City of Franklin

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

Meeting Agenda

Franklin Municipal Planning Commission

Thursday, June 26, 2025 | **7:00 PM** | **Williamson County Auditorium**

MEETING LOCATION
Williamson County Auditorium
1320 West Main Street

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 the meeting 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 May 22, 2025 FMPC Minutes.

ANNOUNCEMENTS

*Please note, the title has changed since the public hearing for Item 27 was noticed in the Williamson Herald on May 22, 2025. The applicant is no longer requesting a Special Consideration for the Neighborhood Commercial Design Concept for the properties at the corner of N Chapel Road and Murfreesboro Road so the title has been revised to account for this change.

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 3-18 And 24-25 On The Consent Agenda.

Sponsors:

SITE PLAN SURETIES

3. Aerial Adventure Subdivision, Final Plat; Release The Maintenance Agreement For Green Infrastructure Improvement. (CONSENT AGENDA)

Sponsors: Melodie Brady

4. Berry Farms Town Center PUD Subdivision, Final Plat, Section 7; Extend The Performance Agreement For Sidewalks Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

5. Gateway Village PUD Subdivision, Site Plan, Section 3, Lot 136 (Office Building); Extend The Performance Agreement For Landscaping Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

6. Gist Street PUD Subdivision, Site Plan; Extend The Performance Agreement For Green Infrastructure Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

7. Highlands At Ladd Park PUD Subdivision, Final Plat, Section 17, Revision 1; Extend The Performance Agreement For Sidewalks Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

8. Highlands At Ladd Park PUD Subdivision, Final Plat, Section 37; Extend The Performance Agreement For Drainage Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

9. Highlands At Ladd Park PUD Subdivision, Site Plan, Section 19; Extend The Performance Agreement For Landscaping Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

10. McEwen Place PUD Subdivision, Site Plan, Section 3, lot 303 and 304 (Block C); Accept The Performance Agreement For Sidewalks Improvement, Release The Performance Agreement And Establish A One-Year Maintenance Agreement. (CONSENT AGENDA)

Sponsors: Melodie Brady

11. Ovation Subdivision, Site Plan, Lot 3 (Ovation East End); Extend The Performance Agreement For Landscaping And Streets Private Improvements To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

12. Pinnacle Commons Subdivision, Site Plan; Extend The Performance Agreement For Landscaping Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

13. Spring Creek Subdivision, Site Plan, Section 1, Revision 4; Extend The Performance Agreement For Landscaping Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

14. Standard At Cool Springs Subdivision, Final Plat, Revision 1; Extend The Performance Agreement For Sidewalks Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

15. Stream Valley PUD Subdivision, Site Plan, Section 14; Extend The Performance Agreement For Landscaping Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

16. Stream Valley PUD Subdivision, Site Plan, Section 16; Extend The Performace Agreement For Landscaping Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

17. Water's Edge PUD Subdivision, Final Plat, Section 2; Extend The Performance Agreement For Green Infrastructure Improvement To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

18. Watson Glen Subivision, Site Plan, Section 2, Lot 30 (Miles Auto Spa); Extend The Performance Agreement For Green Infrastructure, Landscaping, Sidewalks And Streets Improvements To June 25, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

VESTED RIGHTS/SITE PLAN EXTENSION

19. Consideration Of Resolution 2025-46, A Resolution Amending The 555 Franklin Road PUD Subdivision To Extend The Vested Rights, For The Property Located West Of Franklin Road And South Of Gateway Court, Located at 555 Franklin Road.

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

REZONINGS/DEVELOPMENT PLANS

20. Consideration Of Ordinance 2025-10, An Ordinance To Rezone 19.43 Acres From Civic Institutional (CI) District To Heavy Industrial (HI) District For The Property Located North Of Century Court And West Of Beasley Drive, At 408 Century Court.
FMPC 5/22/25, 7-0 defer to 6/26/25

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

21. Consideration Of Resolution 2025-44, A Resolution Adopting A Plan Of Services For The Annexation Of Property Located West Of Lewisburg Pike And South Of Henpeck Lane, At 1288 Lewisburg Pike, By The City Of Franklin, Tennessee.

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

22. Consideration Of Resolution 2028-45, A Resolution To Annex One Property, Consisting Of 10.58 Acres, Located West Of Lewisburg Pike And South Of Henpeck Lane, 1288 Lewisburg Pike And Not Adjoining The City Limits Within The Southern Part Of The Franklin Urban Growth Boundary (UGB).

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

23. Consideration Of Ordinance 2025-17, An Ordinance To Zone 10.58 Acres Civic Institutional (CI) District, For The Property Located West Of Lewisburg Pike And South Of Henpeck Lane, At 1288 Lewisburg Pike.

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

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

24. Franklin Ridge Subdivision, Final Plat, Section 1, Creating 14 Residential Lots And 2 Open Space Lots, And Dedicating Right Of Way, On 19.37 Acres, Located At 565 Jordan Road. (CONSENT AGENDA)

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

25. Lincoln Southeast Subdivision, Final Plat, Creating 1 Lot And Establishing Easements, On 14.93 Acres, Located At 117 Southeast Parkway. (CONSENT AGENDA)

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

ENVISION FRANKLIN PLAN AMENDMENTS

26. PUBLIC HEARING: Consideration Of Resolution 2025-39, A Resolution By The Franklin Municipal Planning Commission To Amend Envision Franklin To Incorporate Approved Changes To The Urban Growth Boundary.

Sponsors: Emily Wright, Andrew Orr

27. *PUBLIC HEARING: Consideration Of Resolution 2025-41, A Resolution To Adopt An Envision Franklin Plan Amendment For 4468 And 4417 Murfreesboro Road And 151 Trinity Road And Surrounding Parcels Located East Of North Chapel Road And Encompassing Map 088 Parcel 01801, Map 088 Parcel 01802, Map 088 Parcel 01805, Map 088 Parcel 01806, MAP 087 03800 And A Portion Of Map 088 Parcel 01900 To Change The Design Concepts Map From Rural Reserve To Village Green And To Add Special Considerations To The Village Green Design Concept.

Sponsors: Emily Wright, Andrew Orr, Joel Aguilera

ANY OTHER BUSINESS

ADJOURN

City of Franklin

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

Meeting Minutes

Franklin Municipal Planning Commission

Thursday, May 22, 2025 | **7:00 PM** | **Williamson County Auditorium**

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

Acting Chair Michael Orr called the meeting to order at 07:00 PM

Board Members Present: Scott Harrison, Michael Orr, Ann Petersen, Marcia Allen, Jimmy Franks, Alma McLemore, Jenny Williamson

Board Members Absent: Nick Mann, Roger Lindsey

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 Orr asked for citizen comments. There were none.

Comments on agenda items may be made in person at the meeting 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 24, 2025, FMPC Minutes.

Sponsors:

Attachments: 1. FINAL April 24 2025 FMPC Minutes

A motion was made by Commissioner Scott Harrison, seconded by Commissioner McLemore to approve the Minutes from the April 24, 2025, meeting. The motion carried 7-0.

ANNOUNCEMENTS

Chair Michael Orr asked if Staff had any announcements. There were none.

CONSENT AGENDA

2. Consideration Of Approval Of Items 3-7 And 10-12 On The Consent Agenda.

Sponsors:

Attachments: None

A motion was made by Commissioner Harrison, seconded by Commissioner McLemore to approve items 3 through 7 and 10 through 12 as presented on the Consent Agenda. The motion carried 7-0.

SITE PLAN SURETIES

3. Carothers Development Property Subdivision, Final Plat, Revision 1; Extend The Performance Agreement For Drainage Improvement To May 28, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

4. Natures Landing Subdivision, Final Plat; Extend The Performance Agreement For Green Infrastructure And Sidewalks Improvement To December 11, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

5. Natures Landing Subdivision, Site Plan, Revision 1; Extend The Performance Agreement For Landscaping Improvement To December 11, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

6. Rizer Point PUD Subdivision, Site Plan, Section 1; Extend The Performance Agreement For Drainage Improvement To October 23, 2025. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

7. Standard At Cool Springs Subdivision, Site Plan, Lots 2 And 3, Revision 1; Extend The Performance Agreement For Landscaping Improvement To May 28, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady
Attachments: None

The item was Approved on Consent Agenda.

VESTED RIGHTS/SITE PLAN EXTENSION

8. Consideration Of Resolution 2025-37, A Resolution Amending The East Works District PUD Subdivision To Extend The Vested Rights, For The Property Located North Of Meridian Boulevard And West Of Carothers Parkway, Located at 9009 Carothers Parkway.

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph
Attachments:
1. MAP East Works District PUD
2. RES_2025-37_EastworksPUDVestingExt_Combined_LawApproved
3. Entitlement Extension Request - East Works District PUD(4.24.25)
4. Approved Development Plan - East Works District PUD
5. ORIGINAL STAFF REPORT 7239 - East Works District PUD

Staff Presentation: Chelsea Randolph. The request is to extend the vesting period by 18 months, from July 14, 2025, until January 14, 2027, to allow the applicant to secure any necessary permits and commence site preparation. The development plan for the East Works District PUD was approved by BOMA on July 14, 2020. The plans include a mix of hotel, restaurant, retail, office, and multifamily uses. Overall, it was approved for 1,615 units, 9 town homes, 1,000,000 square feet of existing and proposed nonresidential space, including 605 hotel rooms. The project had seven Modifications of Standards including six signage MOS and 1 building type MOS. Buildings range from one to twelve stories, and a communal gathering space further emphasizes the pedestrian-oriented design in addition to the smaller pockets of green space to the interior and around the perimeter of the property. Staff recommended approval, with conditions, of the Development Plan.
This plan has requested and received a vesting extension for the first three-year period and their vesting was extended to July 14, 2025. The applicant submitted a site plan for the first section of the development, which was approved on the August 2023 Administrative Agenda. In addition, two site plans have been submitted to conduct offsite roadway improvements on Carothers Parkway at Mayfield Drive, which were approved on the February 2023 Administrative Agenda. If the vesting period is not extended, the project entitlements would cease to exist, and stop work orders would be issued, if applicable. A new development would need to be approved and would be reviewed against the current local development standards. In reviewing the plan against the current City regulations, the current plan generally complies. The differences in today's Zoning Ordinance versus their vested Ordinance (12/30/2019) are minor and could be incorporated into the design without major changes to the plan. The sewer capacity for this project has been accounted for in Water Management models. A new parkland agreement would need to be approved for any new plan, as well as a new traffic impact offset agreement. Traffic volumes in the area have increased, negatively impacting the level of service on adjacent roadways and consequently, the required offsite improvements. Additionally, the Board of Mayor and Alderman have approved an increase in the road impact fees since the approval of this development to better support the City's ability to pay for much-needed infrastructure.
RECOMMENDATION:
Staff recommends that the Planning Commission recommend to the BOMA to approve Resolution 2025-37 if they determine that the continuation of vested rights is in the best interest of the community.

Citizen Comments: None

Applicant Presentation: Kyle McGavin. Mr. McGavin thanked Ms. Randolph for the accurate summary and stated that he

would be glad to answer any questions. Mr. McGavin also noted that there were unfortunate delays the additional eighteen months would allow time for the project to commence.

MOTION
Commissioner Harrison motioned to recommend approval of Resolution 2025-37, A Resolution Amending The East Works District PUD Subdivision To Extend The Vested Rights, For The Property Located North Of Meridian Boulevard And West Of Carothers Parkway, Located at 9009 Carothers Parkway to the Board of Mayor and Aldermen, seconded by Commissioner Franks.

Discussion : None

The motion carries 7-0.

REZONINGS/DEVELOPMENT PLANS

9. Consideration Of Ordinance 2025-10, An Ordinance To Rezone 19.43 Acres From Civic Institutional (CI) District To Heavy Industrial (HI) District For The Property Located North Of Century Court And West Of Beasley Drive, At 408 Century Court.

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

Attachments:
1. MAP 408 Century Ct-WilCo Jail, Rezoning
2. ORD_2025-10_408CenturyCtRez_Combined_LawApproved
3. COF 8772 WCJSP_Rezoning Plan_20250430

Staff Presentation: Joseph Bryan. Mr. Bryan explained that there was a mistake in the public notice for this item (incorrect address). Staff requests the item be deferred to the June 26, 2025, FMPC meeting so that the public can be properly notified.

Applicant: None
Citizen Comments: None

MOTION
Commissioner Harrison motioned to defer Ordinance 2025-10, An Ordinance To Rezone 19.43 Acres From Civic Institutional (CI) District To Heavy Industrial (HI) District For The Property Located North Of Century Court And West Of Beasley Drive, At 408 Century Court to the June 26, 2025, FMPC meeting, seconded by Commissioner Allen.

Discussion: None

The motion carries 7-0.

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

10. EW Subdivision, Final Plat, Creating 2 Lots, On 7.95 Acres, Located On Columbia Avenue, Between Werthan Circle And Beasley Drive. (CONSENT AGENDA)

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

Attachments:
1. MAP EW Subdivision, Final Plat
2. 2025-0014_FINAL-PLAT_REV_050125
3. Conditions of Approval

The item was Approved on Consent Agenda.

11. Southvale PUD Subdivision, Final Plat, Section 3, Creating 35 Residential Lots And 4 Open Space Lots, Revising Existing MTE Easements, And Dedicating Right Of Way, On 54.445 Acres, Located on Lewisburg Pike, South Of Goose Creek Bypass. (CONSENT AGENDA)

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

Attachments:
1. MAP Southvale PUD Subdivision, Final Plat, Section 3
2. 18-1022 Southvale - Section 3 - Final Plat - CLIENT 2025-05-01
3. Conditions of Approval

The item was Approved on Consent Agenda.

12. Battle Ground Park Land Company Addition Subdivision, Final Plat, Revision 6, Resubdivision Of Lots 35 And 36, Creating 1 Single Family Residential Lot And Modifying Lot Lines On 1 Single Family Residential Lot, On 0.43 Acres, Located At 102 Battle Avenue And 1334 Columbia Avenue. (CONSENT AGENDA)

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

Attachments:
1. STEVENVADEN-8515-SUBD-C
2. MAP Battle Ground Park Land Company Addition Subdivision, Final Plat, Revision 6

The item was Approved on Consent Agenda.

NON-AGENDA ITEMS

ANY OTHER BUSINESS

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

ADJOURN

A motion was made by Commissioner Allen, seconded by Commissioner Harrison to Adjourn. The motion carried 7-0.

There being no further business, the meeting adjourned at 07:11 PM p.m.

_____ _____

Chair Date

City of Franklin

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

File #: 21-0691

DATE: June 6, 2025

TO: Franklin Municipal Planning Commission

FROM:

SUBJECT:

Consideration Of Approval Of Items 3-18 And 24-25 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

INSPECTION PUNCH LIST

INSPECTION CYCLE: June 26, 2025
INSPECTING DEPARTMENT: Planning Department
City of Franklin, TN
109 3rd Avenue South
Franklin, TN 37064

AERIAL ADVENTURE SUBDIVISION, FINAL PLAT – COF 4681

Improvement:	Green infrastructure
Surety Type:	Maintenance
Original Amount:	$2,500.00
Current Amount:	$2,500.00
Request:	
Recommendation:	RELEASE
Date of Inspection:	6/2/2025
Inspector:	Ellen Moore
Staff Comments:	

A review of this project revealed the following deficiency*:

Continue to maintain the site per the recorded long term maintenance plan.

PLANNING AND SUSTAINABILITY DEPARTMENT

Emily Wright, AICP
Director

Dr. Ken Moore
Mayor

Eric S. Stuckey
City Administrator

HISTORIC
FRANKLIN
TENNESSEE

ACTION REQUEST – REQUEST FOR EARLIER AGENDA

Completed requests received by the first of the month will be placed on the following month's agenda
(example: request received on April 1st will be placed on May's agenda)
No landscaping can be placed on agendas for the months of February, March, July, August, November and December
Landscaping limited to maximum 25% reduction when at least 50% complete

4/30/25
Date Submitted

McEwen Place TC PUD, Sect 3, LOT 303 + 304 (Block C), SP
Complete name of project – indicate whether site plan or final plat.
Where applicable, include subdivision, section, revision, lot number and name of building

SIDEWALKS
TYPE OF IMPROVEMENT
A separate action request must be submitted for each improvement

I (we) request that the following action be taken on this agreement:

X Release

_____ *Reduce and extend to _____ *(not less than six mos)*

_____ Extend to _____ *(not less than six mos)*

SIGNED: [signature]
Developer or Representative

If requesting reduction, indicate amount complete:
_____ %
Note in margin-How did you arrive at this percentage?
If requesting reduction and less than 90% complete,
estimate remaining amount to complete this improvement:
$ _____
*Reductions shall not exceed 75%, or minimum maintenance amount.

***See new guidelines for details related to reductions at http://www.franklintn.gov/home/showdocument?id=288**

For a release or reduction to be considered, the following statement must be completed by the developer's engineer, or for landscaping improvements, by the developer's landscape architect. *(Incomplete requests will not be accepted)*

Complete either section A or B and sign/seal and date below:

A: Ryan McMaster ***(Engineer or Landscape Architect – print name)*** has personally visited this site and affirms that the improvements have been completed in accordance with the plans approved by the Franklin Municipal Planning Commission/City of Franklin.

B: _____ ***(Engineer or Landscape Architect – print name)*** affirms that _____ has personally visited this site and he/she is competent by education and/or experience to inspect, and is under my direct supervision. I further affirm that the improvements have been completed in accordance with the plans approved by the Franklin Municipal Planning Commission/City of Franklin.

SIGNED/DATED/PROFESSIONAL SEAL:

RYAN McMASTER REGISTERED ENGINEER COMMERCE NO. 108982 STATE OF TENNESSEE

[signature]
Engineer or Landscape Architect **(Sign and date on seal)**

Forward completed request to COF Planning Dept., ATTN: Melodie Brady, email to melodie.brady@franklintn.gov or fax to 615-791-3257

4/30/25

INSPECTION PUNCH LIST

INSPECTION CYCLE: June 26, 2025
INSPECTING DEPARTMENT: Planning Department
City of Franklin, TN
109 3rd Avenue South
Franklin, TN 37064

MCEWEN PLACE PUD SUBDIVISION, SITE PLAN, SECTION 3, LOT 303 AND 304 (BLOCK C) – COF 6308

Improvement:	Sidewalks
Surety Type:	Performance
Original Amount:	$139,000.00
Current Amount:	$139,000.00
Request:	RELEASE TO MA
Recommendation:	Go to Maintenance
Date of Inspection:	27-May-2025
Inspector:	Daniel Brady
Staff Comments:	

A review of this project revealed the following deficiency*:

City of Franklin

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

File #: 21-0696

DATE: June 9, 2025

TO: Franklin Municipal Planning Commission

FROM: Emily Huffer, Preservation Planner
Amy Diaz-Barriga, Asst Director of Planning Development
Joseph Bryan, Principal Planner

SUBJECT:

Consideration Of Resolution 2025-46, A Resolution Amending The 555 Franklin Road PUD Subdivision To Extend The Vested Rights, For The Property Located West Of Franklin Road And South Of Gateway Court, Located at 555 Franklin Road.

PURPOSE:

PROJECT INFORMATION
Applicant: Dave Erickson, Ryan Companies US, Inc.
Owner: Ryan Companies US, Inc., Dave Erickson

BACKGROUND/STAFF COMMENTS:
VESTED PROPERTY RIGHTS INFORMATION
State Law establishes vested property rights. It states that a vested property right is established with the approval of an entitling document (in this case a Development Plan), and during a defined vesting period, the locally adopted development standards which are in effect on the date of approval shall remain the development standards applicable to that property during the vesting period.

The law describes the vesting period as beginning with a three-year time frame during which an applicant must secure final approval of the plan (in this case a site plan), secure any necessary permits, and begin site preparation. Should the project meet these three requirements, the vesting period is extended for an additional two years. Within these two years, an applicant must begin construction and maintain any necessary permits. If a project gets to this point, and begins construction on at least one building, the vesting period is extended by a total of 10 years for single-phase projects or 15 years for multi-phase projects. This 10-15-year time period is measured from the original approval date of the entitling document, which in this case is the date the BOMA approved the Development Plan.

THE REQUEST
The request is to extend the vesting period by 36 months, from October 10, 2025, until October 10, 2028, to allow the applicant to secure any necessary permits and commence site preparation.

APPROVAL HISTORY AND PROJECT DESCRIPTION
The development plan for the 555 Franklin Road PUD was approved by BOMA on October 10, 2022. The plans include a mix of age-restricted multifamily and continuum of care uses. Overall, it was approved for 120 multifamily units and 142,500 square feet of nonresidential space. The project had one Modifications of Standards, detailed below. Staff recommended approval, with conditions, of the Development Plan.

The Modification of Standards (MOS) requests were as follows:
MOS #1: Request to reduce the required 18-inch foundation at front facade for the multifamily building type to grade level for better ADA accessibility. Approved by BOMA with an 8-0 vote.

CURRENT STATUS
A site plan for the 555 Franklin Road PUD was approved in May 2023, however no building permits have been secured for the site. The applicant is committed to offering senior housing on the site and intends to pull permits and begin site preparation by early 2026.

VESTING IMPACTS
If the vesting period is not extended, the project entitlements would cease to exist, and stop work orders would be issued, if applicable. A new development would need to be approved and would be reviewed against the current local development standards.

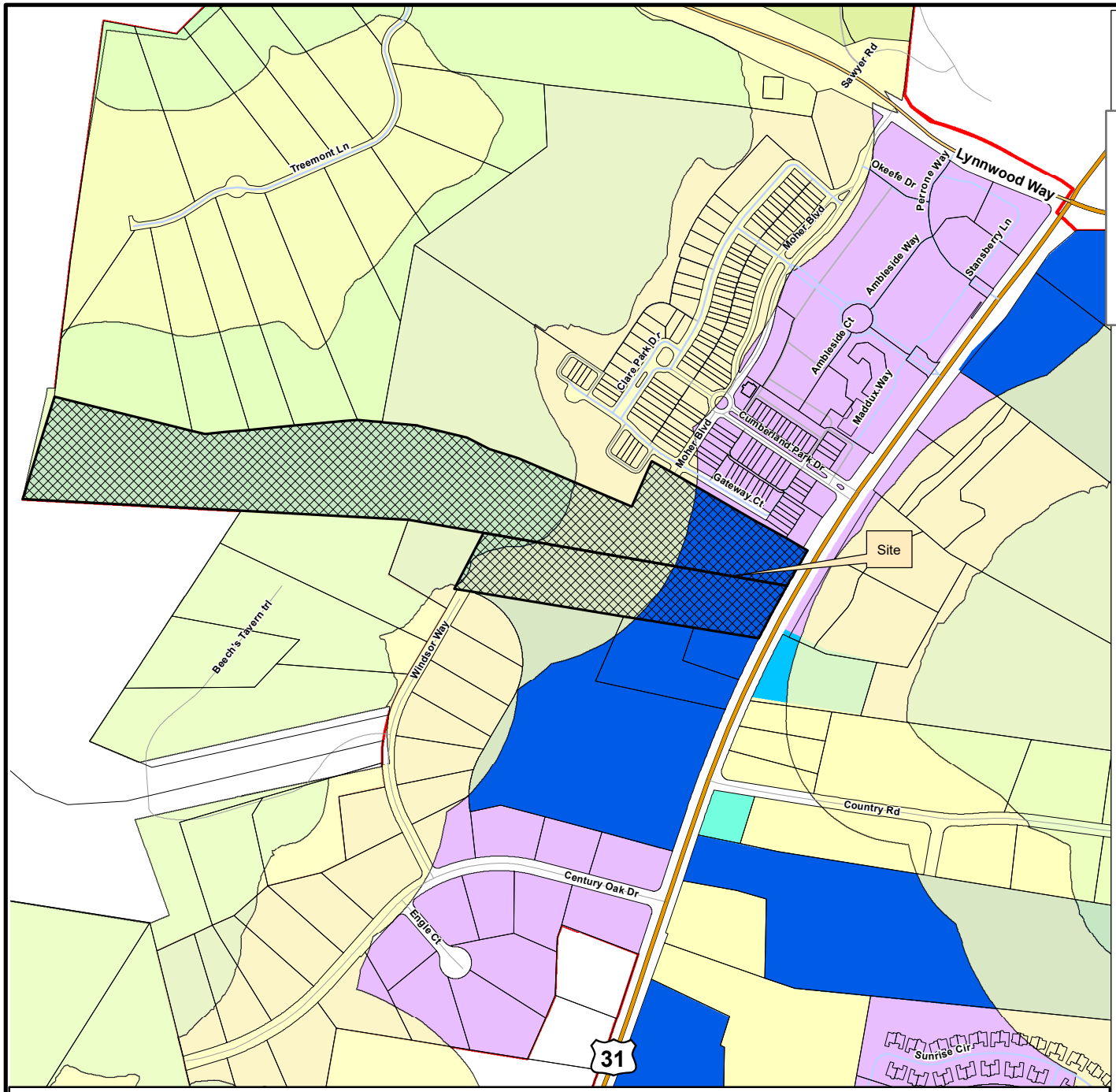
In reviewing the plan against the current City regulations, the current plan generally complies. The differences in today's Zoning Ordinance versus their vested Ordinance (1/1/2022) are minor, and could be incorporated into the design without major changes to the plan. The sewer capacity for this project has been accounted for in Water Management models. A new parkland agreement would need to be approved for any new plan, as well as a new traffic impact offset agreement. Traffic volumes in the area have increased, negatively impacting the level of service on adjacent roadways and consequently, the required offsite improvements. Additionally, the Board of Mayor and Aldermen have approved an increase in the road impact fees since the approval of this development to better support the City's ability to pay for much-needed infrastructure.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2025-46 if they determine that the continuation of vested rights is in the best interest of the community.



