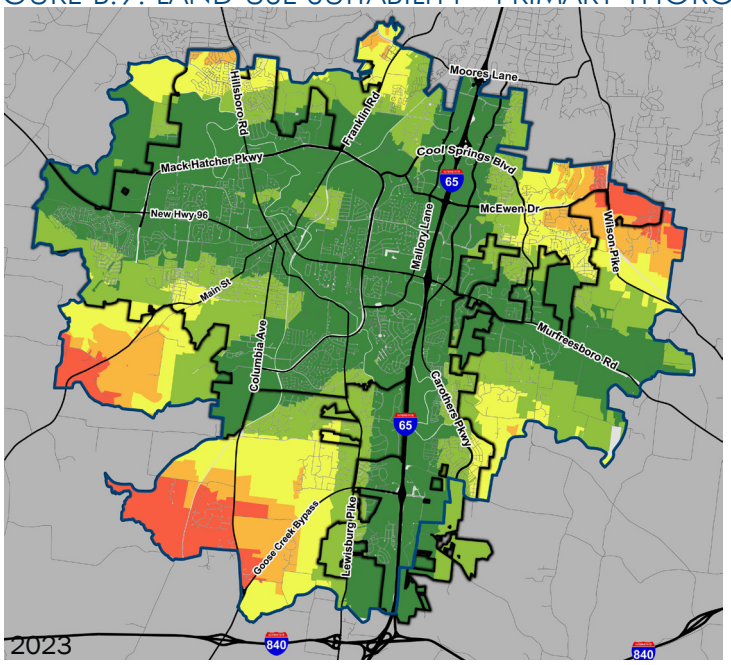


FIGURE B.9: LAND USE SUITABILITY - PRIMARY THOROUGHFARES



APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FIGURE B.10: LAND USE SUITABILITY - SECONDARY THOROUGHFARES

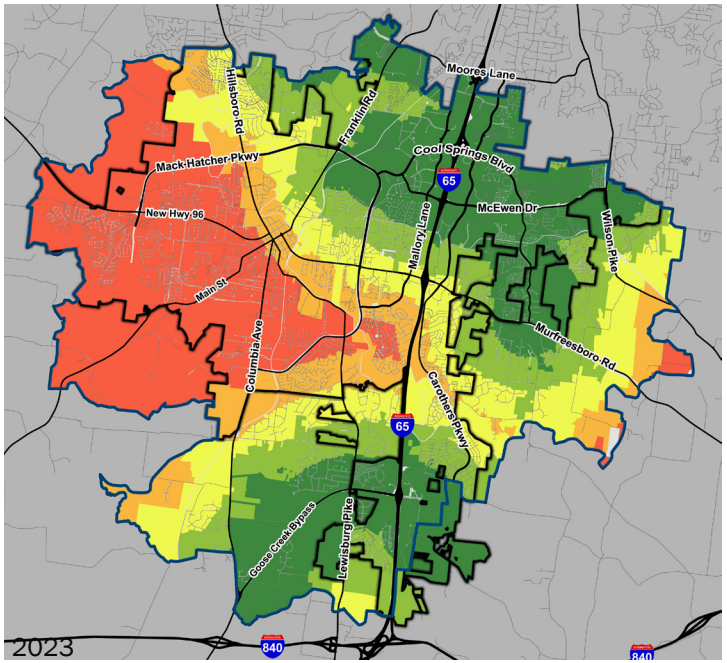


FIGURE B.11: LAND USE SUITABILITY - PARKS

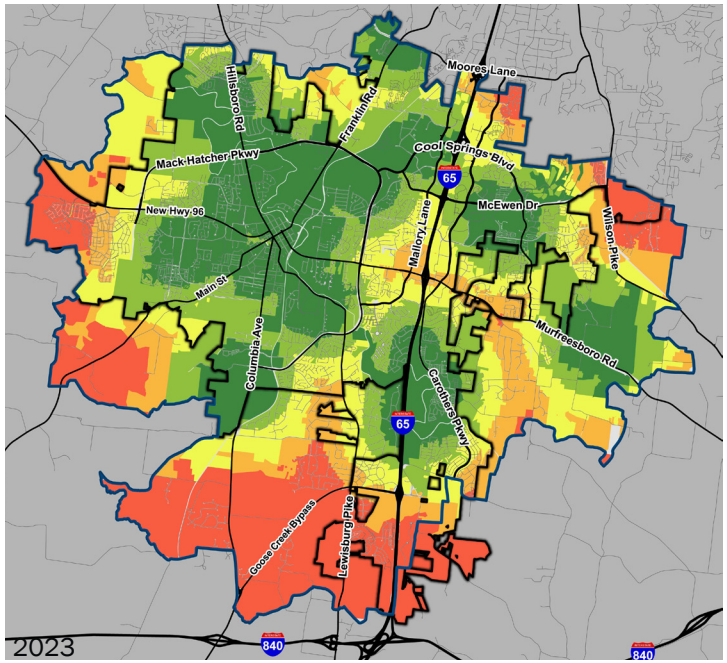
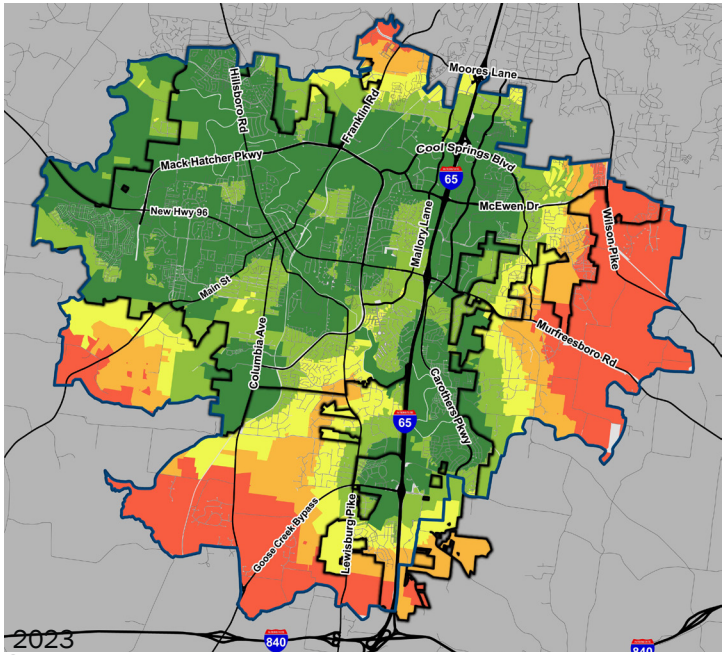


FIGURE B.12: LAND USE SUITABILITY - TRAILS



APPENDIX C: ANNEXATION ANALYSIS

The City of Franklin has grown from approximately two square miles in the 1960s to 44.82 square miles by 2022; since then, the State of Tennessee has amended laws regarding annexation that has changed how the City can grow.

Annexation can only occur when initiated by property owner request, unless done by a referendum vote for a designated area. Additionally, State law allows for the annexation of properties that are noncontiguous to city limits, and for properties outside of a city's Urban Growth Boundary when approved by referendum.

This suitability analysis coincided with the City's analysis of the drainage basins and the ability to serve with infrastructure that was studied to make a recommendation for the Williamson County Growth Plan Update that occurred in 2023. The City viewed basins holistically to determine the feasibility of annexation and extension of services to the basins if they continued to be part of the City's Urban Growth Boundary.

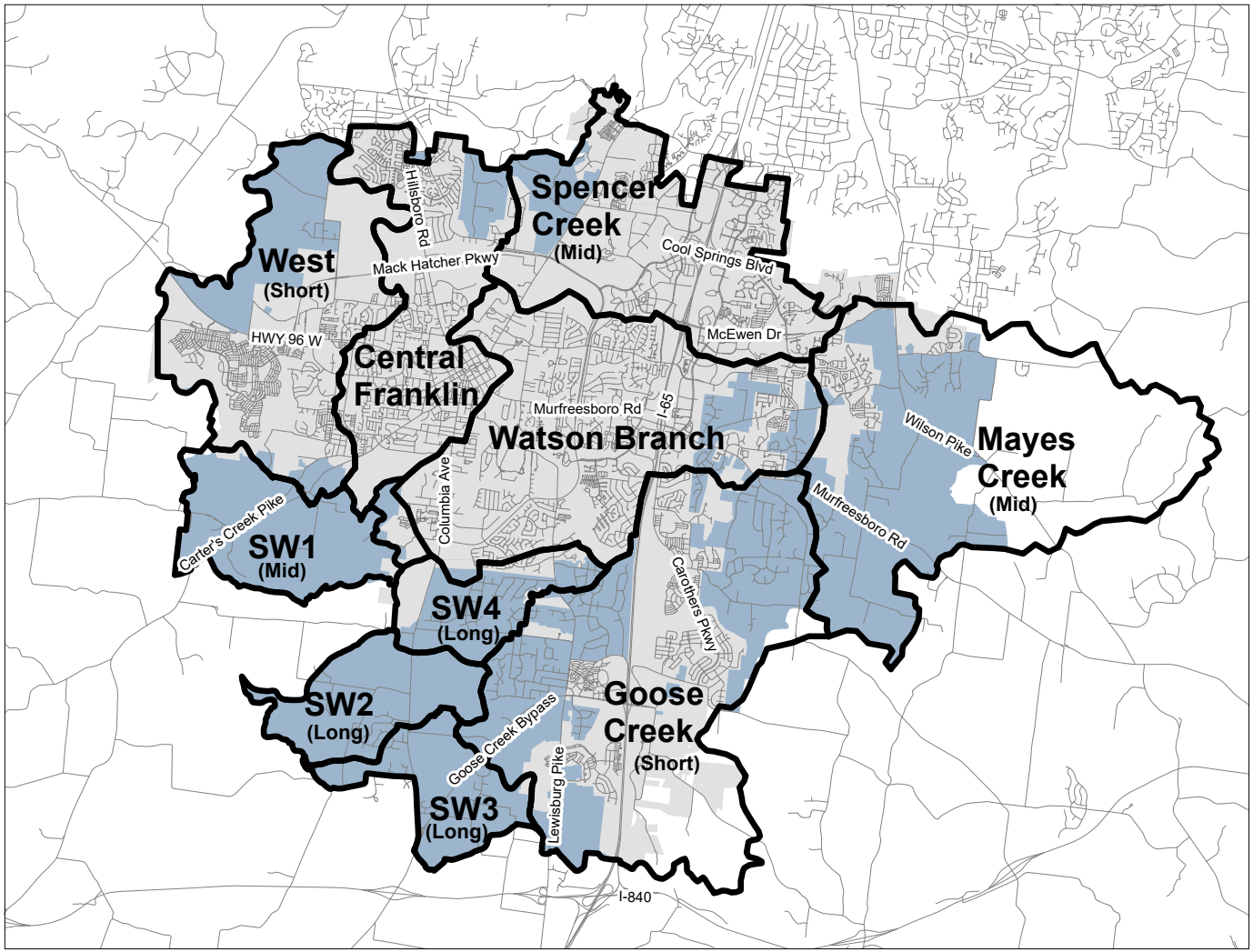
Annexation suitability was assessed as a part of the Envision Franklin comprehensive 5-year update and each drainage basin across the Urban Growth Boundary was reviewed using the following information:

- Total and Developable Acreage
- Future Land Use
- The City's ability to serve with water, sewer, roadway infrastructure, and fire service.
- Cost of investment needed to provide the basin with service.
- The vision for the basin as future development occurs.

The culmination of this information led to the determination of whether the basin has short, mid, or longer-term annexation suitability, where short-term was viewed as a 0-9 years, mid-term of 10-19 years, and longer-term viewed as 20 years. The breakdown of this information, and the suitability assessment for each basin can be viewed in this appendix.

APPENDIX C: ANNEXATION ANALYSIS

FIGURE C.1: FRANKLIN'S DRAINAGE BASINS & ANNEXATION CAPABILITIES



Legend

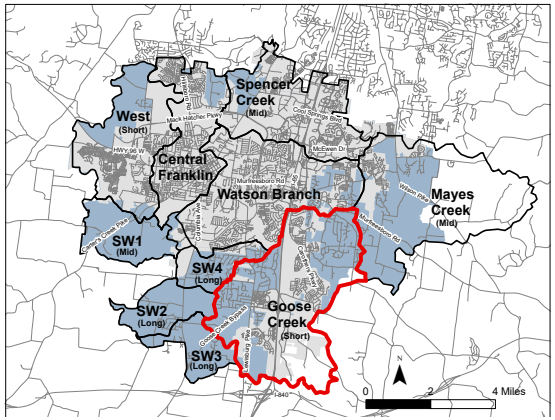
- Drainage Basins
- City Limits
- Current Franklin UGB

0 2 4 Miles

N

APPENDIX C: ANNEXATION ANALYSIS

Goose Creek Basin (Short-Term)



GENERAL INFORMATION

The Goose Creek Basin is located in the southeastern portion of the city extending approximately from Murfreesboro Road on the north, to the end of Pratt Lane on the south, the Snowbird Hollow Road & Goose Creek Bypass intersection on the west, and Arno Road on the east. The basin has 10,372 total acres within the City's Urban Growth Boundary (UGB), approximately 2,400 of which has been deemed developable.

ANNEXATION CAPABILITY

The Goose Creek Basin is the focus of strong development interest, and has been a focal point of annexation between 2019 and 2021, with 815 acres of land outside the UGB being annexed into the City. The continued buildout and approval of projects on the Berry Farms tracts has shown this is a desirable area to live and work, and will continue to be so in the future. Due to these factors, and the availability of sewer infrastructure in the area, the Goose Creek Basin has short-term annexation capabilities. However, the outlying areas of the basin are likely more long-term growth areas due to the timing of future infrastructure improvements to support development.

VISION

The Goose Creek Basin will see increased density along the I-65 corridor with the continued buildout of the Berry Farms developments, with density decreasing gradually towards the edges of the UGB. Significant study has occurred to analyze the vision and future for the Goose Creek Basin; the basin has potential for a range of development intensity depending on additional access available to I-65 and the timing of roadway improvements. The east side of I-65 should provide a mix of residential and commercial uses that serve the local area, with a focus on uses that will not significantly contribute to peak hour delays at the I-65 and Goose Creek interchange. If the southern flyover cannot be constructed, then density and uses in the southern part of the basin will likely be limited to predominantly single-family residential use due to access constraints and anticipated failing queue times at the I-65 and Goose Creek Bypass interchange.

TRANSPORTATION/ACCESS

Major roadway connections are planned to service the area with the extension of Carothers Parkway, Goose Creek Bypass, the widening of Peytonsville Road, and others in the City's Transportation Network Plan, Connect Franklin. These infrastructure investments will likely be driven through development and are not currently funded through the City's Capital Improvement Project (CIP). In addition to the CIP transportation projects, the City has engaged TDOT about the potential for a new partial interchange on I-65 located just north of the I-840 & I-65 interchange. The construction of this partial interchange would support additional development opportunities in the southern portion of the basin, but it is unknown at this time whether this will become a reality.

LAND USE AND GROWTH

The Goose Creek Basin has a combination of land uses throughout that include Regional Commerce, Neighborhood Mixed-Use, Neighborhood Commercial, Rural Reserve, Neighborhood Green, Large-Lot Residential, Mixed Residential, Single-Family Residential, and Conservation. Growth in this basin, will have topographical constraints limiting development potential; hilltops and steep slopes are prevalent throughout the basin especially along the southern boundary. Several creeks flow through the basin into the Harpeth River.

It is anticipated that development will continue to occur starting in the area south of Long Lane and east of the Reams-Fleming Tract, before properties further to the east are able to develop.

APPENDIX C: ANNEXATION ANALYSIS

Goose Creek Basin (Short-Term)

WATER/SEWER AVAILABILITY

Three different water districts serve the Goose Creek Basin. The southern portion of the basin is served by Milcrofton Water District. According to representatives from Milcrofton, additional storage capacity will be needed for the area to provide enough water for future development and distribution lines will need to be upsized. Sewer availability in the basin is heavily dependent on the construction and sizing of the conceptual South wastewater treatment plant that will ultimately be needed to serve the area as it builds out. Gravity sewer will need to be extended further to the southeast in order to integrate and serve the remaining properties of the basin.

FIRE SERVICE

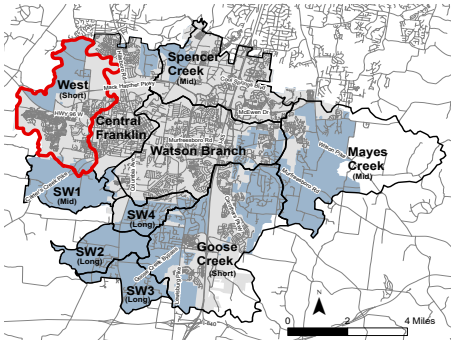
Franklin has recently improved fire service in the area with the construction and opening of Franklin Fire Station #7 near the corner of I-65 and Goose Creek Bypass. This new fire station will reduce service times to the entirety of the basin, especially the southern portion of the basin which has recently been brought into Franklin's UGB.

COST OF INVESTMENT NEEDED

Significant investments will be needed for the southeastern portion of the basin to buildout. According to Connect Franklin, there are several improvements to the existing street network and the construction of new roadways will be needed to accommodate high density development. Notably, the Carothers Parkway Extension, the Goose Creek Bypass Extension, improvements to Peytonsville Road, and a southern east-west connector over I-65 will be needed to support new development. The total cost of infrastructure improvements to serve the unserved portions of the basin with water and sewer will be based upon development and are currently unknown.

APPENDIX C: ANNEXATION ANALYSIS

West Basin (Short-Term)



GENERAL INFORMATION

The West Basin is located in the western portion of the community extending approximately from the Harpeth River as it runs near and along Hillsboro Rd to the western branch of the river. The southern edge of the boundary runs NW/SE from approximately Old Carters Creek Pike along Franklin city limits to the western edge of the Westhaven Subdivision north to the terminus of Fieldstone Parkway. The basin has 773 total acres within the City's Urban Growth Boundary (UGB), approximately 365 of which has been deemed developable.

ANNEXATION CAPABILITY

The West Basin is predominantly within the city limits and includes multiple large tracts. Several parcels located in the upper northwest part of the basin will likely rely on the neighboring larger tracts to develop first prior to annexation. Additionally, a significant portion of the basin requested to be removed from the UGB in the 2023 update and thus removed from consideration and calculations in regards to this basin. While the total supply of developable land is limited in this basin, it is all relatively close to current city limits and are larger undisturbed tracts that have higher development potential. Due to these factors and the availability of infrastructure in the area, the West Basin has short-term annexation capabilities.

VISION

The majority of the basin has already been developed and is within the city limits. Some large tracts remain along Del Rio Pike and the Short Farm has a vision to become an agrihood. New development should be clustered so large tracts of open space can be preserved to maintain the rural character. The portions of the basin that are currently outside of the city and within the UGB will likely develop with primarily single-family residential uses as the City transitions towards Williamson County. Preserving the existing rural character will be important.

TRANSPORTATION/ACCESS

The majority of the street network throughout the West Basin is already existing, as the majority of the basin is within city limits, and the City has already invested the funds to serve the area. Additionally, this area is served by the Mack Hatcher Parkway extension that opened in 2022, as well as New Highway 96 W, both of which are state routes. Multi-use trails have been completed along these state routes. There is no timetable for the expansion of Mack Hatcher Parkway to four-lanes between Hillsboro Road and New Highway 96 W nor for the extension of Mack Hatcher Parkway to Columbia Pike. Improvements to Del Rio Pike and Carlisle Lane will be needed to support additional growth. Old Charlotte Pike and Roy F Alley Court are both part of the Scenic Corridor Overlay and their rural character should be preserved.

LAND USE AND GROWTH

The West Basin has a combination of land uses throughout that includes Mixed-Residential and Neighborhood Mixed-Use in Westhaven; Single-Family Residential, a small portion of Recreation, and the majority of the undeveloped area in the UGB having the Rural Reserve, Neighborhood Green, and Village Green Design Concepts. The southern portion of the basin has topographical constraints which may limit development potential.

WATER/SEWER AVAILABILITY

The City of Franklin Water District and the HB & TS Water District are both water providers in this basin, depending on location of development. Sewer infrastructure is currently available throughout the basin and can be extended to serve future development within the City. Any upgrades or infrastructure needed to serve are currently unknown and will be determined during development approval.

APPENDIX C: ANNEXATION ANALYSIS

West Basin (Short-Term)

FIRE SERVICE

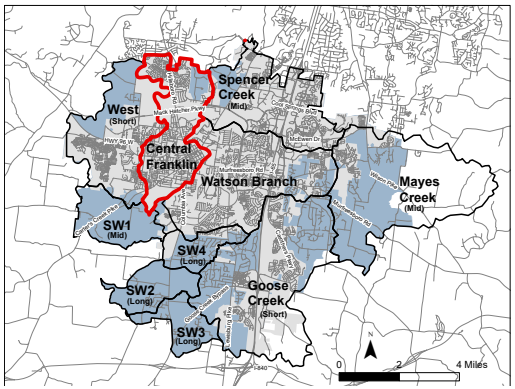
Fire service within the West Basin will be handled by a combination of existing fire stations in Fieldstone Farms and Westhaven, thus no new fire station is required to adequately serve any portion of the basin that is currently unserved.

COST OF INVESTMENT NEEDED

According to Connect Franklin, improvements to Carlisle Lane and Del Rio Pike will be needed to support future growth in the northern part of the basin. Improvements to Carters Creek Pike and Mack Hatcher Parkway are the responsibility of TDOT and are considered to be long-term projects.

APPENDIX C: ANNEXATION ANALYSIS

Central Basin (Completely Within City Limits)



GENERAL INFORMATION

The Central Basin encompasses the City of Franklin's downtown core and stretches north up Hillsboro Rd and includes the Fieldstone Farms and Monticello neighborhoods. The basin has no developable acreage that will not be a redevelopment because most of the basin is already developed and within city limits, and the small portion that resides within Williamson County is already developed with County subdivisions.

ANNEXATION CAPABILITY

The Central Basin is already predominantly within the City and the remaining portion of the basin is developed with Williamson County subdivisions; therefore, there is no potential annexation capability for the basin.

VISION

The Central Basin has been predominantly built out and will likely not see many major changes in the future. The vision for this basin is well defined and no major changes in form or density are expected.

TRANSPORTATION/ACCESS

The street network for this basin is already existing and no new infrastructure projects are planned within the basin.

LAND USE AND GROWTH

The Central Basin contains a large variety of different land use types as the basin stretches from the northern city limits to south of Downtown Franklin. The small portion of the basin that exists outside city limits has a Future Land Use designation of Rural Reserve, which generally matches the existing county subdivisions.

WATER/SEWER AVAILABILITY

The Central Basin is currently served by the City of Franklin Water District and the Mallory Valley Water District on the northern portion of the basin. Any redevelopment located within this basin will need service recalculations based upon use and density, and infrastructure upgrades may be required to serve properly.

No additional sewer is required for this basin, as it is almost entirely within city limits and developed, thus already receiving sewer service. The portion of the basin that is outside the City is currently on septic systems.

FIRE SERVICE

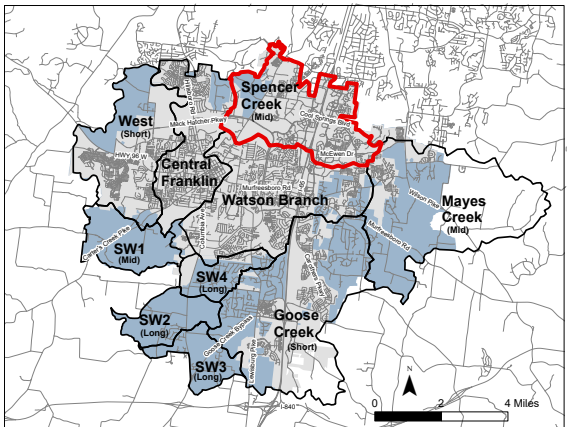
Fire service within the Central Basin will be handled by a combination of existing fire stations, thus no new fire station is required to adequately serve any portion of the basin that is currently unserved.

COST OF INVESTMENT NEEDED

Since this basin captures the oldest parts of Franklin and is entirely within the city limits, no investment is needed due to annexation. There will be continued investment needs for infrastructure maintenance and upgrades over time.

APPENDIX C: ANNEXATION ANALYSIS

Spencer Creek Basin (Mid-Term)



GENERAL INFORMATION

The Spencer Creek Basin is located in the northern portion of the city extending approximately from McEwen Drive on the south, Spencer Creek Road to the west, city limits to the north, and Cool Springs Boulevard on the east. The basin contains 5,927 total acres, most of which is builtout and within the city limits. Approximately 579 acres have not been annexed into the City and are considered developable.

ANNEXATION CAPABILITY

Spencer Creek Basin is predominantly builtout and within the city limits, almost the entirety of the acreage that exists within the UGB is developable acreage due to the large lot nature of the area and can be seen as a potential annexation area with mid-term capabilities.

VISION

Most of the acreage remaining in the UGB is along South Berry's Chapel Road and new development should consist primarily of single-family residential uses and generally strive to maintain the prevailing rural character. The corner of Mack Hatcher Parkway and Franklin Road serves as a major gateway and particular attention should be paid to ensure new development is contextual at this location.

TRANSPORTATION/ACCESS

Most of the Spencer Creek Basin is already within the city limits, however there are many Connect Franklin projects to improve or realign roadways throughout the basin. These projects are generally all mid- to long-term projects within the Plan and thus do not need to be completed in order to serve the areas within the UGB with roadway infrastructure; however, they would improve service to the area.

LAND USE AND GROWTH

There are a wide variety of Future Land Uses within the basin, which includes a large portion of Regional Commerce for the Cool Springs area, as well as Multifamily Residential. The higher density of the land uses in the eastern portion of the basin are currently offset by the southern and western portions being dominated by Recreation, Neighborhood Green, and Large Lot Residential Future Land Uses.

WATER/SEWER AVAILABILITY

The Spencer Creek Basin is served predominantly by the Mallory Valley Water District. Any upgrades needed to properly service any new development will be determined during the development stage or at the appropriate time by the Mallory Valley Water District.

Sewer infrastructure is currently available throughout the basin, and can be extended to serve future development within the City. Any upgrades or infrastructure needed to serve are currently unknown and will be determined during development approval.

FIRE SERVICE

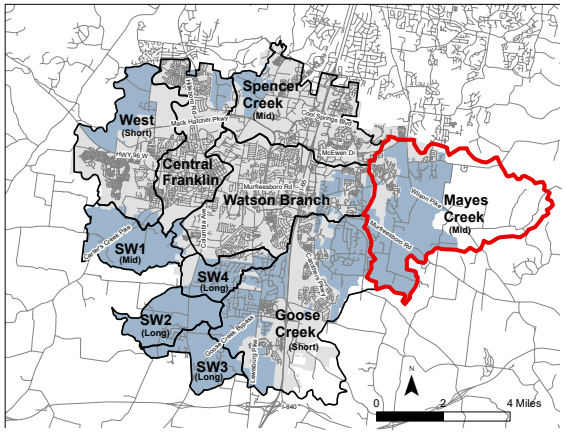
The City of Franklin currently is able to serve this basin with emergency response with the existing fire stations; however due to the increased setbacks in this area, especially along Franklin Road, response time may be increased and hydrant availability may be limited.

COST OF INVESTMENT NEEDED

Minimal investment is needed to serve the area of Spencer Creek that currently is outside the city limits, a minor roadway realignment is within the City's Capital Improvement Project for an area within the UGB; additionally, moderate investments are currently in the Capital Improvement Project for roadways that are currently already within the city limits, but improvements are needed.

APPENDIX C: ANNEXATION ANALYSIS

Mayes Creek Basin (Mid-Term)



GENERAL INFORMATION

The Mayes Creek Basin covers a large area stretching east from the eastern edge of the city limits. Approximately half of the basin is outside of the City's Urban Growth Boundary, with the other half residing in the UGB but outside of the city limits. The basin has 4,231 total acres within the City's UGB, approximately 3,051 of which is considered developable.

ANNEXATION CAPABILITY

A very small amount of the basin is within the city limits and despite the size of this basin, previous county developments and growth complications severely limit the feasibility of the City annexing large portions of this basin and growing to the east.

VISION

The Mayes Creek Basin has potential for a small commercial node at the intersection of North Chapel Road and Murfreesboro Road. The completion of improvements to Murfreesboro Rd has increased the desire for high intensity development along the corridor with lower scale and lower intensity uses going away from it that helps preserve the rural character.

TRANSPORTATION/ACCESS

The current roadway network in the basin is limited in capacity and connectivity and major roadway improvements would be necessary to support the overall buildout of the basin. With the approval of Poplar Farms, the extension of Market Street will help improve connectivity and the improvements to Murfreesboro Road will help support development along the corridor. Extensive infrastructure investments are listed within Connect Franklin for the Mayes Creek Basin inside city limits, with an additional eight projects located outside the city limits, but within the UGB, including a the realignment and extension of Wilson Pike, additional construction of multiple sections of North Chapel Road, and the extension of Pate Road.

These roadway projects are imperative for connectivity to any future development to provide access for emergency service response times, and any new residents in the area; without these projects being completed, any additional density away from Murfreesboro Road would likely not be appropriate.

LAND USE AND GROWTH

Most of the Mayes Creek Basin falls within the Development Reserve Design Concept as the basin moves east away from the city limits. There is a small Neighborhood Commercial node at the corner of North Chapel Road and Murfreesboro Road, and Recreation at the Trinity Elementary School, Trinity Park, and Fly Park. The Single-Family Residential Design Concept enters the west side of the basin near the city limits. Growth in this basin will likely be limited due to existing county subdivisions throughout the area. Additionally, the eastern half of the basin is not within the City's Urban Growth Boundary.

WATER/SEWER AVAILABILITY

Currently, there is no sewer service for properties outside the city limits. Due to the length at which sewer would need to be extended to service any new developments, it may be cost prohibitive depending on the location and density of development.

The Mayes Creek Basin is served by the Milcrofton Utility District. A new water storage tank will be constructed by 2025 to help provide adequate water supply and flow to the area. All water service lines in the area will be development driven. Any upgrades needed to properly service new development will be determined during the development stage, or at the appropriate time as determined by Milcrofton Utility District.

APPENDIX C: ANNEXATION ANALYSIS

Mayes Creek Basin (Mid-Term)

FIRE SERVICE

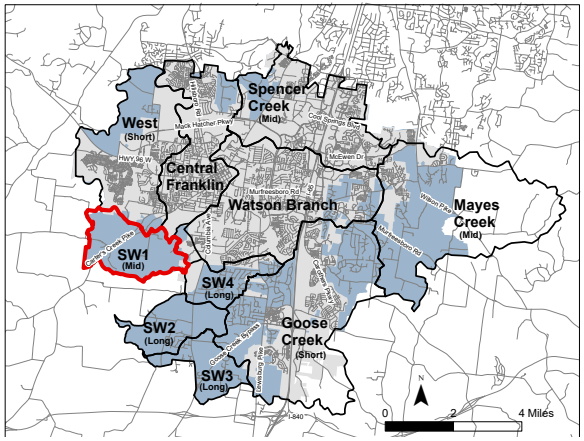
If the Mayes Creek Basin is annexed and developed, a new fire station will likely be required at a potential commercial node on North Chapel Road to serve the area. The extended travel distance and high activity of Fire Station 2 would necessitate the construction of a new station, which should be opened as soon as possible after development occurs.

COST OF INVESTMENT NEEDED

Major infrastructure investment is needed for the Mayes Creek Basin to properly serve the entirety of the basin with water, sewer, and appropriately-sized roadways.

APPENDIX C: ANNEXATION ANALYSIS

Southwest Basin 1 (Mid-Term)



GENERAL INFORMATION

Southwest Basin 1 is the northern-most of the four 'Southwest' basins highlighted in this appendix. It is centered around Carter's Creek Pike and continues southwest past Southall Farms. The basin has 1,455 total acres within the City's UGB, approximately 543 of which are considered developable.

ANNEXATION CAPABILITY

Southwest Basin 1 has a moderate amount of annexable areas, however due to rolling hills in the area, the developable acreage is severely limited to approximately one-third of the total acreage in the UGB. Additionally, a portion of this land will be used by TDOT for the future extension of Mack Hatcher Parkway through the northeastern portion of this basin.