555 FRANKLIN ROAD PUD SUBDIVISION
ORDINANCE 2022-22
RESOLUTION 2022-47

Project Information
Existing Zoning: CI
Proposed Zoning: PD 3.66/142,500
Overlay Districts: HHO
Site Acreage: 32.83 acres
Proposed Number of Dwelling Units: 120
Proposed Nonresidential Square Footage: 142,500
Proposed Hotel Keys: 0

Zoning Districts

- 555 Franklin Rd PUD

Overlays

- 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

RESOLUTION 2025-46

A RESOLUTION AMENDING THE 555 FRANKLIN ROAD PUD SUBDIVISION TO EXTEND THE VESTED RIGHTS, FOR THE PROPERTY LOCATED WEST OF FRANKLIN ROAD AND SOUTH OF GATEWAY COURT, LOCATED AT 555 FRANKLIN ROAD

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, has approved the zoning for the property as part of Ordinance 2022-22; and

WHEREAS, BOMA has approved the Planned Unit Development for the property as part of Resolution 2022-47; and

WHEREAS, in accordance with the provisions of the City of Franklin, Tennessee, Zoning Ordinance, and as required by *Tennessee Code Annotated* (T.C.A.)§ 13-4-310, as amended, the approval of the Development Plan by the BOMA initiates a vesting period during which the development standards adopted by the City and in effect on the date of approval; and

WHEREAS, T.C.A. § 13-4-310 (d) (1) states that the vesting period applicable to a development plan shall be a period of three (3) years, beginning on the date of the local government's approval of the preliminary development plan; provided, that the applicant obtains local government secures any necessary permits and commences site preparation within the vesting period; and

WHEREAS, the 555 Franklin Road PUD vesting period began on October 10, 2022 and is set to expire on October 10, 2025, and the applicant has not yet pulled any building permits for the development or started site preparation; and

WHEREAS, T.C.A. § 13-4-310 (h) states that an amendment to an approved development plan by the developer must be approved by the local government to retain the protections of the vested property right, and a vested property right shall not terminate if the local government determines, in writing, that it is in the best interest of the community to allow the development to proceed under the amended plan without terminating the vested property right;

WHEREAS, the *Franklin Zoning Ordinance* § 2.4.2 (16) states that upon the expiration of a vesting period for a Development Plan, construction may not proceed unless a new Development Plan is approved by the BOMA that meets all development standards in effect at the time of approval for portions of the project not already constructed or under construction or, alternatively, the BOMA may grant an extension of the vesting period if it determines, in writing, that it is in the best interest of the community to allow the development to proceed without terminating the vested property right; and

WHEREAS, the applicant has requested an extension of the vesting period for three years, until October 10, 2028; and

WHEREAS, the Board of Mayor and Aldermen find it in the best interest of the City to extend the vested rights for the property located west of Franklin Road and south of Gateway Court, located at 555 Franklin Road.

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

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

PREMISES CONSIDERED

Map-Parcel	Acres
53 – 5.00	25.92
53 – 6.00	6.91
Total	32.83

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

SECTION III. That the overall entitlements for the 555 Franklin Road PUD Subdivision, as outlined below and through Exhibit A, are as follows:

Entitlements	555 Franklin Road PUD
Base Zone District	PD 3.66/142,500
Other Zoning Overlays	HHO
Number of Dwelling Units	120
Number of Nonresidential Square Footage	142,500
Number of Hotel Rooms	0
Open Space Requirements	15%
Number of Phases in Development	1

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

MOS 1: Request to reduce the required 18-inch foundation at front facade for the multifamily building type to grade level for better ADA accessibility. Approved: __X___ Denied: _____	6.7 Multifamily-Foundations, Porches, and Stoops Minimum 18 inches above grade at front façade. Staff recommended approval

SECTION V. That the original vesting period was initiated on October 10, 2022 and was set to expire on October 10, 2025. The amended development plan will now have until October 10, 2028 to pull building permits and begin site prep.

SECTION VI. That the total vesting period of ten years shall not be extended. If construction commences during this extended vesting period, the development standards applicable during the vesting period shall remain in effect until the local government has certified final completion of the development or project; provided, the total vesting period for the project shall not exceed three years from the date of the original approval of the preliminary development plan on October 10, 2022 and shall remain at October 10, 2032.

SECTION VII. That the Development Plan, the exhibits accompanying the Development Plan, and all conditions and restrictions placed upon the originally Development Plan by the Franklin Municipal Planning Commission and this Board shall be made a part of this Resolution as though copied verbatim herein, and that a permanent record of the Development Plan, the exhibits accompanying the Development Plan, and all such conditions and restrictions shall be kept in the Franklin Planning and Sustainability Department.

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

IT IS SO RESOLVED AND DONE on this ____day of _____, 2025.

ATTEST:

By: _____
Angie Skarp
City Recorder

CITY OF FRANKLIN, TENNESSEE:

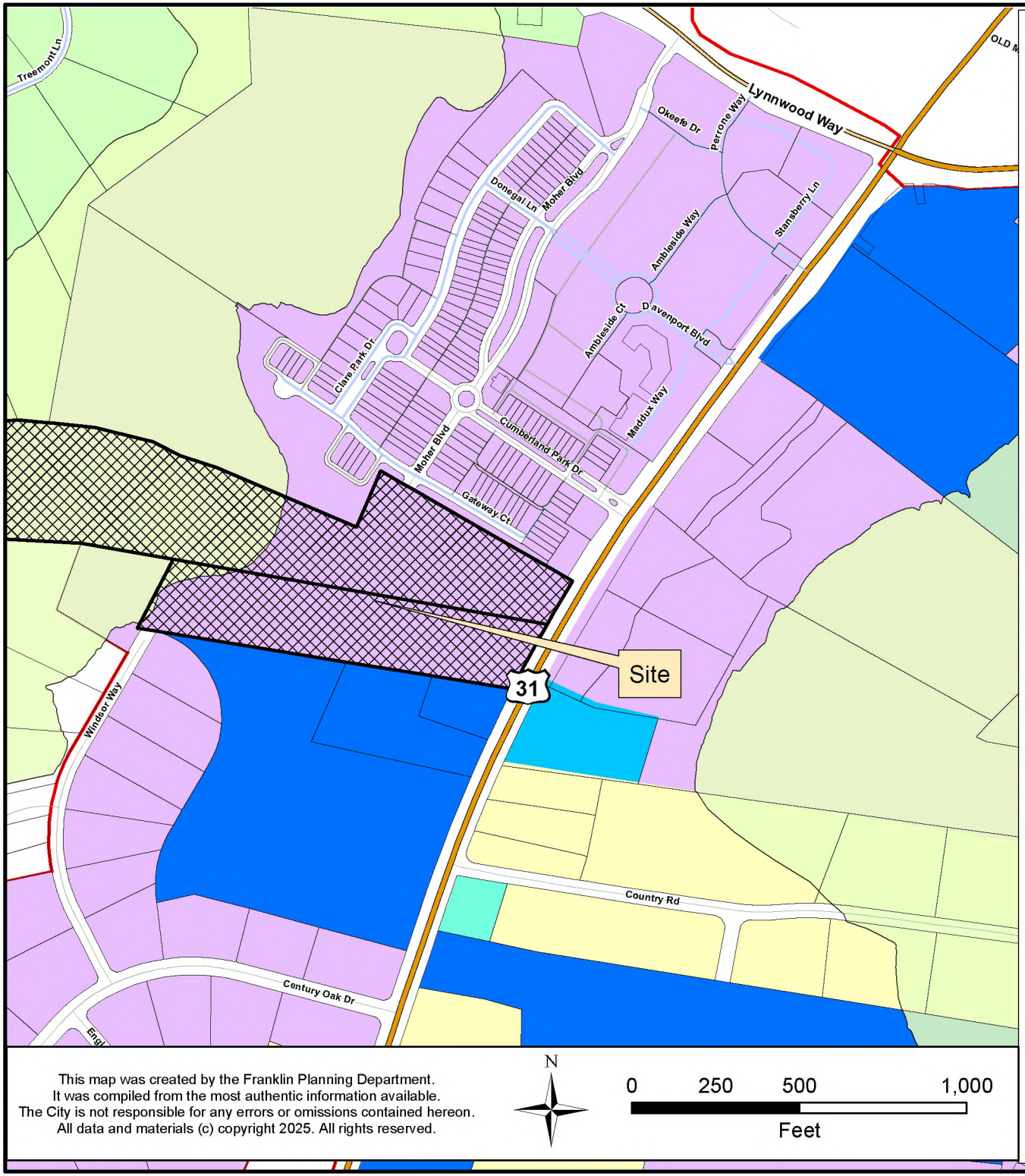
By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED: _____

PUBLIC HEARING HELD: _____



555 FRANKLIN ROAD PUD SUBDIVISION, VESTING EXTENSION ORDINANCE 2025-46

Project Information
Existing Zoning: PD 3.6/142,500
Overlay Districts: HHO
Dwelling Units: 120
Nonresidential Use: 142,500
Site Acreage: 32.83 acres

Legend

- 555 Franklin Road PUD
- Hillside/Hillcrest 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 District
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N

0 250 500 1,000
Feet

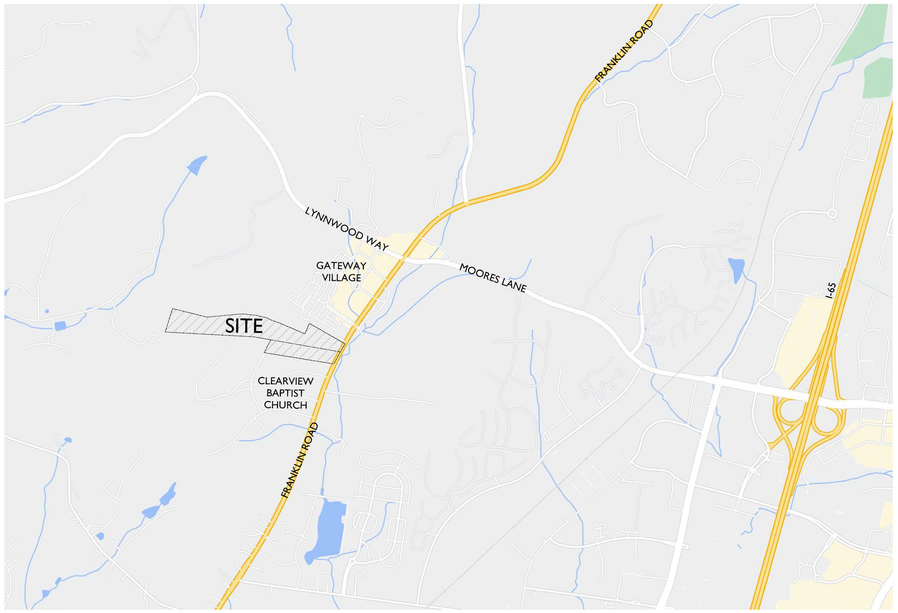
HISTORIC FRANKLIN TENNESSEE

555 FRANKLIN ROAD

PUD SUBDIVISION DEVELOPMENT PLAN

553 and 557 FRANKLIN ROAD
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Vesting Development Standards	
Pre-Application Submittal Date: 05/30/2022 (based on the date of pre-application submittal unless otherwise noted)	
Development Standard	**Version/Date**
Zoning Ordinance	January 1, 2022
Subdivision Regulations	January 1, 2022
Transportation & Street Technical Standards	July 1, 2021
Stormwater BMP Manual	July 1, 2021
Technical Specifications for Utility Installation	October 13, 2020
Municipal Code	November 18, 2021



N NOT TO SCALE

MODIFICATION OF STANDARDS REQUEST:

1. SECTION 6.7 (BUILDING TYPES - MULTIFAMILY - BUILDING ORIENTATION AND ENTRY - ENTRANCES)
Revise to allow facades along a street or internal drive to have ground floor units and associated outdoor living spaces, where applicable, accessed from the interior rather than having individual entrances from the exterior, provided that the facade of the building has an entrance to publicly-accessed ground floor uses. This MOS is being requested to address topographical constraints, context, and safety considerations for the Assisted Living, Memory Care, and Independent Living residences who need restricted access to the exterior of the building. Example images of buildings using a single ground floor entrance, as well as a plan indicating potential locations where this MOS may be utilized within the project are being provided in the diagram provided on Sheet A1.2.

A. The modification will enhance the design of the development more than if the standards were strictly adhered to:
The MOS revised language will allow the residents of the assisted living, memory care, and the independent living to be more closely monitored when entering and exiting the building. The need for monitoring their safety is the primary reason for the MOS. The MOS will also allow for better topographic transitions on the site with the architecture.

B. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property; and
The MOS revised language is specifically applied to this building for the purpose of creating a safe and monitored building for the residents in the assisted living, memory care, and the independent living facility. This is typically not needed for a traditional multifamily building type.

C. The modification is consistent with the intent of Envision Franklin.
The multifamily building form and the uses of assisted living, memory care, and independent living are supported in the Neighborhood Mixed-Use design concept. The approval of this MOS would be consistent with the policy in Envision Franklin.

2. SECTION 6.7 (BUILDING TYPES - MULTIFAMILY - FOUNDATIONS, PORCHES, AND STOPS)
Revise to allow the foundation of the building to be at grade for accessible access to the structure without steps, ramps, or hand rails where applicable. Example images of buildings with foundations at grade for accessibility, as well as a plan indicating potential locations where this MOS may be utilized within the project, are being provided in the diagram provided on Sheet A1.2.

A. The modification will enhance the design of the development more than if the standards were strictly adhered to:
The MOS revised language will allow residents to have convenient access to the building without the use of steps, ramps, or handrails, which often become obstructions and barriers for those in need of accessible access. This MOS addresses a safety consideration that enhances the access to the building in key locations.

B. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property; and
The MOS revised language is unique to the special needs of the residences of an assisted living facility and would likely not be applicable to a traditional multifamily building.

C. The modification is consistent with the intent of Envision Franklin.
The multifamily building form and the uses of assisted living, memory care, and independent living are supported in the Neighborhood Mixed-Use design concept. The approval of this MOS would be consistent with the policy in Envision Franklin.

OWNER:
CLEARVIEW BAPTIST CHURCH, INC.
CONTACT: PHILLIP CANTRELL
537 FRANKLIN ROAD
FRANKLIN, TENNESSEE 37069
(615) 465-1041
phillip@benchmarkrealtytn.com

DEVELOPER/CONTRACTOR:
RYAN COMPANIES US, INC.
CONTACT: BRANDON RAYMOND
700 OAKMONT LANE, SUITE 100
WESTMONT, IL 60559
(630) 328-1142
brandon.raymond@ryancompanies.com

ENGINEER:
BARGE CAUTHEN ASSOCIATES
CONTACT: SETH SPARKMAN
6606 CHARLOTTE PIKE, SUITE 210
NASHVILLE, TN 37209
(615) 324-4226
ssparkman@bargecauthen.com

ARCHITECT:
RYAN COMPANIES US, INC.
CONTACT: DREW ROSKOS
700 OAKMONT LANE, SUITE 100
WESTMONT, IL 60559
(630) 328-1249
drew.roskos@ryancompanies.com

LAND PLANNER:
GAMBLE DESIGN COLLABORATIVE
CONTACT: GREG GAMBLE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37069
(615) 975-5765
greg.gamble@gdc-tn.com

SITE DATA CHART

PROJECT NAME:	555 FRANKLIN ROAD PUD SUBDIVISION
PROJECT NUMBER:	7894
ADDRESS:	553 and 557 FRANKLIN ROAD FRANKLIN, TN 37064
PARCEL(S):	053 00600 and 053 00500
ACREAGE / SF OF SITE:	6.91 AC / 301,039 SF and 25.92 AC / 1,129,175 SF
VESTING (IF APPLICABLE):	N/A
REGULATIONS:	
BASE ZONING:	CI
PROPOSED ZONING:	PD (3.66 DUA, 142,500 SF)
ZONING OVERLAY:	HHO, 500' BUFFER
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	LANDSCAPE
LOT WIDTH (RESIDENTIAL):	N/A
LOT SIZE (RESIDENTIAL):	N/A
SETBACKS-	
FRONT:	75 FT. MIN.
SIDE:	15 FT. MIN.
REAR:	25 FT. MIN.
DWELLING UNIT COUNT (BY TYPE):	215
COMMERCIAL SF (BY USE):	CONTINUUM OF CARE - 142,500 SF
HOTEL KEYS:	N/A
BUILDING HEIGHT:	46'-58' (3 STORIES)
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5% - 1.64 AC / 71,395 SF
NATURAL AREA REQUIRED:	10% - 3.28 AC / 142,790 SF
TREE CANOPY RETENTION REQUIRED:	30%
PARKING REQUIRED (BY USE):	SEE DOCUMENTATION
PARKING PROVIDED (BY USE):	126 SURFACE, 47 STRUCTURED
HISTORIC RESOURCE TREATMENT (Y/N):	NO

SHEET INDEX

C0.0 Cover

C1.0 Overall Existing Conditions Plan
C1.1 Enlarged Existing Conditions

C2.0 Development Plan

C3.0 Grading and Drainage Plan

C4.0 ROW and Access Plan
C4.1 Refuse Collection Auto-Turn Exhibit
C4.5 Future Road Widening

C5.0 Utility Plan

L1.0 Tree Preservation Plan

A1.0 Exterior Elevations
A1.1 Program Plans
A1.2 Site Plan Modification of Standard Request

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY CITY OF FRANKLIN STAFF WILLOCCUR AT THE SITE PLAN STAGE. PROJECT ENTITLEMENTS APPROVED WITH THIS DEVELOPMENT PLAN DO NOT CONSTITUTE APPROVAL OF THE ROADWAY, STORMWATER, AND UTILITY ELEMENTS SHOWN ON THE DEVELOPMENT PLAN. IF, UPON APPLICATION OF CITY OF FRANKLIN STREET, STORMWATER, AND UTILITY STANDARDS AT THE SITE PLAN STAGE, THE APPLICANT CANNOT ACHIEVE THE MAXIMUM APPROVED ENTITLEMENTS, THE APPLICANT SHALL BE CONFINED TO THE ENTITLEMENTS ACHIEVABLE FROM THE APPLICATION OF SAID STANDARDS.

- PRE-APP SUBMITTAL: 05/30/2022
- INITIAL SUBMITTAL: 06/13/2022
- RESUBMITTAL: 08/04/2022

GREGORY C. GAMBLE REGISTERED LANDSCAPE ARCHITECT 8/4/22

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
www.gdc-tn.com

STORMWATER NARRATIVE:
THE EXISTING SITE IS 15.34 ACRES OF MODERATELY WOODED VACANT LAND EXCEPT FOR AN EXISTING SINGLE FAMILY HOME, TWO OUTBUILDINGS, SURFACE PARKING, AND ASSOCIATED DRIVE WAYS. THE PROPERTY IS BOUNDED ON THE NORTH BY xx, ON THE SOUTH BY xx, ON THE EAST BY FRANKLIN ROAD AND ON THE WEST BY A xx. THE PROPERTY DRAINS TO THE EAST/SOUTHEAST OVER SLOPES RANGING FROM x% to x%. HYDROLOGIC SOILS TYPES ARE x,x, & x.

NOTE:
NO EVIDENCE HAS BEEN FOUND THAT MINERAL RIGHTS ARE HELD BY ANYONE OTHER THAN THE PROPERTY OWNER.

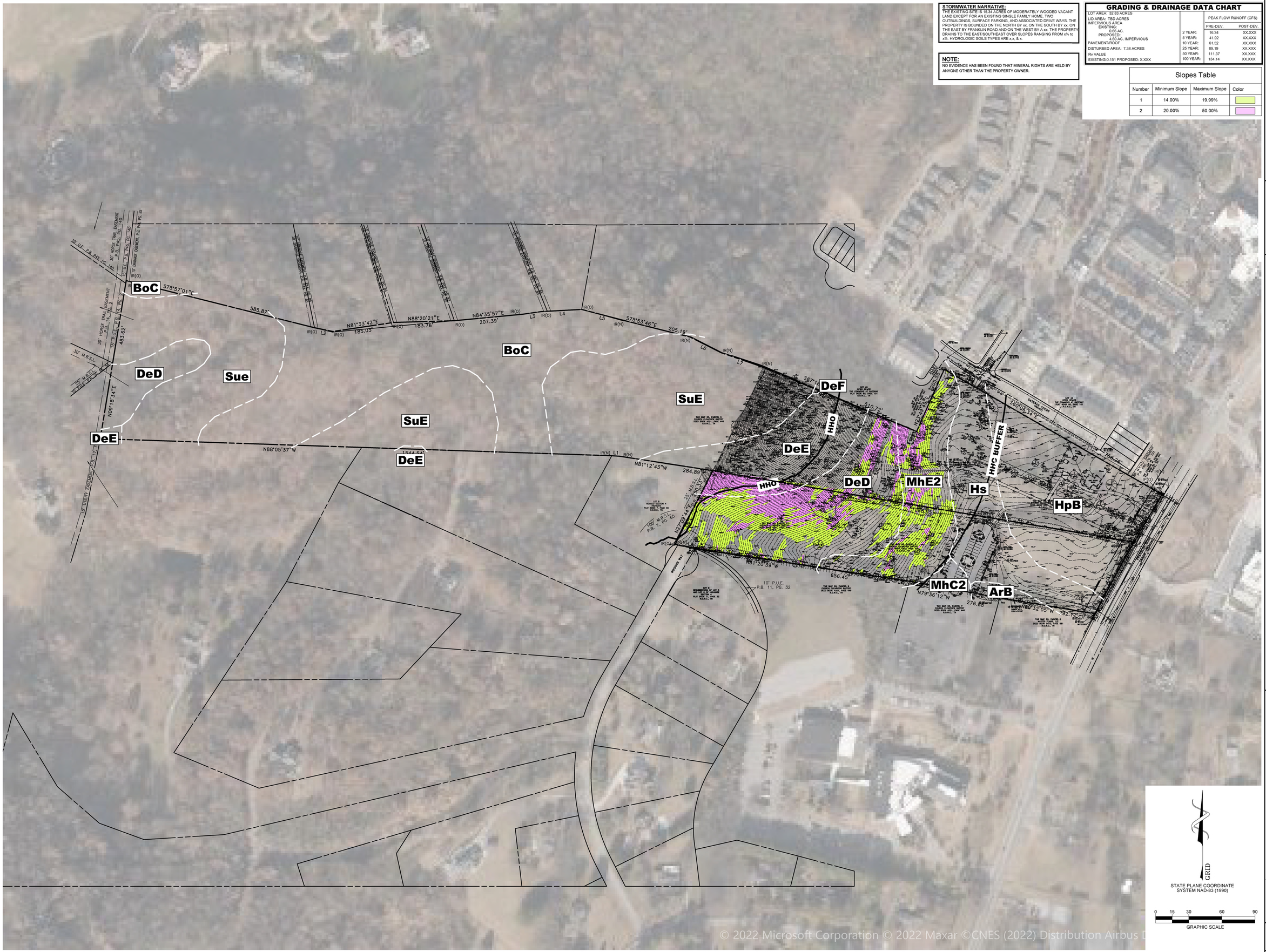
GRADING & DRAINAGE DATA CHART

LOT AREA: 32.83 ACRES
LID AREA: TBD ACRES
IMPERVIOUS AREA
EXISTING:
0.66 AC.
PROPOSED:
4.60 AC. IMPERVIOUS
PAVEMENT/ROOF
DISTURBED AREA: 7.38 ACRES
Rv VALUE
EXISTING:0.151 PROPOSED: X.XXX

	PEAK FLOW RUNOFF (CFS)	
	PRE-DEV.	POST-DEV.
2 YEAR:	16.34	XX.XXX
5 YEAR:	41.92	XX.XXX
10 YEAR:	61.52	XX.XXX
25 YEAR:	89.19	XX.XXX
50 YEAR:	111.37	XX.XXX
100 YEAR:	134.14	XX.XXX

Slopes Table

Number	Minimum Slope	Maximum Slope	Color
1	14.00%	19.99%	
2	20.00%	50.00%	



Civil Engineers
6606 CHARLOTTE PIKE, STE 210
NASHVILLE, TENNESSEE 37209
615.356.9911 PHONE
615.352.6737 FAX
Barge Cauthen & ASSOCIATES

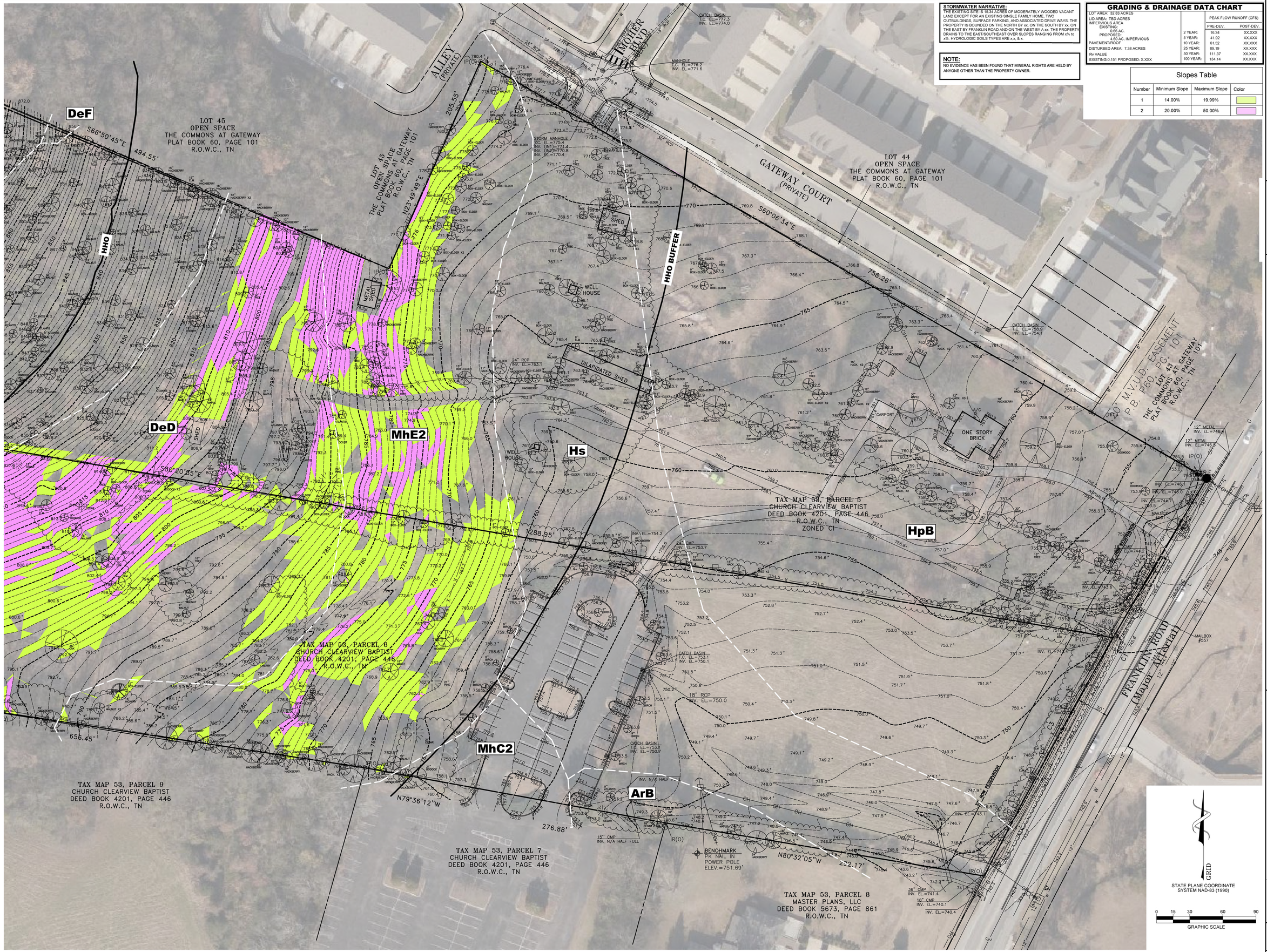
OVERALL EXISTING CONDITIONS PLAN
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
05/30/2022	DEVELOPMENT PLAN PRE-APPLICATION SUBMITTAL
06/13/2022	DEVELOPMENT PLAN INITIAL SUBMITTAL
08/04/2022	DEVELOPMENT PLAN RESUBMITTAL

C1.0

BCA JOB NO. 2888-03
COF NO. 7894

P:\2888 Ryan Companies\2888-03 Franklin Rd Sr. Living Fac\Dwg\C1-EXISTING CONDITIONS PLAN-288803.dwg-C1.0 OVERALL EXISTING CONDITIONS PLAN



STORMWATER NARRATIVE:
THE EXISTING SITE IS 15.34 ACRES OF MODERATELY WOODED VACANT LAND EXCEPT FOR AN EXISTING SINGLE FAMILY HOME, TWO OUTBUILDINGS, SURFACE PARKING, AND ASSOCIATED DRIVE WAYS. THE PROPERTY IS BOUNDED ON THE NORTH BY xx, ON THE SOUTH BY xx, ON THE EAST BY FRANKLIN ROAD AND ON THE WEST BY A xx. THE PROPERTY DRAINS TO THE EAST/SOUTHEAST OVER SLOPES RANGING FROM x% to x%. HYDROLOGIC SOILS TYPES ARE x,x, & x.

NOTE:
NO EVIDENCE HAS BEEN FOUND THAT MINERAL RIGHTS ARE HELD BY ANYONE OTHER THAN THE PROPERTY OWNER.

GRADING & DRAINAGE DATA CHART

LOT AREA: 32.83 ACRES
LID AREA: TBD ACRES
IMPERVIOUS AREA
EXISTING:
0.66 AC.
PROPOSED:
4.60 AC. IMPERVIOUS
PAVEMENT/ROOF
DISTURBED AREA: 7.38 ACRES
Rv VALUE
EXISTING:0.151 PROPOSED: X.XXX

	PEAK FLOW RUNOFF (CFS)	
	PRE-DEV.	POST-DEV.
2 YEAR:	16.34	XX.XXX
5 YEAR:	41.92	XX.XXX
10 YEAR:	61.52	XX.XXX
25 YEAR:	89.19	XX.XXX
50 YEAR:	111.37	XX.XXX
100 YEAR:	134.14	XX.XXX

Slopes Table

Number	Minimum Slope	Maximum Slope	Color
1	14.00%	19.99%	
2	20.00%	50.00%	

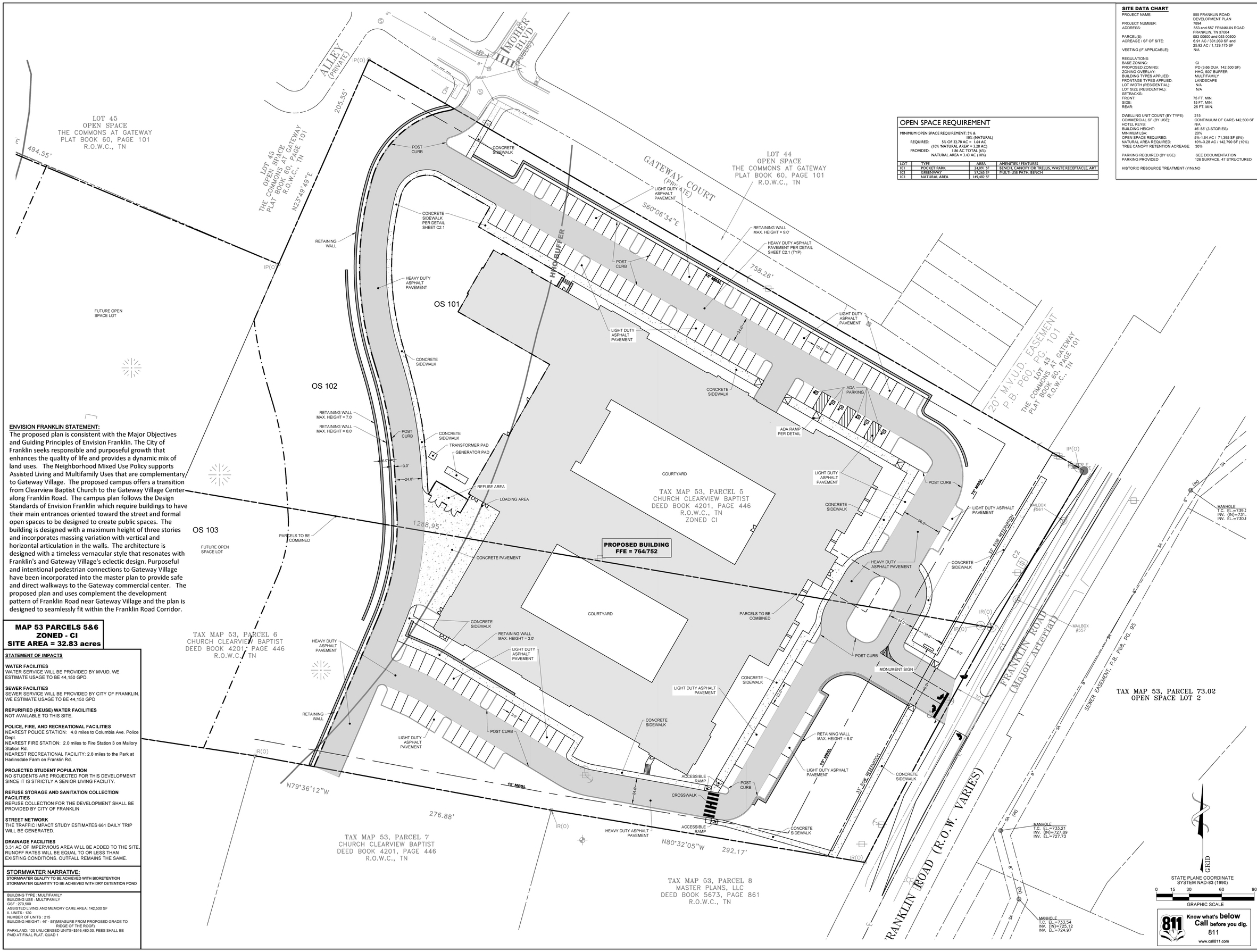
Barge Cauthen & ASSOCIATES
Civil Engineers
6606 CHARLOTTE PIKE, STE 210
NASHVILLE, TENNESSEE 37209
615.356.9911 PHONE
615.352.6737 FAX

ENLARGED EXISTING CONDITIONS PLAN
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
05/30/2022	DEVELOPMENT PLAN PRE-APPLICATION SUBMITTAL
06/13/2022	DEVELOPMENT PLAN INITIAL SUBMITTAL
08/04/2022	DEVELOPMENT PLAN RESUBMITTAL

C1.1

BCA JOB NO. 2888-03
COF NO. 7894



ENVISION FRANKLIN STATEMENT:

The proposed plan is consistent with the Major Objectives and Guiding Principles of Envision Franklin. The City of Franklin seeks responsible and purposeful growth that enhances the quality of life and provides a dynamic mix of land uses. The Neighborhood Mixed Use Policy supports Assisted Living and Multifamily Uses that are complementary to Gateway Village. The proposed campus offers a transition from Clearview Baptist Church to the Gateway Village Center along Franklin Road. The campus plan follows the Design Standards of Envision Franklin which require buildings to have their main entrances oriented toward the street and formal open spaces to be designed to create public spaces. The building is designed with a maximum height of three stories and incorporates massing variation with vertical and horizontal articulation in the walls. The architecture is designed with a timeless vernacular style that resonates with Franklin's and Gateway Village's eclectic design. Purposeful and intentional pedestrian connections to Gateway Village have been incorporated into the master plan to provide safe and direct walkways to the Gateway commercial center. The proposed plan and uses complement the development pattern of Franklin Road near Gateway Village and the plan is designed to seamlessly fit within the Franklin Road Corridor.

MAP 53 PARCELS 5&6
ZONED - CI
SITE AREA = 32.83 acres

STATEMENT OF IMPACTS

WATER FACILITIES
WATER SERVICE WILL BE PROVIDED BY MVUD. WE ESTIMATE USAGE TO BE 44,150 GPD.

SEWER FACILITIES
SEWER SERVICE WILL BE PROVIDED BY CITY OF FRANKLIN. WE ESTIMATE USAGE TO BE 44,150 GPD

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

POLICE, FIRE, AND RECREATIONAL FACILITIES
NEAREST POLICE STATION: 4.0 miles to Columbia Ave. Police Dept.
NEAREST FIRE STATION: 2.0 miles to Fire Station 3 on Mallory Station Rd.
NEAREST RECREATIONAL FACILITY: 2.8 miles to the Park at Harlinsdale Farm on Franklin Rd.

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

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

STREET NETWORK
THE TRAFFIC IMPACT STUDY ESTIMATES 661 DAILY TRIP WILL BE GENERATED.

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

STORMWATER NARRATIVE:
STORMWATER QUALITY TO BE ACHIEVED WITH BIORETENTION
STORMWATER QUANTITY TO BE ACHIEVED WITH DRY DETENTION POND

BUILDING TYPE : MULTIFAMILY
BUILDING USE : MULTIFAMILY
GSF : 270,500
ASSISTED LIVING AND MEMORY CARE AREA: 142,500 SF
IL UNITS : 120
NUMBER OF UNITS : 215
BUILDING HEIGHT: 46' - 58'(MEASURE FROM PROPOSED GRADE TO RIDGE OF THE ROOF)
PARKLAND: 120 UNLICENSED UNITS=$516,480.00. FEES SHALL BE PAID AT FINAL PLAT. QUAD 1

OPEN SPACE REQUIREMENT

MINIMUM OPEN SPACE REQUIREMENT: 5% & 10% (NATURAL)
REQUIRED: 5% OF 32.78 AC = 1.64 AC (10% 'NATURAL AREA' = 3.28 AC)
PROVIDED: 1.86 AC TOTAL (6%) NATURAL AREA = 3.43 AC (10%)

LOT	TYPE	AREA	AMENITIES / FEATURES
101	POCKET PARK	24,091 SF	BENCH, CANOPY OR TRELLIS, WASTE RECEPTACLE, ART
102	GREENWAY	57,263 SF	MULTI-USE PATH, BENCH
103	NATURAL AREA	149,482 SF	

SITE DATA CHART

PROJECT NAME:	555 FRANKLIN ROAD DEVELOPMENT PLAN
PROJECT NUMBER:	7894
ADDRESS:	553 and 557 FRANKLIN ROAD FRANKLIN, TN 37064
PARCEL(S):	053 00600 and 053 00500
ACREAGE / SF OF SITE:	6.91 AC / 301,039 SF and 25.92 AC / 1,129,175 SF
VESTING (IF APPLICABLE):	N/A
REGULATIONS:	
BASE ZONING:	CI
PROPOSED ZONING:	PD (3.66 DUA, 142,500 SF)
ZONING OVERLAY:	HHO, 500' BUFFER
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	LANDSCAPE
LOT WIDTH (RESIDENTIAL):	N/A
LOT SIZE (RESIDENTIAL):	N/A
SETBACKS-	
FRONT:	75 FT. MIN.
SIDE:	15 FT. MIN.
REAR:	25 FT. MIN.
DWELLING UNIT COUNT (BY TYPE):	215
COMMERCIAL SF (BY USE):	CONTINUUM OF CARE-142,500 SF
HOTEL KEYS:	N/A
BUILDING HEIGHT:	46'-58' (3 STORIES)
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5%-1.64 AC / 71,395 SF (5%)
NATURAL AREA REQUIRED:	10%-3.28 AC / 142,790 SF (10%)
TREE CANOPY RETENTION ACREAGE:	30%
PARKING REQUIRED (BY USE):	SEE DOCUMENTATION
PARKING PROVIDED	126 SURFACE, 47 STRUCTURED

HISTORIC RESOURCE TREATMENT (Y/N):NO

Barge Cauthen & Associates
Civil Engineers
6606 CHARLOTTE PIKE, SITE 210
NASHVILLE, TENNESSEE 37209
615.356.9911 PHONE
615.352.6737 FAX

JAMES R. CAUTHEN — REGISTERED ENGINEER — AGRICULTURE — No. 108928 — STATE OF TENNESSEE — 8/4/2022

DEVELOPMENT PLAN
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
05/30/2022	DEVELOPMENT PLAN PRE-APPLICATION SUBMITTAL
06/13/2022	DEVELOPMENT PLAN INITIAL SUBMITTAL
08/04/2022	DEVELOPMENT PLAN RESUBMITTAL

C2.0

BCA JOB NO. 2888-03
COF NO. 7894

Know what's below Call before you dig. 811 www.call811.com

P:\2888 Ryan Companies\2888-03 Franklin Rd Sr. Living Fac\Dwg\C2.0\DEVELOPMENT PLAN 2888(3).dwg-C2.0 DEVELOPMENT PLAN



.1 A1.0 East Elevation Overall
1/16" = 1'-0"



.2 A1.0 North Elevation Overall
1/16" = 1'-0"



3 A1.0 West Elevation Overall
1/16" = 1'-0"



4 A1.0 South Elevation Overall
1/16" = 1'-0"

7/28/2022 11:40:58 AM

RYAN

RYAN A+E, INC.
700 Oakmont Lane
Suite 100
Westmont, IL 60559
630-328-1100 tel
630-328-1300 fax

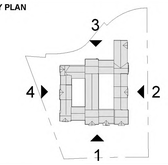
WWW.RYANCOMPANIES.COM

OWNER

BRETT BUNKE
REGISTERED ARCHITECT
AGRICULTURE
OWNER
No. 10724
STATE OF TENNESSEE

Ex P: June 30, 2023

KEY PLAN



PROJECT INFORMATION

557 Franklin Road Development Plan

557 FRANKLIN RD
FRANKLIN,TN 37069

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Architect under the laws of the State of Tennessee

Brett Bunke

REGISTRATION NO.	DATE
10724	06.30.2023

© 2022 RYAN A+E, INC.

DRAWN BY	CHECKED BY
DR	BB
JOB NO.	DATE
701-193	08.04.2022

ISSUE RECORD

ISSUE #	DATE	DESCRIPTION
1	05.27.22	DEVELOPMENT PLAN
2	06.13.22	ISSUED FOR DEVELOPMENT PLAN
3	08.04.22	DEVELOPMENT PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

DEVELOPMENT PLAN SUBMISSION
06.13.2022

EXTERIOR ELEVATIONS

A1.0

CITY OF FRANKLIN
PROJECT NUMBER 7894

NOT FOR CONSTRUCTION

May 12, 2025

Amy Diaz-Barriga, AICP
Assistant Director of Planning and Development
Planning and Sustainability Department
City of Franklin
120 9th Avenue South
Franklin, TN 37064

RE: PROJECT COF 7894 UPCOMING VESTING EXPIRATION: 555 Franklin Road PUD Subdivision

Dear Amy & Team:

Ryan Companies US, Inc. ("Ryan") formally requests a three-year extension of the vesting period of the approved zoning plans that expires on 10/10/2025. To keep the plans vested, we understand the details you provided in your email dated 5/2/2025, which stated that the following must occur prior to the expiration date (which is being requested to extend):

1. *Secure the approval of a site plan.*
2. *Secure any necessary permits.*
3. *Commence site preparation, which includes: grading, excavating, and physical improvements such as water and sanitary lines, footings, or foundations installed.*

If these requirements are met, the vesting period of the approved plans will be extended for an additional two years from the expiration date to commence construction. Construction, as defined by the Zoning Ordinance, means that any foundations for a building are installed and the building has begun to be erected vertically. If these requirements are not met prior to the expiration date, all vested rights and entitlements will terminate at the end of the original vesting period. At this point any work on the site will be issued stop work orders, and you will be required to resubmit any plans to the City for reapproval.

Ryan Companies US, Inc.
700 Oakmont Lane, Suite 100
Westmont, IL 60559

p: 630-328-1100
ryancompanies.com

CHICAGO, IL LICENSE TGC04631
Equal Opportunity Employer

Ryan intended to start construction within the last year, but the following factors are reasons for the extension:

- Challenging equity market conditions in the senior living sector
- Increased construction costs due to inflation
- Delays caused by offsite easement acquisitions

The good news is that we remain confident in the development of senior housing on the property — we simply need additional time to move forward. The anticipated timeline of milestones includes completing items #1, #2, #3 listed above in early 2026.

If any additional information is needed for the extension request, please don't hesitate to contact me at david.erickson@ryancompanies.com or 630.334.9145.

Sincerely,



Dave Erickson, Vice President of Real Estate Development
Ryan Companies US, Inc.

City of Franklin

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

File #: 21-03350

DATE: July 15, 2022

TO: Franklin Municipal Planning Commission

FROM: Emily Wright, Planning Director
Amy Diaz-Barriga, Planning Supervisor
Joseph Bryan, Principal Planner

SUBJECT:

Consideration Of Resolution 2022-47, A Resolution Approving A Development Plan For 555 Franklin Road PUD Subdivision With 1 Modification Of Development Standards Request (Foundation Height), For The Property Located West Of Franklin Road And South Of Gateway Court, Located At 553 And 557 Franklin Road.
BZA 8/4/22, approval of variance for parking location

PURPOSE:

PROJECT INFORMATION
COF Project Number: 7894
Applicant: Greg Gamble, GDC
Owner: Clearview Baptist Church, Phillip Cantrell, Rep.

BACKGROUND/STAFF COMMENTS:
The applicant has submitted the 555 Franklin Road PUD Subdivision which proposes 215 multifamily units as well as 142,500 square feet of continuum of care services. Envision Franklin places the subject property in the Neighborhood Mixed-Use Design Concept. Envision Franklin states, "The Neighborhood Mixed-Use design concept provides a diverse mix of high-activity uses with a connected and walkable block layout." It further states that, "Buildings should engage and define the street edge with landscaping, pedestrian walkways, and street furnishings to allow for safe and comfortable movement of pedestrians." The building is three-stories with a recessed fourth story further back into the site. The site utilizes the rising topography to minimize the appearance of the fourth story, and tapered the building back to three stories along the rear drive aisle. For the height of new buildings in Neighborhood Mixed-Use, Envision Franklin recommends three stores. However, it also adds that, "Larger scale, master-planned developments may be considered for additional height with appropriate transitions." Given the established developments along Franklin Road, the total height of 4-stories can be supported as the applicant had incorporated site grading, architectural form and details, including a gabled roof, that helps bring down the perceived height from the Franklin Road viewshed.

The urban frontage section of the Zoning Ordinance requires that all parking be located behind the building at the back of the property. The applicant was granted a variance for parking location at the

August 2022 meeting of the Board of Zoning Appeals (BZA) to allow parking along the side of the building. The site layout as proposed reflects the parking arrangement that was approved by the BZA.

MOS #1: Reduce the foundation height from 18-inches to at grade for the main entry to the building.

The applicant is requesting to reduce the required 18-inch foundation for multifamily buildings, as required in Section 6.7 of the Zoning Ordinance, to have the foundation at grade for the main entry to the building to better accommodate the residents and patients of the building. Based on the ground floor continuum of care use and the physical condition of those who are more likely to use these services, staff can support the MOS request to reduce the foundation height to grade level. Additionally, the Board of Mayor and Alderment have approved similar requests for foundation reductions in order to better accommodate ADA requirements.

Staff recommends approval of MOS #1.

PROCEDURAL REQUIREMENTS:

1. If the plan receives BOMA approval, 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. The City's project identification number shall be included in all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

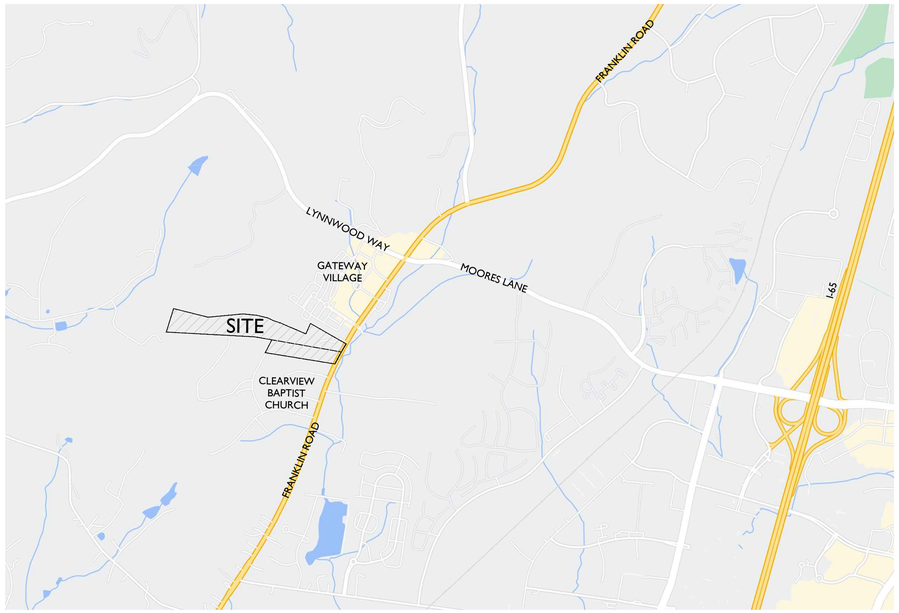
Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2022-47 with conditions.