VISION

Southwest Basin 1 will likely develop similar to what exists along the edges of the city limits today. There will be increased density near the Mack Hatcher Parkway right-of-way, and it will transition appropriately from Mack Hatcher Parkway to the lower density developments of Williamson County. Preserving rural character will be an important aspect to the area's future growth and development.

TRANSPORTATION/ACCESS

The City's Capital Improvement Project has several major roadway projects listed for Southwest Basin 1, the largest of which is the City's share of the Mack Hatcher Parkway extension. Infrastructure will need to be improved in the basin in order for development to occur and will likely begin with the construction of Mack Hatcher Parkway.

LAND USE AND GROWTH

Southwest Basin 1 is currently designated as Development Reserve almost in its entirety. Development Reserve is used as a holding pattern for areas that will not likely develop in the foreseeable future and could see a variety of possible development patterns in the future. As Mack Hatcher Parkway is extended, density around the roadway will likely occur and transition to lower density residential to the south towards the edge of the UGB.

WATER/SEWER AVAILABILITY

The majority of this basin is or can be served by the City of Franklin, with the far southwestern edge being served by HB & TS Water District. Currently, no water infrastructure exists in the undeveloped portions of this basin, and therefore upgrades and sizing requirements will be determined upon the time of development by either HB & TS or the City of Franklin.

After removing a substantial portion of this basin during Williamson County's Growth Plan Update, the City was able to determine that the remaining portion of the basin could likely be served with the creation of two new sewer pump stations to serve new development. Currently, the area cannot be served successfully with sewer, however as it develops, these pumps will create the ability to provide sewer and can be sized appropriately as more information becomes available.

FIRE SERVICE

Fire service within Southwest Basin 1 will be handled by a combination of existing fire stations, until such a time where development has caused service timing to be inadequate and a new station will be constructed.

APPENDIX C: ANNEXATION ANALYSIS

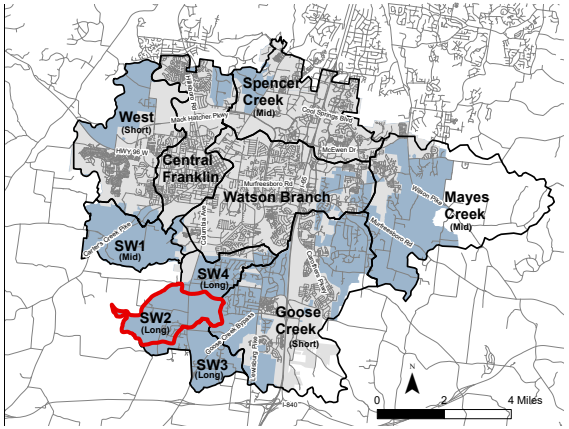
Southwest Basin 1 (Mid-Term)

COST OF INVESTMENT NEEDED

Massive infrastructure improvements will be needed to provide adequate infrastructure for water, sewer, and transportation. Major development and infrastructure investments will likely occur after or along with the construction of Mack Hatcher Parkway as it continues through this basin. Any and all infrastructure investments and requirements will be determined at the time of proposed development.

APPENDIX C: ANNEXATION ANALYSIS

Southwest Basin 2 (Long-Term)



GENERAL INFORMATION

Southwest Basin 2 is located roughly from the intersection of Columbia Pike and Coleman Road stretching southwest to the Harpeth River and east to approximately Ridgewood Road The basin has 1,944 total acres within the City's Urban Growth Boundary (UGB), approximately 1,235 of which has been deemed developable.

ANNEXATION CAPABILITY

Southwest Basin 2 is located entirely outside of the City of Franklin and within the City's UGB save for a small portion of property. Due to the development potential of this area, close proximity to city limits but with need for major infrastructure improvements to serve, it can be seen as a potential annexation area with long-term capabilities.

VISION

Residential uses in this basin is desired due to the existing rural nature of the area, as well as the limited roadway network. This area has been identified as the rural gateway into Franklin and there is a desire for it to remain as such.

TRANSPORTATION/ACCESS

There is minimal roadway network improvements that are currently foreseen for this area due to its rural nature on the extremities of the UGB. If development occurs in this basin, roadway infrastructure capacity will be evaluated based on future demand and any requirements will be determined at that time.

LAND USE AND GROWTH

The entirety of Southwest Basin 2 is designated as Development Reserve and Conservation. As described in the vision for this basin, as the City grows and access to this basin is increased, a change in design concept could be needed, but rural character should still be preserved.

WATER/SEWER AVAILABILITY

Southwest Basin 2 is served by the HB & TS Utility District. The status of water capacity and any needed upgrades is currently unknown for the basin, and any new development will need to inquire with HB & TS Utility District in order to determine any required upgrades to infrastructure.

This far outlying drainage basin is not currently served by gravity sewer and is unlikely to be served until major connections can be made throughout Southwest Basins 3 or 4 to provide a route for sewage to be pumped away from the basin and towards a centralized treatment facility. Until such infrastructure and facilities exist, this basin cannot be served with City of Franklin sewer.

FIRE SERVICE

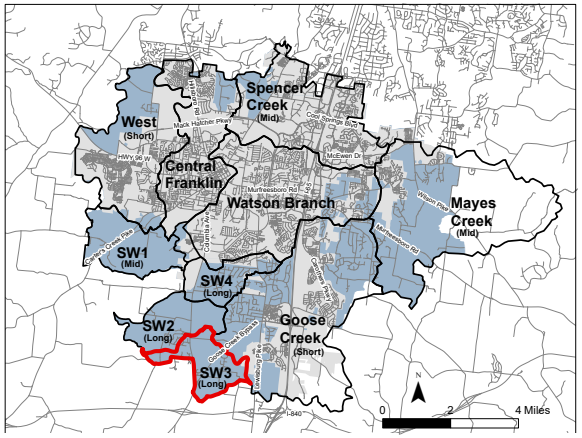
Fire service within Southwest Basin 2 will be handled by a combination of existing fire stations, until such a time where development has caused service timing to be inadequate and a new station will be constructed.

COST OF INVESTMENT NEEDED

Significant investment will be needed to provide this basin with water, sewer, and emergency services. Because of this, large investments and major development would be needed to realistically provide this basin with City services. Additionally, as development occurs, it is likely that roadway capacity will need to be upgraded as well to ensure proper mobility to the developments that are needed to drive the required infrastructure.

APPENDIX C: ANNEXATION ANALYSIS

Southwest Basin 3 (Long-Term)



GENERAL INFORMATION

Southwest Basin 3 is one the southern-most drainage basins within the City. The basin extends just beyond Hunter Road, extends to Snowbird Hollow Road on the north, the terminus of Goose Creek Bypass to the south, and reaches nearly to Lewisburg Pike on the east. The basin has 1,197 total acres within the City's Urban Growth Boundary (UGB), approximately 795 of which is considered developable.

ANNEXATION CAPABILITY

Southwest Basin 3 is one of the smaller drainage basins within the City's UGB, the majority of which is potentially developable in the distant future.

Due to the development potential of this area, it can be seen as a potential annexation area with long-term capabilities.

VISION

Due to the location of this basin on the far southern edge of the City, as well as the limited planned roadway network to access it, it is likely that this area will maintain its rural character. At such a time that infrastructure can be provided, a more specific vision should be established.

TRANSPORTATION/ACCESS

The majority of the necessary roadway network for this basin exists today, with the exception of a mid-term transportation project to enhance Columbia Pike, and minor improvements to Snowbird Hollow Road. Development in this area is likely to be lower density and therefore no major roadway infrastructure improvements are likely to be needed in the near future.

LAND USE AND GROWTH

Similar to Southwest Basins 1 and 2, Southwest Basin 3 is heavily dominated by the Development Reserve Future Land Use, meaning it is in a holding pattern until the City can determine how it can be properly served with adequate infrastructure. The far eastern edge of the basin as it nears the city limits does have the Rural Reserve designation, as it can be served by different branches of water and sewer infrastructure currently in place.

WATER/SEWER AVAILABILITY

Southwest Basin 3 is served by HB & TS Utility District, in the unlikely case in which portions of this basin are annexed and therefore need to connect to water services, all sizing and upgrade determinations will be made by HB & TS representatives at the time of development approval.

Due to the large distance between this basin and current City sewer infrastructure, there is no way for the City to provide sewer service to this basin without extending a large sewer main down Goose Creek Bypass to the southwest. Until development occurs that would drive the construction of this necessary sewer infrastructure at a very large cost, it is unlikely that sewer would extend all the way to reach Southwest Basin 3.

FIRE SERVICE

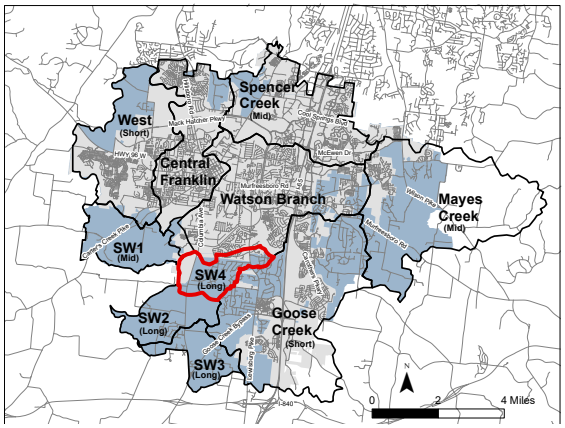
Fire service within Southwest Basin 3 will be handled by a combination of existing fire stations, until such a time where development has caused service timing to be inadequate and a new station will be constructed.

COST OF INVESTMENT NEEDED

Major investment is needed in this area to provide water and sewer to any potential future developments. Extending water and sewer through Goose Creek Bypass will be a lengthy and expensive process for both developers and the City of Franklin, which may make certain some conceptual developments infeasible.

APPENDIX C: ANNEXATION ANALYSIS

Southwest Basin 4(Long-Term)



GENERAL INFORMATION

Southwest Basin 4 is located directly northeast of Southwest Basin 2; stretching approximately from Winstead Hill on the northwest, just south of Henpeck Lane to the southern boundary, and continues northeast until reaching approximately the Harpeth River between I-65 and Lewisburg Pike. The basin has 1,171 total acres within the City's Urban Growth Boundary (UGB), approximately 531 of which is considered developable.

ANNEXATION CAPABILITY

Southwest Basin 4 has severely limited annexation potential due to currently existing Williamson County developed subdivisions. Currently, there are several County subdivisions that exist in the central portion of the basin, making future city growth, development, and infrastructure potential challenging, thus limiting the potential of the basin within city limits.

VISION

Due to the location of this basin, and the existing development throughout, it is likely that this area will maintain, and potentially continue to build its' rural suburban aesthetic. Annexation in this area will likely be limited and residential development should continue in a pattern that is consistent with the existing neighborhoods. Any density or non-residential development interest will likely occur along Columbia Pike, however it is expected that this area will remain predominantly single-family residential.

TRANSPORTATION/ACCESS

The majority of the necessary roadway network for this basin exists today, and only improvements to the existing roadway network are shown in Connect Franklin. Development in this area is likely to be lower density, but roadway improvements would benefit this area to improve quality of life of current and future residents.

LAND USE AND GROWTH

Unlike the other Southwest Basins, Southwest Basin 4 is predominantly the Large Lot Residential Design Concept due to the prevalence of established County subdivisions. The northern edge of the basin as it extends into city limits has the Single Family Residential designation, and the eastern limits along Columbia Pike have the Rural Reserve designation.

WATER/SEWER AVAILABILITY

Southwest Basin 4 is served by HB & TS Utility District and the City of Franklin, in the event that portions of this basin are annexed and therefore need to connect to water services, all sizing and upgrade determinations will be made by HB & TS or the City of Franklin at the time of development approval.

The majority of this basin is currently not served by City sewer. Due to the limited amount of developable land, it is unlikely that major sewer infrastructure is available to parcels not adjacent to City right-of-way because infrastructure will likely not be allowed to be run through existing County subdivisions. Sewer sizing and availability will need to be evaluated on a site-by-site basis.

FIRE SERVICE

A new fire station may be needed to service this area based upon emergency response times for any new development. If no new fire station is built closer to this area, then it is likely that additional roadway connectivity would be needed to reduce service time.

Southwest Basin 4 (Long-Term)

APPENDIX C: ANNEXATION ANALYSIS

COST OF INVESTMENT NEEDED

Sizeable investment will be needed in this area to provide necessary roadway infrastructure for any new major developments; further costs associated with water and sewer infrastructure to reach the southern edge of the basin are currently unknown.

APPENDIX D: INFILL CHARACTER MAPPING

Infill development includes any development or redevelopment of existing structures, parcels, blocks, or neighborhoods within Central Franklin. Central Franklin includes the oldest incorporated parts of the city dating from 1799, and the area extends northward and eastward to Mack Hatcher Parkway to capture the rural and scenic corridors that serve as gateways to downtown Franklin.

The Infill Character Map shows areas that are considered established and those that are transitional.

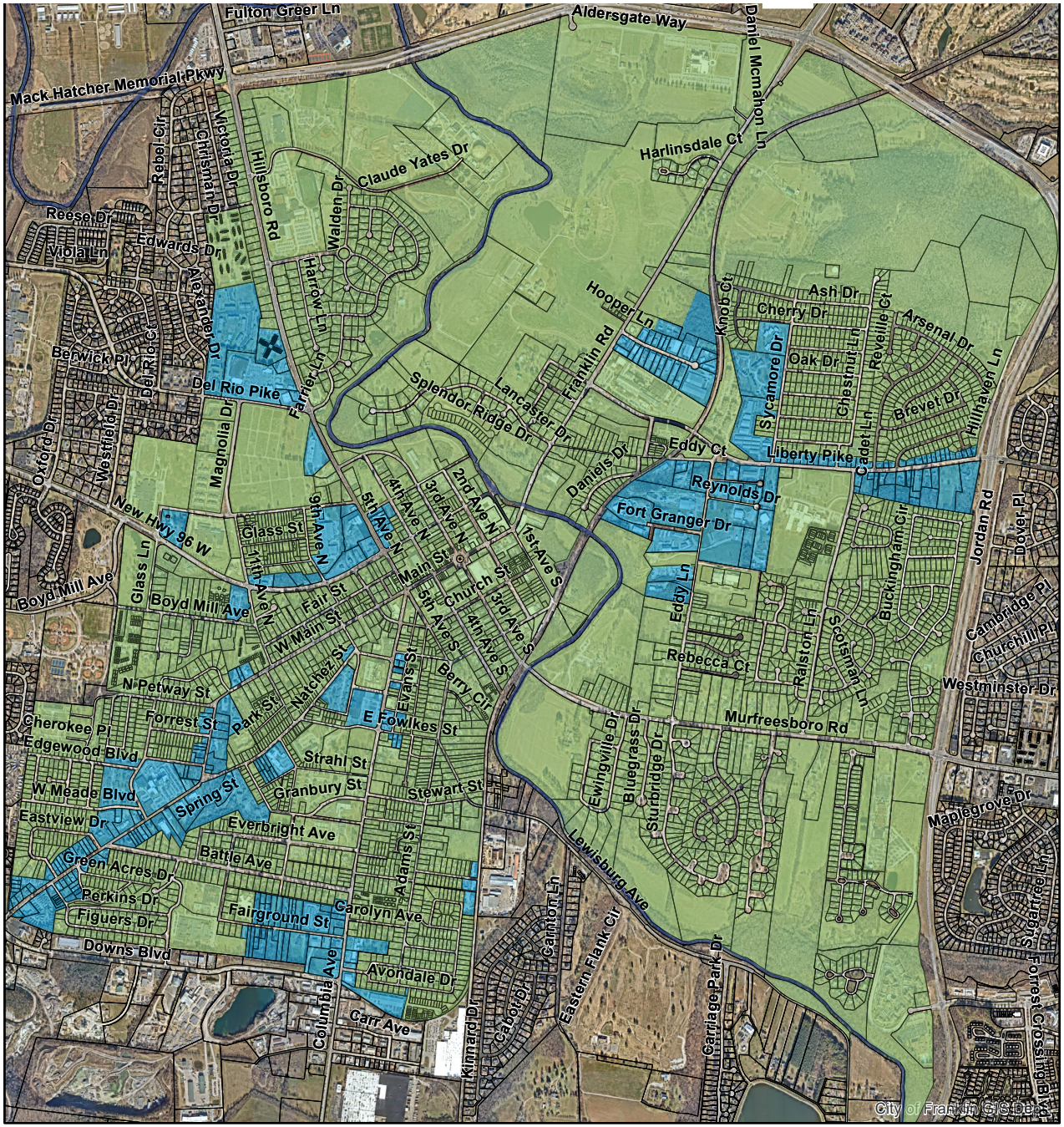
Established Areas are places where the existing character is desired to be preserved. These areas include historic neighborhoods, established neighborhoods, and certain streets within Central Franklin. In these areas, the current established pattern of development is expected to remain. If there is sufficient land to accommodate infill in this area, the development should be compatible with the existing predominant pattern of development, including building height, massing, scale, and lot sizes. The design concept special considerations further address appropriate development form and use potential.

Transitional areas are places where change in neighborhood form is expected or enhancement of community character is desired. These areas may include neighborhoods, centers, and corridors with mixed uses in locations where growth and change are expected to be concentrated. Design concepts define the future character, rather than the existing character, with corresponding design guidelines.

See Figure D.1 Infill Character Map- Established and Transitional Areas.

APPENDIX D: INFILL CHARACTER MAPPING

FIGURE D.1: INFILL CHARACTER MAP- ESTABLISHED AND TRANSITIONAL AREAS



Legend

- Harpeth River
- Parcels
- Established Area
- Transitional Area

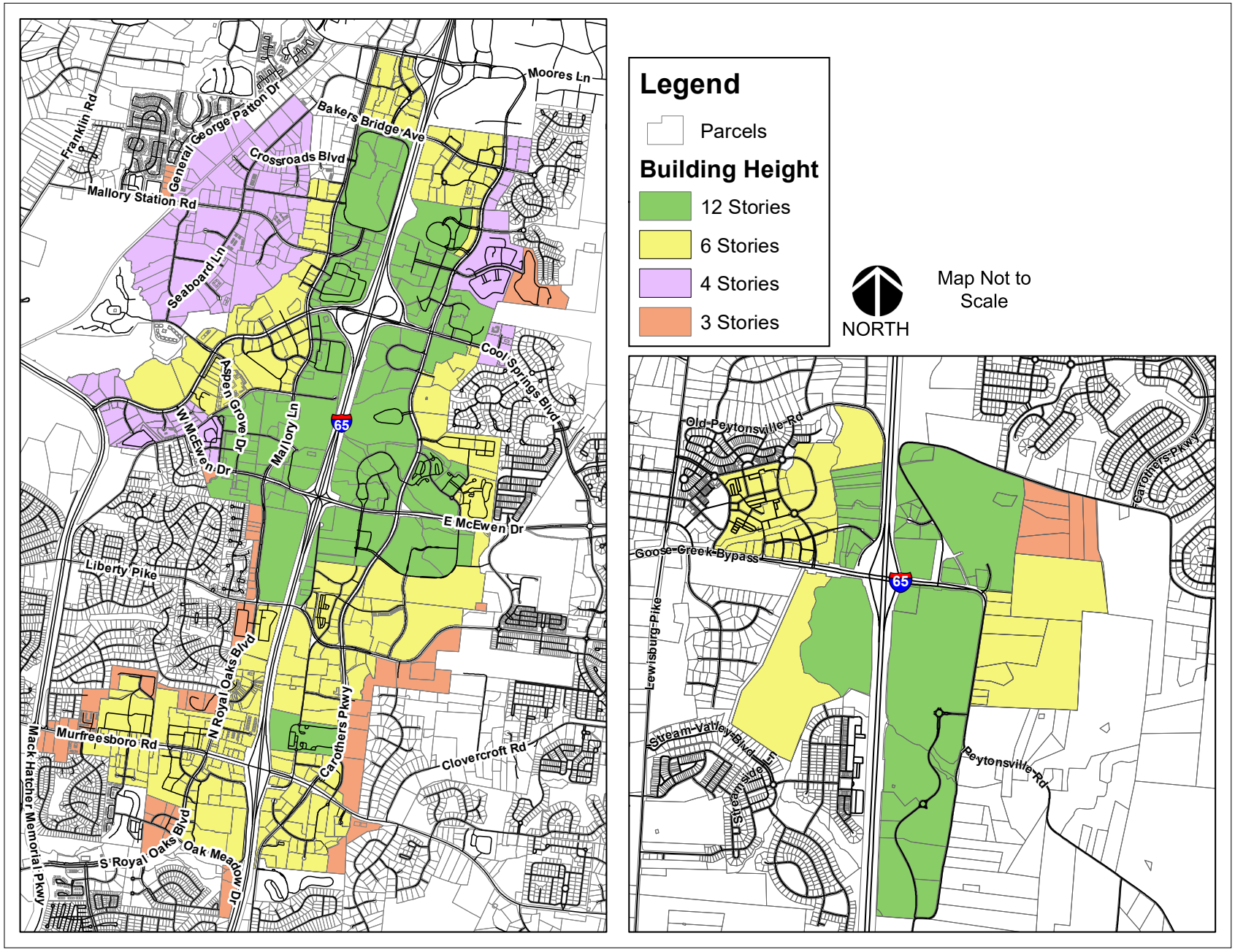
NORTH

Map Not to Scale

2023

APPENDIX E: INTERSTATE CORRIDOR BUILDING HEIGHTS

FIGURE.1: INTERSTATE CORRIDOR BUILDING HEIGHT MAP



APPENDIX F: PHOTOGRAPH INDEX AND CREDITS

PAGE	IMAGE (IMAGES ARE LISTED LEFT TO RIGHT AND TOP TO BOTTOM)
Cover	Factory at Franklin, Fort Granger (Brienne Barnes), McEwen, the Harpeth River, Downtown Franklin (Reese Teresa Cox Harper), Harpeth River watermark
3	Downtown Franklin at night via My Historic Franklin Photo Contest (Backroads Photography)
4	Harlinsdale Park via My Historic Franklin Photo Contest
5	Bicentennial Park watermark
7	Franklin Public Square 1929, Main Street 1980s, and Cool Springs Area 1994
8	Pre-Westhaven 2001 and post Westhaven 2023
12	Bicenntenial Park looking towards the street
13	Watermark of Harpeth River
15	Healthways at Cool Springs Boulevard and Harpeth River
16	Franklin Main Street, Cool Springs Galleria, and Mack Hatcher grand opening
17	Westhaven Porch Fest and Berry Farms
18	Berry Farms Multifamily, Southbrooke Triplex, Shadow Green, and Southbrooke
19	Franklin Square
20	Harpeth River and the Park at Harlinsdale Farm via My Historic Franklin Photo Contest
21	Westhaven open space photos
22	Harpeth Square and Berry Farms
23	Five Points in Downtown Franklin, Berry Farms, and pedestrian bridge at Harlinsdale under construction
24	Office building at 3rd Avenue and Bridge Street; house on the corner of Adams Street and Jennings Street
26	Founder's Square in Westhaven
31	Fort Granger, Franklin High School, and Pinkerton Park
33	Bicentennial Park trail and the Harpeth River
34	Hard Bargain conceptual, Natchez Street homes, and Greenwood Avenue Cottages (https://placeshakers.files.wordpress.com/2011/01/cottage-neighborhood.jpg)
37	Hard Bargain Conceptual Graphic (TPUDC original, Staff Revised)
38	Harpeth River, The Confederate Cemetery at Carnton Plantation, and an aerial of Roper's Knob
39	Aerial photos from the 2010 Franklin flood of Lewisburg Pike and Bicentennial Park
40	Haystacks off US 31
41	Dortch Assemby Line inside The Factory, Sculpture named “Rusty” at the Factory, 2023 Aerial of Factory at Franklin, and 1947 Aerial of Factory at Franklin
43	Historic Propeller Factory Building (Dwell Magazine https://www.dwell.com/article/modern-home-factory-conversion-jersey-city-35 bd0308/640968957540206 1824); 231 Public Square; The Grady Market, Apalachicola Florida (https://www.facebook.com/thegradymarket/photos); The Mill in Bloomington, IN in Indiana Landmarks Article (https://www.indianalandmarks.org/2019/06/central-indiana-preservation-awards/)

APPENDIX F: PHOTOGRAPH INDEX AND CREDITS

44	Historic Propeller Factory Building (Dwell Magazine https://www.dwell.com/article/modern-home-factory-conversion-jersey-city-35bd0308/6409689575402061824), Benjamin Franklin Statue on Bench, Musical Bench (https://arts.kingsporttn.gov/public-art/permanent-public-art/), Findlay Market in Cincinnati, Ohio (picture by staff), Colorful Crosswalks (Smithsonian Magazine, Martinez/Courtesy Christo Guelov https://www.smithsonianmag.com/smart-news/colorful-crosswalks-take-over-streets-madrid-180960631/, City of Portland, Oregon Streetscape (https://www.portlandoregon.gov/bes/article/506900), Carmel, Indiana Midtown Plaza (https://www.visithamiltoncounty.com/listing/midtown-plaza/2904/)
46	Aerial of Fifth Avenue North and office building on 249 Fourth Avenue North
49	Lewisburg Pike, Fair Street, and Evans Street
52	Rolling Hills Church and offices on Southeast Parkway Court
55	House near Berry Chapel Road, residence on Scamblers Knob (http://ap.rdcpix.com/1253031628/cec8a88bd306be568930d783e0ed7340l-m0xd-w640_h480_q80.jpg) and home on Echo Lane (http://ap.rdcpix.com/1953343154/7774c54a4291a3aaa5c6d33dbc2635f2l-m0l.jpg)
58	Franklin Main Street, Kristina Bell
61	Franklin Square (Stephen Price) and 231 Public Square (Sheri O'Neal Photography)
62	Townhomes in Westhaven, townhomes in Gateway Village, and single-family homes on Daniels Drive
63	Townhomes in Celebration, FL and a duplex in New Orleans, LA
68	Dwell Apartments, Charleston South Carolina, and Westhaven multi-family homes
72	Commercial area in Longmont, CO and Northfield Shopping Center in Denver, CO
76	Four-board fence, Serenbe single family homes and Serenbe townhouses
82	Westhaven Town Center, Serenbe, and conceptual rendering from missingmiddle.com
83	St. Louis Park, MN and Fort Mill, SC
84	Columbia Avenue in Downtown Franklin and Gateway Village Town Center
87	Greenway photo from Ankona County, Coon Creek (https://www.tcgateway.com/listings/coon-creek-regional-trail/); Riverwalk in Columbia, SC (Roadtrips and Rollercoasters by Sara Beth, https://www.roadtripsandrollercoasters.com/columbia-riverwalks/); Blind Willie McTell Trail (https://www.visitstatesboro.org/things-to-do/blind-willie-mctell-trail); Geyers Creek Saratoga Springs, NY (https://www.saratogaarms.com/saratoga-hiking); Boat Dock by Waterfront Solutions Consulting Group (https://waterfrontsolutions.net/commercial-design/); Bear Mountain Park, NY (Photo by Staff); Swings at the Charleston Harbor, Mike Hedge
89	Rendering of Franklin Riverwalk, Annette Dalrymple
90	Conceptual Illustrative Plan of First Avenue, East Main Street, Bridge Street Area Along the Harpeth River, Annette Dalrymple
93	All photos in Downtown Franklin
96	McEwen Northside Office and Proposed East Works District Rendering by TPUDC, Town Planning & Urban Design Collaborative
98	Healthways Building, Aspen Grove Bank, and Franklin Park
103	Rural Reserve Conceptual Design and Harlinsdale Manor
109	Carlisle Subdivision, Charlton Green, Westhaven, Serenbe, and Berry Farms
113	Serenbe and Village Green Conceptual Design
116	Mack Hatcher Northwest extension looking East

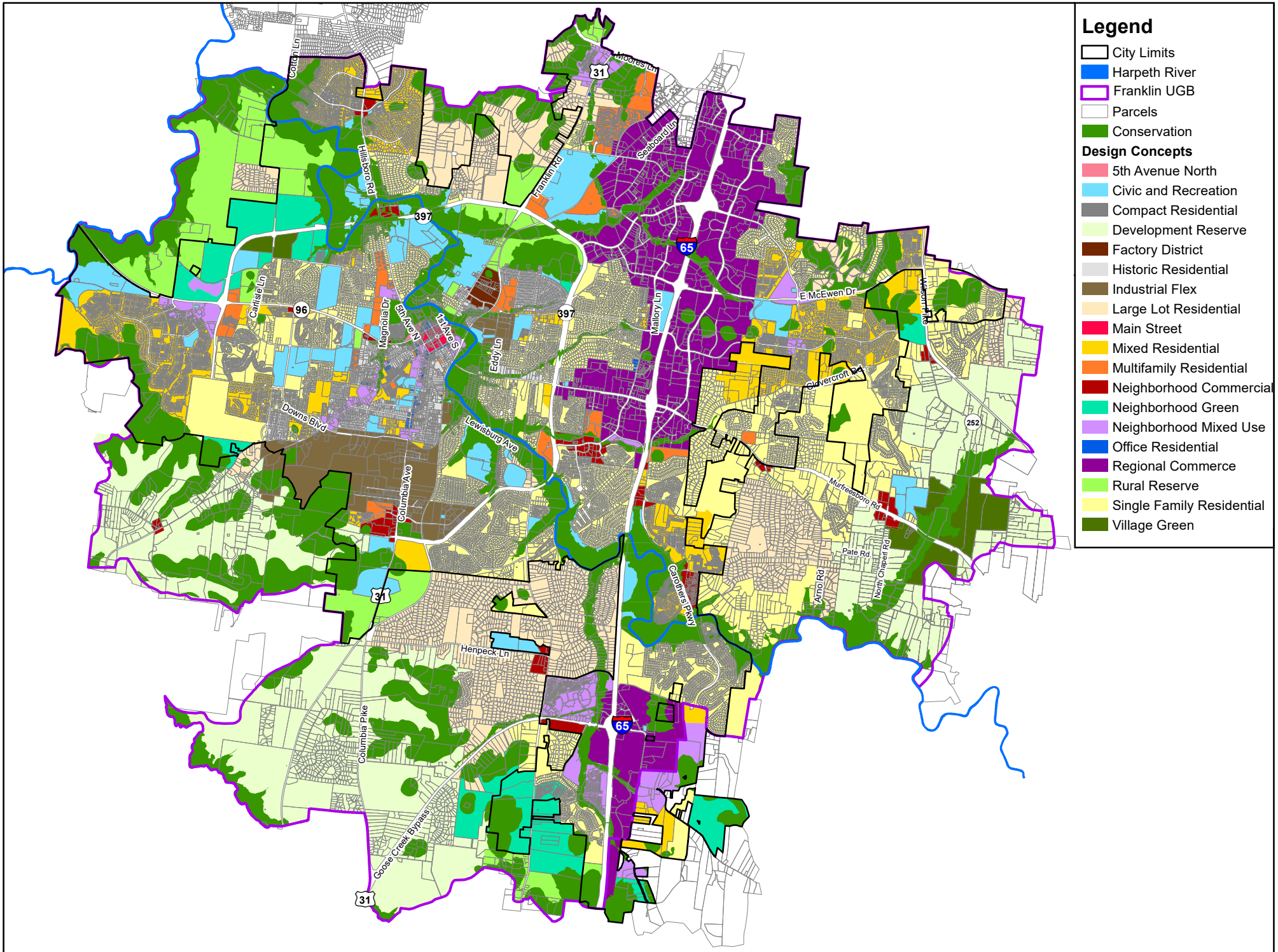
APPENDIX F: PHOTOGRAPH INDEX AND CREDITS

117	Berry Farms facade
118	Two photos from Berry Farms, accessory dwelling unit, Fountains of Franklin
119	Duplex in New Orleans by Opticos, Multiplex Concept by Opticos, townhomes in Westhaven, Farmstead Residential concept by TPUDC, Lockwood Glen, and Dwell Apartments
120	Institutional on Lewisburg Pike, Habersham live-work units, Downtown Franklin, Harpeth Hotel, Westhaven local commercial, and McEwen Northside Regional Commercial
121	Monarch Showroom off Southeast Parkway Court
122	Pedestrian trail at the Franklin United Methodist Church property
127	Public workshops held at Eastern Flank Clubhouse
129	Public workshops held at City Hall
131	Envision Franklin public workshops
132	Envision Franklin public workshops
133	Andrew Orr at a community meeting
136	Franklin Park open space

Most of the photos were taken by the Planning and Sustainability Department staff. All photos of Berry Farms were provided by Boyle Investment Company.

APPENDIX G: ADOPTION RESOLUTION

APPENDIX H: RECORD OF AMENDMENTS


Legend
City Limits
Harpeth River
Franklin UGB
Parcels
Conservation
Design Concepts
5th Avenue North
Civic and Recreation
Compact Residential
Development Reserve
Factory District
Historic Residential
Industrial Flex
Large Lot Residential
Main Street
Mixed Residential
Multifamily Residential
Neighborhood Commercial
Neighborhood Green
Neighborhood Mixed Use
Office Residential
Regional Commerce
Rural Reserve
Single Family Residential
Village Green
Hillsboro Rd
Franklin Rd
Seaboard Ln
Moores Ln
Carlisle Ln
Magnolia Dr
5th Ave N
1st Ave S
Eddy Ln
Mallory Ln
E McEwen Dr
Wilson Pike
Glovercroft Rd
Murfreesboro Rd
Pate Rd
Arno Rd
North Chapel Rd
Carothers Pkwy
Downs Blvd
Lewisburg Ave
Columbia Ave
Henpeck Ln
Columbia Pike
Goose Creek Bypass
31
96
397
65
252

Development

Cayce Anderson

From: Brenda Scialdone <bscialdone@icloud.com>
Sent: Sunday, March 10, 2024 9:07 PM
To: Admin Recorder
Subject: Development plans for Franklin and Williamson County

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Hello.

My family moved to Franklin two years ago and are disappointed at the rapid growth that is happening. Williamson County needs to have an engineering study on the existing developments and see what support must be established before any additional construction projects are approved. The schools are overcrowded, the traffic is horrendous, there are not enough police/firemen/emergency workers etc. to accommodate the rapidly increasing population. I implore you to vote No on all proposed developments.

In Gratitude,

Brenda Scialdone

Mayes Creek Basin

Cayce Anderson

From: Rick & Linda <wrcanfly@bellsouth.net>
Sent: Monday, March 11, 2024 11:18 AM
To: Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpetersen@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey; Andrew Orr
Subject: Envision Franklin carve out for Village Green Development in UGB

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

My name is WILLIAM Canada I live at 4348 North Chapel Rd., Franklin, TN. I am writing to urge you to not allow a special carve out in the Envision Franklin plan that would permit the creation of a Village Green development in the Mayes Creek Basin portion of the Franklin UGB.

The urban growth boundaries were establish over 20 years ago. It is my understanding that the state government created a program to allow municipalities to identify land currently not in their city boundaries for possible future development. Of course this was done, ignoring one of the founding principles of our country, democratic representation. These boundaries were arbitrarily established without consulting the people who live there and to this day many people don't even realize that they live within an urban growth boundary or much less understand what it is. Why do people we did not elect have the authority to come and claim an area for themselves without consulting the people who actually live there? What is it they don't want the citizens to know? Who are they working for? Obviously not us. The residents of the UGB, have absolutely no representation, not one person in Franklin city government who has to answer to us like they would if we were their constituents. Before there is another wheel turned, scoop of soil moved, foot of land rezoned or any decision made that effects our quality of life, residents of the UGB must be given the opportunity to have elected representation with full voting power to represent them in the City of Franklin. This is the way government is suppose to work, for the people, in the United States of America.

If we had desired to live within city boundaries we would have. We purposely purchased our property because it is more than three miles from the city and governed locally only by the county commission. We chose not to have city "services" and pay city taxes. The people who actually live in the UGB, and I don't mean the people who today are coming in and simply buying land for development, deserve no less representation and a equal voice like any other municipality resident enjoys. Less you forget we are all suppose to be equally represented in matters of governance. The government is was established to PROTECT the people not to sell the people out to those with the most money or loudest voice.

Please reject the change to the Franklin Envision Plan to permit the development of a Village Green project in the Mayes Creek Basin portion of the Franklin UGB.

William R. Canada, Jr
Linda A Canada
Sent from my iPad

Cayce Anderson

From: Angela Haile <haile17@comcast.net>
Sent: Monday, March 11, 2024 10:25 PM
To: Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpetersen@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey
Subject: 600 (Smith) acres potential change to "Village Green"

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To: BOMA and each one individually

Re: 600 acres, potential re-designation to "Village Green" at North Chapel/96 area

Please know that we implore you NOT to designate "Village Green" for this acreage. It is not in keeping with the character of the area. Please do not destroy the peaceful feel of this part Williamson County. Please make a more reasonable and responsible plan for this area. More high density is not the answer. It wasn't the right answer for Poplar Farms and it's certainly not the right answer here.
And for the life of us, we do not understand any possible plan to connect to our small neighborhood roads. What in the world could be accomplished with that except chaos for our neighborhood? Our roads are small, blind curves, with daily obstacles that leave us with one lane of traffic around obstacles, etc. To allow for any neighborhood to use us as a cut-through would be wildly irresponsible to our safety. Please discard that possibility entirely.

We thank you, in advance, for doing the right thing to ensure the character and safety of our area of Williamson County.

Angela and Vincent Haile
1130 Watkins Creek Drive
Franklin , TN 37067
(615) 905-8605
Cell: (512) 422-5977
haile17@comcast.net
Sent from my iPhone

Cayce Anderson

From: Debbie Elliott <Debbie.Elliott@lbmc.com>
Sent: Monday, March 11, 2024 10:36 PM
To: Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpetersen@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey; Andrew Orr
Subject: Proposed Mayes Creek Development - Opposition

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

We are writing to express our opposition to proposed mixed use development near our home in the area of North Chapel and Highway 96. We were very recently made aware this proposed mixed-use development (Mayes Creek Basin) was coming up for rezoning consideration again.

It is our understanding that the developer/property owner's original proposal was voted down a few years ago primarily due to the lack of infrastructure in our area to support the dense building planned for the area. An amended development proposal is now going before authorities to change the zoning from Development Reserve to Village Green. It is our desire that the zoning for this property remain Development Reserve until such time that annexation takes place and then the property owner would be able to request the property be rezoned.

We are not privy to the exact change in density of the proposed developments but the current proposal still includes a large number of townhomes, duplexes, multi-family apartments as well as commercial property. Very few infrastructure issues that were noted as areas of concern previously have changed significantly.

One of the biggest issues considered previously was wastewater management – nothing has changed in this regard. It is my understanding the city is already challenged with its existing sewer system. We are unsure how the sewer expansion proposed to accommodate this development is even possible considering the property is not in the city limits currently and is not able to be annexed since it is not contiguous to the current city limit lines. It seems assumptive that the area would be annexed as there are many other properties between the current line and the proposed development. The development should be required to provide its own septic system like other developments in the area.

Another concern was impact on the area schools. The only change of significance was the addition of Arrington Elementary. Page Middle and Page High have been renovated because they were already overcapacity. Building capacity for additional students in our schools only solves part of the equation – hiring teachers, bus drivers and administrative staff in this tight labor market remains a significant challenge.

The bigger concerns to us personally from this proposed development are the public safety matters. The traffic in our area is already challenging. Highway 96 widening has commenced since the original proposal but the roads surrounding the area are busy enough, particularly during school hours – Arno Road in particular! It is near impossible for us to make a left hand turn from the south side of North Chapel onto Highway 96 during the work week – we cannot imagine with the addition of this development and commercial property proposed. Fire and sheriff department resources have not been planned or budgeted to accommodate the proposed growth. Our area is currently supported by Arrington Volunteer Fire department. I assume this development would be as well since it is not in the city limits. This development proposal brings significant density, particularly with multi-family apartment homes, for a volunteer fire department to support!

Please **VOTE NO** for this proposed Village Green zoning change and **NO** to the specific proposed development in our area. It is **NOT** what the residents on the edge of the UGB desire and we don't feel represented in this matter currently. We greatly appreciate your support.

Debbie and Kirk Elliott
4435 N Chapel Rd
Franklin, TN 37067

Cayce Anderson

From:	karen smith <smithkaren222@gmail.com>
Sent:	Monday, March 11, 2024 11:28 PM
To:	Ken Moore; Bev Burger; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpeterson@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey; Gregg; Mary Smith; Andrew Orr; Admin Recorder
Cc:	Janet Tiarsmith Varrin Curtis; Kathryn Webber
Subject:	ENVISION FRANKLIN ADOPTION DRAFT
Attachments:	MayesCreekOpenHouseComment 2017.pdf

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

TO: The Board of Mayor and Aldermen
FR: A Citizen for Responsible Growth, Karen Smith
DT: 3/11/24
RE: **ENVISION FRANKLIN ADOPTION DRAFT - CONCERNS**

As a resident of the Mayes Creek Basin, I am writing to you to express my concerns about changing the 600 acres along Hwy. 96E from Development Reserve to Village Green.

That 600 acreage should remain **Development Reserve** until information can be shared and improvements made in the following areas:

- Inadequate Infrastructure – with proposed building of apartments, townhomes & condos, infrastructure is not in place to accommodate approximately 2,000 more residents

- Current Increased traffic accidents along 96E, Extremely dangerous making left turns out of N.Chapel during peak traffic hours. Additional traffic will only exacerbate this problem.

- Overcrowded Schools – Trinity Elementary School and others are at capacity - what is the build plan to accommodate more students

- Current School System Shortages: RSO, Teachers, Mental Health Counselors, Bus Drivers. This problem needs to be addressed now

- Current Shortage of First Responders, Firemen, County Sheriffs, and other Public Officials

- Harpeth Conservancy Study – what is the impact of building in the Mayes Creek Basin flood-plain area and the impact this will have on our streams and its wildlife habitat.

- Flood-Plain Acreage – why is this calculated as part of the green space percentage availability. This land is not accessible after a good rain.

- Sewer System – What is the City's plan for serving the basin property with sanitary sewer

- Commercialization on 4-corners on N. Chapel - Every version of Envision Franklin Plan touts "protecting and preserving the rural beauty of our county" Ripping out trees and pouring concrete...counter to this stated objective. All commercialization is available less than 5 miles – on Carothers.

- Quality of Life – Per the "Mayes Creek Open House Comment Cards", 90% of the Mayes Creek Basin area residents said: NO to high-density housing, NO to commercialization. Maintain the rural character, City and County should coordinate better, Lot size 1-5 acres, Infrastructure needs to be in place first

Property owners who actually live in the Mayes Creek Basin, hear our voices! Please work with our County Commissioners to address our current issues before we add more growth. We need to have the right balance of controlled growth that preserves our quality of life for our community and for future generations.

Sincerely,

Karen
4343 N. Chapel Rd.

Cayce Anderson

From: Randall Fosler <rlsbf99@gmail.com>
Sent: Tuesday, March 12, 2024 8:29 AM
To: Admin Recorder; Ken Moore; Beverly Burger; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; ann petersen; Brandy Blanton; Greg Caesar; Eric Stuckey; Emily Wright
Subject: Franklin Board of Mayor and Aldermen Work Session - March 12, 2024

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

I am writing this in regards to an agenda item on the Board of Mayor and Aldermen Work Session for today March 12, 2024. The specific agenda item is:

9. Consideration Of Resolution 2023-73, A Resolution By The Franklin Municipal Planning Commission To Adopt A Comprehensive Update To Envision Franklin

- The conversion of approximately 600 acres along Highway 96 East in the Mayes Creek Basin from Development Reserve to Village Green.

I am requesting that you consider an alternative designation for this property for a couple of reasons.

1. It will be the gateway into Franklin as it is near the boundary of the UGB. This would be a dense housing designation for the entry into Franklin from the East. Is this what we want people to see transitioning from the county and entering Franklin?

2. There are many established county homes and neighborhoods in this area. This will create an awkward high density small "city like" area that does not fit with the character of the area. Envision Franklin notes that new developments should fit in with the character of the established surrounding areas.

3. I understand the infrastructure / financial issue at stake in this area. It will take substantial city funds to run sewer to this area and a high number of homes will be required to pay for this infrastructure. But please consider having the property fit in with the character of the area being just as important as paying for infrastructure. About a year ago you considered an option of giving up this area from the UGB due to the difficulty with establishing the infrastructure.

FUTURE SEWER LINE

Finally and most importantly, I am a member of the Watkins Creek HOA Board. We are concerned with city documents that continue to show future sewer lines running along the creek on our property. We have large established trees along our creek and we will not accept these being destroyed to run a gravity sewer line. We ask for your cooperation and that you update your plans for this area. There are alternatives to use pump stations versus the gravity sewer line and to run the sewer lines elsewhere. This may add additional cost to your sewer expansion plans and should be considered now as you make decisions for this area. We hope the city will agree it is not appropriate to intrude on our property and will adjust their plans to remove the gravity feed line through our neighborhood. We are prepared to take legal action against any such incursion and damage to our property.

Thank you and have a great day,

Randy Fosler
Watkins Creek HOA

Cayce Anderson

From: Liz <baker.eliza@gmail.com>
Sent: Tuesday, March 12, 2024 9:53 AM
To: Alderman Potts; AnnPetersen@comcast.net; Bev@aldermanburger.com; Brandy Blanton; Clyde Barnhill; Ken Moore; Matt Brown; Patrick Baggett; Eric Stuckey; Greg Caesar; Admin Recorder
Subject: Zoning of Village Green

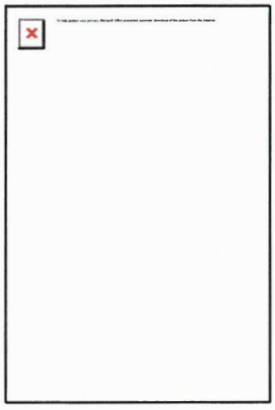
ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

AS A RESIDENT NEARBY:
We ask to NOT change the zoning of Village Green.

In addition, if y'all are not willing to vote against that, we ask that y'all vote post pone the vote until more sufficient notice of this issue has been given to the residents.
We can't help but notice the coincidence that yall chose to put this on the schedule for spring break when most of us are out of town.

Very disappointing to not notify the residents with ample time for such HUGE changes to our area.

-Dr. Elizabeth Baker



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Cayce Anderson

From: Janet Tiarsmith Varrin Curtis <jtvarrin@hotmail.com>
Sent: Tuesday, March 12, 2024 10:26 AM
To: Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpetersen@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey
Subject: Envision Franklin

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To the Board of Mayor and Alderman,

I'm writing to you concerning the Resolution to adopt a Comprehensive Update to Envision Franklin with major changes. The specific change I writing about is the one concerning the changing of the approximately 600 acres along Hwy 96 from Development Reserve to Village Green.

Let's just state what this really is all about. The change is being made to benefit one person with total disregard for all the other families that live in the Mayes Creek Basis area.
This will allow for townhomes, duplexes, multi-family, etc. in a rural part of the county.

According to surveys I have seen:
72.59% of the residents want limited growth
58.52% of the residents want conservation subdivisions
64.84% of the residents want single family

There are many reasons that this change should not be part of the Envision Franklin update but one of them is traffic. Several of you mentioned that after thinking about the traffic that the 500+ homes going Clovercroft will create that perhaps you should have voted differently because the roads in that area aren't built to handle that kind of traffic. Let me give you some traffic accident information for this area for 2022/23 according to Williamson County Emergency Management:

Accidents on 96 from Cox Rd – Arrno 235
Accidents on Clovercroft from 96 to Wilson Pike 111
Accidents on Wilson Pike 60
Accidents on N Chapel Rd 27

Let's not make the same mistake here and take a step back. The needed infrastructure is not in place so there should be no hurry to rezone this property. When infrastructure is there, let the owner come and request the property be rezoned at that time. This does not have to be done now.

So tell me, why are you in a hurry to rezone these 600 acres from development reserve to village green for one person now? The landowner's rights should stop when the established community is negatively impacted.

Janet Curtis

3665 N Chapel Rd
Franklin

Cayce Anderson

From: Angela Graham <angela26graham@gmail.com>
Sent: Tuesday, March 12, 2024 10:42 AM
To: Eric Stuckey; Greg Caesar; Brandy Blanton; annpetersen@comcast.net; Clyde Barnhill; Patrick Baggett; Alderman Potts; Matt Brown; bev@aldermanburger.com; Ken Moore; Admin Recorder
Subject: AGENDA ITEM TODAY'S SESSION MARCH 12, 2024

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

I am writing this in regards to an agenda item on the Board of Mayor and Aldermen Work Session for today March 12, 2024.
The specific agenda item is: 9. Consideration Of Resolution 2023-73, A Resolution By The Franklin Municipal Planning Commission To Adopt A Comprehensive Update To Envision Franklin - The conversion of approximately 600 acres along Highway 96 East in the Mayes Creek Basin from Development Reserve to Village Green. I am requesting that you consider an alternative designation for this property for a couple of reasons. 1. It will be the gateway into Franklin as it is near the boundary of the UGB. This would be a dense housing designation for the entry into Franklin from the East. Is this what we want people to see transitioning from the county and entering Franklin? 2. There are many established county homes and neighborhoods in this area. This will create an awkward high density small "city like" area that does not fit with the character of the area. Envision Franklin notes that new developments should fit in with the character of the established surrounding areas. 3. I understand the infrastructure / financial issue at stake in this area. It will take substantial city funds to run sewer to this area and a high number of homes will be required to pay for this infrastructure. But please consider having the property fit in with the character of the area being just as important as paying for infrastructure. About a year ago you considered an option of giving up this area from the UGB due to the difficulty with establishing the infrastructure. FUTURE SEWER LINE Finally and most importantly, As a homeowner of Watkins Creek, we are concerned with city documents that continue to show future sewer lines running along the creek on our property. We have large established trees along our creek and we will not accept these being destroyed to run a gravity sewer line. We ask for your cooperation and that you update your plans for this area. There are alternatives to use pump stations versus the gravity sewer line and to run the sewer lines elsewhere. This may add additional cost to your sewer expansion plans and should be considered now as you make decisions for this area. We hope the city will agree it is not appropriate to intrude on our property and will adjust their plans to remove the gravity feed line through our neighborhood. We are prepared to take legal action against any such incursion and damage to our property.

Thank you and have a great day,
Angela Graham
Homeowner of Watkins Creek



Add reaction

Cayce Anderson

From: Jason Graham <jgraham13662@gmail.com>
Sent: Tuesday, March 12, 2024 10:55 AM
To: Eric Stuckey; Greg Caesar; Brandy Blanton; Clyde Barnhill; Patrick Baggett; Alderman Potts; Matt Brown; bev@aldermanburger.com; Ken Moore; Admin Recorder
Subject: WORK SESSION AGENDA ITEMS MARCH 12, 2024

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

I am writing this in regards to an agenda item on the Board of Mayor and Aldermen Work Session for today March 12, 2024.

The specific agenda item is: 9. Consideration Of Resolution 2023-73, A Resolution By The Franklin Municipal Planning Commission To Adopt A Comprehensive Update To Envision Franklin - The conversion of approximately 600 acres along Highway 96 East in the Mayes Creek Basin from Development Reserve to Village Green. I am requesting that you consider an alternative designation for this property for a couple of reasons. 1. It will be the gateway into Franklin as it is near the boundary of the UGB. This would be a dense housing designation for the entry into Franklin from the East. Is this what we want people to see transitioning from the county and entering Franklin? 2. There are many established county homes and neighborhoods in this area. This will create an awkward high density small “city like” area that does not fit with the character of the area. Envision Franklin notes that new developments should fit in with the character of the established surrounding areas. 3. I understand the infrastructure / financial issue at stake in this area. It will take substantial city funds to run sewer to this area and a high number of homes will be required to pay for this infrastructure. But please consider having the property fit in with the character of the area being just as important as paying for infrastructure. About a year ago you considered an option of giving up this area from the UGB due to the difficulty with establishing the infrastructure. FUTURE SEWER LINE Finally and most importantly, As a homeowner of Watkins Creek, we are concerned with city documents that continue to show future sewer lines running along the creek on our property. We have large established trees along our creek and we will not accept these being destroyed to run a gravity sewer line. We ask for your cooperation and that you update your plans for this area. There are alternatives to use pump stations versus the gravity sewer line and to run the sewer lines elsewhere. This may add additional cost to your sewer expansion plans and should be considered now as you make decisions for this area. We hope the city will agree it is not appropriate to intrude on our property and will adjust their plans to remove the gravity feed line through our neighborhood. We are prepared to take legal action against any such incursion and damage to our property.

Thank you and have a great day,

Jason Graham

Homeowner of Watkins Creek

Cayce Anderson

From: Meredith Zeller <meredithzeller@gmail.com>
Sent: Tuesday, March 12, 2024 11:19 AM
To: Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpetersen@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey
Subject: Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Good morning,

I am writing this in regards to an agenda item on the Board of Mayor and Aldermen Work Session for today March 12, 2024. The specific agenda item is:

9. Consideration Of Resolution 2023-73, A Resolution By The Franklin Municipal Planning
- The conversion of approximately 600 acres along Highway 96 East in the Mayes Creek Basin from Development Reserve to Village Green.

We are respectfully requesting that you consider an alternative designation for this property for a number of reasons, but as residents of the Watkins Creek community, we are very concerned about the potential of the gravity sewer line being run along our creek. This creek runs immediately behind our home and it is our understanding that there are a number of mature trees that would have to come down to accommodate this sewer line. There are alternatives to use pump stations and run the sewer lines elsewhere. While this may add additional cost to your sewe expansion plans, we hope the city will agree that it is no right to intrude upon our neighborhood's property to do so.

In addition to the concern of the sewer line, the idea of changing our area to 'Village Green' will drastically impact the quality of life of those of us in the Mayes Creek Basin area. There is already significant development happening with the additions of neighborhoods along Highway 96, but by allowing the area to be developed with potential apartments, condos, townhomes, commercial etc will in no way fit the character of the area and feels severely out of alignment with what is set forth in the Envision Franklin plan.

There are a number of us who would be attending this evening's meeting to speak against this resolution, but with it being Spring Break, many of us are out of town and unable to attend. I hope that you take into consideration if there isn't a strong turn out tonight that we feel that there was not ample notice given to allow those of us this resolution would impact to prepare to defend our position. Please don't take a lack of attendance on the community's part as support in passing this resolution. At the very least, this item should be put on hold until those of us who will be most impacted have the ability to be there to speak on behalf of our community.

We appreciate your time, thoughtfulness and consideration of those of us who live in the area that would be impacted by passing this resolution.

Sincerely,
Meredith and Jake Zeller

3141 Lorena Court, Franklin, TN 37067

Sent from my iPhone

Cayce Anderson

From: leeelliswilson@gmail.com
Sent: Tuesday, March 12, 2024 11:50 AM
To: Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpetersen@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey
Subject: Consideration for Envision Franklin-600 acres along HWY 96

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To whom it may concern,

I am writing to express concerns for Resolution 2023-73 to change the 600 acres in the Mayes Creek Basin from Development Reserve to Village Green. Village Green must be located within the Franklin city limits. These 600 acres are not currently within the city limits of Franklin. A village green design would be "surrounded by nature" with 70% open space. It would be very difficult to add the necessary infrastructure to ensure this village green area would fit the aesthetics and character of the surrounding area. The future sewer lines to support apartments, commercial, or industrial areas would be very costly. This area is densely populated with neighborhoods, homes, and schools nearby. Adding additional residents in this area would result in more people on the roads. The traffic on HWY 96 is already sub-par and would only become worse.

I would ask that the Board of Mayor and Aldermen reconsider an alternative designation for the 600 acres of land.

Thank you for your time and consideration!

Lee Wilson

Cayce Anderson

From: Julia Wilson <jswilson1612@gmail.com>
Sent: Tuesday, March 12, 2024 11:56 AM
To: Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpetersen@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey
Subject: Resolution 2023-73 Envision Franklin 600 acres along HWY 96

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To whom it may concern,

Please reconsider an alternative designation for these 600 acres in the Mayes Creek Basin and avoid calling it a Village Green. Due to the lack of infrastructure and cost to create a design that would "fit in" with the surrounding area, adding apartments, commercial, and/or industrial property to the area would diminish the aesthetics of the beautiful county we all live in. It would also add insult to injury with traffic, especially near the school and parks.

Thank you for your time and consideration,

Julia Wilson

Cayce Anderson

From: Brenda Scialdone <bscialdone@icloud.com>
Sent: Monday, March 25, 2024 2:28 PM
To: Admin Recorder
Subject: Vote NO on Mayes Creek Basin

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Hello.

Please Vote NO to change the designation for Mayes Creek Basin, the infrastructure is not there to support the proposed changes. There currently is no sewer, the Mayes Creek Basin Study has not been completed, the roads can't handle the traffic, this plan is not conducive to the area, there is not enough teachers/schools to support additional families, not enough emergency services, etc.

Please VOTE NO.

Thank you,
Brenda Scialdone

Cayce Anderson

From: Israel Holliday <israel@hollidayre.com>
Sent: Monday, March 25, 2024 1:04 PM
To: Admin Recorder
Subject: Mayes Creek BOMA meeting

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To whom it may concern:
I am very concerned about the proposed development and future plans that are being considered in the Mayes Creek basin. There are lots of reasons why this is a bad idea. We live on Trinity Rd and this proposed development will greatly change and negatively affect our area.

Rural setting - the undeveloped areas in Williamson Co are previous and once destroyed there is no going back. Nature will be lost and forever gone. Please consider allowing less development in the rural county areas and approving more development in the areas that are set up for more density where police, trash, roads, shops, sewer, etc are already in place or can be added to support the growth.

Sewer - there is no sewer in the Mayes Creek area. This will be a huge expense for the city. One that is not needed as development will not be able to support this cost.

Schools - our education systems are being pushed to their limits. Another huge development in the Mayes Creek area will only make matters worse for Trinity and Page.

Flooding - I have 100s of pictures of the flooding in the Mayes Creek area. Allowing this development will be devastating for the area. This devastation will affect everyone. Please consider stopping this development as flooding will become an even greater issue.

Transportation - adding 1000s of new homes and businesses will make traffic a nightmare. Any one who lives in or around West Haven can tell you how bad things are. Even with the improvements to Hwy 96, the infrastructure does not exist to handle 1000s of more homes.

Thank you for your time and attention in helping preserve this area of our beautiful county and allowing life to continue for the residents of this area.

--

Israel Holliday

Cell 615-414-6605

Cayce Anderson

From: Angela Haile <haile17@comcast.net>
Sent: Monday, March 25, 2024 11:56 AM
To: Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annpetersen@comcast.net; Brandy Blanton; Greg Caesar; Eric Stuckey
Subject: Fwd: 600 (Smith) acres potential change to "Village Green"

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

From: Angela and Vincent Haile, Watkins Creek
Subject: 600 (Smith) acres potential change to "Village Green"

To: Board of Mayor and Aldermen

Re: 600 acres, potential re-designation to "Village Green" at North Chapel/96 area

We implore you NOT to designate "Village Green" for this acreage. It is not in keeping with the character of the area. Please do not destroy the peaceful feel of this part Williamson County. Please make a more reasonable and responsible plan for this area. More potential high density is not the answer. The 96 corridor needs to be protected. Don't turn Franklin into Atlanta.

We thank you, in advance, for doing the right thing to ensure the character and safety of our area of Williamson County.

Angela and Vincent Haile
1130 Watkins Creek Drive
Franklin , TN 37067
(615) 905-8605
Cell: (512) 422-5977
haile17@comcast.net
Sent from my iPhone

Cayce Anderson

From: carcher7@aol.com
Sent: Tuesday, March 12, 2024 12:38 PM
Cc: Andrew Orr; Admin Recorder; Ken Moore; bev@aldermanburger.com; Matt Brown; Alderman Potts; Patrick Baggett; Clyde Barnhill; annperersen@concast.net; Brandy Blanton; Brandy Blanton; greg.caesar@frranklintn.gov; Eric Stuckey; brian.clifford@williamsoncounty-tn.gov; Steve Smith; Rogers Anderson; Robin Baldree; Robin Baldree; Mary Smith; Gregg Lawrence
Subject: 600 acres on Highway 96 - Request to deny reclassifying - Mayes Creek Basin

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

It has come to my attention that there are 600 acres in the UGB for Envision Franklin that is requesting to be reclassified as Village Green. Please keep this property as Development Reserve until such time as annexation takes place and then there can be a request for rezoning. The property is not contiguous to the current city limits. It should still be considered as county property and therefore would be required to be zoned with one house to every 5 acres. The neighbors would like it to stay that way. Currently, there is not a large number of people to comment due to the low density of residents in the area. That does not mean that those neighbors shouldn't be heard.
Our property is on the edge of the UGB and actually the line runs through our property. We would like to stay out of the city. We have seen the rapid growth of the rest of the county and don't want that to happen here. The traffic will already be increasing due to the current development on Ladd Road being built out. This is one of the last areas that remains low density and we would like it to stay that way.
There is a proposal for sewer lines extending out in to this area as well. I don't feel this is necessary at this time due to the low density. I feel it is just setting the area up to explode with growth.

Thanks for your consideration,
Lynn Rhoades
4419 North Chapel Road
Franklin, TN 37067

Cayce Anderson

From:	Janet Tiarsmith Varrin Curtis <jtvarrin@hotmail.com>
Sent:	Monday, March 25, 2024 10:26 PM
To:	Admin Recorder; Ken Moore; Bev Burger; Alderman Potts; Patrick Baggett; Clyde Barnhill; Brandy Blanton; Matt Brown; annpetersen@comcast.net; Greg Caesar
Cc:	Eric Stuckey; Andrew Orr
Subject:	Resolution 2023-73 Adoption of Comprehensive Update to Envision Franklin

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Mayor Moore and Aldermen,

I am writing to request you do not approve a major change to your Envision Franklin Plan. One of the changes proposed is the new designation of approximately 600 acres along Highway 96 from Development Reserve to Village Green.

For those Aldermen that weren't on the Board in 2018, this same property came before the Planning Commission requesting the property be annexed into the City of Franklin. It was denied due to the cost of running sewer and the density of the development. The new "Village Green" land use designation would permit development on this land as denied in 2018. This may be the Gateway to Franklin on the East but it is far from the center of town and it is where we live. This change is being made for the benefit of 2 large landowners, disregarding our established community, and all the city survey responses.

According to the 2017 Mayes Creek Basin Survey:

72.59% of the people wanted Limited Growth and development

58.52% of the people wanted Conservation Subdivisions

64.84T of the people wanted Single Family Homes

15.99% of the people wanted Extension of sewer infrastructure

11, 92% of the people wanted convenient shops, restaurants

And grocery stores

Talk about a detrimental effect on a community. How does this meet your objectives in Envision Franklin that states on page 7under Major Objectives to "Protect Franklin's Nature Beauty along its edges by preserving scenic corridors and viewsheds." Alderman Baggett, Alderman Brown and Alderman Burger stated they ran for office on a preservation platform to increase open space from 50% to 70%. Open space may have increased, but it only allows for more dense development to occur

and large profit for developers, which again is against all your citizen's survey results. This particular land may provide more open space because it is in the 100 year Flood Plan as zoned by FEMA as AE and cannot be developed and is there are protective guidelines to develop, and depending on design, our viewshed may not be protected.

With the City's build out number being 11,344 permits issued not yet built, and knowing the issues related to the to the city sewer capacity, where is your financial planning report showing that in 20 years you can provide the needed infrastructure to this area? Is this not required by the state in order to include land into your UGB? This area should be removed from your UGB as recommended by your staff. BOMA should never have overridden the city's staff recommendation. The staff was doing their job, making the city fiscally responsible to the citizens of Franklin.

The Mayes Creek Basin Study is not completed, so there is no financial plan for any needed infrastructure, i.e. sewer, roads, schools, teachers.