555 FRANKLIN ROAD

PUD SUBDIVISION DEVELOPMENT PLAN

553 and 557 FRANKLIN ROAD
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Vesting Development Standards	
Pre-Application Submittal Date: 05/30/2022 (based on the date of pre-application submittal unless otherwise noted)	
Development Standard	**Version/Date**
Zoning Ordinance	January 1, 2022
Subdivision Regulations	January 1, 2022
Transportation & Street Technical Standards	July 1, 2021
Stormwater BMP Manual	July 1, 2021
Technical Specifications for Utility Installation	October 13, 2020
Municipal Code	November 18, 2021



N NOT TO SCALE

MODIFICATION OF STANDARDS REQUEST:

1. SECTION 6.7 (BUILDING TYPES - MULTIFAMILY - BUILDING ORIENTATION AND ENTRY - ENTRANCES)
Revise to allow facades along a street or internal drive to have ground floor units and associated outdoor living spaces, where applicable, accessed from the interior rather than having individual entrances from the exterior, provided that the facade of the building has an entrance to publicly-accessed ground floor uses. This MOS is being requested to address topographical constraints, context, and safety considerations for the Assisted Living, Memory Care, and Independent Living residences who need restricted access to the exterior of the building. Example images of buildings using a single ground floor entrance, as well as a plan indicating potential locations where this MOS may be utilized within the project are being provided in the diagram provided on Sheet A1.2.

A. The modification will enhance the design of the development more than if the standards were strictly adhered to:
The MOS revised language will allow the residents of the assisted living, memory care, and the independent living to be more closely monitored when entering and exiting the building. The need for monitoring their safety is the primary reason for the MOS. The MOS will also allow for better topographic transitions on the site with the architecture.

B. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property; and
The MOS revised language is specifically applied to this building for the purpose of creating a safe and monitored building for the residents in the assisted living, memory care, and the independent living facility. This is typically not needed for a traditional multifamily building type.

C. The modification is consistent with the intent of Envision Franklin.
The multifamily building form and the uses of assisted living, memory care, and independent living are supported in the Neighborhood Mixed-Use design concept. The approval of this MOS would be consistent with the policy in Envision Franklin.

2. SECTION 6.7 (BUILDING TYPES - MULTIFAMILY - FOUNDATIONS, PORCHES, AND STOPS)
Revise to allow the foundation of the building to be at grade for accessible access to the structure without steps, ramps, or hand rails where applicable. Example images of buildings with foundations at grade for accessibility, as well as a plan indicating potential locations where this MOS may be utilized within the project, are being provided in the diagram provided on Sheet A1.2.

A. The modification will enhance the design of the development more than if the standards were strictly adhered to:
The MOS revised language will allow residents to have convenient access to the building without the use of steps, ramps, or handrails, which often become obstructions and barriers for those in need of accessible access. This MOS addresses a safety consideration that enhances the access to the building in key locations.

B. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property; and
The MOS revised language is unique to the special needs of the residences of an assisted living facility and would likely not be applicable to a traditional multifamily building.

C. The modification is consistent with the intent of Envision Franklin.
The multifamily building form and the uses of assisted living, memory care, and independent living are supported in the Neighborhood Mixed-Use design concept. The approval of this MOS would be consistent with the policy in Envision Franklin.

OWNER:
CLEARVIEW BAPTIST CHURCH, INC.
CONTACT: PHILLIP CANTRELL
537 FRANKLIN ROAD
FRANKLIN, TENNESSEE 37069
(615) 465-1041
phillip@benchmarkrealtytn.com

DEVELOPER/CONTRACTOR:
RYAN COMPANIES US, INC.
CONTACT: BRANDON RAYMOND
700 OAKMONT LANE, SUITE 100
WESTMONT, IL 60559
(630) 328-1142
brandon.raymond@ryancompanies.com

ENGINEER:
BARGE CAUTHEN ASSOCIATES
CONTACT: SETH SPARKMAN
6606 CHARLOTTE PIKE, SUITE 210
NASHVILLE, TN 37209
(615) 324-4226
ssparkman@bargecauthen.com

ARCHITECT:
RYAN COMPANIES US, INC.
CONTACT: DREW ROSKOS
700 OAKMONT LANE, SUITE 100
WESTMONT, IL 60559
(630) 328-1249
drew.roskos@ryancompanies.com

LAND PLANNER:
GAMBLE DESIGN COLLABORATIVE
CONTACT: GREG GAMBLE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37069
(615) 975-5765
greg.gamble@gdc-tn.com

SITE DATA CHART

PROJECT NAME:	555 FRANKLIN ROAD PUD SUBDIVISION
PROJECT NUMBER:	7894
ADDRESS:	553 and 557 FRANKLIN ROAD FRANKLIN, TN 37064
PARCEL(S):	053 00600 and 053 00500
ACREAGE / SF OF SITE:	6.91 AC / 301,039 SF and 25.92 AC / 1,129,175 SF
VESTING (IF APPLICABLE):	N/A
REGULATIONS:	
BASE ZONING:	CI
PROPOSED ZONING:	PD (3.66 DUA, 142,500 SF)
ZONING OVERLAY:	HHO, 500' BUFFER
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	LANDSCAPE
LOT WIDTH (RESIDENTIAL):	N/A
LOT SIZE (RESIDENTIAL):	N/A
SETBACKS-	
FRONT:	75 FT. MIN.
SIDE:	15 FT. MIN.
REAR:	25 FT. MIN.
DWELLING UNIT COUNT (BY TYPE):	215
COMMERCIAL SF (BY USE):	CONTINUUM OF CARE - 142,500 SF
HOTEL KEYS:	N/A
BUILDING HEIGHT:	46-58' (3 STORIES)
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5% - 1.64 AC / 71,395 SF
NATURAL AREA REQUIRED:	10% - 3.28 AC / 142,790 SF
TREE CANOPY RETENTION REQUIRED:	30%
PARKING REQUIRED (BY USE):	SEE DOCUMENTATION
PARKING PROVIDED (BY USE):	126 SURFACE, 47 STRUCTURED
HISTORIC RESOURCE TREATMENT (Y/N):	NO

SHEET INDEX

C0.0 Cover

C1.0 Overall Existing Conditions Plan
C1.1 Enlarged Existing Conditions

C2.0 Development Plan

C3.0 Grading and Drainage Plan

C4.0 ROW and Access Plan
C4.1 Refuse Collection Auto-Turn Exhibit
C4.5 Future Road Widening

C5.0 Utility Plan

L1.0 Tree Preservation Plan

A1.0 Exterior Elevations
A1.1 Program Plans
A1.2 Site Plan Modification of Standard Request

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY CITY OF FRANKLIN STAFF WILLOCCUR AT THE SITE PLAN STAGE. PROJECT ENTITLEMENTS APPROVED WITH THIS DEVELOPMENT PLAN DO NOT CONSTITUTE APPROVAL OF THE ROADWAY, STORMWATER, AND UTILITY ELEMENTS SHOWN ON THE DEVELOPMENT PLAN. IF, UPON APPLICATION OF CITY OF FRANKLIN STREET, STORMWATER, AND UTILITY STANDARDS AT THE SITE PLAN STAGE, THE APPLICANT CANNOT ACHIEVE THE MAXIMUM APPROVED ENTITLEMENTS, THE APPLICANT SHALL BE CONFINED TO THE ENTITLEMENTS ACHIEVABLE FROM THE APPLICATION OF SAID STANDARDS.

- PRE-APP SUBMITTAL: 05/30/2022
- INITIAL SUBMITTAL: 06/13/2022
- RESUBMITTAL: 08/04/2022

GREGORY C. GAMBLE REGISTERED LANDSCAPE ARCHITECT 9/14/22

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
www.gdc-tn.com

STORMWATER NARRATIVE:
THE EXISTING SITE IS 15.34 ACRES OF MODERATELY WOODED VACANT LAND EXCEPT FOR AN EXISTING SINGLE FAMILY HOME. TWO OUTBUILDINGS, SURFACE PARKING, AND ASSOCIATED DRIVE WAYS. THE PROPERTY IS BOUNDED ON THE NORTH BY xx, ON THE SOUTH BY xx, ON THE EAST BY FRANKLIN ROAD AND ON THE WEST BY A xx. THE PROPERTY DRAINS TO THE EAST/SOUTHEAST OVER SLOPES RANGING FROM x% to x%. HYDROLOGIC SOILS TYPES ARE x,x, & x.

NOTE:
NO EVIDENCE HAS BEEN FOUND THAT MINERAL RIGHTS ARE HELD BY ANYONE OTHER THAN THE PROPERTY OWNER.

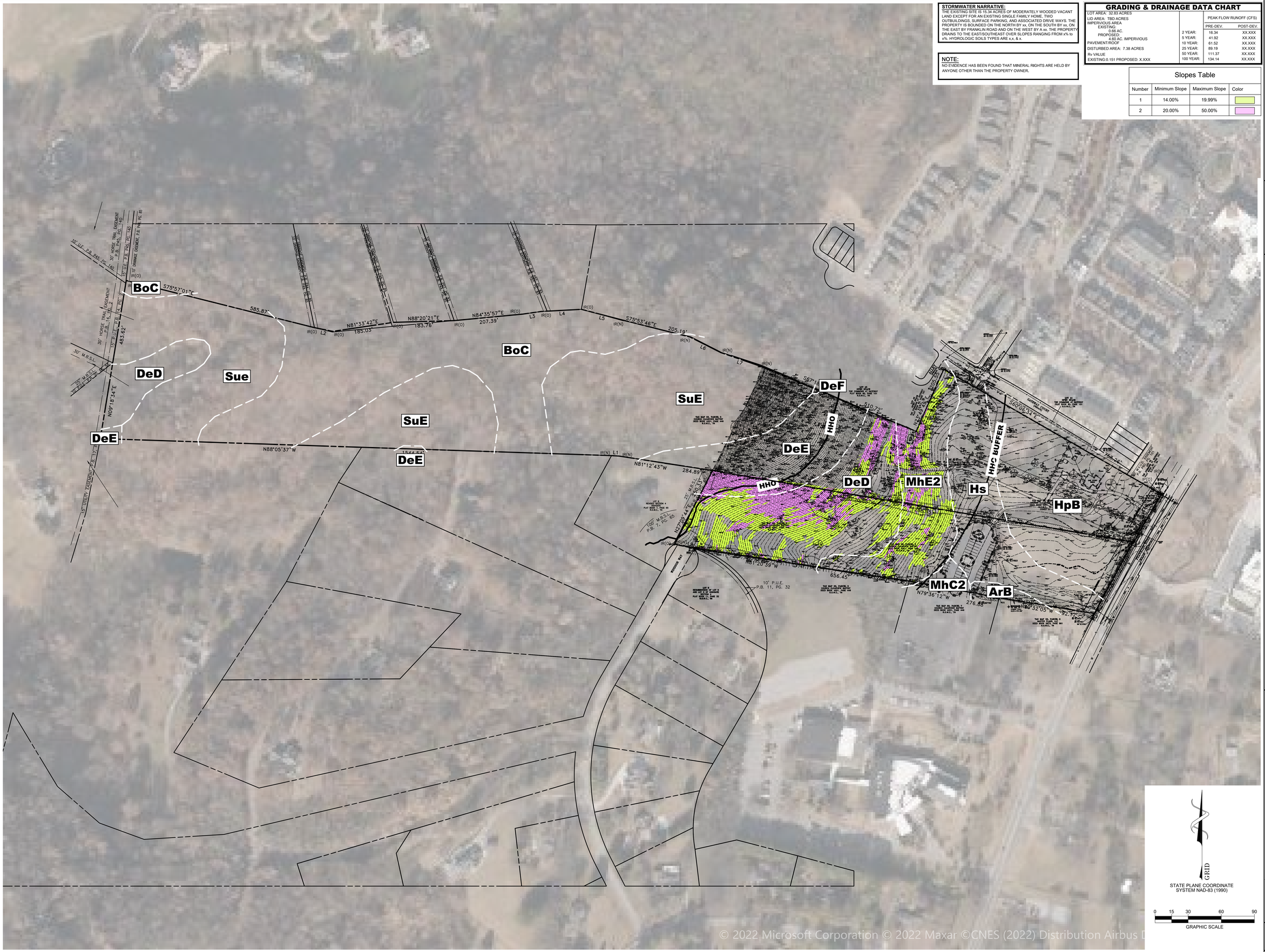
GRADING & DRAINAGE DATA CHART

LOT AREA: 32.83 ACRES
LID AREA: TBD ACRES
IMPERVIOUS AREA
EXISTING:
0.66 AC.
PROPOSED:
4.60 AC. IMPERVIOUS
PAVEMENT/ROOF
DISTURBED AREA: 7.38 ACRES
Rv VALUE
EXISTING:0.151 PROPOSED: X.XXX

	PEAK FLOW RUNOFF (CFS)	
	PRE-DEV.	POST-DEV.
2 YEAR:	16.34	XX.XXX
5 YEAR:	41.92	XX.XXX
10 YEAR:	61.52	XX.XXX
25 YEAR:	89.19	XX.XXX
50 YEAR:	111.37	XX.XXX
100 YEAR:	134.14	XX.XXX

Slopes Table

Number	Minimum Slope	Maximum Slope	Color
1	14.00%	19.99%	
2	20.00%	50.00%	



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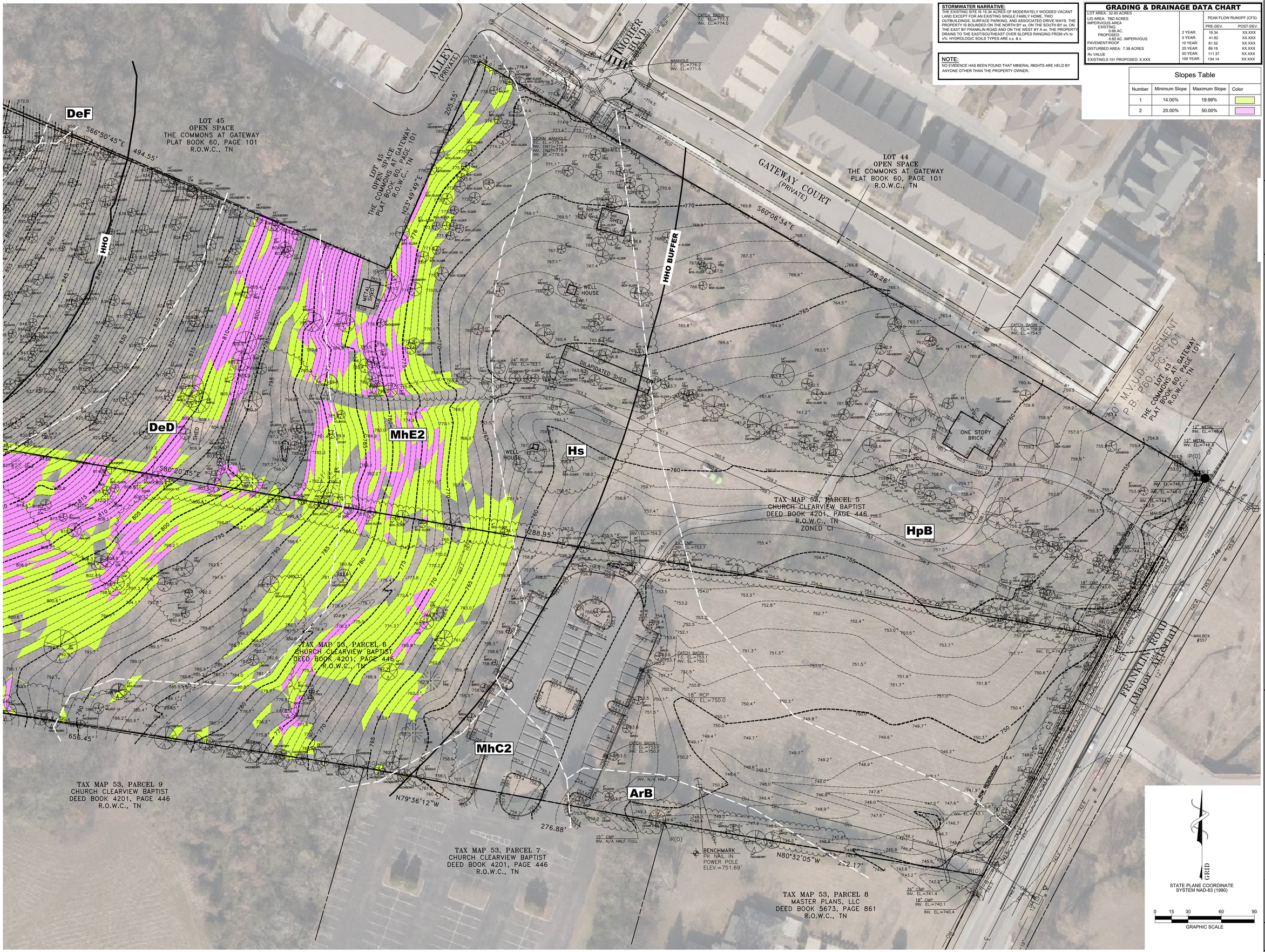
Barge Cauthen & ASSOCIATES
Civil Engineers
6606 CHARLOTTE PIKE, STE 210
NASHVILLE, TENNESSEE 37209
615.356.9911 PHONE
615.352.6737 FAX

OVERALL EXISTING CONDITIONS PLAN
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
05/30/2022	DEVELOPMENT PLAN PRE-APPLICATION SUBMITTAL
06/13/2022	DEVELOPMENT PLAN INITIAL SUBMITTAL
08/04/2022	DEVELOPMENT PLAN RESUBMITTAL

C1.0

BCA JOB NO. 2888-03
COF NO. 7894



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NOTE:
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GRADING & DRAINAGE DATA CHART

LOT AREA: 32.83 ACRES
LID AREA: TBD ACRES
IMPERVIOUS AREA
EXISTING:
0.66 AC.
PROPOSED:
4.60 AC. IMPERVIOUS
PAVEMENT/ROOF
DISTURBED AREA: 7.38 ACRES
Rv VALUE
EXISTING:0.151 PROPOSED: X.XXX

	PEAK FLOW RUNOFF (CFS)	
	PRE-DEV.	POST-DEV.
2 YEAR:	16.34	XX.XXX
5 YEAR:	41.92	XX.XXX
10 YEAR:	61.52	XX.XXX
25 YEAR:	89.19	XX.XXX
50 YEAR:	111.37	XX.XXX
100 YEAR:	134.14	XX.XXX

Slopes Table

Number	Minimum Slope	Maximum Slope	Color
1	14.00%	19.99%	
2	20.00%	50.00%	

Barge Cauthen & ASSOCIATES
Civil Engineers
6606 CHARLOTTE PIKE, STE 210
NASHVILLE, TENNESSEE 37209
615.356.9911 PHONE
615.352.6737 FAX

ENLARGED EXISTING CONDITIONS PLAN
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
05/30/2022	DEVELOPMENT PLAN PRE-APPLICATION SUBMITTAL
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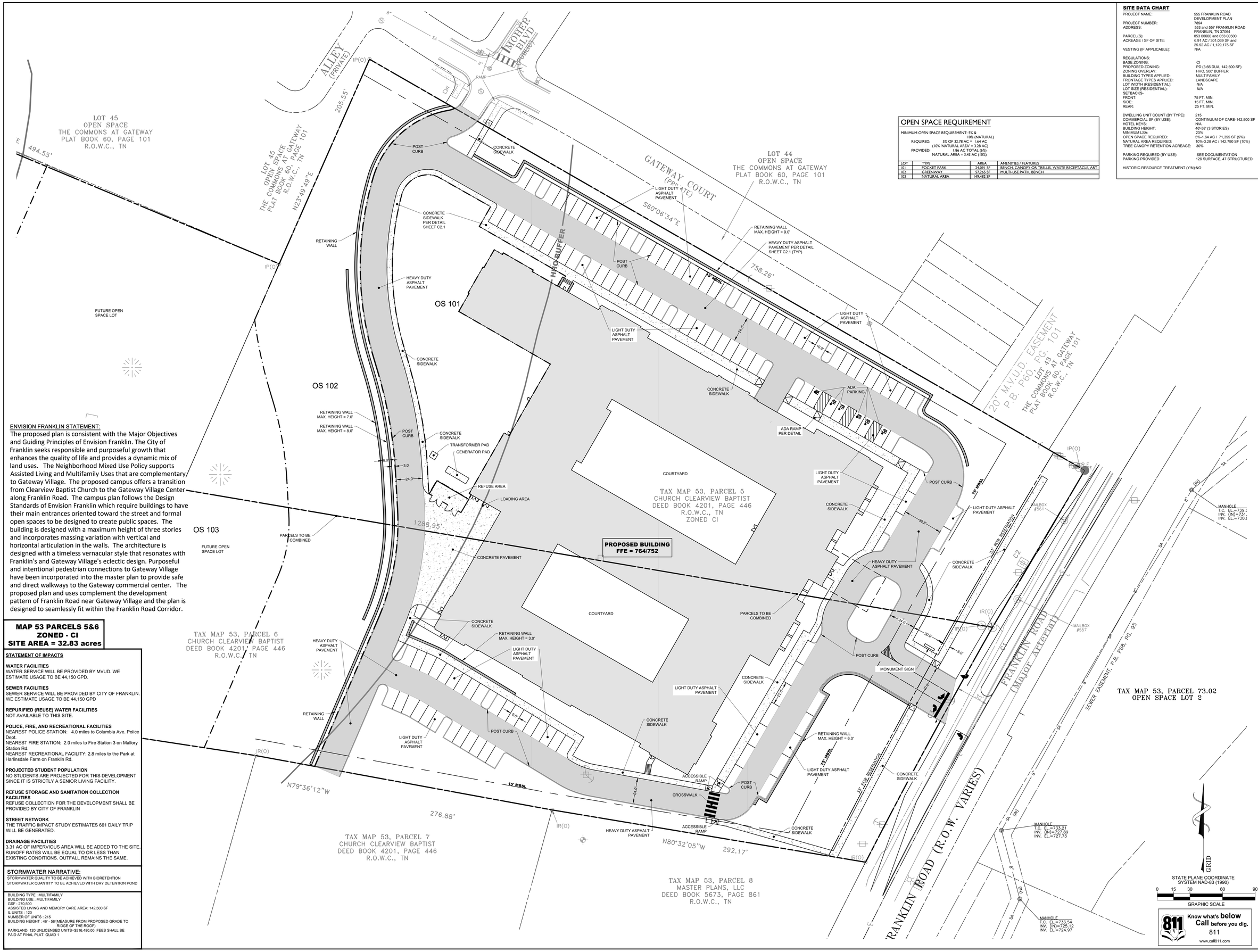
C1.1

BCA JOB NO. 2888-03
COF NO. 7894



SITE DATA CHART

PROJECT NAME:	555 FRANKLIN ROAD DEVELOPMENT PLAN
PROJECT NUMBER:	7894
ADDRESS:	553 and 557 FRANKLIN ROAD FRANKLIN, TN 37064
PARCEL(S):	053 00600 and 053 00500
ACREAGE / SF OF SITE:	6.91 AC / 301,039 SF and 25.92 AC / 1,129,175 SF
VESTING (IF APPLICABLE):	N/A
REGULATIONS:	
BASE ZONING:	CI
PROPOSED ZONING:	PD (3.66 DUA, 142,500 SF)
ZONING OVERLAY:	HHO, 500' BUFFER
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	LANDSCAPE
LOT WIDTH (RESIDENTIAL):	N/A
LOT SIZE (RESIDENTIAL):	N/A
SETBACKS-	
FRONT:	75 FT. MIN.
SIDE:	15 FT. MIN.
REAR:	25 FT. MIN.
DWELLING UNIT COUNT (BY TYPE):	215
COMMERCIAL SF (BY USE):	CONTINUUM OF CARE-142,500 SF
HOTEL KEYS:	N/A
BUILDING HEIGHT:	46'-58' (3 STORIES)
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5%-1.64 AC / 71,395 SF (5%)
NATURAL AREA REQUIRED:	10%-3.28 AC / 142,790 SF (10%)
TREE CANOPY RETENTION ACREAGE:	30%
PARKING REQUIRED (BY USE):	SEE DOCUMENTATION
PARKING PROVIDED	126 SURFACE, 47 STRUCTURED
HISTORIC RESOURCE TREATMENT (Y/N):	NO

OPEN SPACE REQUIREMENT

MINIMUM OPEN SPACE REQUIREMENT: 5% & 10% (NATURAL)
REQUIRED: 5% OF 32.78 AC = 1.64 AC
(10% 'NATURAL AREA' = 3.28 AC)
PROVIDED: 1.86 AC TOTAL (6%)
NATURAL AREA = 3.43 AC (10%)

LOT	TYPE	AREA	AMENITIES / FEATURES
101	POCKET PARK	24,091 SF	BENCH, CANOPY OR TRELLIS, WASTE RECEPTACLE, ART
102	GREENWAY	57,263 SF	MULTI-USE PATH, BENCH
103	NATURAL AREA	149,482 SF	

ENVISION FRANKLIN STATEMENT:
The proposed plan is consistent with the Major Objectives and Guiding Principles of Envision Franklin. The City of Franklin seeks responsible and purposeful growth that enhances the quality of life and provides a dynamic mix of land uses. The Neighborhood Mixed Use Policy supports Assisted Living and Multifamily Uses that are complementary to Gateway Village. The proposed campus offers a transition from Clearview Baptist Church to the Gateway Village Center along Franklin Road. The campus plan follows the Design Standards of Envision Franklin which require buildings to have their main entrances oriented toward the street and formal open spaces to be designed to create public spaces. The building is designed with a maximum height of three stories and incorporates massing variation with vertical and horizontal articulation in the walls. The architecture is designed with a timeless vernacular style that resonates with Franklin's and Gateway Village's eclectic design. Purposeful and intentional pedestrian connections to Gateway Village have been incorporated into the master plan to provide safe and direct walkways to the Gateway commercial center. The proposed plan and uses complement the development pattern of Franklin Road near Gateway Village and the plan is designed to seamlessly fit within the Franklin Road Corridor.