There are major concerns regarding the current road situation. I know 96 is being built out to 4 lanes. But does that help the traffic jams on the Interstates? With no traffic lights it is hard enough for the average person to get out onto 96, what is a bus to do with children on board when they have to cross the 4 lanes of traffic? According to TDOT there are currently approximately 19,000 cars that make the daily trip up and down Highway 96 and that is before the almost 600 homes get built on Clovercroft in 2 separate subdivisions. Several of you said no more building in the area of Clovercroft until we get these roads figured out. They are 2 lane country roads and not built to withstand the over use of them but here we go again. Let's add more homes. According to Williamson County Emergency Management and THP, there were a total of 413 accidents for 2022/2023 in this very area and below is the breakdown:

Highway 96 from Cox Rd – Arno 243

Clovercroft Rd from Highway 96 to Wilson Pike 58

Wilson Pike from Clovercroft Rd to Highway 96 75

N Chapel Rd between Highway 96 and Wilson Pike 37

For the reasons stated, and the mere fact that Aldermen Burger has stated, this is years down the road. It could be 10-15 years or more because you plan for 10-30 years out. For reasons I have state you should just leave the property designation of Development Reserve and keep with the large lot development plan.

Thank you,

Janet Curtis

3665 N Chapel Road, Franklin

Cayce Anderson

From: Tim and Nicole C. <tnemail2@gmail.com>
Sent: Tuesday, March 26, 2024 2:53 AM
To: Admin Recorder
Subject: BOMA Email Inquiry

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

I would like it noted that I do not wish for land in the ugb to be changed from development reserve, to village green, agri-development, or anything else until there is enough data to warrant such changes. This seems premature and not prudent. Please revisit this in 5 years when the plan is up for review to allow time to collect necessary data and make an informed decision. Only fools rush in, let's not be foolish. Let's be patient and allow for time to make decisions that are best for Franklin, especially delicate ecosystems like the Mayes Creek Basin that are direct tributaries to our life-blood, the Harpeth River. We should first tackle our current water issues before we make them significantly more costly and complicated.

Please let common sense prevail,

Nicole Caraher

I have written all members of BOMA asking them to consider this as they act on my behalf.

Cayce Anderson

From: Rick & Linda <wrcanfly@bellsouth.net>
Sent: Tuesday, March 26, 2024 11:49 AM
To: Eric Stuckey; Andrew Orr; Admin Recorder
Subject: Development in Mayes Creek Basin

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Gentlemen,

What type of long range planning are you doing? Have you looked at the intersection of I65 and HWY 96? Is there a plan for the modification of this intersection to accommodate the current traffic? Do you really believe this intersection can handle the traffic being generated by current development in our area? What is the current structural status of the bridge over I65? Has the State of Tennessee done an engineering assessment of this Bridge lately? If so when? This interchange is used by most Franklin residents on a daily basis. Will you tell all Franklin's residents that this intersection is inadequate and you have no plan to improve it?

These questions were asked in 2017 when this same project was proposed and rejected and to the best of my knowledge nothing has changed. This being the case how can you possibly recommend a development, one that is NOT in the city limits, that will bring thousands of additional cars daily through this intersection.

In anticipation of your rapid reply.

William R. Canada Jr
Linda A Canada
4348 North Chapel Road

Sent from my iPad

Cayce Anderson

From: No Reply <noreply@civicplus.com>
Sent: Tuesday, March 26, 2024 11:58 AM
To: Admin Recorder
Subject: Public Comment Submission

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Submitted by: Kerry Tyler
Email Address: klt@outlook.com

Commented on event: https://franklintn.portal.civicclerk.com/event/1172/overview
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: Hello Franklin BOMA, I'm a resident of the county--out in Arrington, not even in the UGB--so I know I have no direct or represented voice in what happens in the Mays Creek Basin or the proposed changes to the conservation subdivision zoning; indeed, we have our own work to do out here with the Arrington Special Area Plan. However, if you would indulge me, I'd like to highlight some...let's call them county-wide concerns. In short: I'm in favor of these changes, and even what that would mean for Mays Creek! With some caveats. I swear I'll try to be brief (spoiler: I failed). Franklin and the rest of the county continue to need more homes; people are still moving here every day, and for good reason--whether it be for Franklin's charm or the quiet of the woods. I'm more into the latter flavor of that, myself, but am also pro-12th floor-living; it's the car-based sprawl in the middle that I'm not into as much. This is primarily due to the environmental impact of old-growth forest removal, dislocating wildlife, and the sea of impervious hard surfaces that come with it. This is why I like the rules of the Village Green zoning. As long as I'm reading things right, and my calculator works, the 600 acres in the Mays Creek area would lead to only 180 acres of developed land--the rest would remain [roughly] undisturbed (right? Did I do this right?). That honestly sounds great to me, vs bulldozing the entire area to put in another sea of low-density single-family homes. Let's build a little higher-density space, where the prices won't have to all be a million dollars+; I want to share our county with anyone who wants to call it home, not only families who are made of money. To be sure, there's potentially a lot of people that will live in that area, and that brings car trips. The new 96 will surely support that, although the existing local roads to the north may not so much. Addressing these car trips and their environmental impact is the largest concern that I have with this and other developments (besides the direct issue of clear-cutting hundreds of acres of trees). As Franklin expands east into the UGB, perhaps it is time to sprout a third bus route to serve this area through the commercial corridor of 96 around the 65 interchange and connect up the future Market Street to McKay's Mill. Make it the Green Route, to reflect the summer landscape out this way :) I know you'll hear from a lot of residents about other infrastructure and emergency services and school capacity and etc. I have those concerns, too. Some of these problems are simply a matter of choosing to spend the money to address them, but chicken-and-egg problems can exist when the tax base literally isn't there yet. Some of these things we (the county) simply need to do what needs to be done, to maintain our schools, emergency services, and other utilities. But in the meantime: Can we support the load of these residents? Do services suffer in the meantime? I know you'll also hear about "rural character"... well... how much "rural character" are we going to have left if we keep clearing entire parcels of rolling farmland, replacing it all with concrete roads and asphalt shingles? All one has to do is look to the horizon while driving east on Clovercroft Road, up the hill from Oxford Glenn to see what we've lost. To try to put a fine point on all of this: New homes to support our new neighbors are going to be built no matter what--somewhere, and soon--so let's be smart about how we do it, because we (Franklin, Williamson county, Tennesseans) are all in this together. Thank you very much for your time, Kerry Tyler

From: Matt Brown
To: Andrew Orr
Cc: Eric Stuckey
Subject: Envision Franklin, Special Consideration Language
Date: Friday, March 29, 2024 2:04:58 PM

Andrew,

Hope you are well.

I would like to sponsor the below language update to the special consideration related to the area west of Hillsboro and along Mack Hatcher. This slight modification would provide the opportunity for our finding a new permanent home for Graceworks.

Please let me know if you need anything else from me.

Have a great Easter!

Regards,
Matt

Current Special Consideration:

West of Hillsboro Road and Along Mack Hatcher Parkway	Indoor and outdoor commercial recreation uses are appropriate at this location. Supporting local commercial uses such as physical therapy, sports related training and services, related office uses, and restaurants and retail uses that support the multi-purpose sports complex are also appropriate. The Planned District is the appropriate zoning district to implement this vision.

Special Consideration for Graceworks:

West of Hillsboro Road and Along Mack Hatcher Parkway	Indoor and outdoor commercial recreation uses are appropriate at this location. Supporting local commercial uses such as physical therapy, sports related training and services, related office uses, and restaurants and retail uses that support the multi-purpose sports complex are also appropriate. **Supporting local philanthropic uses including office, charitable/fraternal/social organization, and retail associated with storage and prep areas may also be appropriate when aligned with Civic Institutional and included in a master planned campus.** The Planned District is the appropriate zoning district to implement this vision.

From:
To: Planning Intake
Subject: FW: DO NOT APPROVE Agenda #15 - Resolution 2023-73
Date: Friday, May 17, 2024 3:51:46 PM

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

+ group email for visibility and awareness

Sent: Friday, May 17, 2024 11:46 AM
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

To whom it may concern,

I strongly recommend you all consider rejecting the 600 acres in the Mayes Creek Basin to be designated as “Village Green”. This same exact plan was brought up and requested 6 years ago in 2018 and was denied due to concerns from the city and county officials on flooding, infrastructure, sewer lines, as well as destroying the character of area. Williamson County offers the best of both rural life and city life. Given these 600 acres are outside of the city limits, placing a high number of units would not be the best option for the public welfare of our community and county.

As part of the Planning Commission, is everyone aware of the history of this proposal and does the county/city have any insight on how these concerns would be addressed?

In the past 6 years since the original request, little to no improvements have been made to mitigate the issues that were brought up and mentioned above.

Thank you,

Lee Wilson

Tia Holden

From: Andy Richter
Sent: Friday, May 17, 2024 4:13 PM
To: Planning Intake
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

We live in the Mayes Creek Basin Urban Growth Boundary at 4323 North Chapel Road. My wife, Kathy, and I purchased this property in 1993 then built on it and moved in in 1994. We have lived in this community for 30 years. There are two characteristics of this community that have kept us here. 1) We both grew up on farms, so we like having plenty of room around us. Our 5 acres is almost too small for our preferred "elbow room," but we have learned to like it. 2) We are near Franklin and Cool Springs but not too close, so we have convenient access to everything we need, but again not too close to it. We believe if you approve Agenda #15 - Resolution 2023-73, it will fundamentally change our neighborhood for the worse, cause it to lose its rural nature, and create unnecessary and unwanted overcrowding issues for our community. Thank you for taking our thoughts into consideration as you prepare to vote on this resolution. Let us know if you have any questions.

Andy and Kathy Richter
4323 North Chapel Road
Franklin, TN 37067

Tia Holden

From: kathryn jean
Sent: Friday, May 17, 2024 4:25 PM
To: Planning Intake
Subject: Future development of the 96

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Subject: Future development of the 96

Subject: Future Development and the Impact on Natural Environment ravenwood Farms Smith development off the 96.

I hope this

letter finds you well. I am writing to bring to your attention a matter of great significance regarding a proposed future development project that could potentially impact our local natural environment, particularly a 90-acre area of dense woods. As a concerned member of the community, I am deeply troubled by the potential

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generations. While I understand the need for progress and development, I urge you to consider the long-term implications of this project carefully. Is there a way to minimize the environmental impact or explore alternative locations for the development? Can measures be put in place to mitigate any harm caused to the natural habitat?

Furthermore, I believe it is crucial to involve the local community in the decision-making process. Their input and concerns should be taken into account to ensure that any development aligns with the values and priorities of the people who call this area home. In conclusion, I urge you to prioritize the preserv

ation of our natural environment and to approach this development project with caution and thoughtfulness. Together, we can find solutions that promote sustainable development while protecting the precious ecosystems that sustain us all. Thank you for your attention to this matter. I look forward to hearing your response and working

together to safeguard our environment for future generations.
Sincerely,
Kathryn Manoukian
602-684-3761
The red outline will be the woods that will be destroyed with the development



Sent
from
my
iPhone

Tia Holden

From: ELIZABETH BRUNSON
Sent: Friday, May 17, 2024 4:34 PM
To: Planning Intake
Subject: Urban Growth / Mayes Creek

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

I am very disappointed that the issue of developing the Mayes /Creek Basin is back for consideration considering the overwhelming opposition 6 years ago. It is hard to understand how this will help anyone but the developers of the property. Williamson County and Franklin now have, but will not for long if this is approved, an independent identity in Middle Tennessee. This identity will be lost with the continued addition of high density housing; we will just be another bedroom suburb of Nashville, with a little history on the side..

We have no school age children so school districts were not important to us when we bought our home in Nestledown Farms.What was important was acreage and a rural feel. We could have lived in Nashville or Brentwood or Westhaven, but none of those areas provide the uniqueness of eastern Williamson. The eastern expansion of Murfreesboro Road from Arno Road to Ladd Road has already created a plethora of farm land for sale as well as increased large truck and other traffic. At least the County regulations require 5 acre plots, which is a very smart decision and fully endorsed by anyone that is not a get rich quick property developer.

Just because the Planning Board has been asked to effectively re-zone the Urban Growth Area of Mayes Creek Basin, for the primary benefit of one particular family, it should not be seriously considered. How will the cost of additional sanitation, schools and other services be financed other than additional property taxes? We are well aware of the legal fragility of impact fees, and should not be relied on to subsidize the tax burden. I will pay my portion of the tax burden, for services necessary to maintain my community, but an additional tax burden to destroy the very thing we like about eastern Williamson is offensive. Growth is not always good.

The Urban Growth Plan was developed some 20 years ago for a reason. It was to set the parameters for long term growth. Let's respect those efforts. IF it is time to redraw and reevaluate the UGP I suggest that task be taken in totality not in a piecemeal way that this represents.

Before any action to reclassify this area to Village Green, please be aware, I am only one of many, many residents that are against it.

Elizabeth Brunson
4008 Nestledown Drive
Franklin, TN 37067

From: Lee W. Jordan
To: Planning Intake
Subject: Do not Approve Agenda #15 Res 2023-73
Date: Thursday, May 16, 2024 10:03:07 AM

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

This is written in opposition to the proposed rezoning of the property on Highway 96 from Development Reserve to Village Green.
1. Infrastructure for this project does not exist.
2. Overcrowded roads will become more crowded in spite of the new Highway 96 construction.
3. Precious rural land will be repurposed.
4. Dense development increases rapid water runoff and the risk of flooding.
5. Increased need for school construction and similar services leading to increased budgetary strain.
6. Franklin risks a deteriorating cycle of stimulating development to raise revenues in order to pay for prior obligations.

Lee W. Jordan
Jan E. Jordan
Owners, Willow Run Farm
3081 Wilson Pike

Sent from my iPad

From: Brenda Scialdone
To: Planning Intake
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73
Date: Friday, May 17, 2024 3:26:26 PM

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Hello.

I am writing to ask for the good of Franklin to be taken into account, the resources are not in place to handle any additional growth. The existing infrastructure (roads, schools and healthcare) can not handle the existing residents. There are certain times of day we are not able to leave our house because traffic is so backed up. The wait to become an established patient with a doctor is a minimum of six months if not a year. I ask to not approve Agenda #15 - Resolution 2023-73 until all the infrastructure is in place for the existing residents.

Thank you,
Brenda Scialdone

From:	Cheryl Hughes
To:	Planning Intake
Subject:	Fw: DO NOT APPROVE Agenda #15 - Resolution 2023-73
Date:	Friday, May 17, 2024 3:40:40 PM

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

----- Forwarded Message -----
From: Cheryl Hughes
To: Planningintake@franklin.gov <planningintake@franklin.gov>
Sent: Friday, May 17, 2024 at 03:39:31 PM CDT
Subject: Fw: DO NOT APPROVE Agenda #15 - Resolution 2023-73

----- Forwarded Message -----
From: Cheryl Hughes
Sent: Thursday, May 16, 2024 at 09:09:52 PM CDT
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

To the City of Franklin Planning Commission,

I am a seventh generation Williamson Countian representing 1752 and 1790 Burke Hollow Rd., Nolensville, TN 37135. I was present for several meetings regarding the Smith property in 2017.

Regarding the agenda item cited above being discussed May 23, I would ask you to vote NO to the Village Green designation for the following reasons:

1. With regard to the plans for a retail node, the 96/North Chapel Rd. intersection is 3.7 miles from the Alexander Plaza Kroger, and 2.7 miles from the McKay's Mill Publix, with the shopping centers of both stores providing many retail options besides groceries. And there are also retail options on 96 east of I-65. Why is a retail node needed at Mayes Creek? The Triune intersection is 7.5 miles from the Mayes Creek property. I have long thought that this would be the obvious location for a supermarket and other retail options - two major highways with a traffic light. It would serve the whole eastern side of Williamson County, particularly the College Grove/Arrington area. Those folks could reduce trips toward Franklin. Nolensville has a Kroger and Publix on the south side of town coming soon, which will also serve the area north of 96. The Veterans Parkway Kroger is 9.5 miles from the Triune intersection, so this type of spacing with shopping at Triune makes a lot more sense than a retail node 3.7 miles and less from the retail options available near 96/I-65.

I understand Triune doesn't have sewer, however, a County planner at the Arrington Special Area meeting in March conveyed that Triune *wants* a supermarket and a private sewer option is being

researched.

2. I am not opposed to development of any kind, but the *density* of development that comes with Village Green. Much of the Smith property is in the floodplain - understood - but what would be developed would be overly dense, with a lot of rooftops crowded together that would be incongruous and incompatible with the rural area the highway transitions to. I don't care how much open space is around it. It would not mesh with the sprawling estates of Nestledown Farms which are literally within sight of this property.

Also, townhomes and homes on .25 acres are not a reasonable transition from the city to the rural, RD-5 county. It seems to me that homes at the edge of the UGB going into the county should, at minimum have 1 to 1.5 acres per home approaching the RD-5 areas. And don't forget there is still farmland west of 96/North Chapel Rd. If this development was going to be homes on 1.5 acre or larger lots with no retail node, you would not be hearing from me about this.

3. Remembering the mileages I mentioned above, North Chapel Rd. is 7.5 miles from Triune. The county line is 3.3 miles *east* of Triune. So there is 10.8 miles of rural area from the Smith property to the county line. The Smith property is at the edge of the current UGB, UGB's being a current discussion. 10 years from now, it the UGB going to be moved outward again? 20 years from now, is any of Williamson County going to be rural? Murfreesboro is also encroaching on eastern Williamson County with the Veteran's Parkway Kroger 9.6 miles from Triune. In 2017 we attended open houses and filled out surveys online to express our wishes for the land use. The Town/Country option was the most popular, and I personally read comments on 100+ surveys where the same statement appeared over and *over* and OVER - "I love the rural feel, and Cool Springs is only 15 minutes away."

People want the town and country option; they want the country to be preserved. They have moved here the last 30 years and made the biggest purchase most people make - a home - in a rural area because they loved the rural feel. Each person's quality of life is important, no one more than another. A landowner's and developer's financial gain in developing land does not have priority over the person that owns 5 acres half a mile away. If the Smiths wanted to build a chemical plant on this property, the City would never approve it no matter how much financial gain the Smiths and a builder missed out on. That is an extreme example. Impacts on quality of life - traffic jams, loss of ease in accessing destinations due to increased travel time, portable classrooms at an overcrowded school where lunch ranges from 10 am to 1 pm to accommodate everyone, flooding of homes in one development because another planned poorly, and loss of quality of life when the area some chose 20 or 30 years ago because they loved it, decides to go rogue - are less extreme, but very important to the 260,000 people who have spent their money to live here.

Thanks for your time and your service to the town. Houses on 1.5 acre lots on the buildable area of this property with no retail node - that is what is reasonable for this property from a perspective of blending with what is around it.

Cheryl Hughes

Tia Holden

From: Melissa Savage
Sent: Friday, May 17, 2024 4:40 PM
To: Planning Intake

Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Good afternoon,
Regarding Agenda #15 - Resolution 2023-73, Please do not vote to change the designation of the 600 acres on Hwy 96 from Development Reserve to Village Green. I am a life-long resident of Williamson County and currently live on Trinity Road where it intersects with Ladd Road. With the addition of all the subdivisions that have been developed or are in the process of being developed out here, the increase in traffic on these two roads is horrible now! This year, there have been 2 car accidents in the Trinity Road curve at Ladd Road and both accidents resulted in the drivers landing their cars in my front yard and causing significant damage to my yard, my mailbox and trees. I have lived at this address since 2011 and never have had a wreck in front of my house before this year. North Chapel Road's southeastern endpoint is on Trinity Road. North Chapel Road is part of the Mayes Creek Basin and part of this proposal. A Village Green will only add more traffic and all that comes with that to these two roads.

Adding more and more homes/residences is ruining the look and feel for this community and a Village Green is not wanted out here.This rural area needs to be preserved, please.

Regards,
Melissa Savage
4102 Trinity Rd, Franklin, TN 37067
Mobile: 615-707-9631

Tia Holden

From: Ken Lowery
Sent: Friday, May 17, 2024 5:02 PM
To: Planning Intake
Subject: Please DO NOT Approve Resolution 2023-73, Agenda #15 Mayes Creek Basin Development

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Sir/Madam:

I do not write to or call government officials but felt this development was important enough to make my voice heard. I appreciate your time in reading this email. I will make my points brief in order to conserve your time and hope that will increase the impact of the email.

I live on Hwy. 96, between N. Chapel Rd. and Trinity Rd. I moved to that area of Franklin for one reason – the low density population and the fact of the Franklin Municipal Planning Commission (FMPC) passing the Envision Franklin, which stated that the Mayes Creek Basin area was not deemed appropriate for dense development. I do not condemn any growth in our city or county but the type of development proposed at Mayes Creek Basin is of great concern to myself and many others. This area is just not suited for this type of high density development and the people that live in this area moved there for the same reason my family and I moved there.

As mentioned above, the FMPC adopted Envision Franklin and the Mayes Creek Basin area was not deemed appropriate for such a dense development. There are many reasons the FMPC deemed this area not suitable for dense growth. This area was designated as Development Reserve for low density growth. This type of low density growth is what surrounds this proposed development and is what this area needs to remain. Agreeing to this development would be telling the FMPC that the work they did for Envision Franklin was incorrect and will have a rippling effect on all development and uses in Williamson County.

Has anything changed in Williamson County to deem Envision Franklin no longer valid?

There are many reasons the FMPC passed Envision Franklin and deemed the Mayes Creek Basin area not suitable for densely development.

The need for additional schools, sewer, water, police, fire, other city services and inadequate roads are the infrastructure concerns, just to name a few. The cost and demands this would place on the city and county would be overwhelming. It is also concerning that this development would change the Envision Franklin's recommendations and would greatly change the character of the surrounding area.

Environmental impact of this type of development in that area is also of concern. Again, this area is not reflective and is not set up to handle a development of this nature. My property and others around me flood and hold water already. In fact, there are parts of my yard that I still cannot mow because of water standing, and that happens every year.

Traffic is another concern. Try getting on the interstate in the morning or even worse, try getting off the interstate in the afternoon and turning east onto Hwy. 96. Traffic is often backed up way past the exit lane.

I hope you will listen to the concerns of myself and the many others that oppose this type of development in the Mayes Creek Basin area. I apologize, this email is not as brief as I thought it would be. I could write even more but hopefully you can understand my thoughts and concerns and know that there are many others who feel the same way.

Thank you for your time and consideration.

Ken Lowery

Tia Holden

From: Andrew Orr
Sent: Monday, May 20, 2024 1:17 PM
To: Planning Intake; Tia Holden
Cc: Emily Wright
Subject: FW: Envision Franklin Special Consideration
Attachments: The Flats at CHP FMPC.pdf; Aerial map copy.jpg

From: Greg Gamble

Subject: Envision Franklin Special Consideration

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Planning Commissioner,

On May 23rd, you will be reviewing and voting to adopt the Comprehensive Update to Envision Franklin. Over the past few months, Wayne Weaver, CEO of Community Housing Partnership has been in conversation with City Staff about an existing assisted living facility on Carothers Parkway and has an additional revision to propose. Community Housing Partnership has a purchase agreement on this property to buy it and make it available in their affordable housing program. Wayne has prepared a letter that I have attached that provides more detail into their intentions regarding the rehab of this structure.

In these conversations with City Staff, it was uncovered that City Regulations do not define Independent Living (meaning housing for seniors and adults with special needs, in this application), and this use must be identified as Multifamily Residential.

Multifamily Residential is not supported in Envision Franklin in the Mixed Residential Design Concept. Working with Planning Staff, the following Special Consideration was drafted:

Special Consideration for Mixed Residential Design Concept:

For Properties located between Interstate 65 and Carothers Parkway, and North of Upland Drive, existing assisted living facilities may be converted to multifamily residential units. Demolition of such buildings for the purposes of constructing new multifamily residential uses is not supported.

To give a bit of context, this is the only Existing Assisted Living Facility located between Interstate 65 and Carothers Parkway, and north of Upland Drive within the Mixed Residential Design Concept. The intent of this Special Consideration to allow Community Housing Partnership the opportunity to invest in this existing structure for the purposes stated in Wayne's letter. It is not the intent to support new multifamily buildings in this specific area.

If this Special Consideration is not adopted on May 23rd, Community Housing Partnership will file a request for an Envision Franklin Plan Amendment on August 6 for the September 26 Planning Commission Meeting. The final approval of the change of use from Assisted Living to Multifamily requires a Development Plan and a rezoning to PD (Planned District), and requires approval by the Board of Mayor and Aldermen.

Thank you for your consideration of this request. We look forward to presenting this request to you on May 23rd and will be available to answer any questions.

Sincerely,

GAMBLE DESIGN COLLABORATIVE

Greg Gamble | RLA
3020 Stansberry Lane, Suite 201
Franklin, TN 37069
Greg.gamble@gdc-tn.com
Mobile: 615.975.5765
www.gdc-tn.com

From: Wayne Weaver <wweaver@chpbuilds.org>
Sent: Thursday, May 16, 2024 10:44 AM
To: Greg Gamble <greg.gamble@gdc-tn.com>
Subject: Letter to Franklin planning commission

BUILD.
UPLIFT.
RESTORE.

WAYNE O. WEAVER
PRESIDENT & CEO
129 W. Fowlkes St, Ste. 124
Franklin, TN 37064
Office: 615.905.5959 | Fax: 615.595.1215
wweaver@chpbuilds.org

BUILD.
UPLIFT.
RESTORE.

May 16, 2024

Franklin Planning Commission
109 3rd Ave South
Franklin, TN 37064

Re: The Flats at CHP

Dear Members of the Franklin Planning Commission,

I hope this letter finds you well. I am writing to introduce you to an exciting project by Community Housing Partnership aimed at enhancing the quality of life for seniors and adults with special needs in our community.

Community Housing Partnership is pleased to inform you that we are currently under contract and in the process of purchasing the old Southern Care Assisted Living facility located at 3595 Carothers Parkway. Our intention is to convert this facility into an independent living facility tailored to meet the unique needs of our aging population and individuals with special needs. We are proposing to name this new facility "The Flats at CHP," as Community Housing Partnership will manage the project onsite, with its offices located within the existing office space within the building. This setup will facilitate efficient management and oversight of the project, ensuring that it meets the highest standards of quality and service.

This project seeks to provide a total of thirty-two units, all of which will be handicapped accessible, ensuring inclusivity and accessibility for all residents.

One of the key features of this project is its focus on affordability and accessibility. The proposed facility will offer affordable rent with all utilities and Wi-Fi included, ensuring that our senior community can access quality housing options that meet their needs.

The facility will boast a main recreation area and gym, providing opportunities for residents to engage in physical activities, socialize, and build a sense of community.

Phone. 615.790.5556
Website. www.chpbuilds.org
Address. 129 W. Fowlkes St, Ste 124 Franklin, TN 37064

Additionally, there will be cosmetic upgrades to the exterior of the building to enhance its aesthetics and contribute to the beautification of the neighborhood.

It is important to note that all modifications to the facility will be internal, with a focus on furnishing the shared areas and installing kitchenettes in the thirty-two units. These upgrades aim to create a warm and welcoming environment where residents can feel at home while maintaining the integrity of the existing structure.

The unit breakdown will consist of fifteen one-bedroom apartments and seventeen studio apartments, catering to the diverse needs and preferences of prospective residents. This thoughtful design ensures flexibility and choice while maximizing the use of space within the facility.

In summary, The Flats at CHP project presents an opportunity to repurpose an existing facility to meet the evolving needs of our community. We are committed to collaborating closely with the Franklin Planning Commission to ensure that this project aligns with local regulations and zoning ordinances.

I welcome the opportunity to discuss this project further and address any questions or concerns you may have. Thank you for considering our proposal, and we look forward to the possibility of collaborating with you to bring this much needed project to life.

Sincerely,

Wayne O. Weaver

Wayne Weaver, CEO
Community Housing Partnership
615-905-5959 direct
615-574-5669 cell


3595 Carothers Parkway
INTERSTATE 65 HWY
CAROTHERS PKWY
26.01
2.51 AC
92'
92'
92'
95.17'
39.08'
39.46'
142.82'
145'
"A"
"B"
156.24
175.69
1A
193.07
133.68
1
228.2
164.53

From: Monique McCullough
Sent: Tuesday, May 21, 2024 10:35 AM
To: Emily Wright
Cc: Admin Recorder
Subject: FW: Feedback for City of Franklin, TN

Hi Emily.

Wasn't quite sure where to send this one.

Copying Recorder's Office in case it needs to be part of official record.

Thanks!

Monique

From: City of Franklin, TN <CityofFranklin@franklintn.gov>
Sent: Monday, May 20, 2024 2:00 PM
To: City Of Franklin <cityoffranklin@franklintn.gov>
Subject: Feedback for City of Franklin, TN

You have received this feedback from David Fleming for the following page:

https://www.franklintn.gov/government/departments-k-z/planning-and-sustainability/long-range-planning/envision-franklin

As a Christ Community Church member, I respectfully oppose the use of our property as a site for Graceworks. I love and respect all involved. There is another place for this valuable resource than next to the pristine and historical waters of the Harpeth River. You should ask the employees and Board of OneGenAway why they left Graceworks enmass in 2022. You take great ideas coupled with flawed leaders and flawed locations get a bad result for Franklin.

Tia Holden

From: Jack D
Sent: Friday, May 17, 2024 5:23 PM
To: Planning Intake
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73
Attachments: Hwy 96 Traffic Across 65.jpg; 65 Exit Ramp.jpg; Next to Knight Bridge, Trinity Road.jpeg; Morning Traffic on 96.JPG

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Planning Commission,

I am writing to you about changing the designation of the 500 acres on SR96 from Development Reserve to Village Green. When we were looking to move, we wanted to find an agricultural area in a small town area. It took us 3 years of searching, but when we discovered Franklin, we fell in love with it. Everyone was welcoming and friendly, the farms were large and full of livestock or crop, the traffic was light and respectful, and restaurants and stores were local. We found a small 7-acre farm with a barn that is perfect for our horses.

The past 7 or 8 years, I have been noticing significant changes in the Franklin that brought us here. The traffic in Franklin and surrounding areas is becoming very congested or jammed and getting through traffic signals takes an extended amount of time. Most of the roads need a lot of maintenance. The infrastructure needs attending. Potable water and sewage is a challenge. Schools are overcrowded. Fire Department growth has not kept up with the current development. The addition of so many developments have changed the topography and added flooding problems.

I also noticed a change in culture. The friendliness has started to devolve to primarily transactional events. People are driving faster and are far more aggressive. The culture of Franklin is significantly different and is rapidly losing its small-town feel.

I ask you not change the designation of the Smith property from Development Reserve to Village Green. Doing so immediately changes everything east of US65 and rapidly accelerates the change from an agricultural area to a city area. In the 2023 Development Report, the Future Build-Out shows the number of non-single family homes (not including Assisted Living or West Haven) will increase by 8511 units and only 1715 for single family homes—that is a 500% difference! Building stores, many non-single family homes, retirement homes on the Smith land would immediately take away any agricultural atmosphere here. Franklin's long-term value to its people would be to keep it agricultural with the addition of horse/livestock communities, not fewer. There are many other options to keep our ag culture and make Franklin a great place to visit and live. I don't think the people of Franklin want to become the next Atlanta.

Thank you for your consideration. I know I am not alone with this view. I have attached some photos.

Jack Davidson

Franklin Resident

Tia Holden

From: manju koster
Sent: Friday, May 17, 2024 6:11 PM
To: Planning Intake
Subject: Fw: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

From: manju koster
Sent: Thursday, May 16, 2024 2:58 AM
To:
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

Dear Franklin Planning Commission,

What is a quality life?
I think it's living in a place is where people feel safe and taken care of. Where we can drink clean water, breathe clean air, swim in clean water, lots of green space. In Franklin if you choose to drink the tap water you are getting lots of toxicants, notable chromium hexavalent, which causes cancer, heavy metals, pharmaceuticals, and the list goes on. You shouldn't swim in the water because it's also full of chemicals.
The green space we have is being bulldozed.
Please do not destroy land that doesn't need to be changed. When a development is built it wrecks the land. For example, just the spraying of the grass is devastating. When atrazine and glyphosate are used (endocrine disruptors), this kills most life.
It's also quite damaging to humans. Endocrine disruptors are in part why people are sexually confused, can't get pregnant, are overweight, and a plethora of other problems.
This is one example of many of the problems of developing land that doesn't need to be changed.
What legacy do we leave for our children?
What are the personal moral implications of these actions?
We need to think deeply about our choices.
It's the daily steps that we take that create who we become.