MAP 53 PARCELS 5&6
ZONED - CI
SITE AREA = 32.83 acres

STATEMENT OF IMPACTS

WATER FACILITIES
WATER SERVICE WILL BE PROVIDED BY MVUD. WE ESTIMATE USAGE TO BE 44,150 GPD.

SEWER FACILITIES
SEWER SERVICE WILL BE PROVIDED BY CITY OF FRANKLIN. WE ESTIMATE USAGE TO BE 44,150 GPD

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

POLICE, FIRE, AND RECREATIONAL FACILITIES
NEAREST POLICE STATION: 4.0 miles to Columbia Ave. Police Dept.
NEAREST FIRE STATION: 2.0 miles to Fire Station 3 on Mallory Station Rd.
NEAREST RECREATIONAL FACILITY: 2.8 miles to the Park at Harlinsdale Farm on Franklin Rd.

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

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

STREET NETWORK
THE TRAFFIC IMPACT STUDY ESTIMATES 661 DAILY TRIP WILL BE GENERATED.

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

STORMWATER NARRATIVE:
STORMWATER QUALITY TO BE ACHIEVED WITH BIORETENTION
STORMWATER QUANTITY TO BE ACHIEVED WITH DRY DETENTION POND

BUILDING TYPE : MULTIFAMILY
BUILDING USE : MULTIFAMILY
GSF : 270,500
ASSISTED LIVING AND MEMORY CARE AREA: 142,500 SF
IL UNITS : 120
NUMBER OF UNITS : 215
BUILDING HEIGHT: 46' - 58'(MEASURE FROM PROPOSED GRADE TO RIDGE OF THE ROOF)
PARKLAND: 120 UNLICENSED UNITS=$516,480.00. FEES SHALL BE PAID AT FINAL PLAT. QUAD 1

Civil Engineers
6606 CHARLOTTE PIKE, SITE 210
NASHVILLE, TENNESSEE 37209
615.356.9911 PHONE
615.352.8737 FAX
Barge Cauthen & ASSOCIATES

JAMES R. CAUTHEN
REGISTERED ENGINEER
AGRICULTURE
No. 108356
STATE OF TENNESSEE
5-20-2022

DEVELOPMENT PLAN
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
05/30/2022	DEVELOPMENT PLAN PRE-APPLICATION SUBMITTAL
06/13/2022	DEVELOPMENT PLAN INITIAL SUBMITTAL
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C2.0

BCA JOB NO. 2888-03
COF NO. 7894

Know what's below Call before you dig. 811
www.call811.com

P:\2888 Ryan Companies\2888-03 Franklin Rd Sr. Living Fac\Dwg\C2-DEVELOPMENT PLAN.288803.dwg-C2.0 DEVELOPMENT PLAN

CITY OF FRANKLIN GRADING & DRAINAGE GENERAL NOTES

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

FEDERAL COMPLIANCE NOTE:
ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. ADA: http://www.ada.gov/ U.S. JUSTICE DEPT.: http://www.justice.gov/crt/housing/about_fairhousingact.htm

FEMA DATA FOR PROJECT LOCATION:
FEMA FLOOD ZONE: N/A
FEMA MAP PANEL NUMBER: 47187C0205F
FEMA MAP EFFECTIVE DATE: SEPTEMBER 29, 2006
THE 100 YEAR BASE FLOOD ELEVATION (BFE) = N/A
DATUM = NAVD 1988.

ADA NOTES:
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 36 CFR PARTS 1190 AND 1191, ACCESSIBILITY GUIDELINES, PROPOSED RULE, PUBLISHED IN THE FEDERAL REGISTER ON JULY 23, 2004, AS HAS BEEN ADOPTED BY METRO.

ALL ADA CONCRETE RAMPS SHALL HAVE A MINIMUM 5' X 5' LEVEL (MAXIMUM 2% SLOPE IN ANY DIRECTION) LANDING AT TOP AND BOTTOM OF RAMP.

ALL SIDEWALKS ON SITE SHALL BE ADA COMPLIANT IN ACCORDANCE WITH METRO CODE. ALL SIDEWALKS SHALL HAVE 5% OR LESS RUNNING SLOPE. RAMPS AND LANDINGS REQUIRED IF SLOPE IS OVER 5%. MAXIMUM CROSS SLOPE ALLOWED IS 2%.

GRADING & DRAINAGE DATA CHART

		PEAK FLOW RUNOFF (CFS)	
LOT AREA: 32.83 ACRES		PRE-DEV.	POST-DEV.
LID AREA: TBD ACRES			
IMPERVIOUS AREA			
EXISTING: 0.66 AC.	2 YEAR:	16.34	XX.XXX
PROPOSED: 4.60 AC. IMPERVIOUS	5 YEAR:	41.92	XX.XXX
PAVEMENT/ROOF	10 YEAR:	61.52	XX.XXX
DISTURBED AREA: 7.38 ACRES	25 YEAR:	89.19	XX.XXX
Rv VALUE	50 YEAR:	111.37	XX.XXX
EXISTING:0.151 PROPOSED: X.XXX	100 YEAR:	134.14	XX.XXX

Barge Cauthen & Associates
Civil Engineers
6606 CHARLOTTE PIKE, STE 210
NASHVILLE, TENNESSEE 37209
615.356.6911 PHONE
615.352.6737 FAX

GRADING & DRAINAGE PLAN
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
05/30/2022	DEVELOPMENT PLAN PRE-APPLICATION SUBMITTAL
06/13/2022	DEVELOPMENT PLAN INITIAL SUBMITTAL
08/04/2022	DEVELOPMENT PLAN RESUBMITTAL

STATE PLANE COORDINATE SYSTEM NAD-83 (1990)
GRID
0 15 30 60 90
GRAPHIC SCALE

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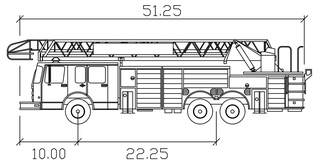
C3.0

BCA JOB NO. 2888-03
COF NO. 7894

P:\2888 Ryan Companies\2888-03 Franklin Rd Sr. Living Fac\Dwg\C3-GRADING & DRAINAGE PLAN-280803.dwg-C3.0 GRADING & DRAINAGE PLAN



T-2 SUTPHEN (SP100)-Franklin

	feet
Width	: 8.66
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 42.0

ACCESS MANAGEMENT

MIN DISTANCE BETWEEN INTERSECTION : N/A

MIN DISTANCE BETWEEN HIGH VOLUME/ALLEY AND INTERSECTION : N/A

MIN. DISTANT BETWEEN DRIVEWAY AND INTERSECTION : 530 ft. CUMBERLAND PARK DR.

DRIVEWAY WIDTH(THREE-WAY) : 30 ft.

DRIVEWAY APPROACH STREET CONFIGURATION : RAMP

R.O.W. AND ACCESS DATA CHART

DAILY TRIP GENERATION : 661 TRIPS PER DAY

PEAK HOUR TRIP GENERATION : 56 VEHICLES PER HOUR

TRAFFIC IMPACT STUDY REQUIRED : YES, PROVIDED.

CIRCULATION PLAN REQUIRED : NO

STATEMENT OF IMPACT:

The traffic impact study indicates that the impacts of the proposed project on the existing street network will be manageable by providing the recommendations below::

Franklin Road and Portis Family Dental Access/Driveway A

- Per scoping, this study evaluated Driveway A as both full access and right-in/right-out only.It is recommended that Driveway A operate as full access.
- The eastbound approach of Driveway A should be stop-controlled, and a stop bar and R1-1 'Stop' sign should be installed on the egress approach.
- Driveway A should be designed to include sufficient width for one entering lane and one exiting lane.
- As part of the construction of the project, all internal and external driveway connections should be designed such that the departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing vegetation, monument signs/walls, fences, etc.
- Per the City of Franklin Street Standards, provide a northbound left-turn lane on Franklin Road with a minimum of 75 feet of storage length.
- Per the City of Franklin Street Standards, provide a southbound right-turn lane on Franklin Road with a minimum of 75 feet of storage length.

Travel Demand Management

- Off-peak loading and deliveries for the development should be encouraged to minimize impacts to traffic operations.
- Parking should be developed per code.
- Final design of internal roadways and parking should meet all City of Franklin standards and the latest version of "A Policy of Geometric Design of Highways and Streets" published by AASHTO. Any parking lots and streets associated with the development should ensure that passenger cars and emergency vehicles are capable of making all turning movements. Internal intersections should be two-way stop-controlled unless all-way stop control warrants are met.

RIGHT-OF-WAY & ACCESS NOTES:

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

ALLEY (PRIVATE)
IP(O)
205.55'
S66°50'45"E
494.55'
OPEN SPACE
THE COMMONS AT GATEWAY
PLAT BOOK 60, PAGE 101
R.O.W.C., TN
LOT 45
OPEN SPACE
THE COMMONS AT GATEWAY
PLAT BOOK 60, PAGE 101
R.O.W.C., TN
N23°49'49"E
SHED
S80°20'55"E
356.45'
IR(O)
TAX MAP 53, PARCEL 9
CHURCH CLEARVIEW BAPTIST
DEED BOOK 4201, PAGE 446
R.O.W.C., TN
N79°36'12"W
276.88'
TAX MAP 53, PARCEL 6
CHURCH CLEARVIEW BAPTIST
DEED BOOK 4201, PAGE 446
R.O.W.C., TN
TAX MAP 53, PARCEL 7
CHURCH CLEARVIEW BAPTIST
DEED BOOK 4201, PAGE 446
R.O.W.C., TN
1288.95'
PROPOSED BUILDING
FFE = 764/752
TAX MAP 53, PARCEL 5
CHURCH CLEARVIEW BAPTIST
DEED BOOK 4201, PAGE 446
R.O.W.C., TN
ZONED CI
ACCESSIBLE PARKING
N80°32'05"W
292.17'
TAX MAP 53, PARCEL 8
MASTER PLANS, LLC
DEED BOOK 5673, PAGE 861
36" CMP
INV. EL.=741.4
IMOTHER BLVD (PUBLIC)
GATEWAY COURT (PRIVATE)
S60°06'34"E
758.26'
LOT 44
OPEN SPACE
THE COMMONS AT GATEWAY
PLAT BOOK 60, PAGE 101
R.O.W.C., TN
20' M.U.U.D. EASEMENT
P.B. P60, PG. 101
LOT 43
THE COMMONS AT GATEWAY
PLAT BOOK 60, PAGE 101
R.O.W.C., TN
FRANKLIN ROAD (Major Arterial)
ROAD (R.O.W. VARIES)
34' ROW DEDICATION
SOUTH BOUND TURN LANE
75' STORAGE
200' TAPER
STOP BAR
STOP SIGN
"Improvements to Franklin Road will be in accordance with TDOT Roadway design guidelines and will include either a 3 lane section between Country Road and Cumberland Park Drive or alternative improvements as recommended by the traffic consultant."
NORTH BOUND TURN LANE
75' STORAGE
100' BAY TAPER
300' APPROACH TAPER
SEWER EASEMENT, P.B. P85, PG. 95
TAX MAP 53, PARCEL
OPEN SPACE LOT
MAILBOX #561
MAILBOX #557
MANHOLE
T.C. EL.=733.21
INV. (N)=727.89
INV. EL.=727.73
STATE PLANE COORDINATE SYSTEM NAD-83 (1998)
GRID
0 15 30 60 90
GRAPHIC SCALE

Civil Engineers
6606 CHARLOTTE PIKE, STE 210
NASHVILLE, TENNESSEE 37209
615.356.9911 PHONE
615.352.8737 FAX
Barge Cauthen & ASSOCIATES

JAMES R. BRANNEN
REGISTERED ENGINEER
AGRICULTURE
108926
STATE OF TENNESSEE
5/30/2022

ENLARGED ROW & ACCESS PLAN
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
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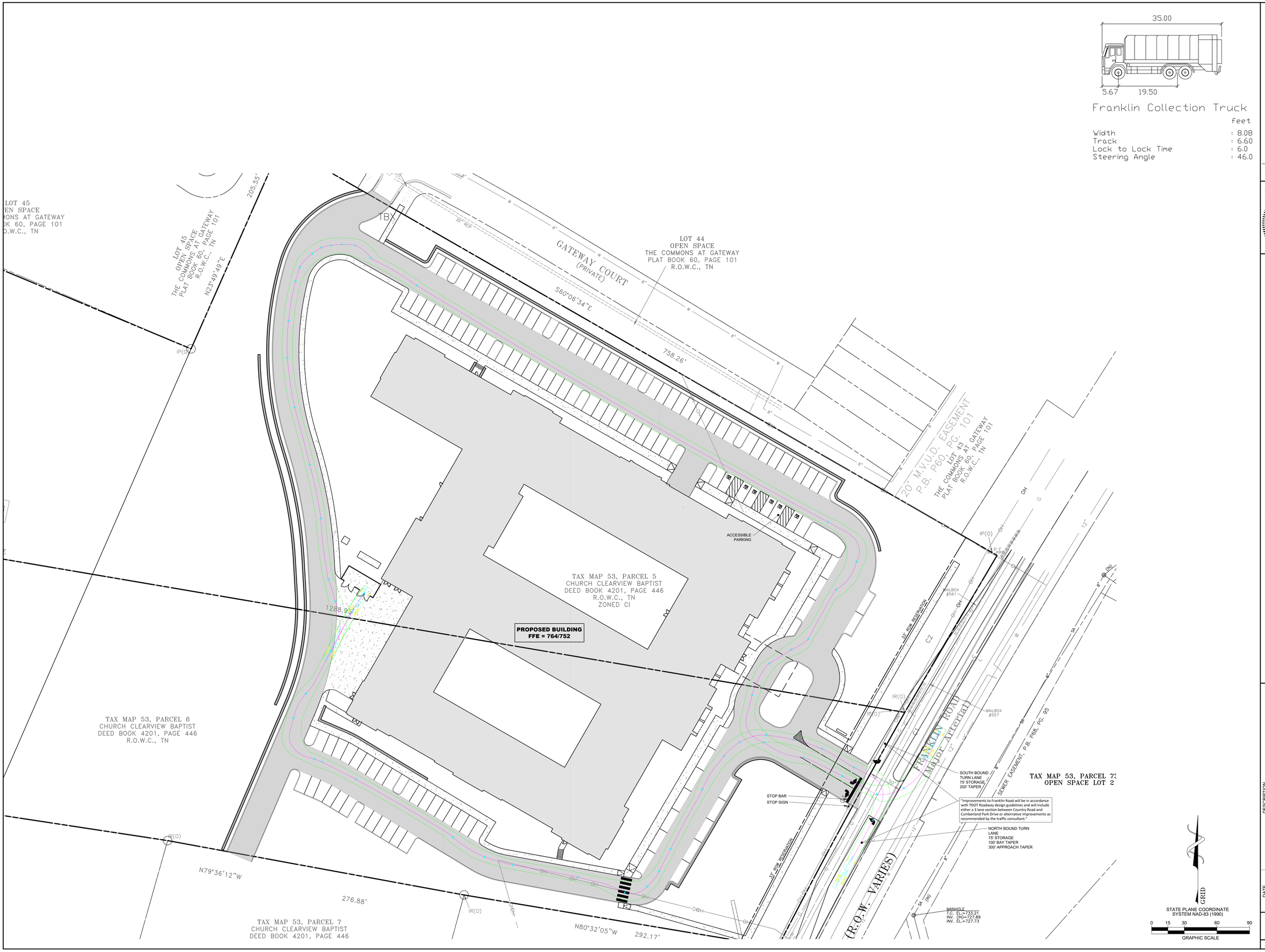
C4.0

BCA JOB NO. 2888-03
COF NO. 7894

P:\2888 Ryan Companies\2888-03 Franklin Rd Sr. Living Fac\Dwg\C4\ROW & ACCESS PLAN-288803.dwg-C4.0 ENLARGED ROW & ACCESS PLAN



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Civil Engineers
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REFUSE COLLECTION AUTOTURN EXHIBIT
555 FRANKLIN ROAD DEVELOPMENT PLAN
553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

DATE	DESCRIPTION
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C4.1

BCA JOB NO. 2888-03
COF NO. 7894

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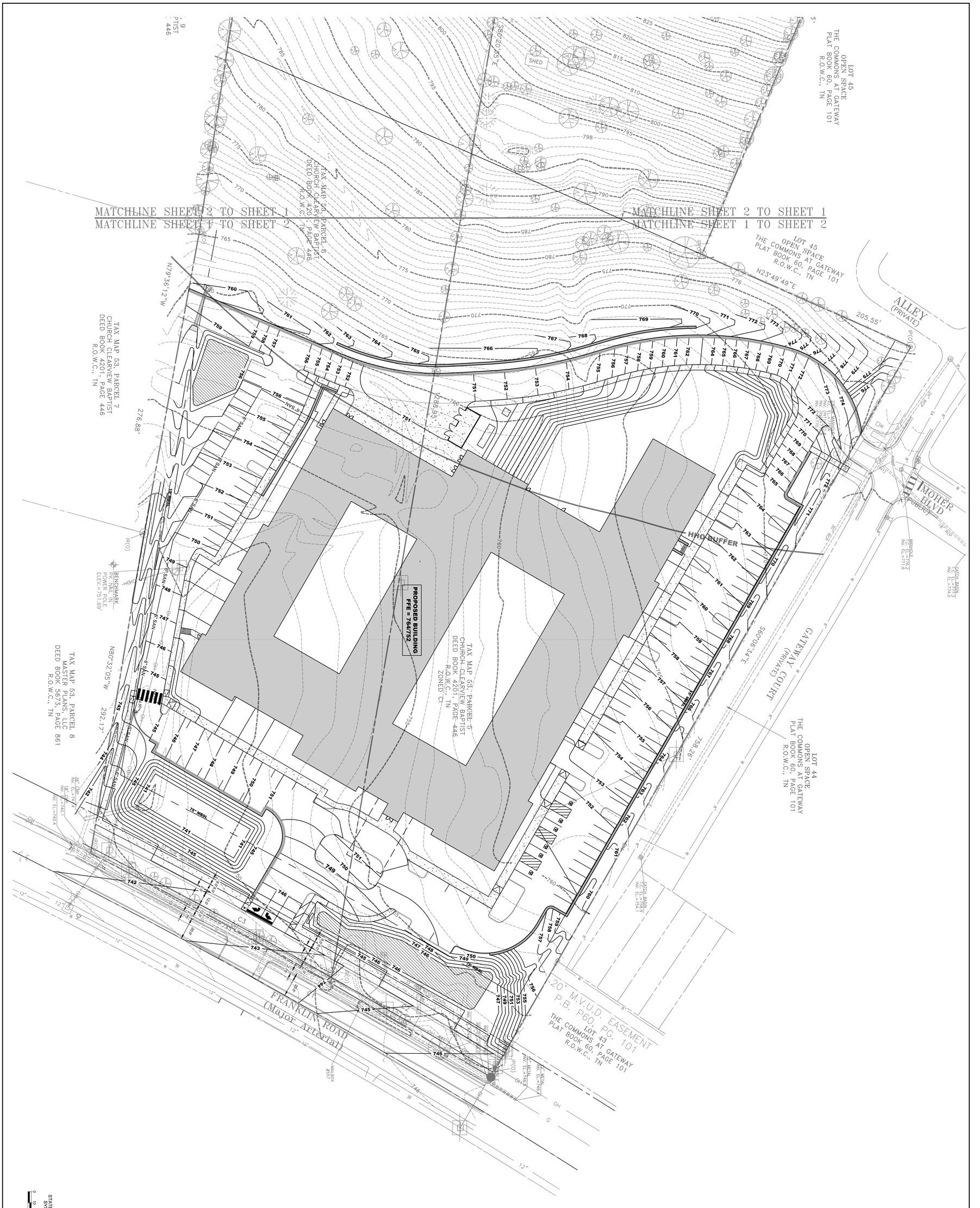

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08/04/2022	DEVELOPMENT PLAN RESUBMITTAL

FUTURE ROAD WIDENING EXHIBIT

555 FRANKLIN ROAD DEVELOPMENT PLAN

553 & 557 FRANKLIN ROAD
FRANKLIN, TN 37069

C4.5

BCA JOB NO. 288803
COF NO. 7884

Barge Cauthen &ASSOCIATES
Civil Engineers
6606 CHARLOTTE PIKE, STE 210
NASHVILLE, TENNESSEE 37209
615.356.9911 PHONE
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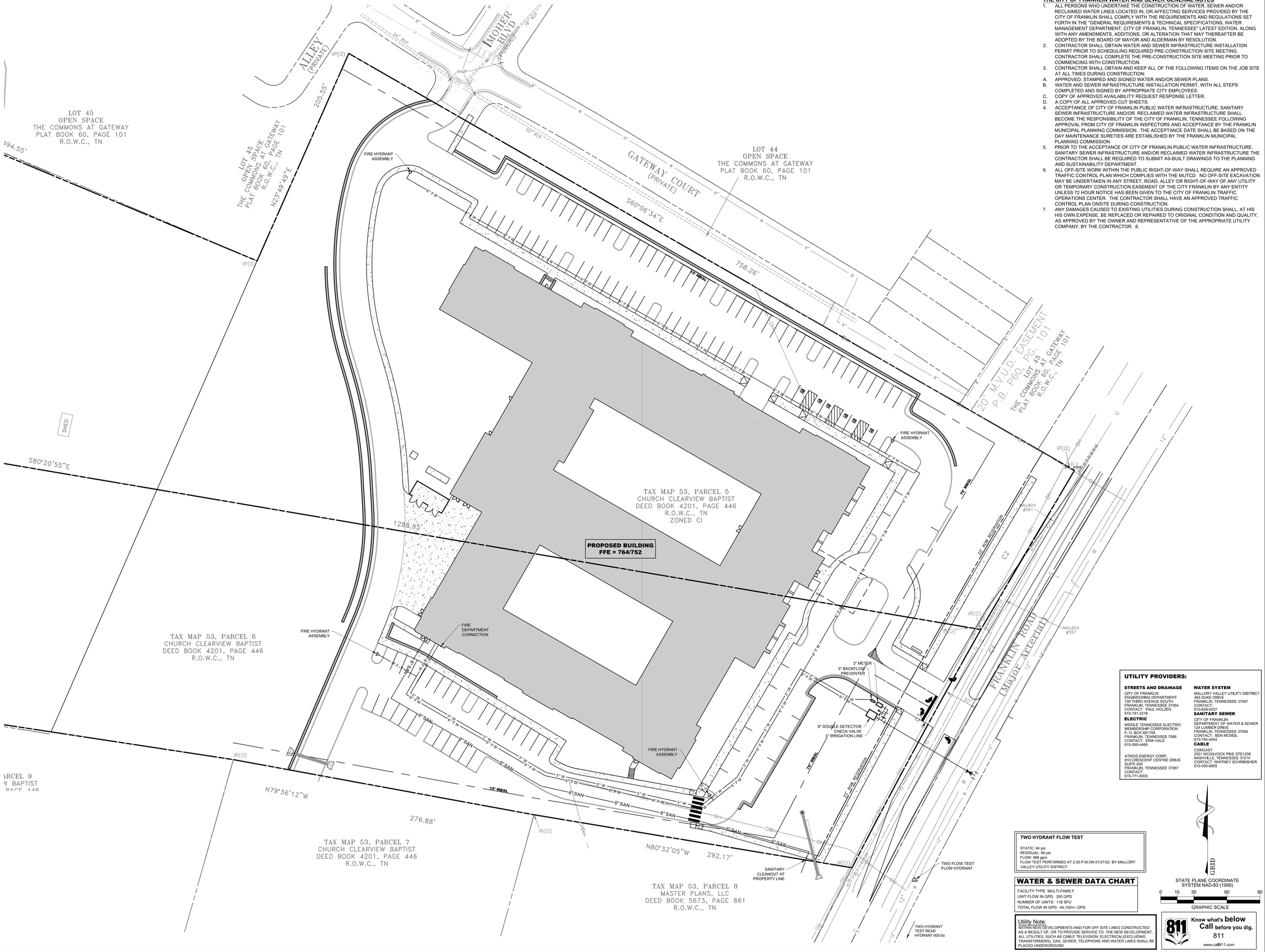

THE CITY OF FRANKLIN WATER AND SEWER GENERAL NOTES

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 AND SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRE-CONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOB SITE AT ALL TIMES DURING CONSTRUCTION:

A. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS.
B. WATER AND SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
C. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
D. A COPY OF ALL APPROVED CUT SHEETS.

4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TENNESSEE FOLLOWING APPROVAL FROM CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
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 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 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.

UTILITY PROVIDERS:

STREETS AND DRAINAGE
CITY OF FRANKLIN
ENGINEERING DEPARTMENT
109 THIRD AVENUE SOUTH
FRANKLIN, TENNESSEE 37064
CONTACT: PAUL HOLZEN
615-791-3218

ELECTRIC
MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION
P. O. BOX 681709
FRANKLIN, TENNESSEE 7068
CONTACT: ERIK HALE
615-595-4469

ATMOS ENERGY CORP.
810 CRESCENT CENTRE DRIVE SUITE 600
FRANKLIN, TENNESSEE 37067
CONTACT:
615-771-8300

WATER SYSTEM
MALLORY VALLEY UTILITY DISTRICT
465 DUKE DRIVE
FRANKLIN, TENNESSEE 37067
CONTACT:
615-628-0237

SANITARY SEWER
CITY OF FRANKLIN
DEPARTMENT OF WATER & SEWER
124 LUMBER DRIVE
FRANKLIN, TENNESSEE 37064
CONTACT: BEN MCNEIL
615-794-4554

CABLE
COMCAST
2501 MCGAVOCK PIKE STE1206
NASHVILLE, TENNESSEE 37214
CONTACT: WHITNEY SCHRIMSHER
615-550-6855

TWO HYDRANT FLOW TEST

STATIC: 94 psi
RESIDUAL: 90 psi
FLOW: 988 gpm
FLOW TEST PERFORMED AT 2:30 P.M.ON 01/27/22 BY MALLORY VALLEY UTILITY DISTRICT.

WATER & SEWER DATA CHART

FACILITY TYPE: MULTI-FAMILY
UNIT FLOW IN GPD: 350 GPD
NUMBER OF UNITS: 118 SFU
TOTAL FLOW IN GPD: 44,150+/- GPD

Utility Note:
WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL(EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE AND WATER LINES SHALL BE PLACED UNDERGROUND.

GRID
STATE PLANE COORDINATE SYSTEM NAD-83 (1990)
0 15 30 60 90
GRAPHIC SCALE

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C5.0

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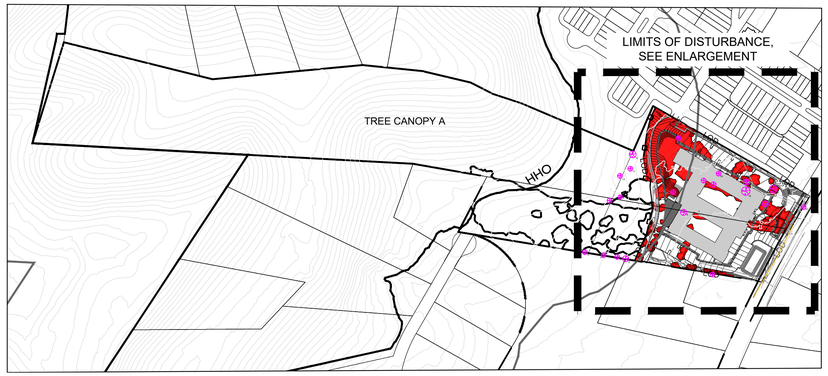
P:\2888 Ryan Companies\2888-03 Franklin Rd Sr. Living Fac\Dwg\CIVIL\UTILITY PLAN-288803.dwg-C5.0 UTILITY PLAN



OVERALL SITE

SPECIMEN TREES

Tree #	Size	Species	Condition	Removed
1	24	Hackberry	Fair	X
2	30	Hackberry	Fair	
3	24	Hackberry	Fair	
4	24	Hackberry	Poor	
5	24	Hackberry	Poor	
6	30	Hackberry	Fair	X
7	24	Boxelder	Poor	X
8	24	Pine	Fair	
9	24	Elm	Poor	
10	24	Boxelder	Fair	
11	24	Tree	Fair	
12	34	Elm	Fair	
13	24	Tree	Poor	X
14	24	Boxelder	Fair	X
15	27	Hackberry	Fair	X
16	24	Hackberry	Fair	X
17	30	Maple	Poor	X
18	42	Maple	Fair	X
19	30	Silver Maple	Undesirable species	X
20	39	Boxelder	Poor	X
21	24	Elm	Fair / in R.O.W.	X

TOTAL SPECIMEN INCHES REMOVED: 342"
TOTAL HEALTHY SPECIMEN INCHES REMOVED: 171"
REQUIRED REPLACEMENT: 342"

TREE CANOPY AREA:

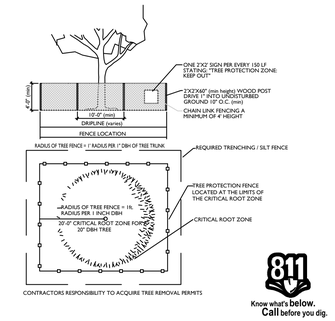
BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY THE EXISTING TREE CANOPY IS APPROXIMATELY 23.88 ACRES WHICH IS 92% OF THE TOTAL SITE

TREE AREA:	EXISTING	REMOVED	RETAINED
Tree Canopy - A	929,214 SF	44,876 SF	884,338 SF
Tree Canopy - B	56,679 SF	50,993 SF	5,686 SF
Tree Canopy - C	5,571 SF	5,571 SF	0 SF
Tree Canopy - D	48,677 SF	2,411 SF	46,266 SF

TREE CANOPY DATA

EXISTING TREE CANOPY:
1,040,141 SF
92% OF TOTAL SITE
REQUIRED CANOPY PRESERVATION:
30% OF TOTAL CANOPY
312,042 SF
PROVIDED CANOPY PRESERVATION:
90% OF TOTAL CANOPY
936,290 SF

TREE PROTECTION FENCING DETAIL (NTS)



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TREE PROTECTION NOTES:

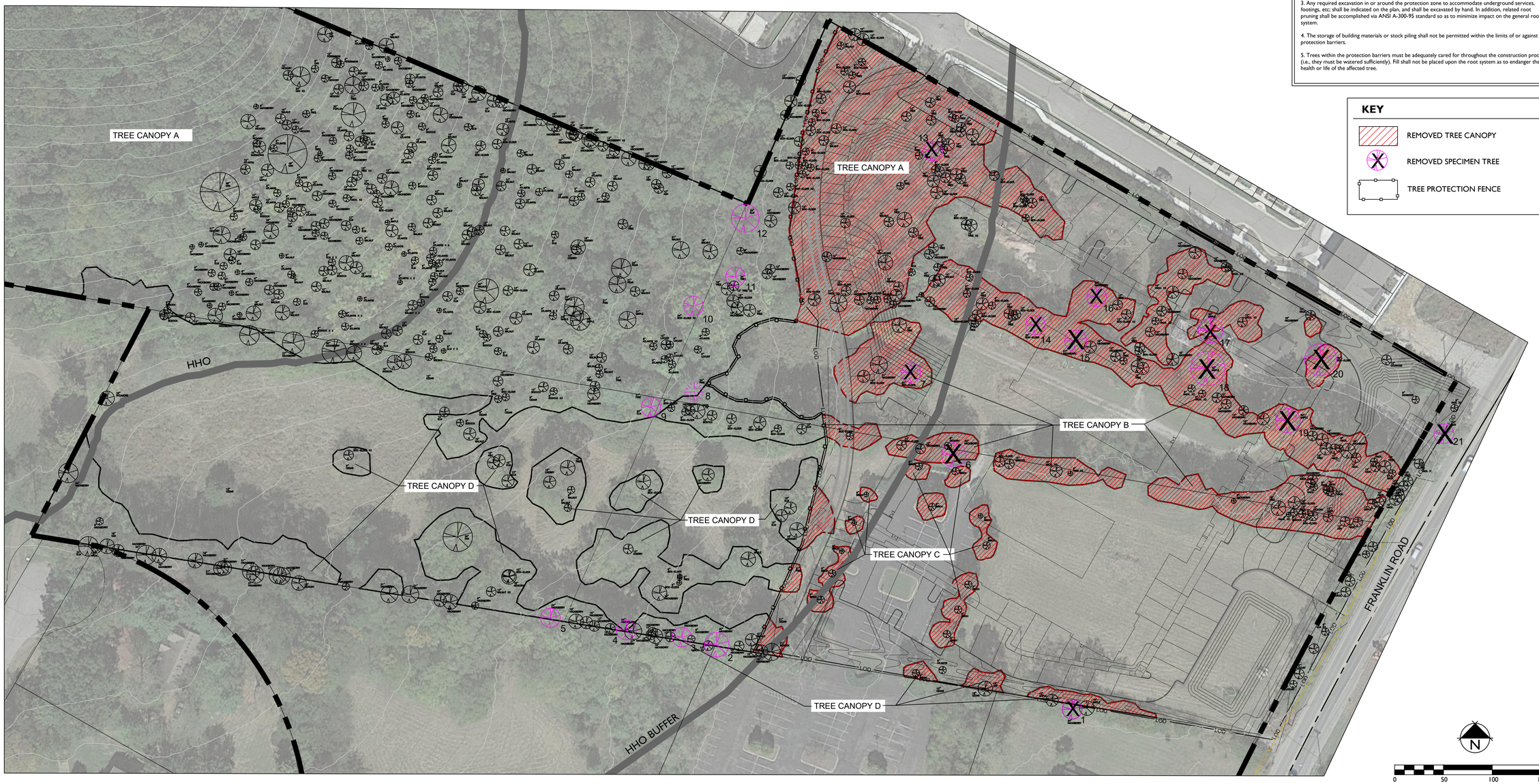
1. The tree protection barriers shall be constructed before the issuance of any permits, and shall remain intact throughout the entire period of construction.

2. The tree protection barrier shall be installed as labeled on this plan or a distance to the radius of the dripline, whichever is greatest, as measured from the trunk of the protected tree.

3. Any required excavation in or around the protection zone to accommodate underground services, footings, etc; shall be indicated on the plan, and shall be excavated by hand. In addition, related root pruning shall be accomplished via ANSI A-300-95 standard so as to minimize impact on the general root system.

4. The storage of building materials or stock piling shall not be permitted within the limits of or against the protection barriers.

5. Trees within the protection barriers must be adequately cared for throughout the construction process (i.e., they must be watered sufficiently). Fill shall not be placed upon the root system as to endanger the health or life of the affected tree.



KEY

REMOVED TREE CANOPY
REMOVED SPECIMEN TREE
TREE PROTECTION FENCE

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

555 FRANKLIN ROAD PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

GREGORY C. GAMBLE
REGISTERED LANDSCAPE ARCHITECT
TENNESSEE
8-4-22

Revision Date

TREE PRESERVATION
SHEET
L1.0
COF # 7894



.1 A1.0 East Elevation Overall
1/16" = 1'-0"



.2 A1.0 North Elevation Overall
1/16" = 1'-0"



3 A1.0 West Elevation Overall
1/16" = 1'-0"



4 A1.0 South Elevation Overall
1/16" = 1'-0"

7/28/2022 11:40:58 AM

RYAN

RYAN A+E, INC.
700 Oakmont Lane
Suite 100
Westmont, IL 60559
630-328-1100 tel
630-328-1300 fax

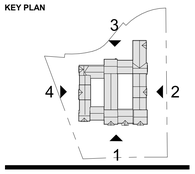
WWW.RYANCOMPANIES.COM

OWNER

BRETT BUNKE
REGISTERED ARCHITECT
AGRICULTURE
OWNER
No. 10724
STATE OF TENNESSEE

Ex P: June 30, 2023

KEY PLAN



PROJECT INFORMATION

557 Franklin Road Development Plan

557 FRANKLIN RD
FRANKLIN,TN 37069

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Architect under the laws of the State of Tennessee

Brett Bunke

REGISTRATION NO.	DATE
10724	06.30.2023

© 2022 RYAN A+E, INC.

DRAWN BY	CHECKED BY
DR	BB
JOB NO.	**DATE**
701-193	08.04.2022

ISSUE RECORD

ISSUE #	DATE	DESCRIPTION
1	05.27.22	DEVELOPMENT PLAN
2	06.13.22	ISSUED FOR DEVELOPMENT PLAN
3	08.04.22	DEVELOPMENT PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

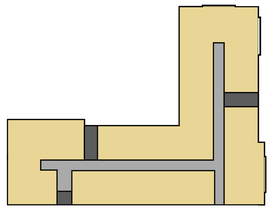
NOT FOR CONSTRUCTION

DEVELOPMENT PLAN SUBMISSION
06.13.2022

EXTERIOR ELEVATIONS

A1.0

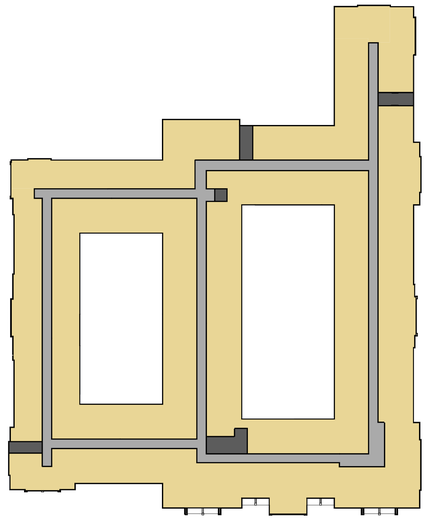
CITY OF FRANKLIN
PROJECT NUMBER 7894



AREA TYPE

- Circulation-Shell
- Corridor
- Multifamily

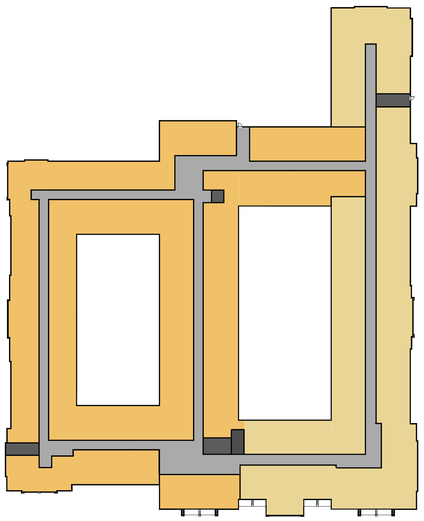
4 A1.1 LEVEL 3 PROGRAM PLAN
1" = 50'-0"



AREA TYPE

- Circulation-Shell
- Corridor
- Multifamily

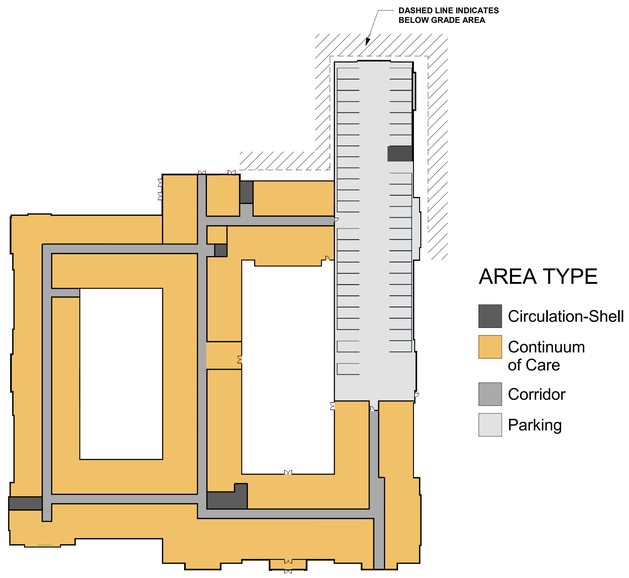
3 A1.1 LEVEL 2 PROGRAM PLAN
1" = 50'-0"



AREA TYPE

- Circulation-Shell
- Continuum of Care
- Corridor
- Multifamily

2 A1.1 LEVEL 1 PROGRAM PLAN
1" = 50'-0"



AREA TYPE

- Circulation-Shell
- Continuum of Care
- Corridor
- Parking

1 A1.1 LOWER LEVEL PROGRAM PLAN
1" = 50'-0"

7/28/2022 11:40:59 AM

RYAN

RYAN A+E, INC.
700 Oakmont Lane
Suite 100
Westmont, IL 60559
630-328-1100 tel
630-328-1300 fax

WWW.RYANCOMPANIES.COM

OWNER

BRETT BUNKE
REGISTERED ARCHITECT
STATE OF TENNESSEE
AGRICULTURE
NUMBER
10724
STATE OF TENNESSEE

Ex P: JUNE 30, 2023

KEY PLAN

PROJECT INFORMATION

557 Franklin Road Development Plan

557 FRANKLIN RD
FRANKLIN,TN 37069

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Architect under the laws of the State of Tennessee

Brett Bunke

REGISTRATION NO.	DATE
10724	06.30.2023

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DRAWN BY	CHECKED BY
DR	BB
JOB NO.	**DATE**
701-193	08.04.2022

ISSUE RECORD		
ISSUE #	DATE	DESCRIPTION
1	05.27.22	DEVELOPMENT PLAN
2	06.13.22	ISSUED FOR DEVELOPMENT PLAN
3	08.04.22	DEVELOPMENT PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

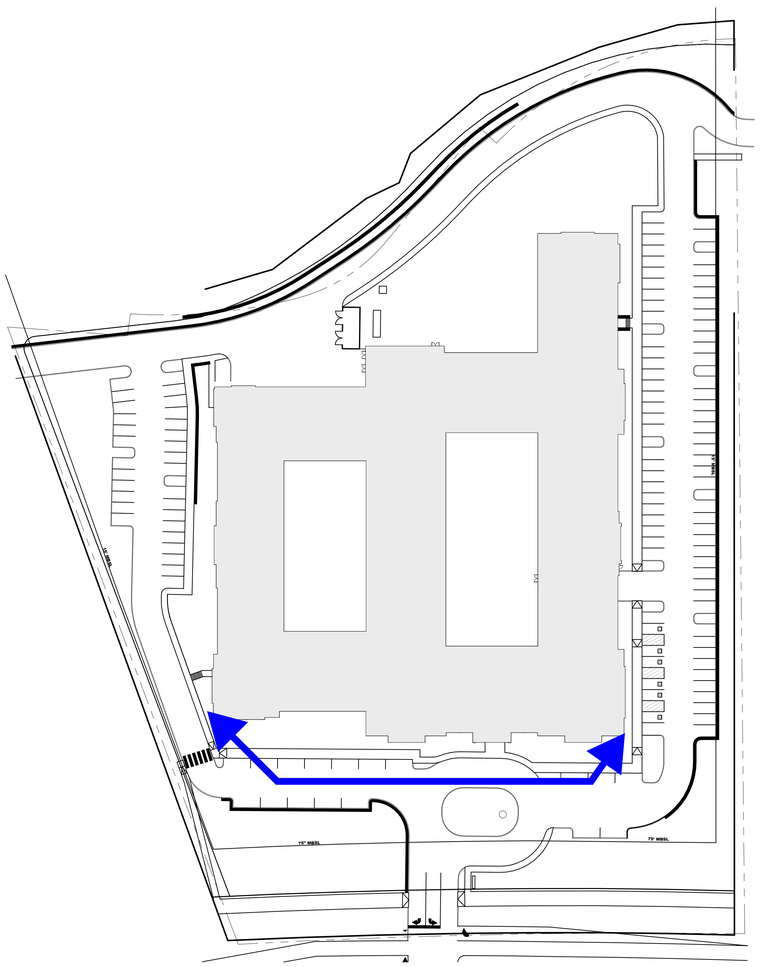
DEVELOPMENT PLAN SUBMISSION
06.13.2022

PROGRAM PLANS

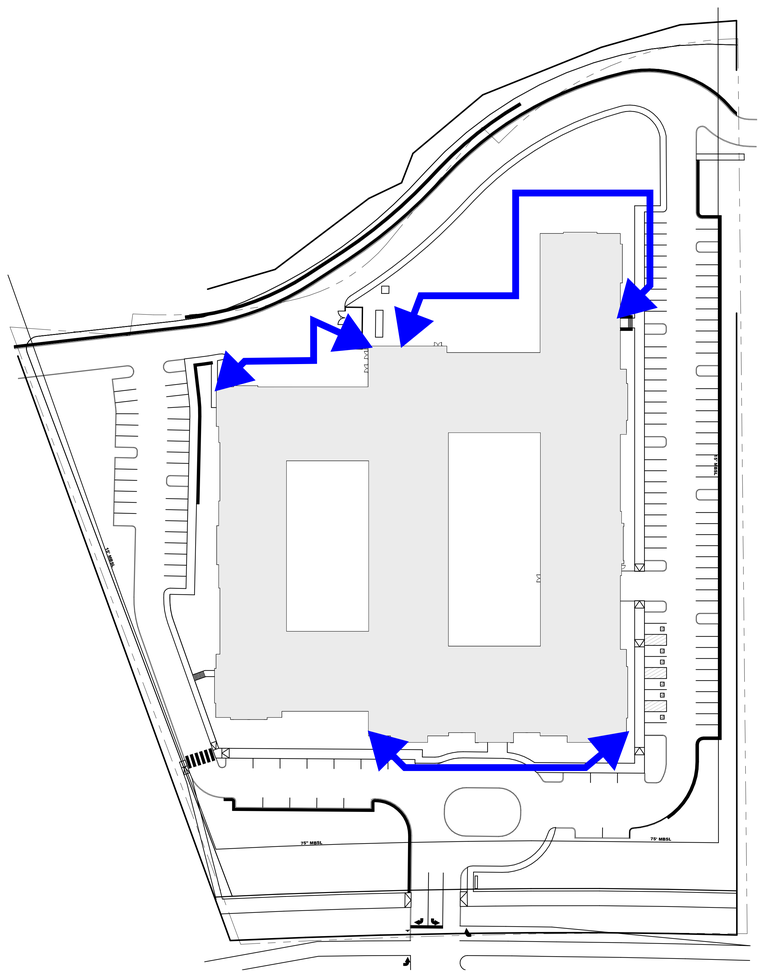
A1.1

CITY OF FRANKLIN
PROJECT NUMBER 7894

NOT FOR CONSTRUCTION



2 A1.2 SITE PLAN MOS 1
1" = 50'-0"



1 A1.2 SITE PLAN MOS 2
1" = 50'-0"

MODIFICATION TO STANDARD REQUEST 1

THIS DIAGRAM AND THESE IMAGES ARE SUPPORTING INFORMATION TO REQUEST A MODIFCATION OF STANDARD FOR SECTION 6.7: BUILDING TYPES -MULTIFAMILY - BUILDING ORIENTATION AND ENTRY -ENTRANCES.FOR A DETAILED NARRATIVE OF THE REQUEST, REFER TO THE COVER SHEET.

IMAGE #1.1 AND #1.2: ENLCOSED COURTYARDS ARE APPROPRIATE OUTDOOR ACCESS POINTS FOR MEMORY CARE RESIDENTS.

IMAGE #1.3: MEMORY CARE DWELLING UNITS ALONG STREETSCAPE DO NOT HAVE DIRECT ACCESS TO THE OUTSIDE.



1.1



1.3



1.2

MODIFICATION TO STANDARD REQUEST 2

THIS DIAGRAM AND THESE IMAGES ARE SUPPORTING INFORMATION TO REQUEST A MODIFCATION OF STANDARD FOR SECTION SECTION 6.7: BUILDING TYPES – MULTIFAMILY –FOUNDATIONS, PORCHES AND STOOPS.FOR A DETAILED NARRATIVE OF THE REQUEST, REFER TO THE COVER SHEET.

IMAGE #2.1 AND #2.2: ENTRANCES TO THE BUILDING SHOULD HAVE MINIMAL SLOPE TO THE PROPOSED GRADE TO MAKE WALKING SAFER FOR OLDER ADULTS.

IMAGE #2.3 ENTRANCES THAT HAVE MINMAL SLOPE CHANGE ARE EASIER TO PROGRAM OUTDOOR ACTIVITIES.



2.1



2.3



2.2

7/28/2022 11:41:03 AM

RYAN A+E, INC.
700 Oakmont Lane
Suite 100
Westmont, IL 60559
630-328-1100 tel
630-328-1300 fax

WWW.RYANCOMPANIES.COM

OWNER

BRETT BUNKE
REGISTERED ARCHITECT
STATE OF TENNESSEE
AGRICULTURE
10724
LICENSED
ARCHITECT
STATE OF TENNESSEE

Exp: JUNE 30, 2023

KEY PLAN

PROJECT INFORMATION

557 Franklin Road Development Plan

557 FRANKLIN RD
FRANKLIN,TN 37069

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Architect under the laws of the State of Tennessee

Brett Bunke

REGISTRATION NO.	DATE
10724	06.30.2023

© 2022 RYAN A+E, INC.

DRAWN BY	CHECKED BY
DR	BB
JOB NO.	**DATE**
701-193	08.04.2022

ISSUE RECORD		
ISSUE #	DATE	DESCRIPTION
1	05.27.22	DEVELOPMENT PLAN
2	06.13.22	ISSUED FOR DEVELOPMENT PLAN
3	08.04.22	DEVELOPMENT PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

DEVELOPMENT PLAN SUBMISSION
06.13.2022

SITE PLAN - MODIFICATION OF STANDARD REQUEST

A1.2

CITY OF FRANKLIN
PROJECT NUMBER 7894

NOT FOR CONSTRUCTION

File #: 21-0555

DATE: May 23, 2025

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:

Consideration Of Ordinance 2025-10, An Ordinance To Rezone 19.43 Acres From Civic Institutional (CI) District To Heavy Industrial (HI) District For The Property Located North Of Century Court And West Of Beasley Drive, At 408 Century Court.
FMPC 5/22/25, 7-0 defer to 6/26/25

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8772
Applicant: Jubal Parris, Gresham Smith
Owner: Williamson County, Rogers Anderson, Rep.