Sincerely,
Manju Carrow

Tia Holden

From: karen smith
Sent: Friday, May 17, 2024 9:14 PM
To: Planning Intake

Cc: Janet Tiarsmith Varrin Curtis; Kathryn Webber; Gregg; Mary Smith
Subject: DO NOT APPROVE - AGENDA #15 RES. 2023 73 - SEWER SERVICES - MAYES CREEK BASIN

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To: Franklin Municipal Planning Commissioners,

SEWER SERVICE – MAYES CREEK BASIN PLAN

June 25, 2018 - Per the Mayes Creek Development Proposal letter from Dorie Bolze, President & CEO of the Harpeth Conservancy, to Andrew Orr, lead planner on the Franklin Planning Commission, "The estimated sewer flow is around 450,000 gallons per day for 1329 residential units and commercial/retail. Current county zoning is Rural Development: 1 unit/acre. Within the property, around 500 acres – a rough comparison would be 175,000 gallons per day for 500 residential units.

In 2018, the estimated cost for a city sewer distribution system in the Mayes Creek development proposal is estimated between $23,482,000 - $26,800,000. The cost figures will increase over time."

The Harpeth Conservancy's recommendation: "Should not move forward with the proposed design concept change because of the lack of sewer access and the capacity in the city's sewage treatment system."

June 13, 2023 – The City of Franklin's Water Management Department's staff addressed requests from property owners in the MCB for City Sewer.

> "Staff recommended a solution consisting of a temporary regional pump station and associated force main (no force main alignment has yet been determined)"
>
> "Pump station could potentially be relocated as more development happens closer to the bottom of the basin"
>
> "Water Management recommends approving sanitary sewer contingent on applicants following the Basin Plan for serving the property with sanitary sewer.
>
> "Keeping (property owners) in the UGB implies the ability of the City to serve it with sewer:
>
> > Tennessee's Growth Policy Act Section 7(a)(I)(D): (D) Identify territory in which the municipality is better able and prepared than other municipalities to efficiently and effectively provide services"

May 17, 2024 – <u>Sanitary Water is the Most Vital Resource for any Community.</u> Currently, there is no approved design of a New Clean Water Facility. There is no approved Sanitary Sewer Plan for the Mayes Creek Basin. If a new facility is eventually placed into service – there should be communication on how this will financially impact the community currently on septic.

There is no reason to approve high density housing and commercialization plans BEFORE having a sanitary water system in place. Please vote NO for the development of Village Green until a sewer system buildout plan is financially feasible and approved first.

Respectfully,

Karen Smith

N. Chapel Rd. Citizen

Tia Holden

From: karen smith
Sent: Friday, May 17, 2024 9:17 PM
To: Planning Intake
Subject: Fwd: DO NOT APPROVE AGENDA #15 RES. 2023 73 - TRAFFIC ISSUES

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

---------- Forwarded message ---------
From: **karen smith**
Date: Thu, May 16, 2024 at 8:38 PM
Subject: DO NOT APPROVE AGENDA #15 RES. 2023 73 - TRAFFIC ISSUES
To: [redacted]

To: Franklin Municipal Planning Commission

TRAFFIC ISSUES – INTERSECTION OF N. CHAPEL ROAD QUADRANTS

At the 2018 meeting, Mr. Andrew Orr, Principal Planner, stated that "the owner requested changing the N. Chapel Rd & 96 Intersection from Neighborhood Commercial to Neighborhood Mixed Use which would allow for multifamily, assisted living facility, mixed uses and maximum building height of three stories".

At the N. Chapel corners, we do not need more boutique shops, convenience stores, gas stations, etc. Everything we could possibly want is 4 miles up the road on Carothers. Why allow for commercial development when the people who live here do not want to be urbanized.

Also at this meeting, the planning staff stated that the "outlying roadway infrastructure in the northern and southern halves of the basin is not equipped to take on intense growth and the land uses should remain low density until improvements to Wilson Pike, Trinity Road, Pate Road, and N. Chapel Road are programmed and sewer infrastructure becomes available."

2024 Infrastructure Issues: Existing Rural Roads -- hilly, blind spots, curvy, narrow, deep ditches -- are not capable of handling high traffic volume. Currently, it is extremely difficult to make a left turn from N. Chapel to Hwy 96. Arrington & Nolensville traffic, Trinity Elementary School traffic, kids' soccer, softball, baseball Fly Park traffic – have not only increased the amount of traffic on 96 but also the number of accidents has increased. Packs of cyclists are also on these narrow roads. We don't need any more cycling fatalities in the county. All these traffic issues are happening now – BEFORE the added volume of Reeds Vale on Ladd Rd., Reeds Vale on Lampkins Bridge Rd., Poplar Farms, and the proposed Village Green development.

We should have the outlying roadway improvements first before taking on more intense growth. Public Safety, First Responder Services, Fire Station – also should be in place before any more development occurs. **Mayes Creek Basin**

Community Safety is at risk with Village Green's high-density and commercialization development plan. Please vote NO.

Respectfully,

Karen Smith
North Chapel Rd. Citizen

--
Karen Smith

KMS Marketing
4343 North Chapel Road
Franklin, TN 37067
615.714.8673

Thank You for Our Opportunities.

Tia Holden

From: karen smith
Sent: Friday, May 17, 2024 9:18 PM
To: Planning Intake
Subject: Fwd: DO NOT APPROVE - Agenda #15 Res. 2023-73 - CITIZEN CONCERNS - MAYES CREEK BASIN

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

---------- Forwarded message ---------
From: **karen smith**
Date: Wed, May 15, 2024 at 10:14 PM
Subject: DO NOT APPROVE - Agenda #15 Res. 2023-73 - CITIZEN CONCERNS - MAYES CREEK BASIN
To:

Franklin Municipal Planning Commissioners:

CITIZEN CONCERNS – MAYES CREEK BASIN

2017 Open House and Surveys: Overall sentiment – desire to maintain the limited growth policy and rural character of the basin. Citizens expressed concerns about traffic, infrastructure, school crowding, and land disturbances that sewer extensions into the basin would cause. At the May 2018 neighborhood meeting, these same concerns were reiterated.

At the 2018 Meeting, Mr. Orr stated that "the intensity of the Smith Masterplan is counter to the overall majority opinion expressed during the public outreach phase and the survey results."

Commissioner Allen stated, "We are not for high-density in the Urban Growth area. This is not the right place for density. We should be able to have good development and low density"

2024 – Mayes Creek Basin Survey was submitted to the public via a variety of social media platforms, postcard mailing, yard signs – directing anyone interested to the www.mayescreek.org website – to participate in the survey regarding future development in this area.

Please visit the site and review the responses of the citizens. Because of all the rampant high-density development in Williamson County, the sentiment is stronger now about protecting the rural character of the basin area. Single-family homes on 1 acre lot – minimum!

Two property owners' rights to build should not be more important than the entire community. Please do not vote to move forward with the Village Green buildout.

Thank you

Karen Smith
N. Chapel Road Citizen

Tia Holden

From: karen smith
Sent: Friday, May 17, 2024 9:19 PM
To: Planning Intake
Subject: Fwd: DO NOT APPROVE - Agenda #15 Res. 2023-13 - MAYES CREEK DRAINAGE BASIN - FLOODPLAIN

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

---------- Forwarded message ---------
From: **karen smith**
Date: Wed, May 15, 2024 at 10:09 PM
Subject: DO NOT APPROVE - Agenda #15 Res. 2023-13 - MAYES CREEK DRAINAGE BASIN - FLOODPLAIN
To:

Franklin Municipal Planning Commissioners:

FLOODPLAIN – MAYES CREEK DRAINAGE BASIN

Roughly 1,200 acres within the UGB are within the 100-year floodplain. Mayes Creek Drainage Basin is currently Development Reserve, Neighborhood Commercial, & Single Family Residential. Proposal to change this design concept to: Large-Lot Residential, Mixed Residential, Conservation Subdivision, & Mixed Residential - "Village Green".

At the 2018 meeting, Mr. Andrew Orr, Principal Planner stated that the “Smith Property is made up of approximately 500 acres in the Mayes Creek Drainage Basin, located in the eastern part of the Franklin UGB. Property is in the NE and SE Quadrants of N. Chapel Rd & Murfreesboro Rd. intersection – as well as land spanning along the north side of Highway 96. Mayes Creek flows through the property, **creating a significant amount of floodplain”**

Mr. Orr stated that the owner “would like to change from Development Reserve which supports low density residential use due to the lack of infrastructure and services – to Conservation Subdivision which allows for clustered development of single-family homes and secondary use of big houses (up to 4 units) and duplexes (up to 2 units)”.

Approximately 70% of the acreage would be undevelopable because the floodplain runs through the property – on both sides of Hwy 96. The property also has wetlands, two large creeks, streams, stream buffers. Stream buffers and wetlands **reduce flooding and provide biodiversity** for over 40% of different types of species.

The developer touts “green space” - from one side of the property (which includes floodplain) - across Hwy 96 - to the other side – joining the two parcels with a “connectivity” tunnel - already built under the highway.

- What happens to the surrounding area homes - next to the floodplain – when high density housing and commercialization is built?

- What happens to the other landowners' property when trees are ripped out, and this area is being filled with dirt - then paved over? Where does the excess water now go?

- What happens to the current infrastructure when damaging flash flooding impacts the rest of the Mayes Creek community?

We live in a time of crazy development, and it's easy to lose sight of what's really important to our ecosystems, wetlands, stream buffers and our community. **Keep MCB as Development Reserve.**

Thank you.
Karen Smith
North Chapel Road Citizen

Tia Holden

From: karen smith
Sent: Friday, May 17, 2024 9:22 PM
To: Planning Intake
Subject: Fwd: FLASH FLOODING - CREEKS & STREAMS
Attachments: Floodplain 5-9-24.jpg; Mayes Creek Bridge - N. Chapel 5-9-24.jpg; N Chapel Rd 5-9-24.jpg; Mayes Creek Hayfield Flooding 5-9-24.jpg

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

---------- Forwarded message ---------
From: **karen smith**
Date: Thu, May 9, 2024 at 7:57 PM
Subject: FLASH FLOODING - CREEKS & STREAMS
To:

Smith Property, "Village Green", which is being considered for rezoning - allowing for high-density housing and commercial development has:

- Two Large Creeks (one on each side of the property): Mayes Creek & Seawood Branch Creek
- Streams and stream buffers
- Floodplain – about 70% of the Smith property is in a floodplain

Since 2020, flash flooding in the Mayes Creek Basin has become more prevalent and more damaging. Attached are pictures of both large creeks and the current flooding problems. Both creeks flow into the Harpeth River.

And now with the Reeds Vale development (226 lots) on Ladd Road - which also has a creek that flows into the Harpeth, we currently have a Trinity Road closure due to flooding of the Harpeth River.

This is all happening BEFORE the development of the Smith Property. What is going to happen when trees along both creeks - and on both sides of 96 - are ripped out and concrete is poured? We have the opportunity to develop responsibly, to protect the current infrastructure, and ecosystems. Thank you for your serious, thoughtful, and safe planning for the future of our community.

Karen Smith
N. Chapel Rd

SEAWOOD BRANCH CREEK.MOV









Tia Holden

From: Katie Elias
Sent: Saturday, May 18, 2024 4:50 PM
To: Planning Intake
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To Whom it May Concern,
Please do not allow dense housing and more businesses in our rural area. The traffic on Hwy 96 is already so busy!
I have only been here 2 years from California. I moved here to get away from packed areas, traffic, politics, etc. Please don't make Franklin like Irvine!
Sincerely,
Katie Elias

Sent from Yahoo Mail for iPhone

Tia Holden

From:
Sent: Saturday, May 18, 2024 7:17 PM
To: Planning Intake
Subject: Please vote NO to Agenda #15 - Resolution 2023-73 and here's why!

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Hello to the Franklin Planners - - -

First, Thank you for your service. I can't even imagine what a thankless job you have.

My name is Amy May. We have been homeowners in Williamson County since 1998. So you can imagine how much change we have seen in Franklin in the last 26 years. (We live in Albany Pointe, right off of Arno, outside the city limits)

I would like to express my thoughts regarding the current growth that is running rampant in our county and specifically related to the Mayes Creek Basin area.

Why do we want such growth? The growth does not pay for itself. WE, the TAXPAYERS, pay for it. If you focus on nothing but the impact on schools, you can see that we go further in the hole with each house that is built. I have had 3 children in Williamson County schools and every year there is a cry and begging and pleading to fully fund the school budget. That's because thousands and thousands of people move here, and the existing residents have to foot the bill, not only for the yearly operating budget, but to build new schools to fit every single child that comes along. Why is that? The residents get no benefit from the "growth" – none whatsoever. We just pay higher taxes and watch as our beautiful county turns into suburbs of Atlanta. We should prevent this at all costs.

I totally understand why people want to come here. But the more people that move here, the less we recognize Williamson County as our home. If people want to move here – they can buy an existing house. We don't want to see our lovely town and county ruined by uncontrolled growth. We lack the infrastructure to sustain the growth. Why do we build and then have to figure out how to increase our police force? Our fire fighting capabilities? Sewer and water capacities? And SCHOOL capacities, as discussed above! Also – the roads are completely inadequate for the growth and it takes years to catch up before we start all over again. We just had a house burn completely to the ground in our neighborhood. Does that make us feel safe and protected? Absolutely not. Imagine if we add 3,000 more people right down the road from us.

Please vote NO to the change in the Envision Franklin plan for the Mayes Creek Basin area. There is absolutely no reason for the land designation to change, except for the greed of a few property owners. It is unfair for those property owners to get rich while the rest of us have our quality of life lowered in many ways. Please don't cater to these few loud voices, while the rest of the people in this area suffer for it. There has been so much outcry over this development, that I cannot fathom how the designation can be changed. The Citizens Survey responses tell the story that the citizens do not want this. Please listen to us. PLEASE DO NOT APPROVE AGENDA #15- RESOLUTION 2023-73.

Please consider the people. The fact that this request by the property owners is a change to the plan should say something. There's no good reason for the change in designation. They own the land, as designated. The rest of us

don’t get to change our land use designation. What if I, Amy May, want to change my 1.2 acres into a paid parking garage and drive everyone to Nashville in buses? I would make millions. How would my neighbors feel? There would be hundreds of cars driving down my short street – the garage would be a hideous eyesore to our beautiful neighborhood – there would be more danger to the residents and children from traffic accidents and so on and so on. My individual property rights do not trump that of my neighbors. I would never be allowed to do that on my property so I could get rich, at the expense of my neighbors. It’s ridiculous. And so is the proposed change to the Mayes Creek Basin Area.

PLEASE PLEASE DO NOT APPROVE AGENDA #15- RESOLUTION 2023-73
Please feel free to call me if you would like to discuss further.

Most Sincerely,

Amy May
2212 Grace Point Court
Franklin TN 37067
615-497-4299

Tia Holden

From: Charles Layne
Sent: Sunday, May 19, 2024 8:00 AM
To: Planning Intake

Cc: Kathryn Webber
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Good morning to all of you,

As a resident of the Millview community, I am voicing my opposition to Agenda #15 - Resolution 2023-73, referring to the portion affecting us on Hwy 96E in the Mayes Creek Basin area. The infrastructure does not yet exist for a major residential development in this area and my understanding is that the possibility doesn't even exist to make that happen. It also goes without saying that I do not want to see the kind of growth that has taken place on the west side of the city over the years.

My family has lived here since 1984 and we like our quiet, accessible community as it is. We simply do not need or want more unchecked growth and more population density.

Enough is enough.

Sincerely,

Charles U Layne

Tia Holden

From: James Anderson
Sent: Sunday, May 19, 2024 8:51 PM
To: Planning Intake

Cc:
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

I am a longtime resident in the Mayes Creek area of over 30 years. I purchased my land in 1985 and one of the reasons that I purchased it was the country feel of the area. I feel that the existing zoning has served the area well. There has certainly been growth in Mayes Creek since I purchased my land and it was always within the confines of the max. of 1 house per acre. As a small land owner I had to jump through hoops just get building permits for 1 house on 7 acres and 1 house on 5 acres. The planning commission didn't make exceptions to the rules for myself or to my knowledge for others that have built since then. I have seen several houses built on 5 acres in the last 2 years and I have had no objection to that as it hasn't changed the nature of the area. Why does growth have to be mega growth that overtaxes the resources?

When the zoning change almost passed 5 years ago we told a number of false statements by the consultant representing the parties interested in getting the zoning changed. One statement was that the expansion to Hwy 96 would be done within a year or 2 when the State started. It has been 5 years and they still aren't finished. There was a statement made that individual septic systems only last around 30 years. Mine is still going strong at nearly 40 years.

Traffic is still a problem and it is going to get a lot worse if this is approved. I have to come up to Clovercroft and Wilson Pike during rush hour and the traffic was backed up for about 3/4 of a mile it took 20 minutes to get to Wilson pike. The traffic lights at the underpasses has helped reduce the chance of collision, but it hasn't done a lot to relieve the traffic. Adding more traffic with this zoning change to the area would be a mistake and not in the interest of the people already living in this area.

The question becomes who is going to benefit form the zoning change? Certainly not the people who actually live hear we already have complied with the county requirements. The only one that I know of who will benefit is the developer. I don't believe that he lives in Mayes Creek and so he won't have to deal with the problems that this development will bring. Its not even a matter of him not being able to develop, because he could do so responsibly with the existing zoning with beautiful county estates. He doesn't want that, because he can't make as much money as he would like. I don't think that it is right to hold the small land owner to the existing rules for 40 years and now be willing to change them for a large land owner just so he can make more money. The planning commission should have the interest of the people who live in the area not someone who doesn't live in the area being impacted.

There are many other issues that were brought up 5 years ago that resulted in the change being voted down. I would ask you to remember those additional issues as well.

Government should serve the will of the many and not the will of the few rich and connected. Last time the room was full and people were out in the hallway when the public was allowed to speak.

Tia Holden

From: Janet Tiarsmith Varrin Curtis
Sent: Monday, May 20, 2024 6:40 AM
To: Planning Intake

Subject: Agenda #15 May 23 FMPC meeting

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Commissioners,

First I'd like to thank you for your dedication in serving on this commission.

Now to let you know why I am writing this letter. I am requesting that you vote NO to the amendmended designation change for Envision Franklin that would change 600 acres from Development Reserve to Villages Green.

This property lies on Highway 96 between N Chapel Road and Trinity Road. This area has a school zone right in the middle of this area which already creates a traffic nightmare with both school traffic and people getting both to and from work. As it is, you take your life in your hands every time you have to cross 96 whether you are going straight across, making a left or right turn. I have had to wait for 20 minutes to go by at times just to turn off of N Chapel Road and this is before 4-lanes of traffic opens up. The Williamson County Sheriffs Department does a good job watching for speeders and alike, but let's face facts, they can't sit there all day, everyday. In speaking with TDOT there are currently no plans for a traffic light on 96 at this time or with this project.

Traffic is horrible and this is before Fiddlers Glen is built out, High Point Hill gets finished and before Kings Chapel expansion is done all coming west on 96 right passed where you want to make this designation change and add hundreds of more vehicles. According to Tennessee Highway Patrol, Williamson County Emergency Management and Williamson County Sheriff's office there have been for 2022 - 2023 a total of reported accidents:

- 246 accidents on Murfreesboro Rd. between Cox Road and Arno Road
- 58 accidents on Clovercroft between Hwy.96 and Wilson Pike
- 75 accidents on Wilson Pike between Clovercroft and Murfreesboro Rd
- 37 accidents on N Chapel Rd between Highway 96 and Wilson Pike

For a total of 416 accidents in 2 years. This may not seem like a lot but for these 2-lane country roads it is significant.

According to The City of Franklin's own Connect Franklin Amended April 2023 report:

- Clovercroft Road is Project Numbers 17 & 18 on the 2030 (Short Term) **PROPOSED PROJECT list**
- N Chapel Road is Project 69 on the 2040 (Long Term) **Proposed Project List**
- Trinity Road is Project 73 on the 2040 (Long Term) **Proposed Project List**
- Clovercroft Road (Eastern City Limits) is Project 73 on the 2040 (Long Term) **Proposed Project List**
- Oxford Glen is Project 81 on the 2040 (Long Term) **Proposed Project List**
- Pate Road at Trinity Road is 84 on the 2040 (Long Term) **Proposed Project List**

- N Chapel to Pate Road is 85 on the 2040 (Long Term) **Proposed Project List**

By Franklin's own document, if we are lucky, improvement work on these roads is anywhere from 6 - 16 years away. During the 2018 Planning Commission meeting it was brought out that staff stated:

"The outlying roadways infrastructure in the northern and southern halves of the basin are not equipped to take on intense growth and the land uses should remain low density until improvements to Wilson Pike , Trinity Road, Pate Road and N Chapel are **programmed** and sewer infrastructure becomes available."

These conditions have not been met and are still years out from any type of realization. Therefore, **I am requesting you vote NO to changing the designation of the 600 acres on Highway 96.**

Thank you for your time and service,

Janet Curtis
N Chapel Rd

Sent from my iPad

Tia Holden

From: Brent Thompson, Realtor
Sent: Monday, May 20, 2024 2:18 PM
To: Planning Intake

Subject: Mayes Creek Basin/Smith Farm

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To whom it may concern:

I am writing to you as a lifelong resident of Franklin, TN, with deep roots in our community. My family has cultivated a farm near the proposed zoning change on Trinity Rd for generations, and I am also the owner of a 20-acre tract of land that will be directly affected by this project.

The proposed development raises significant concerns regarding increased traffic congestion. The roads in question are already overburdened, and this project threatens to exacerbate the situation, particularly on Highway 96 East—a vital artery into Franklin. This road is already prone to backups, especially near Trinity Elementary School, and further strain could compromise the safety and well-being of our residents.

In my discussions with neighbors—both longstanding and new—I have not encountered a single individual in favor of the proposed zoning change, with the exception of the Smith Family. It is my understanding that they do not reside on or near the property in question and thus would not experience the direct impact of the development.

This issue has been previously voted down, and it is concerning that it has resurfaced, seemingly due to the persistence of a wealthy family seeking to profit at the expense of the community's well-being. Williamson County has implemented a minimum lot size of five acres to manage growth and preserve the natural beauty of our region. The current proposal stands in stark contrast to these regulations and seems to cater to the interests of a single family, rather than the community at large.

The residents of Franklin and Williamson County, particularly those living in and around the Mayes Creek Basin, are united in their opposition to this rezoning. We have cherished our way of life here for many years, raising our families and planning for future generations to enjoy the same quality of life.

I urge you to consider the voices of the community you serve and to recognize the long-term implications of this decision. We hope that our collective stance will be taken into account when casting your vote on this matter.

Thank you for your time and attention to this important issue.

Sincerely,
Brent Jordan Thompson

Resident at 945 Hickory Hills Drive, Franklin, TN 37067.

Tia Holden

From: karen smith
Sent: Monday, May 20, 2024 9:17 PM
To: Planning Intake
Subject: Fwd: DO NOT APPROVE AGENDA #15 RES. 2023 73 - SCHOOL OVERCROWDING
Attachments: WCS-School-Zone-Map.pdf; Open-Zoned-Schools-2024-2025.pdf

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

---------- Forwarded message ---------
From: **karen smith**
Date: Mon, May 20, 2024 at 8:42 PM
Subject: DO NOT APPROVE AGENDA #15 RES. 2023 73 - SCHOOL OVERCROWDING
To:

SCHOOL OVERCROWDING

CURRENT HOUSING DEVELOPMENT APPROVED – 984 Units

- Poplar Farms (Tap Root Farms/Market Street) - 500 Units
- Reeds Vale (Lampkins Bridge Rd) – 258 Units
- Reeds Vale (Ladd Rd) – 226 Units

POTENTIAL DEVELOPMENT PROPOSED – Additional 600 Units

- Village Green (N. Chapel/Trinity Rd.) +/- 600 Units

2024-2025 - CURRENT SCHOOL BUILDING CAPACITY*

- Trinity Elementary School = 91%
- Creekside Elementary School = 91%
- Clovercroft Elementary School = 78%
- Arrington Elementary School = 70%
- Page Middle School = 94%
- Page High School = 74%

355 Job Openings to be Filled in the Williamson County School District. Shortage Of: Teachers, Counselors, Resource Officers, Bus Drivers, and more. Check out their website for complete job listings.

East Williamson County Schools are almost at capacity - this is BEFORE the Village Green development. **Trinity Elementary School is at 91% capacity. Page Middle School is at 94% capacity.** Providing great schools and complete staffing needs to be the priority before adding more development.

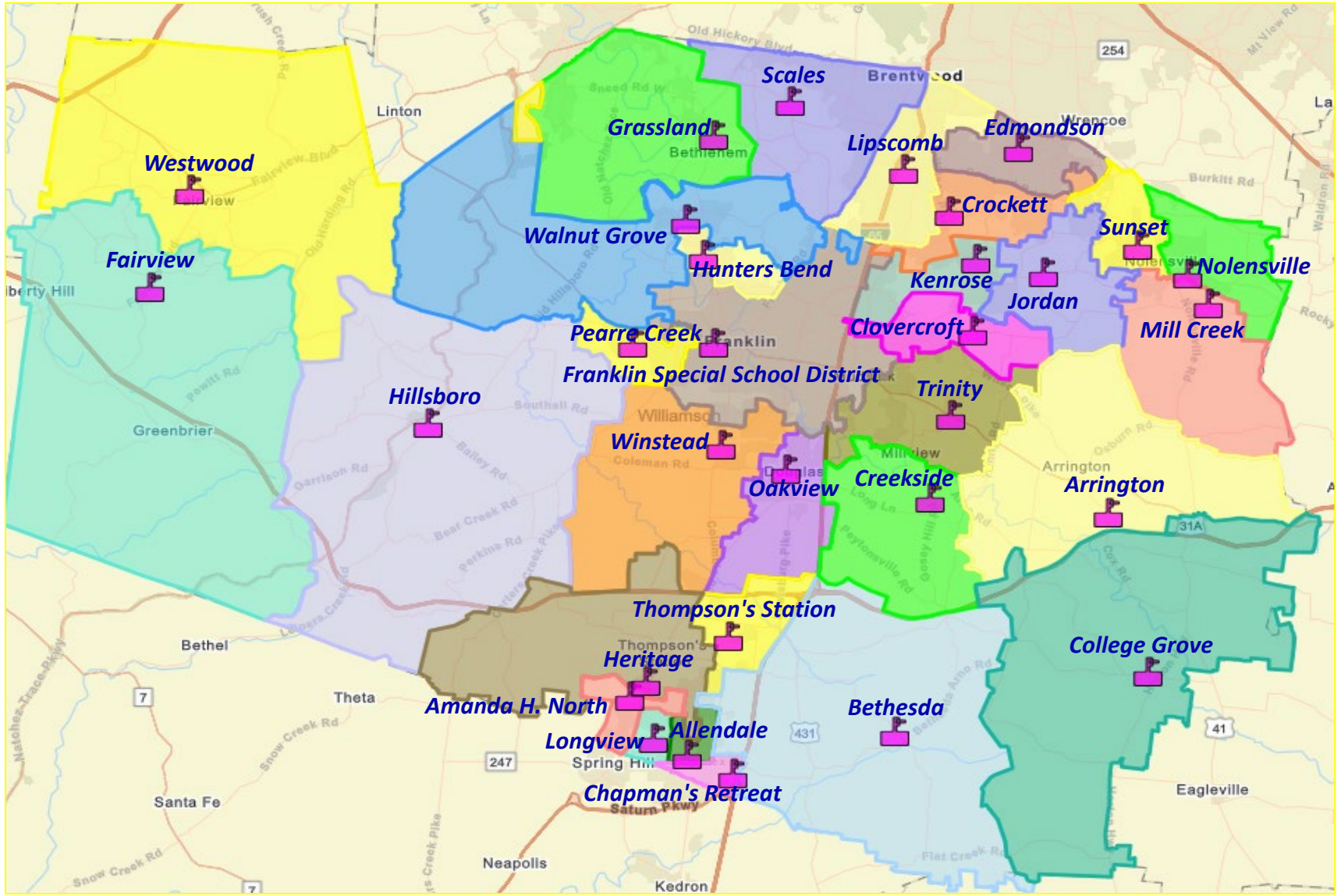
Vote NO to the proposed Village Green development until there is adequate school capacity, capabilities, and resources to accommodate all the student population growth.

*Elementary School, Middle School, High School Building Capacity Charts and Zone Maps Attached

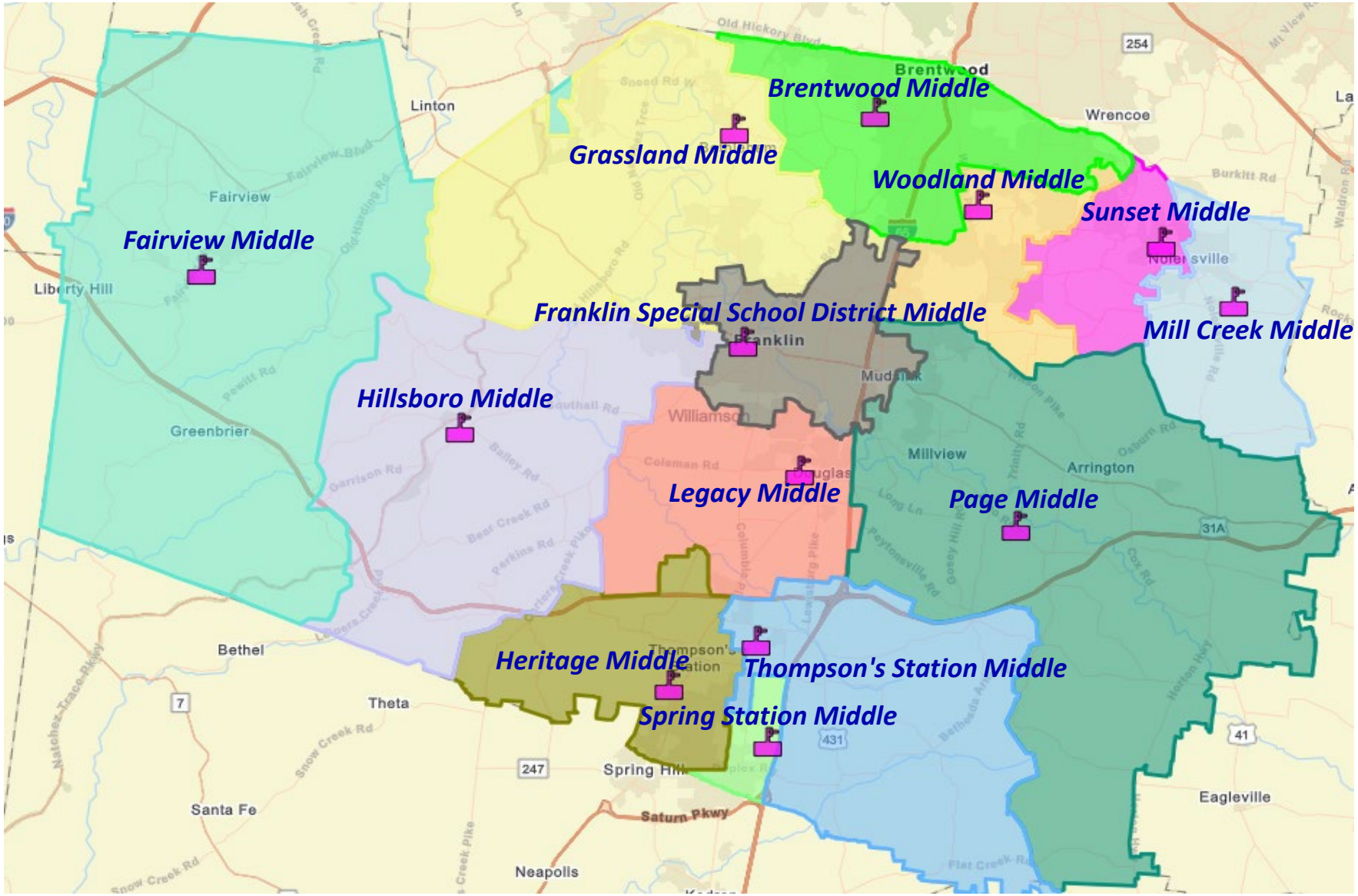
Respectfully,

Karen Smith
N. Chapel Rd Citizen

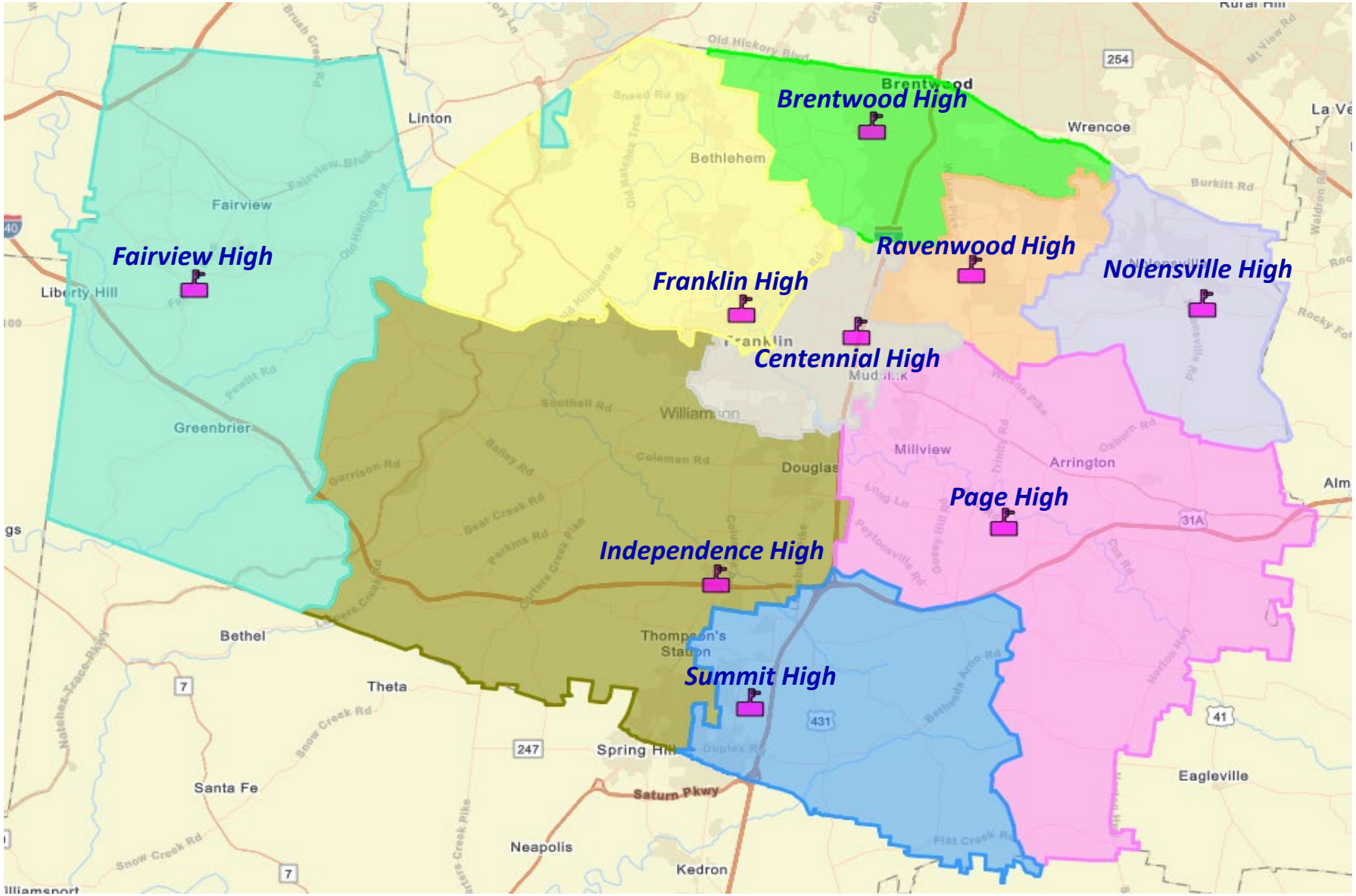
Elementary School Zones



Middle School Zones



High School Zones



2024-25 Open-Zoned Schools
Available Only to Students Residing in Williamson County Schools' District
Out of Zone Request Portal Open from February 6 - April 15
All Open-Zoned School Requests are Processed the Week of April 16

Schools	EC	PK	K	1	2	3	4	5	6	7	8	9	10	11	12	Projected Month 1 Enroll EC - 12	Building Capacity	Projected Month 1 Fill Rate EC-12	Projected Month 1 Available Seats	Reserved Enrollment/ Growth Spaces	Available Open-Zoned Spots 2024-25	Notes
Elementary Schools																						
104 - Allendale ES	0	15	90	89	93	100	110	109	0	0	0	0	0	0	0	606	890	68%	284	200	**84**	
105 - Bethesda ES	0	0	85	84	99	119	94	89	0	0	0	0	0	0	0	570	780	73%	210	150	**60**	
119 - Creekside ES	0	0	110	106	157	153	130	153	0	0	0	0	0	0	0	809	890	91%	81	81	**0**	
120 - College Grove ES	0	0	60	56	74	60	72	78	0	0	0	0	0	0	0	400	730	55%	330	250	**80**	
122 - Clovercroft ES	0	0	105	107	103	111	128	139	0	0	0	0	0	0	0	693	890	78%	197	150	**47**	
123 - Chapman's Retreat ES	0	15	90	88	80	87	102	95	0	0	0	0	0	0	0	557	805	69%	248	150	**98**	
127 - Edmondson ES	0	0	90	85	110	100	113	117	0	0	0	0	0	0	0	615	825	75%	210	150	**60**	
128 - Crockett ES	129	0	85	84	94	93	122	123	0	0	0	0	0	0	0	730	870	76%	140	125	**15**	
130 - Fairview ES	50	0	60	59	78	74	102	80	0	0	0	0	0	0	0	503	715	67%	212	150	**62**	
134 - Amanda H. North ES	0	15	75	80	76	99	97	96	0	0	0	0	0	0	0	538	890	60%	352	250	**102**	
138 - Arrington ES	90	0	90	99	86	112	98	93	0	0	0	0	0	0	0	668	890	70%	222	200	**22**	
145 - Grassland ES	0	0	68	67	68	62	86	96	0	0	0	0	0	0	0	447	870	51%	423	250	**173**	
148 - Heritage ES	0	0	105	106	95	109	104	112	0	0	0	0	0	0	0	631	805	78%	174	150	**24**	
157 - Hunters Bend ES	0	0	50	51	47	62	75	71	0	0	0	0	0	0	0	356	780	46%	424	150	**274**	
158 - Jordan ES	0	15	90	89	86	115	114	113	0	0	0	0	0	0	0	622	890	70%	268	200	**68**	
159 - Kenrose ES	0	0	110	110	109	133	96	151	0	0	0	0	0	0	0	709	910	78%	201	150	**51**	
160 - Lipscomb ES	0	0	85	82	99	97	91	101	0	0	0	0	0	0	0	555	780	71%	225	150	**75**	
161 - Longview ES	133	0	85	80	89	100	119	105	0	0	0	0	0	0	0	711	935	69%	224	150	**74**	
164 - Pearre Creek ES	71	0	80	85	113	113	108	91	0	0	0	0	0	0	0	661	890	70%	229	200	**29**	
165 - Nolensville ES	0	0	145	150	146	144	148	170	0	0	0	0	0	0	0	903	890	101%	-13	0	**0**	
168 - Oak View ES	69	0	75	79	81	71	82	93	0	0	0	0	0	0	0	550	695	74%	145	130	**15**	
171 - Mill Creek ES *	0	0	90	84	105	115	126	140	0	0	0	0	0	0	0	660	800	83%	140	140	**0**	** See below*
176 - Scales ES	0	0	85	80	98	133	139	142	0	0	0	0	0	0	0	677	940	72%	263	150	**113**	
177 - Sunset ES	0	15	80	86	98	100	107	116	0	0	0	0	0	0	0	602	805	75%	203	175	**28**	
180 - Trinity ES	0	15	125	124	138	139	113	142	0	0	0	0	0	0	0	796	870	91%	74	74	**0**	
181 - Thompson's Station ES	0	0	110	115	119	145	134	157	0	0	0	0	0	0	0	780	800	98%	20	20	**0**	
183 - Walnut Grove ES	0	0	90	86	106	92	121	98	0	0	0	0	0	0	0	593	780	76%	187	150	**37**	
188 - Westwood ES	0	18	90	88	90	100	116	87	0	0	0	0	0	0	0	589	805	73%	216	175	**41**	
189 - Winstead ES	0	15	90	90	84	118	116	99	0	0	0	0	0	0	0	612	790	77%	178	150	**28**	

1/3/2024

2024-25 Open-Zoned Schools
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Middle Schools and Hillsboro Elementary/Middle																						
233 - Fairview MS	0	0	0	0	0	0	0	0	186	172	181	0	0	0	0	539	764	71%	225	175	**50**	
241 - Page MS	0	0	0	0	0	0	0	0	488	483	433	0	0	0	0	1,404	1,500	94%	96	96	**0**	
246 - Grassland MS	0	0	0	0	0	0	0	0	277	287	262	0	0	0	0	826	1,160	71%	334	200	**134**	
249 - Heritage MS	0	0	0	0	0	0	0	0	307	272	292	0	0	0	0	871	1,185	74%	314	250	**64**	
250 - Hillsboro EMS	0	0	25	26	21	33	40	24	141	129	89	0	0	0	0	528	597	88%	69	50	**19**	*K-8*
254 - Spring Station MS	0	0	0	0	0	0	0	0	217	274	313	0	0	0	0	804	971	83%	167	140	**27**	
267 - Brentwood MS *	0	0	0	0	0	0	0	0	395	367	360	0	0	0	0	1,122	1,175	95%	53	53	**0**	* *See below*
269 - Legacy MS	0	0	0	0	0	0	0	0	197	213	178	0	0	0	0	588	1,000	59%	412	300	**112**	
272 - Mill Creek MS	0	0	0	0	0	0	0	0	300	313	324	0	0	0	0	937	800	117%	-137	0	**0**	
278 - Sunset MS	0	0	0	0	0	0	0	0	240	249	253	0	0	0	0	742	869	85%	127	100	**27**	
282 - Thompson's Station MS *	0	0	0	0	0	0	0	0	161	195	201	0	0	0	0	557	800	70%	243	225	**18**	* *See below*
284 - Woodland MS	0	0	0	0	0	0	0	0	304	305	349	0	0	0	0	958	975	98%	17	17	**0**	
High Schools																						
312 - Brentwood HS *	0	0	0	0	0	0	0	0	0	0	0	402	356	411	431	1,600	1,800	89%	200	200	**0**	* *See below*
317 - Centennial HS	0	0	0	0	0	0	0	0	0	0	0	353	343	357	339	1,392	1,758	79%	366	100	**266**	
335 - Fairview HS	0	0	0	0	0	0	0	0	0	0	0	173	185	189	174	721	1,042	69%	321	150	**171**	
340 - Franklin HS	0	0	0	0	0	0	0	0	0	0	0	382	402	434	466	1,684	2,000	84%	316	250	**66**	
342 - Page HS	0	0	0	0	0	0	0	0	0	0	0	404	383	327	369	1,483	2,000	74%	517	400	**117**	
352 - Independence HS	0	0	0	0	0	0	0	0	0	0	0	526	547	511	547	2,131	2,200	97%	69	69	**0**	
366 - Nolensville HS	0	0	0	0	0	0	0	0	0	0	0	383	369	404	337	1,493	1,671	89%	178	150	**28**	
374 - Ravenwood HS	0	0	0	0	0	0	0	0	0	0	0	449	476	518	503	1,946	2,200	88%	254	200	**54**	
379 - Summit HS	0	0	0	0	0	0	0	0	0	0	0	436	405	431	416	1,688	2,200	77%	512	350	**162**	

** Mill Creek Elementary School has classrooms being used by Mill Creek Middle School due to capactiy constraints*
** Brentwood Middle School building capacity reduced due to construction; Fall 2025 scheduled completion*
** Thompson's Station Middle School has classrooms being used by Thompson's Station Elementary due to capacity constraints*
** Brentwood High School is not open-zoned due to construction at Brentwood Middle; Fall 2025 scheduled completion*

1/3/2024

Tia Holden

From: Sue Jones - Robert Jones Tile and Carpet
Sent: Monday, May 20, 2024 10:12 PM
To: Planning Intake
Subject: DO NOT APPROVE AGENDA # 15

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

We moved to N Chapel Rd in 1998 to be out of the Nashville traffic, taxes and better schools to a smaller home town feel with our 5 acres . We believe in some changes but not in the area you are talking about, the roads cannot handle the additional traffic on 96 we have waited almost 20 years for the widening of the road and it's not finished yet, with the extra lanes it would not be able to handle thousands of additional cars. Schools, fire stations, utilities are in not ready to handle if it's takes another 20 years to catch up. With every other service we are having to pay higher prices you would also increase taxes, insurance and any other service we just can't take anymore. Please don't let this be approved just to get more taxes for city and make us pay Thanks

Sent from my iPhone

Tia Holden

From:
Sent: Tuesday, May 21, 2024 11:04 AM
To:

Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Hi my name is mark Anderson I live on 3801 north chapel road and I was at the 2018 meeting and I believe the reasons it was not a good for the mayes creek community then still hold true today. The highway 96 expansion is still ongoing and there are alot more neighborhoods out near triune that have been developed since 2018 adding to the traffic issues. Not to mention the lights added to the underpasses of the train tracks north of the proposed development are still one lane underpasses at the end of the day and would struggle with increased traffic congestion.

Sewer cost bids for franklin in 2018 were $120 million just to try to keep up with existing needs now with inflation and cost of materials increases sense then it's going to cost so much more to bring in sewer and other infrastructure required for such large development, Which would probably require tax increases.

Another issue is the schools. As a williamson county school employee with a son going to trinity elementary that school is already at capacity and I don't see where another elementry school can be built unless its built within the property lines of the proposed development like westhaven because I don't see the existing schools being able to deal with that size of development. We have development happening on clovercroft road that's going to already slated to add a ton of new homes to this area that will put pressures on the surrounding schools without this development.

It doesnt make sense to me that we would have an island of Franklin city limits surrounded by the county. The proposed location is partially in a flood plane and they want to tie into north chapel road which I think is a terrible idea because of the increased traffic load that will put on it.

Another issue is trying to change zoning to allow for commercial mixed use. That would permanently change the character and feel of the valley I have lived in all my life.

I have no problem with the Smith's doing what they want with their property within the existing zoning regulations and county ordinances. They would do well with making a spaced out 5 acre estate neighborhood but theres alot more money to be made by packing in as many homes as they can and they don't have to live with the proposed changes but we do. I live in williamson county, work for williamson county schools, and I want what's best for williamson county and franklin. This is not what's best for either one.
Please do not approve this.

Thanks for your time,

Mark Anderson

Tia Holden

From: Israel Holliday
Sent: Tuesday, May 21, 2024 12:45 PM
To: Planning Intake
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To whom it may concern,

I am very concerned about the proposed development and future plans that are being considered in the Mayes Creek basin. There are lots of reasons why this is a bad idea. We live on Trinity Rd and this proposed development will greatly change and negatively affect our area.

Rural setting - the undeveloped areas in Williamson Co are precious and once destroyed there is no going back. Nature will be lost and forever gone. Please consider allowing less development in the rural county areas and approving development in the areas that are set up for more density where police, trash, roads, shops, sewer, etc are already in place or can be added to support the growth.

Fire Protection - there is currently only volunteer fire protection in our area. The current fire protection is not able to meet the needs of our area. A few months ago a home on Arno Rd burned down because the fire department was not able to meet the need. Adding more homes will only make this problem worse.

Water - Milcrofton barely has enough capacity to meet the current needs. Many more permits have already been approved for the Mayes Creek basin. Adding a 1000 plus more homes will be a huge burden for the water system.

Sewer - there is no sewer in the Mayes Creek area. This will be a huge expense for everyone involved. One that is not needed as development will not be able to support this cost.

Schools - our education systems are being pushed to their limits. Another huge development in the Mayes Creek area will only make matters worse for Trinity and Page.

Flooding - I have 100s of pictures of the flooding in the Mayes Creek area. Allowing this development will be devastating for the area. This devastation will affect everyone. Please consider stopping this development as flooding will become an even greater issue.

Traffic - with the widening of highway 96, with speed limits will only get faster. This has already created more traffic accidents. More development will only make this worse.

Transportation - adding 1000s of new homes and businesses will make traffic a nightmare. Any one who lives in or around West Haven can tell you how bad things are. Even with the improvements to Hwy 96, the infrastructure does not exist to handle 1000s of more homes.

Thank you for your time and attention in helping preserve this area of our beautiful county and allowing life to continue for the residents of this area.

--

Israel Holliday

Cell 615-414-6605

Tommy and Tammy Catlett
6283 Ladd Rd.
Franklin, TN 37067

May 21, 2024

Dear Planning Commissioners:

I am writing to express my dissatisfaction in the proposed zoning change in the land use plan, Envision Franklin, from Development Reserve to Village Green.

We live on a small, country rural road, Ladd Rd., across the highway from this newly proposed development. We sit here as we speak and have endured sooo many changes across the immediate street from our house in the last 9 months. They have taken a cow pasture, bulldozed everything down, ponds, trees, barns, including just bulldozing a very old log house into a pile and just set it on fire! Just like that! No EPA here! They have brought in tons and tons of dirt from the state Highway 96 project to start the build of hundreds of homes with 5-6 ft. between them. Seems like a huge conflict of interest to me. We have lost all of our water pressure we had since the water company shut the water off for a full day which wasn't much to begin with already. I can sit here on the front porch today in the middle of the woods and hear the trucks making a roar and beeps and dust across the street louder than the cicadas here, which are millions. And just tons of dirt in the air. I have to watch my Grandaughter get on the bus in fear one of the dump trucks will once again come flying over the hill and run over her. Why in the world would you have approved something like this way out here on a curvy country road? There are no roads to even get out of here. There is no infrastructure for this. Nor water capacities. We enjoyed our country not the urban city and you want to go commercial now right down the road? Please, please listen to your citizens of Williamson County! You are welcome to come sit on my porch with us anytime to understand.

The schools: Last year we were forced to transfer our Grandaughter from Trinity Elementary to Arrington Elementary. Trinity refused our zoning request to stay. They were overcrowded. Trinity is 5 minutes down the road from us and where she had been attending for 3 years. This is because Trinity is overcrowded from all the children being bused from Cool Springs, most of the school is Cool Springs children, where you have already commercialized all the property there. Now my Grandaughter must be on the bus over 1 hour each way each day to get to school because of overcrowding. So what happens if you build another huge place, not even

counting the one that is going in now on Ladd Rd., we get zoned to another city like College Grove? We live in Franklin. Crazy…

I would also like to acknowledge the fact that 20 acres right behind me recently sold as a family patriot had passed, Mrs. Smithson. The frontage is directly on Highway 96. Someone has come in and bought it and all the available land around us and came in and bulldozed all the trees down as if he has knowledge that it will be going commercial or the zoning will be changed. I feel something seems off. It is a bit down from this development, but not far. It makes us think Franklin is trying to make another Berry Farms or similar.

I actually was in Berry Farms for a Dr.'s appointment the other day and it was completely dead. I cruised right through Chik-Filet and didn't even have to wait in line! The place was empty. Is this what we really need? Another Berry Farms? No we don't. More offices, restaurants, etc.? Franklin has tons of these. We need to be able to have roads to get somewhere, traffic that is not outrageous and even worse than it currently is, water, schools, clean air. Your infrastructure is lacking, your school capacities are lacking, your water capacities are lacking. I suggest you mend the issues already at hand from previous approvals.

Please consider our request. Thank you.

Tommy and Tammy Catlett

Tia Holden

From: Nathan Wright
Sent: Tuesday, May 21, 2024 1:53 PM
To: Planning Intake
Subject: DO NOT APPROVE Agenda #15 - Resolution 2023-73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Planning Commission:

I am writing to express my strong opposition to the proposed new construction and growth plan in the Mayes Creek Basin. Approving this plan would have significant adverse effects on our community, environment, and quality of life.

The local infrastructure is currently overburdened without the suggested growth. Adding more residents without substantial upgrades will lead to increased traffic congestion, degrading our living standards. The expansion of Hw 96 and the corresponding increase in volume already introduced great risk to local commuters, including the numerous young drivers who live in the area, and will overstress the region for years to come. Increasing volume in an already overstressed area is nonsensical and will lead to a sharp increase in traffic accidents including (likely) fatal accidents.

The proposed development also threatens the natural beauty of Mayes Creek Basin, including the valuable green spaces and natural habitats, with further development leading to the destruction of those habitats and the loss of green spaces in favor of sprawl. Many of the people who moved to this area did so in large part because of the rolling hills, the tree-lined bypass roads, and regular wildlife sightings. With every new development, we lose that, making this just another cookie-cutter suburban outpost. The proposed development would be a further stain on the region.

When I sit back and think about the plan in front of you, I keep asking, who benefits? What are we as a community trying to accomplish by squeezing more people into the same space? Isn't that the same failed path forged by many communities across the country? A decision to allow growth within the Mayes Creek Basin certainly does not benefit the current residents of the region. It's not a decision that favors the greater good. I urge you to reconsider this plan and advocate for sustainable development that improves infrastructure, promotes safety for current residents, and preserves our natural and community resources. This approach ensures a better quality of life for current and future residents while protecting the reason why current residents moved here in the first place.

Thank you for your consideration.

Nathan Wright
3412 Stagecoach Drive, Franklin

Tia Holden

From: karen smith
Sent: Tuesday, May 21, 2024 7:42 PM
To: Planning Intake

Cc: Janet Tiarsmith Varrin Curtis; Kathryn Webber; Gregg; Mary Smith
Subject: DO NOT APPROVE - AGENDA #15 RES. 2023 73 - 70% GREEN SPACE
Attachments: LARGE PROPERTY OWNERS LAND IN FLOODPLAIN.pdf; MCB FLOODPLAIN MAP.pdf

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To: Planning Commissioners,

70% GREEN SPACE – ARTFULLY DECEPTIVE

Approximately 600 acres along Hwy 96 – referenced as "Village Green" (Ravenswood Farms) has (2) major creeks: Mayes Creek and S. Seaward Hall Branch Creek – both flow into the Harpeth River.

70% (approx.) of this acreage: Undevelopable because of its creeks, streams, stream buffers, floodplain, setbacks and other restrictions by law - when building in a floodplain area. Floodplain land is on both the North and South side of Hwy 96. (Maps Attached)

This area is also referenced in the City of Franklin's UGB **Development Suitability Analysis** (4-12-22) as weighted factors when considering development in an area - land use policies protect these areas.

30% of the buildable proposed land plan: Duplexes, Townhomes, Single family, Multifamily Condos, Assisted Living Facility, Commercial Retail: Boutique Shops, a Convenience Mart, a Nail Salon, etc. N. Chapel Rd. node - becomes the "Eastern Gateway into the City of Franklin".

The proposed Village Green land use designated change <u>does not align</u> with the vision, goals, and objectives of the Mayes Creek Basin Community. Since 2017 – the residents have said NO to high-density development and commercialization. They don't mind driving 4 miles to Carothers Rd. where all retail is readily accessible - and they do not want to be the retail "Gateway"

COMPREHENSIVE LAND USE PLAN, Williamson County, TN – Adopted in 3/12/2020 – States the Following:

- **RURAL PRESERVATION** – "Maintain the quality, character, and low-density nature of rural and agricultural areas outside the Municipal Growth Areas"
- **THE PUBLIC WANTS A CHANGE** – "The public wants to better manage growth to preserve rural character and open spaces, reduce traffic congestion, and guide growth into and around existing developed areas where it can be better served more efficiently with public services and facilities".
- **RURAL DENSITY** – "Rural zoning districts that allow development to occur at a one unit per acre density is the common thread that has caused sprawled development patterns, the loss of rural character, increasing traffic congestion, and an increasing burden on public services and facilities".

ARTFULLY DECEPTIVE - 70% "Green Space with 4-miles of Walking Trails & Sidewalks for Connectivity" is artfully deceptive. This land is in a creek basin floodplain. The 30% proposed developable land does not align with the surrounding area homes and neighborhood. High-density housing will be built in the backyards of large lot homes. Staggering traffic, noise pollution, water pollution, exacerbated flooding, ecosystem erosion – will acutely diminish the quality of life for existing homeowners.

PAUSE GROWTH – "If you are not growing, you are stagnant". This statement is simply NOT TRUE. You can STOP intense growth, especially when it causes more harm than good. **The City and the County should develop comprehensive growth strategies FIRST that comply with the vision and values expressed by the people who already live here.** All the people's voices should be heard and considered important.

Vote NO to Village Green. High-density housing and commercialization do not align with the character of the Mayes Creek Basin neighborhood.

Respectfully,

Karen Smith
North Chapel Rd Citizen

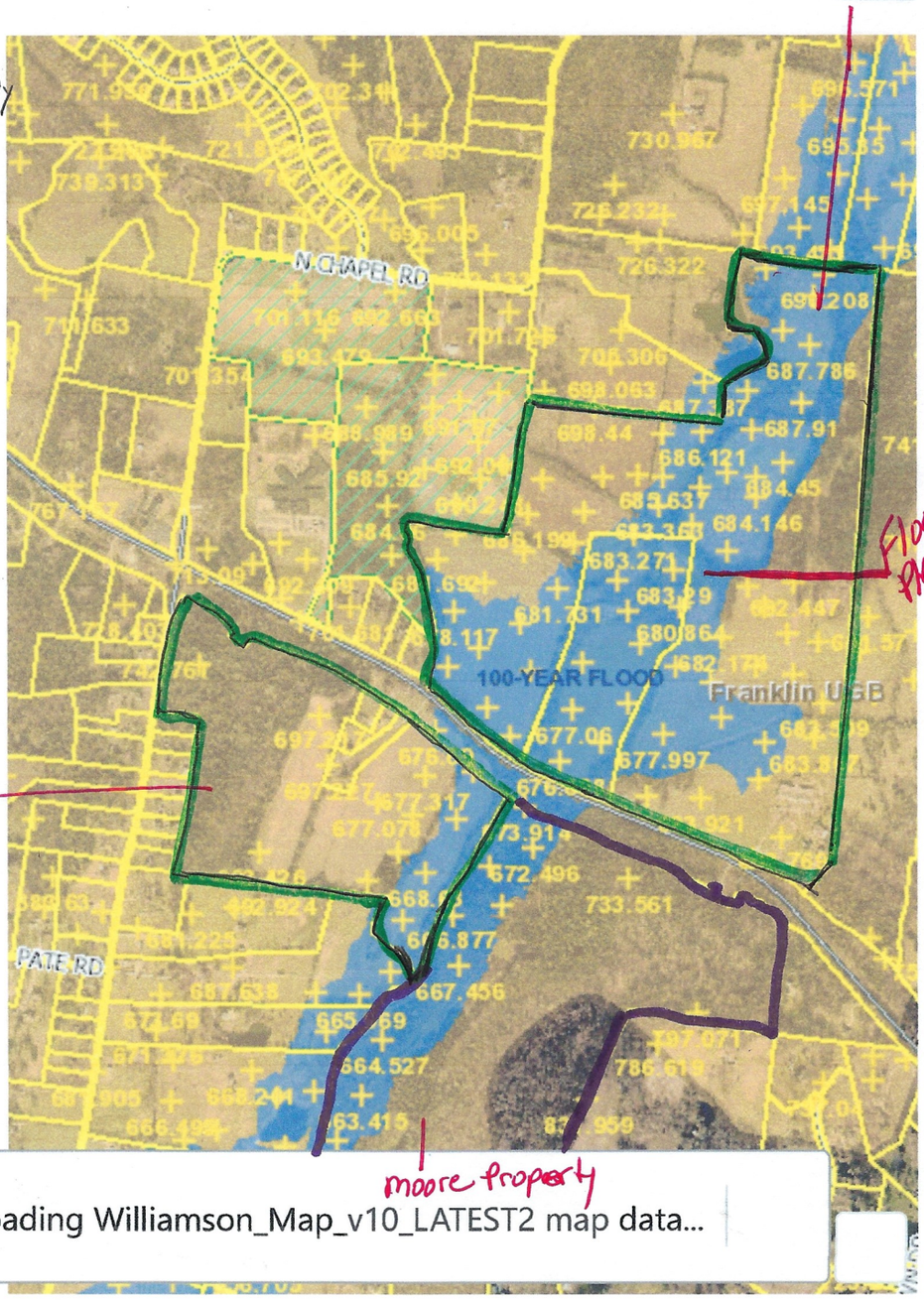
Williamson County

Search...

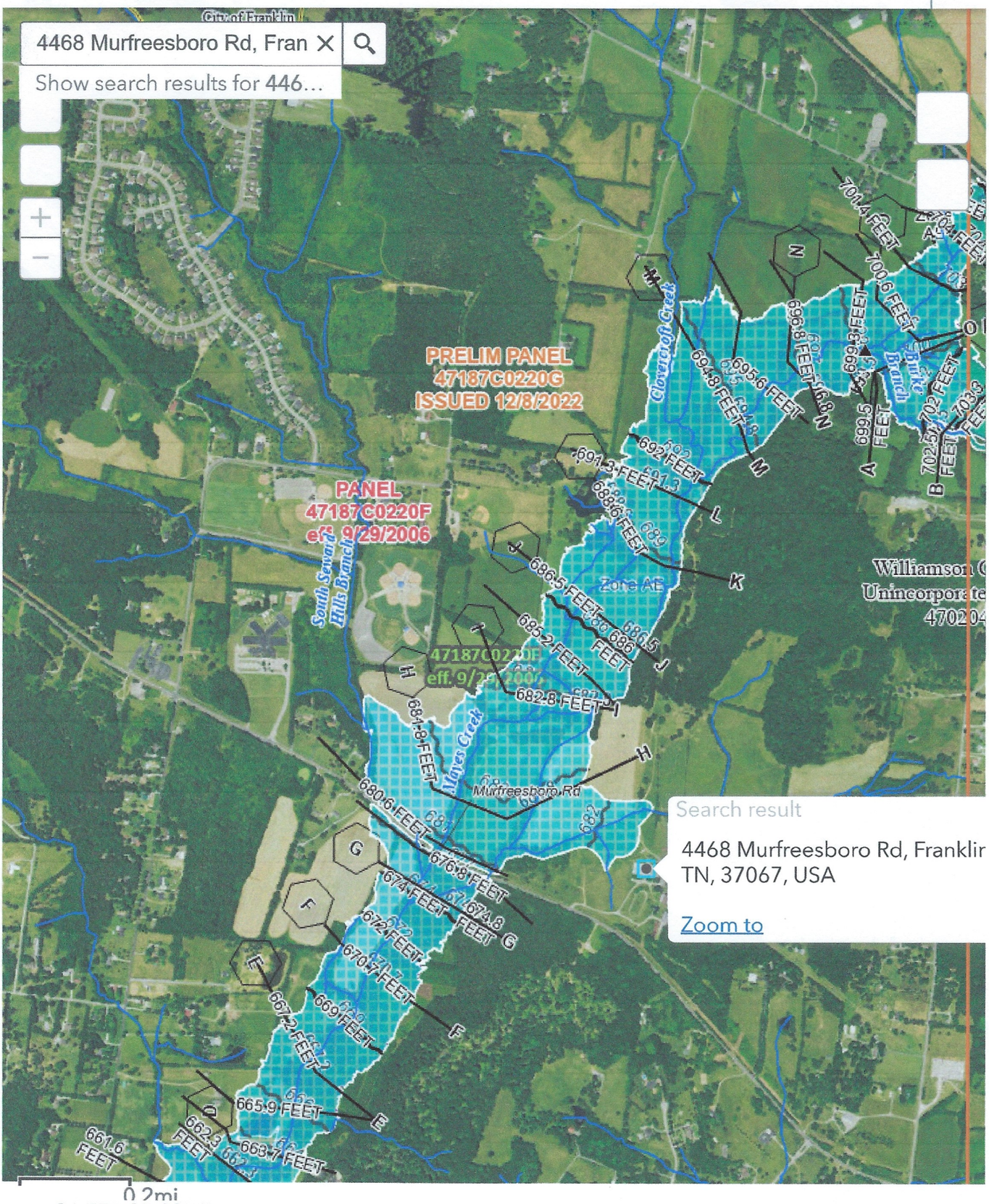
Navigation Tasks Analysis

Point Freehand Line Polygon Rectangle Me...