BACKGROUND/STAFF COMMENTS:
The applicant is requesting to rezone the subject property from Civic Institutional (CI) to Heavy Industrial (HI) as part of a larger plan to renovate the existing Williamson County Justice System campus. The property consists of 19.43 acres and is located at 408 Century Court. Envision Franklin places this parcel in the Industrial Flex Design Concept, which states that these areas, "provide 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." While the Industrial Flex Design Concept does not outright support any new heavy industrial uses, the Williamson County Justice System is not requesting any new uses on the property, and the Heavy Industrial District maintains their current operations and allows for enhancement of the facilities. The Heavy Industrial Zoning District is the only district that permits Correctional Facilities. Due to the continuation of an existing use and the unique circumstances of the scope of work and services provided to the community, staff recommends approval of this rezoning request.

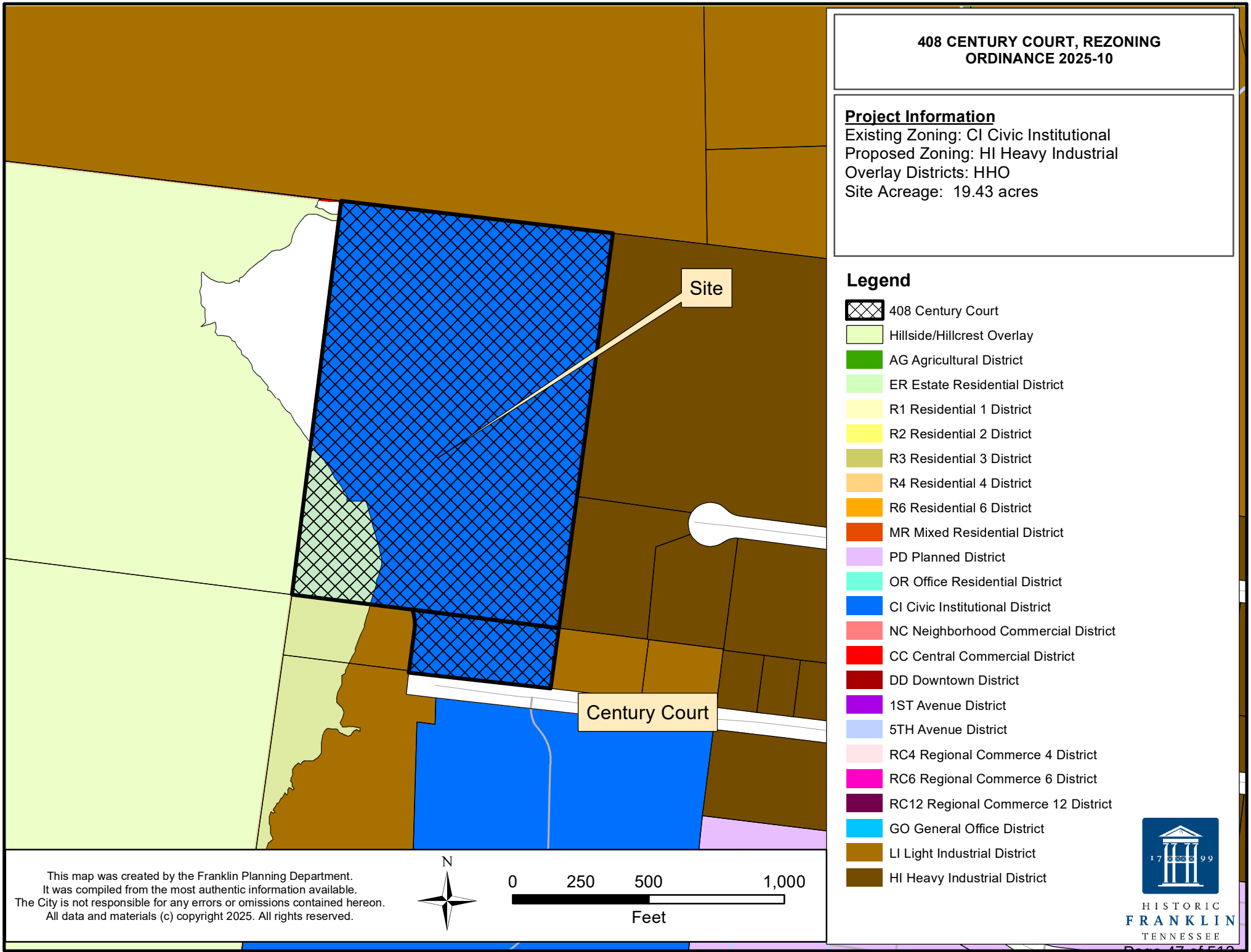
PROCEDURAL REQUIREMENTS:
1. The City's project identification number shall be included on all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Ordinance 2025-10.



408 CENTURY COURT, REZONING
ORDINANCE 2025-10

Project Information
Existing Zoning: CI Civic Institutional
Proposed Zoning: HI Heavy Industrial
Overlay Districts: HHO
Site Acreage: 19.43 acres

Legend

- 408 Century Court
- Hillside/Hillcrest 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 District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 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

ORDINANCE 2025-10

AN ORDINANCE TO REZONE 19.43 ACRES FROM CIVIC INSTITUTIONAL (CI) DISTRICT TO HEAVY INDUSTRIAL (HI) DISTRICT FOR THE PROPERTY LOCATED NORTH OF CENTURY COURT AND WEST OF BEASLEY DRIVE, AT 408 CENTURY COURT

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

WHEREAS, the Heavy Industrial (HI) District provides zoning for land uses compatible with both the Franklin Land Use Plan and surrounding development; and

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

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

SECTION I. That the following described property shall be, and is hereby, rezoned from its present zoning classification of Civic Institutional (CI) District to Heavy Industrial (HI) District:

PREMISES CONSIDERED

Map-Parcel	Acres
090-4.01	17.92
090-3.02	1.51
Total	19.43

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

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

IT IS SO ORDAINED AND DONE on this ____ day of _____, 2025.

ATTEST:

By: _____
Angie Skarp
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

Law Dept approved 05.07.25

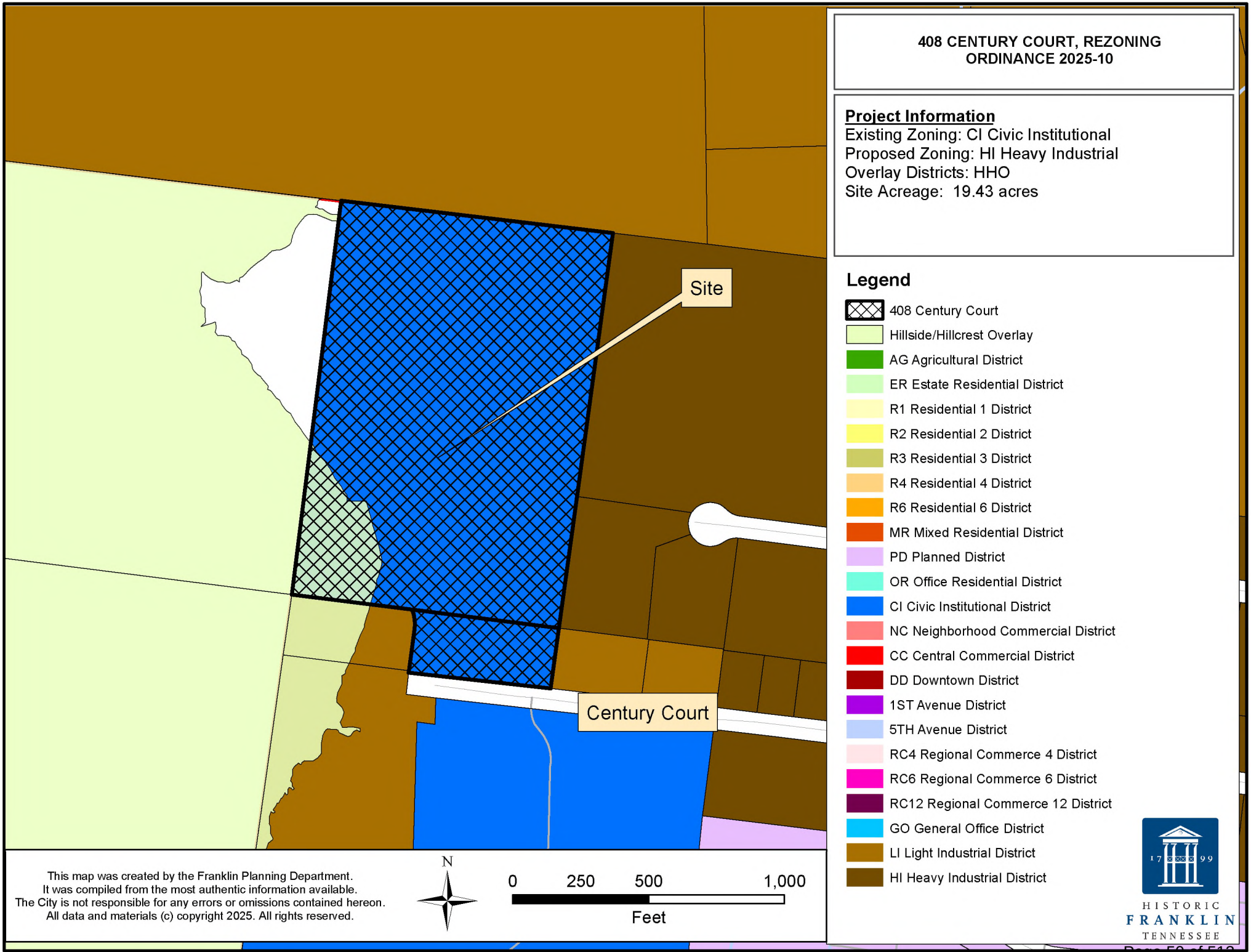
PLANNING COMMISSION RECOMMENDED: _____

PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____



408 CENTURY COURT, REZONING
ORDINANCE 2025-10

Project Information
Existing Zoning: CI Civic Institutional
Proposed Zoning: HI Heavy Industrial
Overlay Districts: HHO
Site Acreage: 19.43 acres

Legend

- 408 Century Court
- Hillside/Hillcrest 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 District
- CC Central Commercial District
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- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 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

REZONING PLAN FOR

Williamson County Justice Center

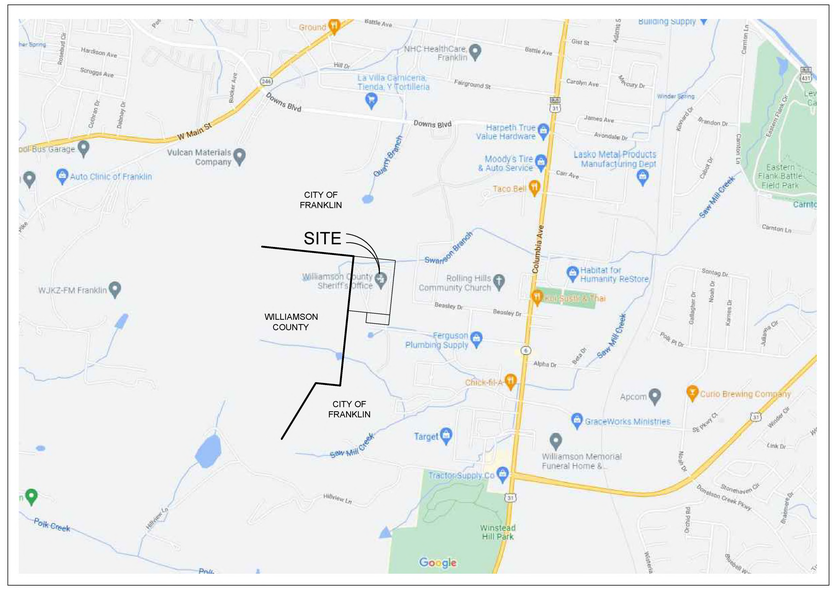
MAP 90, PARCELS 302 AND 401

PARCEL ID: 090 00302 00005090 AND 090 00401 00009090

EXISTING ZONING DISTRICT: CIVIC AND INSTITUTIONAL
PROPOSED ZONING DISTRICT: HEAVY INDUSTRIAL

PARCEL ADDRESSES: 0 CENTURY COURT AND 408 CENTURY COURT
WILLIAMSON COUNTY
FRANKLIN, TENNESSEE

CITY OF FRANKLIN PROJECT NO. **8772**



VICINITY MAP
NOT TO SCALE

LAND SURVEYOR

Gresham Smith

222 Second Avenue South
Suite 1400
Nashville, TN 37201

Survey Contact: Chris Goetz, RLS
Phone: (615) 770-8667
Email: chris.goetz@greshamsmith.com

CIVIL ENGINEER

Gresham Smith

222 Second Avenue South
Suite 1400
Nashville, TN 37201

Civil Contact: Jubal Parris, PE, RLS
Phone: (615) 770-8549
Email: jubal.parris@greshamsmith.com

OWNER

WILLIAMSON COUNTY

1320 West Main Street
Franklin, Tennessee 37064

OWNER REPRESENTATIVE

OverSite

103 Forrest Crossing Boulevard, Suite 204
Franklin, TN 37064
Contact: Jim Cross
Phone: 615.207.0284
Email: jimc@oversiteconsult.com

Gresham Smith

GreshamSmith.com

222 Second Avenue South
Suite 1400
Nashville, TN 37201

615.770.8100

TREANORHL

ICT
I. C. Thomasson Associates, Inc.

WILLIAMSON COUNTY TENNESSEE THE GREAT SEAL

Rezoning Plan

Williamson County Justice Center

City of Franklin Project No. 8772

JUBAL R. PARRIS
REGISTERED ENGINEER
04/30/2025
No. 117053
STATE OF TENNESSEE

THIS PLAN HAS BEEN SIGNED, SEALED, AND DATED DIGITALLY.

Revision

No.	Date	Description

COVER SHEET

C000

45142.01
04.30.2025

This Line Is 3 Inches When Printed Full Size

\\global.gsp\data\nfna_nf07\4922201\01Work\01CAD\06LP\Exhibits\4922201_C-Rezoning_Cover.dwg - Jubal Parris - 4/30/2025 2:22:34 PM

(6.01)
[0 Columbia Avenue]
Williamson County, Tennessee
Deed Book 376, Page 202, R.O.W.C., TN

EXISTING ZONING: LIGHT INDUSTRIAL (LI)

S82° 11' 50"E
700.00'

S84° 30' 24"E
150.50'

FOUND 1/2" IR W/ CAP

(6.02)
[304 Beasley Drive]
Williamson County, Tennessee
Deed Book 6318, Page 211, R.O.W.C., TN

EXISTING ZONING: LIGHT INDUSTRIAL (LI)

S82° 41' 34"E
598.54'

FOUND 1/2" IRWC CHERRY

FOUND 5/612" I

(C 24.00)
[200 Beasley Drive]
James Allen Huskey and Marta French Huskey
Deed Book 7141, Page 722, R.O.W.C.,TN

Lot 5
Century Industrial Park
Section 1, Revision 6
(Resubdivision of Lots 4 Thru 10),
R.O.W.C, TN

EXISTING ZONING: HEAVY INDUSTRIAL (HI)

210.55'
S7° 49' 04"W

S82° 42' 42"E
249.90'

FOUND 5/8"IR

FOU 1/2"

Charles R. Meek Drive

DETENTION

DETENTION

KITCHEN

1727.56'
S7° 20' 50"W

420 Century Court

TRUCK SCALE

N5° 28' 11"E
1162.16'

(C 17.00)
[306 Beasley Drive]
Williamson County, Tennessee
Deed Book 4654, Page 375, R.O.W.C.,TN
546,383.644 SQFT / 12.543 AC

Lot13
Century Industrial Park
Revision 2
Re-Subdivision of Lots 11, 12 & 13 - Section One and
Re-Subdivision of Lot 66 - Section Four
Plat Book 8, Page 33, R.O.W.C.,TN

EXISTING ZONING: HEAVY INDUSTRIAL (HI)

306 Beasley Drive

Lot 9
Century Industrial Park
Section 1, Revision 6
(Resubdivision of Lots 4 Thru 10),
R.O.W.C.,TN

EXISTING ZONING: HEAVY INDUSTRIAL (HI)

(C 21.00)
[300 Beasley Drive #100, 101]
Williamson County, Tennessee
Deed Book 7102, Page 165, 170,172,
R.O.W.C.,TN
130,454.072 SQFT / 2.994 AC

524.94'
S7° 16' 01"W

524.89'
S7° 15' 22"W

MTEMC R.O.W. Easement
(Blanket)
Deed Book 727, Page 768 R.O.W.C.,TN

300 Beasley Drive

PROPERTY TO BE REZONED

ADDRESS:	408 CENTURY COURT
PARCEL ID:	090 00401 00009090
ACREAGE:	780,799 SQUARE FEET, 17.92 ACRES
EXISTING ZONING DISTRICT:	CIVIC AND INSTITUTIONAL (CI)
PROPOSED ZONING DISTRICT:	HEAVY INDUSTRIAL (HI)
ENVISION FRANKLIN DESIGN CONCEPT:	INDUSTRIAL FLEX (IF)

(4.01)
[408 Century Court]
Williamson County, Tennessee
Deed Book 664, Page 569, R.O.W.C.,TN
780,799.028 SQFT / 17.924 AC

SHERIFF'S OFFICE

JUVENILE COURT
408 Century Court

LC=94.14', R=60.00'
ARC=108.22'
CH=S88° 56' 53"W

FOUND DISTURBED 1" IR

LC=39.99', R=50.00'
ARC=37.82'
CH=N61° 03' 14"W

FOUND 1" IR

FOUND 1" IR

FOUND 5/8" IRWC

323.22'
N82° 37' 09"W

299.26'
N82° 43' 29"W

250.00'
N82° 43' 29"W

FOUND 5/8" IR

FOUND XIPF

FOUND XIPF

Beasley Drive (LOCAL)
60' R.O.W.

Beasley Drive (LOCAL)
60' R.O.W.

FOUND 1" IRON PIPE

(C 13.00)
[310 Beasley Drive]
Perkins Investment Group, L.P.
Deed Book 5018, Page 648, R.O.W.C.,TN

Lot 67
Century Industrial Park
Section Four - Revision One
Plat Book 8, Page 101, R.O.W.C.,TN

EXISTING ZONING: HEAVY INDUSTRIAL (HI)

367.16'
S7° 12' 45"W

HILLSIDE PROTECTION
OVERLAY
(LIMITS APPROXIMATE)

(4.00)
[420 Century Court]
Williamson County, Tennessee
Deed Book 425, Page 664, R.O.W.C.,TN

EXISTING ZONING: MGA-1 (WILLIAMSON COUNTY)

PARCEL LINE AND CITY LIMITS LINE

FOUND 5/8" IRWC LBE ASSOC

FOUND 5/8" IRWC RLS 1941 PGW

317.55'
N82° 48' 30"W

S82° 48' 58"E
404.88'

FOUND 1" PIPE DISTURBED

FOUND AXLE

FOUND XIPF

PROPERTY TO BE REZONED

ADDRESS:	0 CENTURY COURT
PARCEL ID:	090 00302 00005090
ACREAGE:	65,921 SQUARE FEET, 1.51 ACRES
EXISTING ZONING DISTRICT:	CIVIC AND INSTITUTIONAL (CI)
PROPOSED ZONING DISTRICT:	HEAVY INDUSTRIAL (HI)
ENVISION FRANKLIN DESIGN CONCEPT:	INDUSTRIAL FLEX (IF)

(3.02)
[0 Century Court]
Williamson County, Tennessee
Deed Book 919, Page 758, R.O.W.C.,TN
65,920.794 / 1.513 AC

(306.00)
[426 Century Court]
Grumpy's Enterprises, LLC
Deed Book 3494, Page 718,
R.O.W.C., TN

LC=95.74', R=410.74'
ARC=95.96'
CH=N1° 42' 02"E

N8° 23' 39"E
70.85'

155.62'
S7° 08' 59"W

(304)
[324 Century Court]
Holden Brothers Custom Cabinet and Interiors, LLC
Deed Book 5659, Page 658, R.O.W.C.,TN

Lot 3
Metro Ready Mix Subdivision
Revision One, Resubdivision of Lot 1
Plat Book 29, Page 142, R.O.W.C.,TN

EXISTING ZONING: LIGHT INDUSTRIAL (LI)

Lot 4
Final Plat of Metro Ready Mix Subdivision
Revision 5-Resubdivision of Lots 4 & 5
Plat Book P40, Page 100, R.O.W.C.,TN

EXISTING ZONING: LIGHT INDUSTRIAL (LI)

85.54'
N82° 48' 40"W

311.78'
N82° 48' 40"W

FOUND 1/2" IRWC NO

FOUND 5/8 RLS3322

FOUND 5/8" IRWC RLS3322

Century Court (LOCAL)
60' R.O.W.

(301.00)
[429 Century Court]
Smyrna Ready Mix, LLC
Deed Book 6252, Page 666,
R.O.W.C., TN

FOUND

NORTH

50' 0 50' 100'
GRAPHIC SCALE

Gresham Smith

GreshamSmith.com

222 Second Avenue South
Suite 1400
Nashville, TN 37201

615.770.8100

TREANORHL

ICT
I. C. Thomasson Associates, Inc.

Rezoning Plan

Williamson County Justice Center

City of Franklin Project No. 8772

JUBAL R. PARRIS
REGISTERED ENGINEER
No. 117001
STATE OF TENNESSEE

04/30/2025

THIS PLAN HAS BEEN SIGNED, SEALED, AND DATED DIGITALLY.

Revision

No.	Date	Description

C0.1

REZONING PLAN

45142.01
04.30.2025

\\global.gsi\data\nfna_nf07\49222001\01Work\01CAD\06LPExhibits\4922201_C-Rezoning_Plan.dwg - Jubal Parris - 4/30/2025 2:21:04 PM

REZONING PLAN FOR

Williamson County Justice Center

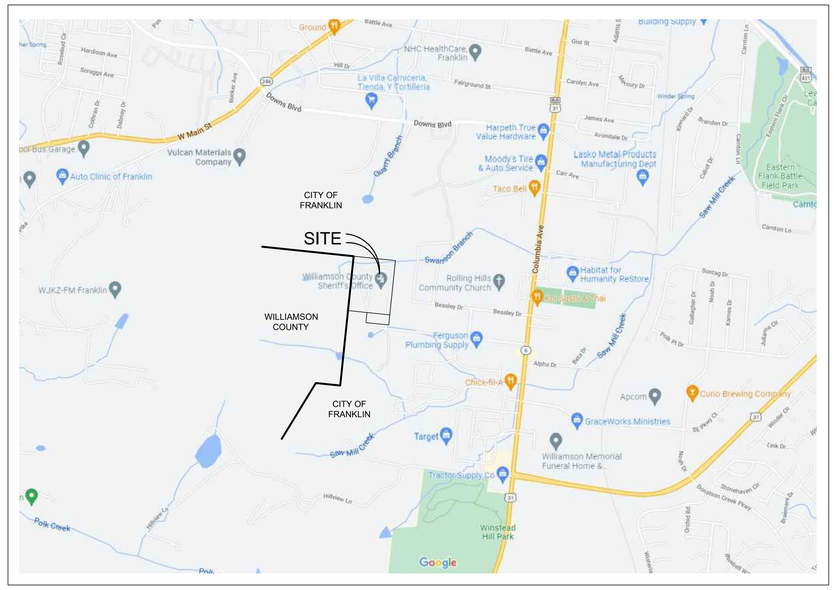
MAP 90, PARCELS 302 AND 401

PARCEL ID: 090 00302 00005090 AND 090 00401 00009090

EXISTING ZONING DISTRICT: CIVIC AND INSTITUTIONAL
PROPOSED ZONING DISTRICT: HEAVY INDUSTRIAL

PARCEL ADDRESSES: 0 CENTURY COURT AND 408 CENTURY COURT
WILLIAMSON COUNTY
FRANKLIN, TENNESSEE

CITY OF FRANKLIN PROJECT NO. **8772**



VICINITY MAP
NOT TO SCALE

LAND SURVEYOR

Gresham Smith

222 Second Avenue South
Suite 1400
Nashville, TN 37201

Survey Contact: Chris Goetz, RLS
Phone: (615) 770-8667
Email: chris.goetz@greshamsmith.com

CIVIL ENGINEER

Gresham Smith

222 Second Avenue South
Suite 1400
Nashville, TN 37201

Civil Contact: Jubal Parris, PE, RLS
Phone: (615) 770-8549
Email: jubal.parris@greshamsmith.com

OWNER

WILLIAMSON COUNTY

1320 West Main Street
Franklin, Tennessee 37064

OWNER REPRESENTATIVE

OverSite

103 Forrest Crossing Boulevard, Suite 204
Franklin, TN 37064
Contact: Jim Cross
Phone: 615.207.0284
Email: jimc@oversiteconsult.com

Gresham Smith

GreshamSmith.com

222 Second Avenue South
Suite 1400
Nashville, TN 37201

615.770.8100

TREANORHL

ICT
I. C. Thomasson Associates, Inc.