- Smith Property
- Moore Property
- Flood Plain



Still working. Loading Williamson_Map_v10_LATEST2 map data...


Flood Map Changes Viewer
with Web AppBuilder for ArcGIS
4468 Murfreesboro Rd, Fran
Show search results for 446...
PRELIM PANEL
47187C0220G
ISSUED 12/8/2022
PANEL
47187C0220F
eff. 9/29/2006
Clover Fork Creek
South Seward Hills Branch
Burke Branch
Mayes Creek
Murfreesboro Rd
Zone AE
Search result
4468 Murfreesboro Rd, Franklir
TN, 37067, USA
Zoom to
0.2mi
-86.771 35.905 Degrees

Tia Holden

From: Kathryn Webber
Sent: Tuesday, May 21, 2024 9:44 PM
To: Roger Lindsey; Michael Orr; Scott Harrison; Nick Mann; Jimmy Franks; Marcia Allen; Jennifer Williamson; Ann Petersen; Alma McLemore
Cc: Gregg Lawrence; Mary Smith; Andrew Orr
Subject: AGENDA #15 RES. 2023 73

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Commissioners,

My husband and I live at 1900 Springcroft Drive and have lived in our home for 31 years. We are in your Mayes Creek Basin Urban Growth Boundary area, in the unincorporated county and our home was built to county standards, one home on one acre. The actions you take in your meetings and others affects us even though we are not in your City Limits. The recommendation to change the land designation on 600 acres from Development Reserve to Village Green doesn't just affect us in the UGB alone, but all citizens living in Williamson County. City and county equally. We are a county in great debt due to rapid urban growth and there is no dedicated source of revenue to fund the debt, or the current catch up costs we need for roads or schools alone. This planned zoning change for these 600 acres on Hwy 96 East will create more hardship to our cost of living here in Williamson County and the City of Franklin. Development is not paying for itself and this action of permitting large dense developments in your UGB will only increase the road congestion (even with a small portion of Hwy 96 E being widen) and the need to build more schools, thus increasing our taxes greatly for a situation that we did not create or want. The UGB of the city should be less dense as it borders county residents. Your Rural Reserve zoning, Large Lots or Agricultural designation would serve this area better. There are so many more options to create something wonderful for the community.

As you are aware, your Wastewater Department advised you and BOMA that the Mayes Creek Basin was going to be very costly and recommended to not keep this area in your UGB. The Planning Commission supported their findings and did not recommend to BOMA to have this land remain in the UGB. BOMA overturned it and would not give up this land to stay in the county.

You are receiving several emails with compiled data from surveys, traffic accidents, previous meeting minutes, and sewer capacities. The community has worked together to compile this information. I hope you are reading all this information to make a good conscience vote Thursday evening. These people emailing you are acting on behalf of our total community.

Part of these 600 acres is the same property that was denied annexation and rezoning in 2018.

If we had a regional planning group in our county, the cities and county could be working together for the betterment of all. The new borders and interlocal agreement will facilitate this, but we are afraid it may be a little too late and the damage is already done. The county citizens are working to try and get horse trails created for our equestrian community so they will be able to ride along the Harpeth River from Triune to the City of Franklin and beyond. Horse trails are needed, equestrian estates are needed. We need to preserve some of our heritage and not create sprawl on all corners of the city's borders. Triune has the oldest riding club in the state! There are other land use options for this land and Village Green is not one of them.

Please amend this portion of the recommended changes to Envision Franklin for the Mayes Creek Basin.

Best regards,

Kathy Webber
Keep Williamson County Livable

Tia Holden

From: kathryn jean
Sent: Wednesday, May 22, 2024 6:47 AM
To: Planning Intake
Subject: Ravenwood Farms development off the 96 Mayes Creek Basin

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Members of the Committee,

I am writing to express my concerns regarding the proposed development of Ravenwood Farms. While I understand the need for growth and development, I believe it is crucial to consider the significant impact this project will have on our community, both in terms of infrastructure and the environment.
One of the most alarming aspects of the Ravenwood Farms development is the deforestation of over 90 acres of dense woods. These woodlands are not only a vital part of our local ecosystem, providing habitat for wildlife, but they also contribute to the rural character that makes Franklin unique. As areas like Greenhills, Nashville, and Cool Springs become increasingly urbanized and overpopulated, Franklin has remained a haven of tranquility and natural beauty. The development of Ravenwood Farms threatens to erode this charm, replacing it with the very overcrowding that residents seek to escape.
Furthermore, the infrastructure of our community will be severely strained by the addition of such a large development. Increased traffic, demand on public services, and the pressure on our already stretched utilities will diminish the quality of life for current residents. The surrounding farmlands, which are integral to the character and economy of Franklin, will also suffer. The use of chemicals to maintain the new subdivision poses a serious risk of contamination to these adjacent farms potentially harming crops and livestock, and by extension, the livelihood of local farmers.

As a property owner who shares a property line with Ravenwood Farms, I am particularly concerned about the direct impact on my farm. The last projected development plan indicated that all the land around my property would be cleared. My farm is home to over 200 farm animals, and the runoff water from such extensive clearing and subsequent development poses a severe risk to their health and safety. Contaminated runoff could lead to illnesses and potentially devastating losses for my farm.

I urge the committee to carefully consider the long-term consequences of developing Ravenwood Farms a.k.a. Mayes Creek Basin as currently projected. Preserving the rural integrity and environmental health of Franklin is not just about protecting our community today, but ensuring its sustainability for future generations.
Thank you for your attention to this matter. I hope you will take into account the significant concerns raised by residents who deeply value the unique and irreplaceable character of Franklin.
Sincerely,
Kathryn Manoukian
602-684-3761

Sent from my iPhone

Tia Holden

From: Janet Tiarsmith Varrin Curtis
Sent: Saturday, May 18, 2024 8:07 PM
To: Planning Intake

Cc:

Subject: May 23 FMPC Meeting Agenda #15

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Commissioners,

In 2018, the City of Franklin conducted a Mayes Creek Basin Survey with the purpose of developing a shared vision with the residents and the city for the future shape of the community. In 2024, a survey was sent to residents living inside and just outside the MCB area. SURVEY QUESTIONS WERE EXACTLY THE SAME FOR BOTH TIME PERIODS.

2018 – CITY OF FRANKLIN SURVEY (305 Total Respondents)
81.60% (249 out of 305)) wanted limited Growth and Development
70.49% (215 out of 305) wanted Greenways and Trails
64.90% (198 out of 305) wanted Agriculture
64.26% (196 out of 305) wanted Parks
40.98% (125 out of 305) wanted Residential

2024 – CITIZENS SURVEY (217 Total Respondents)
80.18% (174 out of 217) wanted Limited Growth and Development
70.04% (152 out of 217) wanted Greenway and Trails
62.21% (135 out of 217) wanted Agriculture
52.53% (114 out of 217) wanted Parks
24.88% (54 out of 217) wanted Residential

From 2018 to 2024, the responses did not significantly change EXCEPT for the Residential question. Today, people want LESS Residential development, and they continue to want to LIMIT Growth and Development.

In 2016, 2019, 2022 – The City of Franklin also conducted surveys rating Franklin City residents' satisfaction of the City's Management of Growth. Responses were collected by a combination of mailers and online. Note: Outside the City of Franklin Boundaries were removed from the mailing/online list; therefore, no resident in the unincorporated area of Franklin was included in the surveys.

MANAGEMENT OF GROWTH SATISFACTION SURVEY RESULTS
2016: 1,384 Respondents – 84% Very or Somewhat Satisfied with the City's Management of Growth
2019: 2,525 Respondents – 80% Very or Somewhat Satisfied with the City's Management of Growth
2022: 665 Respondents – 76% Very or Somewhat Satisfied with the City's Management of Growth
The Satisfaction Survey Results have fallen below the City's Benchmark of "80% Satisfied"

2016-2022 RESIDENT COMMENTS FROM THESE SURVEYS REMAIN THE SAME

- Control Growth
- Lots are too Small - Too much Density
- Maintain Open Space
- Stop Over-building
- Slow Down the Building
- No High-Density Developments

- Keep Rural Living Space
- Love the Beauty of Open Space
- Enjoy Wildlife Roaming Free
- Love the Tranquility
- Quietness of the Evenings
- Watching Cyclists Enjoy their ride in the rural countryside

The surveys communicate that the residents do not want high-density and urbanization. I am requesting that you VOTE NO for Agenda Item #15 - Resolution to Change Envision Franklin.

Thank you,

Janet Curtis
N Chapel Rd

Tia Holden

From: Janet Tiarsmith Varrin Curtis
Sent: Monday, May 20, 2024 7:11 AM
To: Planning Intake

Cc:

Subject: Re: May 23 FMPC Meeting Agenda #15
Attachments: Mayes_Creek_Basin_2024_Study2024-05-18_11_02_38.xlsx

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Just as a point of clarification, the 2024 Mayes Creek Basin survey (mentioned in the email below) was not done through the City of Franklin. I composed the 2024 Mayes Creek Basin survey which duplicated the City of Franklin's 2018 survey in which the exact same questions were asked and the exact same multiple choice answers were given. The survey was put on several different Facebook sights for residents living both inside and outside of the Mayes Creek Basin area to complete online in order to get a broader prospective of what people want to see in the area of Mayes Creek.

I have sent you all the link to the survey so that you can read the comments (see attached at bottom of page).

I hope this clears up any misunderstanding as to where the survey came from.

Thank you - Janet Curtis

Sent from my iPad

On May 18, 2024, at 9:07 PM, Janet Tiarsmith Varrin Curtis wrote:

Dear Commissioners,

In 2018, the City of Franklin conducted a Mayes Creek Basin Survey with the purpose of developing a shared vision with the residents and the city for the future shape of the community. In 2024, a survey was sent to residents living inside and just outside the MCB area. SURVEY QUESTIONS WERE EXACTLY THE SAME FOR BOTH TIME PERIODS.

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- Watching Cyclists Enjoy their ride in the rural countryside

The surveys communicate that the residents do not want high-density and urbanization. I am requesting that you VOTE NO for Agenda Item #15 - Resolution to Change Envision Franklin.

Thank you,

Janet Curtis
N Chapel Rd

Submission Date	1. Which types of uses do you	Please specify
May 17, 2024	Limited growth and	Large Tract Residential
May 16, 2024	Limited growth and	
May 16, 2024	Limited growth and	
May 16, 2024	Greenways and trails	
May 16, 2024	Limited growth and	
May 15, 2024	Greenways and trails	
May 15, 2024	Limited growth and	
May 15, 2024	Limited growth and	
May 14, 2024	Limited growth and	
May 10, 2024	Limited growth and	Single family homes in farm size
May 10, 2024	Limited growth and	
May 9, 2024	Limited growth and	
May 9, 2024	Limited growth and	
May 8, 2024	Limited growth and	
May 8, 2024	Limited growth and	
May 8, 2024	Limited growth and	
May 7, 2024	Limited growth and	
May 7, 2024	Limited growth and	
May 6, 2024	Limited growth and	Large lot homes, horse trails, pa
May 5, 2024	Limited growth and	
May 4, 2024	Limited growth and	
May 4, 2024	Limited growth and	
May 4, 2024	Greenways and trails	
May 3, 2024	Greenways and trails	
May 3, 2024	Limited growth and development	
May 2, 2024	Limited growth and	
May 2, 2024	Limited growth and	
May 2, 2024	Limited growth and	
May 2, 2024	Limited growth and	
May 2, 2024	Limited growth and	
May 2, 2024	Limited growth and	
May 1, 2024	Limited growth and	
May 1, 2024	Agriculture	Cattle farming.
May 1, 2024	Limited growth and	
May 1, 2024	Greenways and trails	
Apr 30, 2024	Limited growth and	
Apr 30, 2024	Limited growth and	
Apr 30, 2024	Limited growth and	
Apr 30, 2024	Limited growth and	
Apr 30, 2024	Limited growth and development	

Apr 30, 2024	Greenways and trails	
Apr 30, 2024	Limited growth and	
Apr 30, 2024	Limited growth and	
Apr 30, 2024	Greenways and trails	
Apr 29, 2024	Greenways and trails	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Greenways and trails	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and developme	Within the county limits of 5 ac
Apr 29, 2024	Limited growth and	minimum of 5 acre lots
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and	
Apr 29, 2024	Limited growth and development	
Apr 29, 2024	Greenways and trails	
Apr 29, 2024	Limited growth and	no dense housing, large lots
Apr 29, 2024	Limited growth and developme	No building of additional housi
Apr 29, 2024	Limited growth and	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and developme	Please stop developing our gre
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and developme	No building of additional housi
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	Village Market Commercial; Lim
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and developme	I do not want any growth to thi

Apr 28, 2024	Limited growth and	
Apr 28, 2024	Residential Homes	
Apr 28, 2024	Limited growth and	Having some restaurants and st
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Parks	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	These things are fine, just not h
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and developme	1 house per 5 acres like the Cou
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	Minimum of 3 acres per home.
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and development	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and development	
Apr 28, 2024	Limited growth and developme	2 acre plus single family
Apr 28, 2024	Greenways and trails	
Apr 28, 2024	Limited growth and	Large lots (1 acre plus), green sp
Apr 28, 2024	Limited growth and development	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	

Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and	No high density no traffic. Rem
Apr 28, 2024	Limited growth and	We all live in Franklin because c
Apr 28, 2024	Limited growth and	
Apr 28, 2024	Limited growth and development	
Apr 28, 2024	Greenways and trails	
Apr 28, 2024		
Apr 27, 2024	Limited growth and	
Apr 26, 2024	Limited growth and	
Apr 25, 2024	Greenways and trails	
Apr 25, 2024	Limited growth and	Large acreage properties with s
Apr 25, 2024	Limited growth and	
Apr 25, 2024	Limited growth and	
Apr 24, 2024	Limited growth and	
Apr 23, 2024	Limited growth and developme	No high density development
Apr 23, 2024	Limited growth and	New developments minimum 3
Apr 23, 2024	Limited growth and	
Apr 18, 2024	Limited growth and	
Apr 17, 2024	Limited growth and	
Apr 17, 2024	Limited growth and	
Apr 17, 2024	Limited growth and	-95
Apr 17, 2024	Limited growth and	
Apr 15, 2024	Limited growth and	
Apr 15, 2024	Greenways and trails	
Apr 14, 2024	Limited growth and	
Apr 14, 2024	Limited growth and	
Apr 14, 2024	Greenways and trails	
Apr 13, 2024		
Apr 13, 2024	Residential Homes	
Apr 13, 2024	Residential Homes	
Apr 12, 2024	Limited growth and	
Apr 11, 2024	Limited growth and	We don’t need/want multiple c
Apr 11, 2024	Limited growth and	Single Family Homes on 5 Acre
Apr 11, 2024	Limited growth and	
Apr 11, 2024	Greenways and trails	Anything other than housing so
Apr 11, 2024	Golf Course	
Apr 10, 2024	Greenways and trails	
Apr 10, 2024	Limited growth and	
Apr 10, 2024	Limited growth and	

Apr 10, 2024	Greenways and trails	We need green space and natu
Apr 10, 2024	Limited growth and	
Apr 10, 2024	Limited growth and	
Apr 9, 2024	Limited growth and	
Apr 9, 2024	Limited growth and	
Apr 9, 2024	Limited growth and development	
Apr 9, 2024	Limited growth and	
Apr 9, 2024	Limited growth and developme	Rural green space needs to be p
Apr 9, 2024	Limited growth and	
Apr 9, 2024	Greenways and trails	Funny to use a grazing horse wh
Apr 9, 2024	Limited growth and	
Apr 9, 2024	Limited growth and	
Apr 9, 2024	Limited growth and	
Apr 9, 2024	Limited growth and	limit development
Apr 9, 2024	Limited growth and developme	Leave it wild for the wildlife. Th
Apr 8, 2024	Limited growth and	I would like this area to be muc
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and development	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Greenways and trails	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Leave it alone.	
Apr 8, 2024	Limited growth and	Residential homes, one per five
Apr 8, 2024	Limited growth and	Growth and development has a
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	besrt use is green space, but ce
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Greenways and trails	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Greenways and trails	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and development	
Apr 8, 2024	Greenways and trails	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	

Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	Homes on minimum 5 Acres pe
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	
Apr 8, 2024	Limited growth and	Residential homes with 1 acre c
Apr 8, 2024	Golf Course	
Apr 8, 2024	Limited growth and	
Apr 7, 2024	Limited growth and	

2. What are the qualities you	Please specify	3. Which types of residential
Open County, wildlife		Agricultural
Open County, wildlife		Single-Family Homes - neighbor
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Current zoning
Open County, wildlife		Conventional
Open County, wildlife		Conventional
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		NONE - leave it alone
Open County, wildlife		Large lot homes
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Untouched Beauty		Agricultural
Rural, low density, mixture of		Agricultural
Open County, wildlife		Traditional
Open County, wildlife		
Open County, wildlife		Agricultural
Open County, wildlife		Convential
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Convential
Open County, wildlife		Single-Family Homes - neighbor
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		

Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Rural, low density, mixture of		Convential
Open County, wildlife		Agricultural
Rural, low density, mixture of residential and agricultural		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife	This is a beautiful area	Agricultural
Open County, wildlife	RURAL	Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Rural, low density, mixture of residential and agricultural		Agricultural
Open County, wildlife		Agricultural
Rural, low density, mixture of residential and agricultural		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife	no living elbow to elbow	Agricultural
Open County, wildlife		No residential neighborhoods
Untouched Beauty		Single-Family Homes -
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Single family on 5+ acres
Rural, low density, mixture of		Single-Family Homes - neighbor
Open County, wildlife		5+ acre residential lots of any
Open County, wildlife		Agricultural
Rural, low density, mixture of		Agricultural
Open County, wildlife		Traditional
Open County, wildlife		Agricultural
Open County, wildlife		No residential neighborhoods
Open County, wildlife		Agricultural
Open County, wildlife		None. Leave it rural.
Open County, wildlife		Convential
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife	I want to to stay raw land with	Agricultural

Open County, wildlife	Agricultural
Country like, rural yet still close to the City	No Preference
Country like, rural yet still	Single-Family Homes - neighbor
Open County, wildlife	Agricultural
Open County, wildlife	Convential
Country like, rural yet still	Single-Family Homes - neighbor
Rural, low density, mixture of residential and agricultural	Agricultural
Open County, wildlife	Convential
Open County, wildlife	Agricultural
Open County, wildlife	Just leave it as undeveloped as
Open County, wildlife	Single-Family Homes - neighbor
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	Single-Family Homes -
Open County, wildlife	
Rural, low density, mixture of	No Preference
Rural, low density, mixture of residential and agricultural	Single-Family Homes - neighbor
Open County, wildlife	
Open County, wildlife	Agricultural
Open County, wildlife	
Open County, wildlife	Traditional
Country like, rural yet still close to the City	Traditional
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Untouched Beauty	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Rural, low density, mixture of r	maintain existing zoning regs and keep in the County
Open County, wildlife	Traditional
Open County, wildlife	It’s why we moved to the edge Agricultural
Rural, low density, mixture of residential and agricultural	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	None!
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural

Open County, wildlife		none
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife	There is no need to continue to	Agricultural
Open County, wildlife		Convential
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Single-Family Homes - neighbor
Open County, wildlife		Agricultural
Open County, wildlife		Convential
Country like, rural yet still close to the City		
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Convential
Open County, wildlife		Convential
Open County, wildlife	People who live there now sho	Agricultural
Open County, wildlife	We moved here escape curbs a	Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Traditional
Open County, wildlife		Convential
Open County, wildlife		Convential
Open County, wildlife		Agricultural
Open County, wildlife	That's why we moved here!	Agricultural
Open County, wildlife		.5 acre or larger sized lots for ne
Open County, wildlife		Agricultural
Open County, wildlife		Bring some density in only a sm
Open County, wildlife		
Open County, wildlife		
Open County, wildlife		Agricultural
Open County, wildlife		Single-Family Homes - neighbor
Open County, wildlife	A thriving ecosystem that contr	Single-Family Homes - neighbor
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Single-Family Homes - neighbor
Open County, wildlife		Agricultural

Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Single-Family Homes -
Open County, wildlife		Single-Family Homes -
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Traditional
Open County, wildlife		Single-Family Homes - neighbor
Open County, wildlife		Single-Family Homes - neighbor
Open County, wildlife		
Open County, wildlife		Agricultural
Open County, wildlife	open country with rural develo	Agricultural
Open County, wildlife		Wildlife neighbors only
Rural, low density, mixture of		Agricultural
Untouched Beauty		Agricultural
Rural, low density, mixture of residential and agricultural		Single-Family Homes - neighbor
Open County, wildlife		
Country like, rural yet still		Agricultural
Rural, low density, mixture of residential and agricultural		Single-Family Homes - neighbor
Open County, wildlife		Agricultural
Open County, wildlife		Leave it natural.
Open County, wildlife		Agricultural
Rural, low density, mixture of		Single-Family Homes - neighbor
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		housing with minimum of 5 acr
Rural, low density, mixture of residential and agricultural		Agricultural
Open County, wildlife		Agricultural
Country like, rural yet still close to the City		Agricultural
Open County, wildlife		Traditional
Rural, low density, mixture of		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		
Open County, wildlife		Traditional
Open County, wildlife		Single-Family Homes - neighbor
Open County, wildlife		Traditional
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural
Open County, wildlife		Agricultural

Open County, wildlife	
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	Single-Family Homes - neighbor
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural
Open County, wildlife	Single-Family Homes - neighbor
Open County, wildlife	Agricultural
Open County, wildlife	Low density with homes in trac
Rural, low density, mixture of	Single-Family Homes - neighbor
Open County, wildlife	Agricultural
Open County, wildlife	Agricultural

Please specify	4. Which types of residences	Please specify
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	No building!!	
	Nothing	
	Single Family - Large Lot	
	Single Family - Large Lot	
Current zoning	Single Family - Large Lot	Current zoning
	Single Family - Small Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
		The area cannot sustain increas
	Single Family - Large Lot	
	No development at all	
	Single Family - Large Lot	
	No development at all	
	Single Family - Large Lot	
none		NONE there is no need for mor
Rural Reserve or Development	Single Family - Large Lot	
5+ acreage residential	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
None	Sustainable - Energy Efficient	Tho prefer none
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Small Lot	The less development the bette
	Single Family - Large Lot	Prefer no housing, but single fa
	Single Family - Large Lot	
	Single Family - Large Lot	Farms. No more development.
	Single Family - Large Lot	
	Single Family - Small Lot	
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	

	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
minimum of 5 acre lots	Single Family - Large Lot	no compounds, no multifamily
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Leave it alone! Do not develop it!	
one to five acre minimums	Single Family - Large Lot	no dense housing
	None	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	
No more developments	No building - leave the green sp	No building - leave the green sp
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	None	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	Farmstead compound could wo
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	If it should be developed then l

	Single Family - Large Lot	
	No Preference	
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
possible.	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
1 house per 5 acres	Single Family - Large Lot	1 house per 5 acres
Large lot (5+ acres) single famil	Single Family - Large Lot	
Large lots	Single Family - Large Lot	
see above	Single Family - Large Lot	Small farm
If we must, single family homes	Single Family - Large Lot	
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
As currently zoned. Stop the overdevelopment.		As currently zoned.
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
Large lot (5+ acres) single famil	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Farmstead Compound - a type of small scale multifamily buildi	
	Single Family - Large Lot	
Residential with large lot size. S	Single Family - Large Lot	
		I would prefer not to have a lot
2 acre and more residential--ke	Single Family - Large Lot	
	Single Family - Large Lot	
Large lot homes - 1 acre plus	Single Family - Large Lot	
	Single Family - Large Lot	Large lots, low density
	Single Family - Large Lot	
	None!	
	Single Family - Large Lot	
	Single Family - Large Lot	

	Single Family - Large Lot	prefer none but if I had to pick
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
No more homes would be ideal.		The least amount of homes
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Small Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Residential above commercial	
Lot sizes should have a minimu	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
Larger requirements for lot per	Single Family - Large Lot	
3 acre minimum lots	Single Family - Large Lot	
	Single Family - Large Lot	
1 home to 1 or 2 acres	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
-1	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
eighborhoods. Controlled growt	Single Family - Large Lot	
	Single Family - Large Lot	
ıall part of the 600 acres--which	Single Family - Small Lot	
	Single Family - Large Lot	
Large lots, half an acre at least.	Single Family - Large Lot	
Homes with yards and trees. 5	Single Family - Large Lot	
	Single Family - Large Lot	Keep it like it is. Single family ho
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	

	Single Family - Large Lot	Ok with some development but
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
Understanding the desperate n	Farmstead Compound - a type	I'd rather homes were stacked
rhoods on various lot sizes	Single Family - Large Lot	
Green space with larger lots	Single Family - Large Lot	
	Farmstead Compound - a type	
	Single Family - Large Lot	no condo apts, or multi unit ho
Let the wildlife have this small a	Wild	Dens, nests burrows etc.
	Single Family - Large Lot	
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
None		None
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	
	Leave it natural, no houses or buildings.	
	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
es per single family home, as cu	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
5 acre square lots. Not that lon	Single Family - Large Lot	
	Single Family - Large Lot	
.5 acre minimum lot size FOR TI	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
1 acre lots, no large developme	Single Family - Large Lot	
	Single Family - Large Lot	

	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	
1/2 acre lot minimum if any ho	Single Family - Large Lot	
	Single Family - Large Lot	
	Single Family - Large Lot	Single family only please
Homes on 5+ acres	Single Family - Large Lot	Homes on 5+ acres
rhoods on various lot sizes	Single Family - Large Lot	
	Single Family - Large Lot	
:ts of 1-5 acres	Single Family - Large Lot	
rhoods on various lot sizes	Single Family - Large Lot	
	None! Leave the land as it is!	
	Single Family - Large Lot	

5. What concerns do you have	Please specify	Calculation
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Increase Crime with increased c	0
Increase in traffic		0
Loss of open space/green		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Destroying the sole reason we l	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0

Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Noise/Light Pollution		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	The east side in this area is NOT	0
Increase in traffic	I built out there so I could be ou	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	destroys the reason people live	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Loss of rural character		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Without proper planning and w	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	This is ruin our quality of life!	0

Increase in traffic		0
Inadequate roadways		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	There is not adequate infrastru	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Tired of Franklin taking over the	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Becoming like every other city s	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Loss of rural character		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	more rude Yankees	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	With the expansion of 96, wildl	0
Loss of rural character		0
Increase in traffic		0
Increase in traffic		0

Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	We are growing too big too fas	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	It has to stop somewhere, or ev	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	We already have issues with se	0
Increase in traffic		0
Increase in traffic	96 May be widened but Arno ar	0
Increase in traffic		0
		0
		0
		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Decimation of our Floodplains,	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0

Increase in traffic	You name it - everything all of u	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Increase flooding	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Loss of rural character		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Specifically concerned about w	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Loss of rural character		0
Increase in traffic		0
All of it!		0
Increase in traffic	How does this growth affect ou	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Loss of rural character		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0

Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic	Need more schools	0
Increase in traffic		0
Loss of rural character		0
Increase in traffic	Increase in crime. Schools over	0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		0
Increase in traffic		

Calculation	Calculation	6. How do you think new
0	0	Imrove fire safety coverage
0	0	
0	0	Would only hurt my quality of li
0	0	I live outside the study area
0	0	Would not improve quality of li
0	0	
0	0	
0	0	I live outside the study area
0	0	Improve pedestrian connection
0	0	None
0	0	
0	0	I do not think it would add to o
0	0	I live outside the study area
0	0	I don’t believe it would add valu
0	0	Improve pedestrian
0	0	I don’t believe it would add valu
0	0	
0	0	
0	0	I don't think it will add value at
0	0	
0	0	I live outside the study area
0	0	
0	0	
0	0	Imrove fire safety coverage
0	0	I live outside the study area
0	0	I live outside the study area
0	0	
0	0	Improve pedestrian
0	0	Imrove fire safety coverage
0	0	Imrove fire safety coverage
0	0	Improve pedestrian
0	0	
0	0	
0	0	Extension of sewer infrastructu
0	0	
0	0	More agricultural and farm acti
0	0	I live outside the study area
0	0	Improve pedestrian
0	0	Extension of sewer
0	0	

0	0	
0	0	No improvement
0	0	Imrove fire safety coverage
0	0	Extension of sewer infrastructu
0	0	Improve pedestrian
0	0	Extension of sewer infrastructu
0	0	I see no improve only negatives
0	0	
0	0	Improve pedestrian connection
0	0	Extension of sewer infrastructu
0	0	Imrove fire safety coverage
0	0	
0	0	Imrove fire safety coverage
0	0	Imrove fire safety coverage
0	0	I live outside the study area
0	0	New streets and improvements
0	0	I live outside the study area
0	0	
0	0	
0	0	New growth will not improve a
0	0	I don't think it will improve, just
0	0	It won't. I like the way that it wa
0	0	I live outside the study area
0	0	
0	0	Extension of sewer infrastructu
0	0	I live outside the study area
0	0	Imrove fire safety coverage
0	0	
0	0	I live outside the study area
0	0	Please do not continue to ruin \
0	0	
0	0	Imrove fire safety coverage
0	0	
0	0	I live outside the study area
0	0	more development will not add
0	0	None at all. I don’t need to hav
0	0	Imrove fire safety coverage
0	0	Imrove fire safety coverage
0	0	
0	0	
0	0	

0	0	
0	0	Imrove fire safety coverage
0	0	Improve pedestrian
0	0	
0	0	I live outside the study area
0	0	I live outside the study area
0	0	It will not help my quality of life
0	0	Imrove fire safety coverage
0	0	Imrove fire safety coverage
0	0	
0	0	Imrove fire safety coverage
0	0	Prefer to leave this area as is. N
0	0	I live outside the study area
0	0	It wont
0	0	Imrove fire safety coverage
0	0	I live outside the study area
0	0	I see no way it will help
0	0	I live outside the study area
0	0	New streets and
0	0	I live outside the study area
0	0	
0	0	
0	0	
0	0	
0	0	I live outside the study area
0	0	Imrove fire safety coverage
0	0	Imrove fire safety coverage
0	0	I dont
0	0	Extension of sewer infrastructu
0	0	
0	0	Imrove fire safety coverage
0	0	I don’t see positives for this dev
0	0	
0	0	
0	0	We do not need any more hom
0	0	Improve pedestrian
0	0	Extension of sewer infrastructu
0	0	
0	0	It will subtract value and worse
0	0	Imrove fire safety coverage
0	0	Convenience to shops/restaura

0	0	none
0	0	
0	0	It would not add any value!
0	0	Extension of sewer infrastructu
0	0	
0	0	Imrove fire safety coverage
0	0	It won’t
0	0	
0	0	Improve pedestrian
0	0	Imrove fire safety coverage
0	0	Extension of sewer infrastructu
0	0	Improve pedestrian
0	0	Imrove fire safety coverage
0	0	
0	0	
0	0	I don't. Rural look and feel will b
0	0	Extension of sewer infrastructu
0	0	
0	0	Imrove fire safety coverage
0	0	Development is not paying for i
0	0	Nothing can add to my quality c
0	0	
0	0	Improve pedestrian
0	0	
0	0	I live outside the study area
0	0	Large lot homes, no high densit
0	0	None
0	0	Extension of sewer infrastructu
0	0	Improve pedestrian
0	0	Imrove fire safety coverage
0	0	
0	0	
0	0	There are no benefits to growth
0	0	
0	0	
0	0	
0	0	
0	0	Imrove fire safety coverage
0	0	I live outside the study area
0	0	Improve pedestrian
0	0	Imrove fire safety coverage

0	0	Certainly nice homes on large p
0	0	Over developing area
0	0	I live outside the study area
0	0	
0	0	
0	0	Imrove fire safety coverage
0	0	
0	0	Uncontroled growth will not im
0	0	Improve pedestrian connection
0	0	Improve pedestrian
0	0	Imrove fire safety coverage
0	0	Improve pedestrian
0	0	Improve pedestrian
0	0	I live outside the study area
0	0	None
0	0	
0	0	Improve pedestrian connection
0	0	Improve pedestrian connection
0	0	
0	0	I live outside the study area
0	0	Improve pedestrian
0	0	Imrove fire safety coverage
0	0	I live outside the study area
0	0	Imrove fire safety coverage
0	0	Imrove fire safety coverage
0	0	
0	0	Imrove fire safety coverage
0	0	it will not add any value as our l
0	0	Additional development will no
0	0	Improve pedestrian
0	0	
0	0	Extension of sewer infrastructu
0	0	
0	0	
0	0	
0	0	Extension of sewer infrastructu
0	0	New streets and improvements
0	0	Imrove fire safety coverage
0	0	I live outside the study area
0	0	Imrove fire safety coverage
0	0	

0	0	
0	0	Imrove fire safety coverage
0	0	Imrove fire safety coverage
0	0	Convenience to shops/restaura
0	0	
0	0	Imrove fire safety coverage
0	0	None of the above
0	0	Convenience to shops/restaura
0	0	Imrove fire safety coverage
0	0	Imrove fire safety coverage
0	0	I do not think it will improve
0	0	
		There is no added value to grov

Please specify	7. If growth and development	Please specify
	Environment features like	
None of the above. It would dc	Environment features like	
ife with more traffic and more f	Environment features like	
	Environment features like streams, floodplains, and steep slop	
ife	Environment features like	
No foreseen value	Environment features like	
I don't see any value and a deci	Environment features like	
	Environment features like	
ı	Environment features like	
	Environment features like	
	Environment features like	
ur lives.	Environment features like	I would not like to see any deve
	Environment features like	
ue. Nature and wild life need to	Environment features like	
	Environment features like	
ue. Nature and wild life need to	Environment features like	
	Environment features like	
NONE	Working farms	
all. I think it will diminish our q	Environment features like	
No development is ideal!	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like streams, floodplains, and steep slop	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	Let’s not destroy what we see a
	Environment features like	
	Environment features like	
Not at all	Environment features like	Everything. Do not fucking deve
ıre	Environment features like	
just leaving the beauty of it is e	Environment features like	
ivities, 1 house / 7-10 acres	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	

None	Environment features like	
	Environment features like streams, floodplains, and steep slop	
	Environment features like	
ıre	Environment features like	
ıre	Environment features like	
s	Environment features like	
i'm not in favor of new develop	Environment features like	
ı	Environment features like	
ıre	Environment features like	
	Environment features like	
I don't see it improving my life	Environment features like	
	Environment features like	
	Environment features like	
	Working farms	
s	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
nything	No new growth needed	
t make it worse.	Environment features like	
as and fear the way it is going t	Environment features like	
	Environment features like	
	Environment features like	
ıre	Environment features like	
	Working farms	
	Environment features like	
Destruction of rural way of life.		My position is against growth b
	Environment features like	
Please do not continue to ruin	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
d value or improve my quality of	Environment features like	
ve my milk five minutes from m	Environment features like	
Convenience to shopping shoul	Environment features like	Rural setback from R. 96 for the
	Environment features like	
	Environment features like	
	Environment features like	
It will add NO value except to f	Environment features like	

It would not help! We don't ne	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
e	Environment features like	
	Environment features like	
	Environment features like	
Parks would offer the best for t	Environment features like	
	Environment features like	
Not enough infrastructure to su	Environment features like	
	Working farms	
	Environment features like	
	Environment features like	
	Environment features like	
No improving at all	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
I don’t.	Environment features like	Leave it as zoned.
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
ıre	Environment features like	
	Environment features like	
	Environment features like	
velopment	Environment features like	
No added value at this time…..t	Environment features like	
I think the existing zoning is appropriate		Stay in the County and conform
ıes in this area.	Environment features like	
	Environment features like	
ıre	Environment features like	
None	Environment features like	
en my quality of life	Environment features like	
	Environment features like	
ants	Environment features like	

	Environment features like	
None of the above	Environment features like	
	Environment features like	
ıre	Environment features like	
None of these is worth the loss	Environment features like	Leave it all untouched.
	Working farms	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
ıre	Environment features like	
	Environment features like	Maintain forests, wildlife, sceni
There is none.	Environment features like	
	Environment features like	
be removed and will hurt prope	Environment features like	
ıre	Environment features like	
We don't want improvements.	Environment features like	
	Environment features like	
itself. The quality of life has bee	Environment features like	
of life other than the area being	Environment features like	
	Environment features like	
	Environment features like	
I don’t think it will improve our	Environment features like	
	Environment features like	
:y apartments and zero lot hom	Environment features like	
	Environment features like	
ıre	Environment features like	
	Environment features like	
	Historic homes and structures	
ı and development of the Maye	Environment features like	
It would not improve my qualit	Environment features like	
New growth should be cohesive	Environment features like	
none.	Environment features like	
I don’t see anything good comi	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	

parcels will help property values	Environment features like	
We don't need more homes in	Environment features like	
	Environment features like	
	Environment features like	
prefer none	Environment features like	
	Environment features like	
	Environment features like	
nprove the area	Environment features like	
n	Environment features like	
	Environment features like	It's unrealistic to expect workin
	Environment features like	
	Environment features like	
Triune will be developed to hav	Environment features like	
this development will not impr	Environment features like	
	Environment features like	
I don’t think it will improve my	Environment features like	
n	Environment features like	
n	Environment features like	
None	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	All of it!	
	Environment features like	
	Environment features like	
I don’t think developing Mayes	Environment features like	
	Environment features like	
home will be outside the Frankl	Environment features like	
ot improve my quality of life	Environment features like	
	Environment features like	
	Working farms	
ure	Environment features like	
It will not add to my quality of l	Environment features like	
None, it will not improve my lif	Environment features like	
	Environment features like	
ure	Environment features like	
Growth and development need	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	
	Environment features like	

	Environment features like
	Environment features like
	Environment features like
ants	Environment features like
Safety and security additions w	Environment features like
Development will only destroy	Environment features like
ants	Environment features like
	Environment features like
The UGB splits the road I live or	Environment features like
	Don’t care
I don’t want more houses! We	Environment features like
wth. Growth is not paying for its	Environment features like

8. Which of the following	Please specify	9. Please share any other
I live the Mayes Creek Basin Ar	Radcliffe Subdivision	The area is country living - close
I live the Mayes Creek Basin Area		
I live the Mayes Creek Basin Area		Stop overcrowding areas!!
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live in Williamson County		
I live the Mayes Creek Basin Area		Strongly against any developme
I live the Mayes Creek Basin Area		I think that the current zoning i
Live in the City of Franklin		
Watkins Creek		
I live outside of the Mayes Creek Basin		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live in Williamson County (Arrington, Triune, College Grove, T		Why must cities constantly grov
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live in Williamson County (Arrington, Triune, College Grove, T		Urban sprawl needs to be stopp
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live in Williamson County (Arrington, Triune, College Grove, T		Urban sprawl needs to be stopp
I live the Mayes Creek Basin Area		
I live in Williamson County (Arrington, Triune, College Grove, T		This such a crime to keep rapin
I live the Mayes Creek Basin Area		If Mayes Creek Basin develops v
I live in Williamson County (Arrington, Triune, College Grove, T		Over development will be a
McKay's Mill		
I live on the East side of Clovercroft (Chardonnay, Daventree, B		The growth in Williamson coun
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
McKay's Mill		Do not connect Market Street t
Live in the City of Franklin		One of the main reasons we mo
Live in the City of Franklin		Please stop filling every square
I live the Mayes Creek Basin Area		
Watkins Creek		
I live on the East side of		This is the fourth state that I ha
I live in Williamson County (Arrington, Triune, College Grove, T		It is very disturbing to see the r
McKay's Mill		
I live on the East side of Clovercroft (Chardonnay, Daventree, Belle Chase)		
I live in Williamson County (Arri	College grove / Allisona	Just stop developing. College g
I live in Williamson County (Arrington, Triune, College Grove, T		How about overcrowded schoo
I live outside of the Mayes Creek Basin		Responsible growth in the UGB
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Watkins Creek		Please no high density building.
I live in Williamson County (Arrington, Triune, College Grove, T		While growth is necessary, ther
I live in Williamson County		

Watkins Creek		
Watkins Creek		
I live the Mayes Creek Basin Area		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live the Mayes Creek Basin Area		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Live in the City of Franklin		
Watkins Creek		I moved to this area for the cha
I live on the East side of Clovercroft (Chardonnay, Daventree, Belle Chase)		
I live on the East side of Clovercroft (Chardonnay, Daventree, Belle Chase)		
Watkins Creek		Need red lights for safety
I live in Williamson County (Arr	Very close to Mayes Creek area	I feel that planning keeps trying
I live the Mayes Creek Basin Ar	I live on N. Chapel	I understand development and
I live outside of the Mayes Cree	Ladd Rd. Franklin	Based on my first-hand experie
I live the Mayes Creek Basin Area		
Watkins Creek		A decision to approve high-grov
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Watkins Creek		No new growth needed.
Watkins Creek		
Live in the City of Franklin		So many rural and scenic areas
I live in Williamson County (Arr	north chapel road	People will pay more to retain t
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Watkins Creek		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live the Mayes Creek Basin Area		
I live the Mayes Creek Basin Area		If Franklin changes Mayes Creel
I live outside of the Mayes		Further growth is premature as
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live on the East side of Clovercroft (Chardonnay, Daventree, B		Stop the growth and greed.
Watkins Creek		Not opposed to limited growth
Watkins Creek		How is another development g
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live in Williamson County (Arrington, Triune, College Grove, T		Franklin is building at a crazy
I live on the East side of		The thought process of
McKay's Mill		When the state made the
I live the Mayes Creek Basin Area		
Live in the City of Franklin		
Watkins Creek		
I live on the East side of Clovercroft (Chardonnay, Daventree, B		Leave it alone! Developing this

Live in the City of Franklin	I live about a mile east of Maye	No more communities to conge
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live in Williamson County (Arrington, Triune, College Grove, T		Keep its beauty and plan struct
I live East of Clovercroft and West of North Chapel in Abington Ridge		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live outside of the Mayes Cree	I live in a fairly new subdivision	Listen to and respect the voices
Watkins Creek	Please do not allow high densit	We have overdevelopment occ
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Cedarmont Farms		People have the right to develo
Live in the City of Franklin		
Live in the City of Franklin		
Watkins Creek		Too much development withou
I live outside of the Mayes Creek Basin		
Not sure, Clovercroft in the County		
Live in the City of Franklin		The rampant growth in the City
McKay's Mill		We have way too much develop
I live on the East side of Clovercroft (Chardonnay, Daventree, Belle Chase)		
Live in the City of Franklin		Please keep Tennessee Tenness
Watkins Creek		
I live outside of the Mayes Cree	Oakwood Estates	
I live outside of the Mayes Creek Basin		
McKay's Mill		
Watkins Creek		
Watkins Creek		
Live in the City of Franklin		we are loosing our open spaces
Watkins Creek		
Live in the City of Franklin		The rampant growth in the City
Watkins Creek		
Watkins Creek		
Watkins Creek		
Watkins Creek		
Watkins Creek		
Watkins Creek		The previous growth plan for M
I live the Mayes Creek Basin Ar	I live on North Chapel just outsi	People who are already in this a
Watkins Creek		I believe that the traffic in this a
I live on the East side of Clovercroft (Chardonnay, Daventree, B		Please keep high density in area
Watkins Creek		Quite concerned about overcro
Watkins Creek		
I live the Mayes Creek Basin Area		
Watkins Creek		
Watkins Creek		

Watkins Creek		the development of Amelia Par
Watkins Creek		I am basically opposed to the M
Watkins Creek		The schools can’t hold any addi
I live the Mayes Creek Basin Area		
Watkins Creek		
Watkins Creek		
I live the Mayes Creek Basin Area		
I live the Mayes Creek Basin Area		
Watkins Creek		
I live in Williamson County		
I live the Mayes Creek Basin Area		
I live the Mayes Creek Basin Area		
I live the Mayes Creek Basin Area		
Watkins Creek		
I live the Mayes Creek Basin Area		Please don’t turn Franklin into (
Ivy Glen		I moved to this area two years a
I live the Mayes Creek Basin Area		
I live the Mayes Creek Basin Ar(	North Chapel Rd	I support the owners being able
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live on the East side of		There is not enough sewer capa
McKay's Mill		No more developments until af
Watkins Creek		Just stay true to what is has alw
Watkins Creek		Hi team mayescreek.org,
Watkins Creek		
I live outside of the Mayes Creek Basin		It’s very sad that so much devel
Watkins Creek		Please keep our envision Frankl
Watkins Creek		We are so concerned and dread
I live the Mayes Creek Basin Area		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Live in the City of Franklin		
Live in the City of Franklin		
Watkins Creek		We moved to this area to exper
Watkins Creek		Let’s keep the beautiful rural fe
I live the Mayes Creek Basin Ar(	I live in the county - not the city	Especially in Williamson
Albany Pointe Subdivision, right off of Arno.		It seems ridiculous to change
I live on the East side of	I live on N chapel rd and have a	hard enough time getting out c
I live outside of the Mayes	Nestledown Farms	Residents have just lived throug
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Live in the City of Franklin		
I live the Mayes Creek Basin Area		

I live in Williamson County (Arri	Nestledown Farms	We bought in the County for a r
I live the Mayes Creek Basin	My Family farm which already h	Just because there is land availa
Watkins Creek		
I live the Mayes Creek Basin Area		
I live in Williamson County		
I live in Williamson County		
Watkins Creek		
I live the Mayes Creek Basin Area		Development in the Mayes Cre
Watkins Creek		
I live the Mayes Creek Basin Are	N Chapel along the Harpeth Riv	Protection or the rural vibe as
Watkins Creek		
Watkins Creek		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live in Williamson County (Arrington, Triune, College Grove, T		stop building
Watkins Creek		The loss of wildlife habitat is cre
Amelia Park/Taproot Hills		Since the initial development
I live the Mayes Creek Basin Area		I am concerned that the only
Watkins Creek		
I live the Mayes Creek Basin Area		
I live outside of the Mayes Creek Basin		
Live in the City of Franklin		
I live the Mayes Creek Basin		I believe Mayes Creek Basin sho
Live in the City of Franklin		They need to leave this area
I live the Mayes Creek Basin Area		If you haven’t spent time in the
Watkins Creek		
I live in Williamson County (Arrington, Triune, College Grove, T		The current plans for Mayes Cre
I live the Mayes Creek Basin Area		We have been through the high
I live in Williamson County		I am disappointed the attempt t
McKay's Mill		Williamson County is already ov
Watkins Creek		
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
I live the Mayes Creek Basin Area		Dense population growth
I live outside of the Mayes	I am on Trinity Road - very close	JUST STOP! All of this traffic and
I live the Mayes Creek Basin Area		We have effectively allowed the
Watkins Creek		
I live the Mayes Creek Basin Area		Dense population growth
Watkins Creek		
Live in the City of Franklin		Although I live in city , I am opp
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Watkins Creek		Smart responsible growth is abo
McKay's Mill		

I live the Mayes Creek Basin Area		too.much.growth.
I live outside of the Mayes Creek Basin		
I live the Mayes Creek Basin Area		
	Villages of Clovercroft	
I live in Williamson County (Arrington, Triune, College Grove, Thompsons Station)		
Watkins Creek		I beg that we don’t make the m
I live the Mayes Creek Basin Area		The City of Franklin officials hav
I live on the East side of Clovercroft (Chardonnay, Daventree, Belle Chase)		
I live the Mayes Creek Basin Area		
I live the Mayes Creek Basin Ar	On N Chapel Rd	Additional low density building
Watkins Creek		
I live the Mayes Creek Basin Area		
I live on the East side of		This area cannot sustain any m

e to the city. Large & small tract farms with a few large lot subdivisions.

ent.
is serving the community well and there is no need to change it. We have had to abide for year

w? The rural nature of Williamson County is under siege and losing fast. Currently Trinity Roac

ped. Overcrowding is leading to horrible traffic and the destruction of the natural beauty of thi

ped. Overcrowding is leading to horrible traffic and the destruction of the natural beauty of thi

g the land in the name of the all mighty dollar It disrupts the natural environment adds to glob
with high density, mixed use communities you will be taking so much away from the beauty of

ity is unsustainable and we are in danger of losing what makes this area beautiful and special. M

to Murfreesboro Road. Our neighborhood streets cannot handle the influx of speeding traffic.
oved to the area was the open country small town low crime charm that Franklin provided. We
inch of beauty with homes and concrete. Open space is disappearing and with it all our wildlife

ave resided in. We were previous residents of Fairfax, Virginia. Fairfax has a historic downtown
apid growth and development when we don't have the infrastructure to support it. The traffic

grove alone has like 5 developments now. Stop. We don't need more dogshit ugly housing or pe
ols, including shortage of buses for the schools. Increased traffic!

should include consideration from all those who would be impacted by any Mayes Creek Basin

.
re are no shortages of developers ready to build and make as much money as possible, with litt

arm of the agricultural properties and open space feel.

g to urbanize east Franklin. This is not what residents in this area want. We want to retain our r
growth is necessary, but it needs to be limited in some areas...the people that live here do not
nce abutting the Reeds Vale development, this would be devastating to this area. Nothing is le

wth neighborhoods benefits very few residents of Franklin - only the developers.

are being developed, please stop! The roads can't handle more residential development!
the country feeling of a residence on larger lots. Squeezing people into every available inch of

k Basin to “village green” I will lose all respect for them and make sure as hell they get their ass
s the infrastructure is not ready. Loss of traditional character is unwise and will diminish prope

but am opposed to high density development.
oing to do anything to make Franklin a better place?

s area will increase traffic, floods and decrease quality of life. It will also have a negative effect

est our neighborhoods. It will keep killing wildlife and destroy our woods!

tures/stores that would enhance the natural beauty. Even if it is restaurant alley that allows for

s of the people in the community. Stop letting the dollar bill always rule!
curring all throughout Williamson County. I live in Watkins Creek and will fight any sewer line r

op land they own however once it is built upon you can't go back. Be very careful what and how

ut the appropriate infrastructure - schools, roads, sewer are all effected.

y of Franklin is starting to spread urban sprawl into the County. The infrastructure is not in plac
pment and need to have some open space. Please preserve some agricultural and open spaces

see!

s and country feeling of peace and tranquility, please help preserve what we have left. to many

y of Franklin is starting to spread urban sprawl into the County. The infrastructure is not in plac

Hayes Creek Basin should be honored. Stop the continued development. A large part of the cult
area purchased with the existing zoning and have to abide by it, so why should very large land
area is bad enough. With the new division going in behind Watkins Creek it will only get more
as where the roads and infrastructure can support. 96 at 65 is a mess now and can’t take more
owding of roads, schools, etc, light and noise pollution. Traffic is miserable, as is, more density

·k behind watkins creek and the new project going in on clovercroft rd have already had an imp
Mayes Creek proposal. Part of Franklin and Franklin County's charm is its country appeal. Housi
itional kids. They are already overwhelmed. The roads and infrastructure also are overwhelme

California.
ago to have the space of a rural feel with the accessibility to a city when needed. If the rural fe

e to lot split their land, but this is ridiculous. They can make nearly as much or even more by lin

acity and this area should remain in the county where the county zoning is 1 home to 5 acres.
fter Tap Root and others are completed and studies done to see the harmful impact that has m
vays been.

lopment is taking place and changing the entire feel and environment of the rural areas that ha
lin plans an intended. Certain alderman are getting their interests fed that don't care about the
ding the rampant growth. The Franklin and Williamson County we fell in love with has disappea

rience country living (fields, farms, animals). Building in this area will remove that experience a
eel of this part of Franklin. We don't need or want a big development right on our doorstep. Th

onto 96 or just crossing 96.
gh a 4 year road widening project. The thought of another 5-10 years of ongoing "progress" is a

reason and want to maintain County living void of over building, over crowding and destructio
able doesn't mean it needs to be developed. We already have lost the land from the Ingrahm I

ek Basin will have a HUGE impact on the flooding in the area. There are many streets and wat

eating an unbalanced ecosystem. They are wondering into “neighborhoods” that have taken o

ould remain rural preserving the rural character of Eastern Williamson County

e creeks and fields of the Mayes Creek Basin, observing the nature, and how everything works p

eek Basin will destroy the rural beauty and charm of the remaining undeveloped land in Willia
n density, make East side like West side Smith proposal ---and it was throughly defeated. Noth
to undo the decision and desires of 7-8 years ago is being ignored. The assumed population d
ver populated for the present infrastructure. Unless, and until, the government in middle Tenn

d high density housing is sickening. The county is ruined. Are the county leaders all going for ar
e developers to ruin the countryside. We live near 96, on Trinity Rd. The destruction of the gr

posed to city annexing this area. We have too much growth. I don’t believe this growth is 5 to 1

out planning from the foundation up. Not from developers squeezing out as much money as th

ıistake in this area that Brentwood has made ALL over their city. Someone has to preserve the
ve already destroyed the charm and character the city was once known for. Now they want to

that preserves the rural scenery is fine by us. High density development with added traffic and

ore growth. Infrastructure is not here for anything. We move out to the rural area to be away

·s to the current zoning as small land owners. I don't see why a few developers who don't live i

d is under water. What would be the cost to the environment and the current homeowners du

is area

is area

oal warming (unless you plan to leave all the trees) increasing the risks of flooding Land is the
Williamson County. The wildlife will disappear, the natural beauty will be taken away and we

Mayes Creek Basin needs to be left alone. If development must occur they should be single fam

e have lived in several different major urban areas. While these multi unit homes and condo typ
e. It is so disturbing.. please stop destroying all our wide life habitats.

n, and at one time had pastoral lands and historic homes around it. Developers came in, and n
c is getting thicker and the streets are not getting wider. We now must put septic on properties

eople destroying century old farm land for ugly fucking developments for California hippies

n modifications. Franklin and the surrounding area has already been hugely impacted by the h

tle regard for the surrounding environment, land, and quality of life. Keeping this area rural an

rural character and not be overrun by those who want to constantly change the Envision plan.
t want another Mckay's Mill here. We don't want townhouses and houses right on top of each
eft of the natural landscape - they have completely restructured the rolling hills and fields. Bla

space ruins the area. Like every other location that is desirable, ocean front etc..., its not possi

ses voted out next term.
rty values.

on wildlife.

outside dining and such. Living in Arrington off 96, we are lacking the convenience of these th

unning through our neighborhood.

v much is built. Again there is not enough infrastructure to accommodate over building and the

e to support this growth. The changing landscape is also diminishing the value of living in the c

apartments, housing and shopping areas now.

e to support this growth. The changing landscape is also diminishing the value of living in the c

ture and charm of our county is the wide open natural fields, green rolling hills, and the abunda
owners obtain special treatments and entitlements that are not afforded the small landowner
intense. There are not enough grocery stores, nor are there any stoplights on 96 to support ev
volume. We have one chance to keep these farms and green spaces for the next generation. C
will make this issue completely unworkable. Most businesses are moving away from “work fro

ɔact on traffic and wildlife. We used to have deer and wild turkeys that came across the farm b
ng developments choke out the reason we moved here. I hope this does not go through.
d. Traffic is only getting worse. These types of developments are the very thing that destroy wh

el is removed, there will be no difference than any other suburbs. I would not have moved her

niting it to 3 or more acres. The proposed density will ruin the reason we moved here and lead

City has extended it's boundaries past their UGB already; nothing but pure greed. A city shoul
ıade.

ave made this area so unique and special. The rolling hills and green spaces are disappearing a
e rural feel of Watkins Creek. Our schools, roads, septic, and infrastructure cannot handle all o
ared. BOMA seems to not care one bit how our beloved Franklin is being destroyed by their ve

as well as tax the roads, increase traffic and possibly disrupt streams/creeks/waterways. We d
ıe reason many of us moved here was because of the country feel.

absurd and irresponsible. There is enough development currently ongoing in the county witho

n of ag.
Farm on Clovercroft which will extend out to the 96 area.

er ways that are not shown as "blue lines" on maps. It will be important for these areas to be i

ver what use to be their home causing unnecessary contact with humans and domestic animal

perfectly together and is interdependent, you cannot begin to understand how delicate of an e

mson County and Franklin. This overly ambitious commercial and residential development will
ing has changed.
ensity will not provide any benefits to current residents except increasing taxes, traffic and agg
nessee catches up on infrastructure needs for the present population growth we have seen in t

n award on how to turn a great place to live into a living hell? I have lived here all my life and n
een space of Reeds Vale threatens our home with excess water runoff from replacing grass wit

0 yrs away as alderman say.

ney can for each farm they buy. Developers should NEVER be the impetus of altering the land u

e natural beauty so future generations can see, feel, and experience the serenity and beauty th
spread the blight they have created outside city limits, all to line their own pockets. As realtors

d stress on existing public safety systems is not. This type of high density development should r

from retail and services. What we need is already close. The land owners rights stop when th

n the area should now have the rules changed so that they can make a lot of money.

ue to pressure on the flood plain? I do understand the notion of "cashing out" and it must be v

e only resource that there will not be any more made , So please for the love of whats good an
will become a concrete city.

nily homes on big lots only.

pe buildings offer an avenue for others to live in the area that normally wouldn't be able to aff

ow it has lost that charm, with townhouses, multi- family units, commercial etc. We were glac
s because our sewer system can't support more us. Shouldn't we be more thoughtful and slow

yper growth in the past 8 years. It is time to slow down. One man nor one committee should

nd beautiful preserves something that is becoming more rare everyday - beautiful, open, undev

The plan was devised for a reason and constantly changing it is inappropriate. Let's retain som
ı other.
sting and heavy equipment run 6 days a week, from dawn to past dark (using spot lamps). Dur

ible to allow everyone who wants to live there access or the area quickly becomes undesirable.

ıings. Wished all new developments would require a beautiful restaurant or developments toge

e rural character of this community will be changed forever.

:ounty.

:ounty.

ant wildlife. We don’t need any more traffic of Hwy 96 or more houses/ people putting more s
? Does anyone care that the Harpeth and Duck rivers are having their water syphoned off? W
ven more growth in traffic. Try getting off of 65S going East on 96 between 5-7PM and you wil
Grow where there is already infrastructure and concrete please.
m home” thus traffic is becoming more and more of an issue daily.

ehind us daily. They are now gone

hat’s so amazing about the area. People move out here and pay a premium to avoid all of the t

e if the rural feel was not a factor. Others will likely have the same feeling.

this whole area into a worse situation.

d not be allowed to go outside their UGB as defined in the originial 2020 agreement.

nd changing the beauty of middle TN. It must stop before it’s too late.
f this growth. There is plenty of land to develop heading out toward Columbia. Put the high d
ry policies and votes for unimpeded and unchecked building. It’s so disheartening and upsettin

lon't want to be forced to annex to the city.

ut adding another project.

identified and any development will need to consider theses areas.

ls. Over development is causing loss of land that is making it impossible for wildlife to care for t

ecosystem it is, and how one change will have a ripple affect and impact everything it touches.

just destroy all the green space and lower the quality of life. And adding hundred of new home

gravation. Even though it is allowed, non-contiguous annexation makes very little sense in this
the last 10 years, I will not support any further development. I will vote against all elected incu

ow I am ashamed to say I live in Williamson county. What all this "growth" which I call terrorisr
th cement and homes. It also endanger our ability to get out of our driveway with increased tr

usage, or how a community is to grow. If the infrastructure doesn't support the growth pattern

ıat open areas bring. It's good for the soul.
s, builders and developers, these city officials all stand to profit personally.

ıot be allowed just to support the very expensive expansion of the city sewer system.

e way of life for others is destroyed. We need to pull back and let infrastructure catch up. Wa

very alluring to those who have worked the land all their lives. However, I think the large land c

nd holy Leave IT aLONE

ord it, it is well established that these types of dwellings historically become ill repaired and ma

d to leave. I see the same exact thing happening here. I thought the Mayes Creek Basin was zo
ver on making decisions that make such a negative impact on those that are the current reside

not impact the many thousands of those who currently live here without our vote.

veloped land.

e of Franklin's beauty while we still can!

mp trucks drop dirt and boulders along Ladd Rd. When it's dry, the enormous dust clouds roll a

.

ether create a coop of restaurants/ stores together. Look at Westhaven and its overall theme c

tress on our utility systems.
here will the water come from to accommodate all of this growth? Where will the tax money
l know. Try going east on 96 off N Chapel Rd between 7 and 9AM and you will know. It is beyc

:raffic, overcrowding, and concrete!

lensity homes out there.
ıg. We are also concerned that it seems our area of the county has no representation and no vo

the natural world in a way that keeps it balanced for everyone.

The Mayes Creek Basin is a wildlife refuge unlike anything else in east Franklin. There is nowhe

es, townhouses, apartments and multifamily family homes would be at all desirable and would

instance. It is clearly being driven by property developers trying to get a return on their invest
umbents going forward, regardless of party affiliation, and will encourage all voters to do the sa

m has done, is to prevent a good quality of life for life-long residents. It is despicable. Our child
affic. The multitude of housing developments on the eastern portion of 96 is aggregious. Thes

desired by the developer then it should not go through. The surrounding communities infrastı

ter and sewer are major concerns. Keep it rural with septic systems where available.

owners are trying to get a massive payday instead of honoring their stewardship to future gene

aintained which then leads to lower rents and values which then leads to crime followed by ou

oned for larger lots. That is why we bought here. If we wanted different amenities, (berry farm
nts? I think so

across the area, coating our houses and cars. Ladd Rd is no longer safe for children to ride bike

of convience. It’s beautiful and the set up does not take away from the atmosphere although th

comes from to pay for the schools? The County needs to make smarter decisions. Why doesn
ond ridiculous.

oice. Who is looking out for us?

ere else for these kinds of plants and animals to go. They require this type of ecosystem and ha

l just lower the property values of the existing homes. People move to Franklin to escape overl

tment. Leave what little green space we have alone! We do not want or need an "Easthaven."
ame.

lren can not afford to live here and the constant views of rooftops, traffic jams and disappearin
se developers are greedy and are destroying our livelihoods. Smith of Ravenswood Farm is driv

ructure is just as important as the infrastructure on any planned development. Quality of life sl

erations.

ır real estate values to plummet. These types of buildings do nothing but enrich developers wh

ns) we would have bought there. It appears that the city of Franklin, wants the tax revenue, ar

es on. And this is only for 260 homes. Mayes Creek is for many more.

his area is a way too high density.

't it sell the hospital and pay down its debt which is over a $Billion, and reduce taxes? The larg

ıbitat to survive. The density can go elsewhere, this ecosystem cannot. When the Mayes Creek

ly developed, crowded areas. The highways and roads are already clogged with an ever increa

' If a certain population wants that density of living there are other spots, already developed t

ıg land is stressing and sickening.
ven by greed and a desire to line his pockets any way he can. He was awful at the Reeds Vale r

hould be the number one driving force behind development.

ıo care little about the long term and only care about their short term wealth. These are not dif

ıd a homogenized version of the city . This in time, say 30 years, will appear more rundown, as

ge land developers and their architects, re-zoning consultants, engineers, etc. have the ears of e

Basin is not healthy, the Harpeth is not healthy. When the Harpeth is not healthy, Williamson

ısing amount of traffic and all this new development will be a terrible burden on the existing ro

o accommodate them.

ɱeeting when we fought it. This is all a bunch of greedy jerks destroying the farmland.

fficult ideas to understand and anyone with common sense can see it. Please keep our commu

s I suspect construction standards will be lessor. I also suspect, these so called developers and

elected officials, but the elected officials don't seem to hear the masses of voters? I can only tl

county will pay the price.

›ads.

ınities open and free from this land pollution and destruction of our quiet lifestyle.

city officials do not live in areas subject to these new density standards. Maybe impact fees oı

hink of one reason that is occurring and it starts with the letter M. Hopefully, this new group t

n these developers may slow their zest for development.

:hat now runs the Republican Party in Williamson County can change things for the better. It is

; time for a new crop of elected officials that