WILLIAMSON COUNTY TENNESSEE THE GREAT SEAL

Rezoning Plan

Williamson County Justice Center

City of Franklin Project No. 8772

JUBAL R. PARRIS
REGISTERED ENGINEER
04/30/2025
STATE OF TENNESSEE

THIS PLAN HAS BEEN SIGNED, SEALED, AND DATED DIGITALLY.

Revision

No.	Date	Description

COVER SHEET

C000

45142.01
04.30.2025

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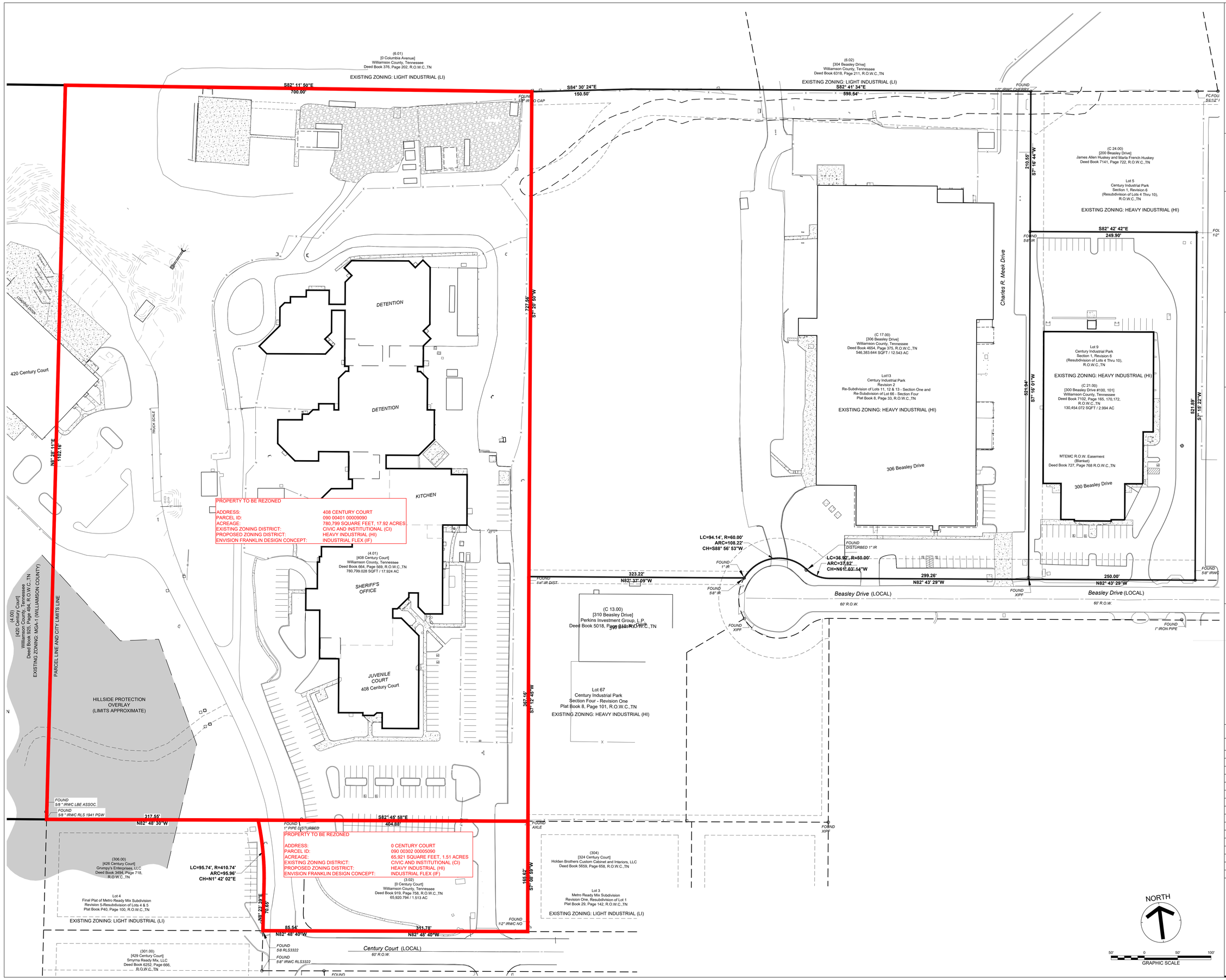


\\global\gso\data\nfna_nf\07492220101\Work\01CAD\06LPlExhibits\4922201_C-Rezoning_Plan.dwg - Jubal Parris - 4/30/2025 2:21:04 PM

Gresham Smith

GreshamSmith.com

222 Second Avenue South
Suite 1400
Nashville, TN 37201

615.770.8100

TREANORHL

ICT
I. C. Thomasson Associates, Inc.

WILLIAMSON COUNTY TENNESSEE
THE GREAT SEAL

Rezoning Plan

Williamson County Justice Center

City of Franklin Project No. 8772

JUBAL R. PARRIS
REGISTERED ENGINEER
No. 127001
STATE OF TENNESSEE

04/30/2025

THIS PLAN HAS BEEN SIGNED, SEALED, AND DATED DIGITALLY.

Revision

No.	Date	Description

C0.1

REZONING PLAN

45142.01
04.30.2025

This Line Is 3 Inches When Printed Full Size

City of Franklin

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

File #: 21-0697

DATE: June 9, 2025

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:

Consideration Of Resolution 2025-44, A Resolution Adopting A Plan Of Services For The Annexation Of Property Located West Of Lewisburg Pike And South Of Henpeck Lane, At 1288 Lewisburg Pike, By The City Of Franklin, Tennessee.

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8506
Applicant: Charlie Weir, The Gateway Church - Nashville, Inc
Owner: The Gateway Church - Nashville, Inc, Charlie Weir, Rep.

BACKGROUND/STAFF COMMENTS:
The applicant is requesting a Plan of Services for property located at 1288 Lewisburg Pike. Resolution 2025-44 is a City of Franklin drafted plan of services for property being considered as part of the proposed request for annexation, Resolution 2025-25. The Plan of Services outlines how infrastructure will need to be provided to serve the property of 10.58 acres. The property is noncontinuous to City limits, but is within the southern portion of the Franklin Urban Growth Boundary (UGB).

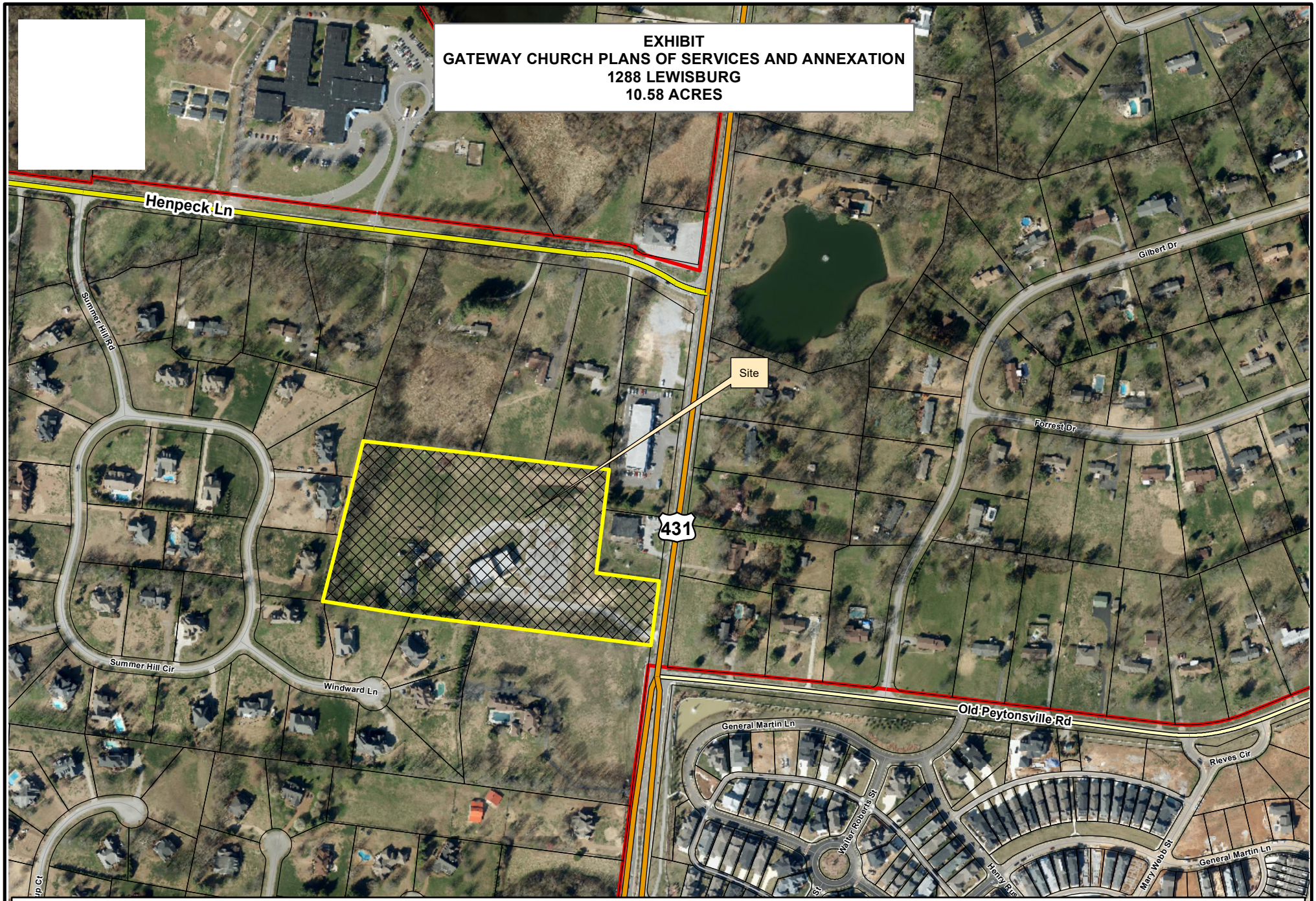
The property includes one parcel and lies within the Goose Creek Basin as defined in the City of Franklin Sanitary Sewer Basin Study. This Basin is identified as a short-term annexation capability area. Water availability will be provided by HB&TS. The Draft Plan of Services details no major concerns in providing infrastructure and services to the property. No additional personnel or equipment will be necessary for either Fire, Police Protection, or Sanitation. An easement crossing a neighboring property would need to be established by the applicant, at their expense, in order to serve this property with sanitary sewer.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2025-44.



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RESOLUTION 2025-44

A RESOLUTION ADOPTING A PLAN OF SERVICES FOR THE ANNEXATION OF PROPERTY LOCATED WEST OF LEWISBURG PIKE AND SOUTH OF HENPECK LANE, AT 1288 LEWISBURG PIKE, BY THE CITY OF FRANKLIN, TENNESSEE

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

WHEREAS, Gateway Church-Nashville, Charlie Weir, Rep., (Owner) of property located at 1288 Lewisburg Pike (Property) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (City), to annex the Property noncontiguous the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the Property is located at 1288 Lewisburg Pike, noncontiguous to the City limits, within the Urban Growth Boundary, and as described herein and as depicted on the Map attached hereto as Exhibit A:

Map-Parcel	Acres
106-29.01	10.58
Total	10.58

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

WHEREAS, the Plan of Services has been submitted to the Franklin Municipal Planning Commission for study and a written report as required by T.C.A. § 6-51-102, as amended; and

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

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

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

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

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

A. Water

1. The Property is located within the HB&TS service area.
2. Water availability shall be approved and provided through HB&TS prior to annexation.
3. The Owner shall be required to provide adequate fire flow and pressure to the Property.

B. Reclaimed Water

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

C. Wastewater

1. The Property lies within the Goose Creek Basin as defined in the City of Franklin Sanitary Sewer Basin Study.
2. The Owner shall be required to extend the sanitary sewer main 1,500 linear feet to provide service to the Property.
3. The City of Franklin Sanitary Sewer System Basin Plans show this as an 8-inch sanitary sewer interceptor.
4. The Owner shall be required to submit engineering calculations to determine final sizing requirements.
5. The Owner shall be required to provide Engineering design, construction, easements, rights-of-way and the costs associated with the on-site sanitary sewer infrastructure required to serve the development of this Property.
6. The Owner shall be responsible for the payment of fees per the policies and procedures outlined in Franklin Municipal Code.
7. The property owner would be required to obtain and record, at their expense, an easement across the neighboring property in order to serve this property with sanitary sewer.

D. Stormwater

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

E. Streets

1. Emergency maintenance of streets will begin on the effective date of annexation.
2. Reconstruction and resurfacing of streets, routine maintenance, and installation of storm drainage will be accomplished under existing City policies.
3. Access to the Property shall be provided from Lewisburg Pike.
4. Unless waived by the Franklin Engineering Department, the Owner of the Property shall be required to submit a traffic impact study prior to submitting a development plan for review and approval. The exact scope associated with this traffic impact study shall be determined prior to submittal of the development plan. Required street improvements shall be determined as part of the plan. The roadways constructed as part of this development shall comply with City Street Standards.
5. The City of Franklin and Williamson County shall consider an Interlocal Agreement for the maintenance of roads and bridges for interceding properties along the primary route to the area to be annexed.

F. Traffic Control

1. Traffic signals, traffic signs, street markings, and other traffic control devices shall be installed as the need is established by appropriate study and traffic standards. No needs have been identified for the area at this time.
2. New development after the effective date of annexation shall comply with City regulations governing traffic control devices and markings.

G. Street Lighting

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

H. Street Name Signs

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

I. Fire Protection

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

J. Planning and Zoning

1. The planning and zoning jurisdiction of the City will extend to the annexed area on and after the effective date of annexation.
2. Envision Franklin places this parcel in the Neighborhood Commercial Design Concept, which contains a mix of active uses at key intersections that serve surrounding residential concentrations.
3. Upon annexation, the Property will be zoned by the Board of Mayor and Aldermen to a Zoning District and any applicable Overlay Zoning District(s), pursuant to the requirements of the Franklin Zoning Ordinance. If the Owner has requested the Planned District, they shall be required to submit a Development Plan, pursuant to the Franklin Zoning Ordinance.

K. Parks and Recreation

1. The benefit and use of the recreational facilities and programs provided by the Parks Department will be available on and after the effective date of the annexation. Recreational facilities and programs will be provided with existing personnel, facilities and resources.
2. New development in the annexed area shall comply with the City of Franklin Parkland Impact Fees and Parkland Dedication Ordinance 2016-25. The Ordinance can be found at https://library.municode.com/tn/franklin/codes/code_of_ordinances
3. The Parks Master Plan is due to be updated 2021-22 to include new amendments that have been add over the past few years as we improve our processes. At this time Parks will look at the outer boundaries of the UGB for land and growth potential to build City Parks. Assured that Neighborhood Parks and Trails will need to be a part of future planning.

L. Police Protection

1. Police patrol and response to calls by the Franklin Police Department will be provided on and after the effective date of annexation.
2. Police services will be provided with existing personnel and equipment.

M. Building and Code Inspection Services

1. Building and code inspection services will begin in the annexed area on and after the effective date of the annexation.
2. New development in the annexed area shall comply with adopted City Building Codes, pay the applicable fees, and obtain the required permits for inspection services.

N. Garbage and Recycling Pickup and Environmental

1. The Sanitation and Environmental Services Department will begin providing services in the annexed area on and after the effective date of the annexation in accordance with adopted City requirements.
2. No additional manpower or equipment will be necessary to serve the annexation area at this time.

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

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2025.

ATTEST:

BY:_____
Angie Skarp
City Recorder

CITY OF FRANKLIN, TENNESSEE:

BY: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED: _____

PUBLIC HEARING HELD: _____

Law approved template Dec. 2023

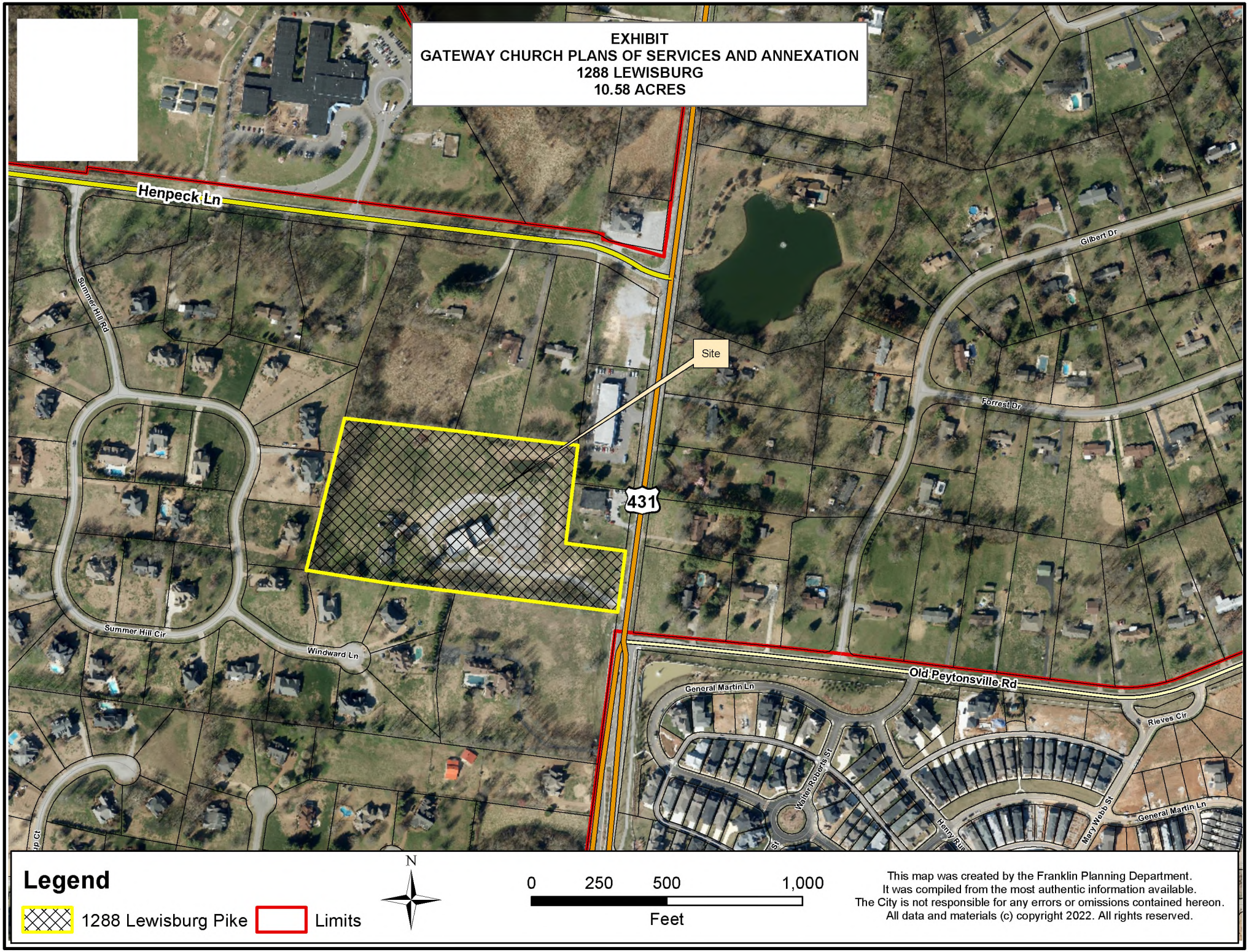
EXHIBIT
GATEWAY CHURCH PLANS OF SERVICES AND ANNEXATION
1288 LEWISBURG
10.58 ACRES
Henpeck Ln
Summer Hill Rd
Site
431
Gilbert Dr
Forrest Dr
Summer Hill Cir
Windward Ln
Old Peytonsville Rd
General Martin Ln
Rieves Cir
Walter Roberts St
Mary Webb St
General Martin Ln
Legend
1288 Lewisburg Pike
Limits
N
0
250
500
1,000
Feet
This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
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STORM DRAINAGE STRUCTURES

NO.	TYPE	CASTING *	ELEVATIONS			10-YR STORM FLOW (CFS)
			TOP OF GRATE @ FLOW LINE	INVERT IN	INVERT OUT	
1	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	-	689.10 (2)	-
2	BIORETENTION OUTLET STRUCTURE	NYLOPLAST STANDARD GRATE	694.25	689.25 (UD)	689.25	-
3	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	693.50	693.50	-
4	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.00	694.04	694.04	-
5	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	698.00	694.36	694.36	-
6	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.70	-	694.71	-
7	EXISTING AREA DRAIN	-	-	-	-	-
*8	SINGLE CURB INLET	3103	697.90	-	-	-

* CASTINGS TO BE JOHN BOUCHARD & SONS CO. OR APPROVED EQUAL UNLESS OTHERWISE NOTED

STORM DRAINAGE PIPES

PIPE	SIZE (INCHES)	LENGTH (FEET)	SLOPE (%)	10-YEAR STORM FLOW (CFS)	FULL FLOW CAPACITY (CFS)	FULL FLOW VELOCITY (FPS)
* 2-1	18	30	0.5	7.23	7.4	4.2
* 4-3	15	108	0.5	2.28	4.6	3.7
* 5-4	15	64	0.5	0.76	4.6	3.7
* 6-5	15	70	0.5	0.64	4.6	3.7
* 8-7	15	32	0.5	0.72	4.6	3.7

* ADS N-12 PIPE

TOTAL PROPERTY AREA: 465,609 SQFT

EXISTING IMPERVIOUS: 69,761 SQFT
EXISTING PERVIOUS: 395,848 SQFT

PROPOSED IMPERVIOUS: 108,367 SQFT
PROPOSED PERVIOUS: 357,242 SQFT

GRAPHIC SCALE
(IN FEET)
40 0 20 40 80
Scale: 1" = 40'

LEGEND
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED SIDEWALK
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM PIPE
- PROPOSED STORM HEADWALL
- PROPOSED STORM CLEANOUT
- PROPOSED STORM DRAIN
- PROPOSED BIORETENTION OUTLET STRUCTURE

BENCHMARK
ELEVATION - 695.80 (NAVD 88)
TOP OF DETENTION POND
OUTLET STRUCTURE

LANDS OF ROSE MARIE HILL, DEED BK 2484, PG 198, R.O.W.C., TN., MAP 106, PARCEL 29.00
LANDS OF EDDY & CAROLYN JACKSON, NO DEED OF RECORD PER R.O.W.C., TN., MAP 106, PARCEL 33.01
LANDS OF WILLIAM & DOROTHY HEATH, NO DEED OF RECORD PER R.O.W.C., TN., MAP 106, PARCEL 33.02
LANDS OF REDDY & SARITHA VONCHA, DEED BK 4685, PG 723, R.O.W.C., TN., MAP 106I, PARCEL 3
LOT 314 SUMMER HILL, SECT. 3, PLAT BOOK 38, PG.74, R.O.W.C., TN.
LANDS OF WILDE, DEED BK 2101, PG 350, R.O.W.C., TN., MAP 106, PARCEL 34.01
LOT 1 DICKERSON & PALMER SUBDIVISION, PLAT BOOK 13, PG. 14, R.O.W.C., TN.
LANDS OF CHARLES CAUDELL, DEED BK 4871, PG 333, R.O.W.C., TN., MAP 106I, PARCEL 4
LOT 313 SUMMER HILL, SECT. 3, PLAT BOOK 38, PG.74, R.O.W.C., TN.
LANDS OF T & L INVESTMENTS, LLC, DEED BK 4373, PG 976, R.O.W.C., TN., MAP 106, PARCEL 34.01
LANDS OF MORRISSEY, DD BK 3861, PG 809, R.O.W.C., TN., MAP 106I, PARCEL 5
LOT 312 SUMMER HILL, SECT. 3, PL BK 38, PG.74, R.O.W.C., TN.
LANDS OF BERRIS, DD BK 4531, PG 909, R.O.W.C., TN., MAP 106I, PARCEL 6
LOT 311 SUMMER HILL, SECT. 3, PL BK 38, PG.74, R.O.W.C., TN.
LANDS OF RICKS, DEED BK 4428, PG 423, R.O.W.C., TN., MAP 106I, PARCEL 7
LOT 310 SUMMER HILL, SECT. 3, PLAT BOOK 38, PG.74, R.O.W.C., TN.
LANDS OF MCDONNELL, DEED BK 4119, PG 432, R.O.W.C., TN., MAP 106I, PARCEL 8
LOT 309 SUMMER HILL, SECT. 3, PLAT BOOK 38, PG.74, R.O.W.C., TN.
LANDS OF RHONDA ANN MARTOCCI, DEED BOOK 1914, PAGE 503, R.O.W.C., TN., MAP 106, PARCEL 32.04

N83°13'03"W 772.00' (C)
S15°00'33"W 532.22' (C)
N07°46'01"E 329.48' (M)
N82°58'39"W 200.00' (M)
N07°30'37"E 200.00' (C)
S83°01'26"E 1039.96' (C)

20' SETBACK
60' MBSL
20' MBSL
60' FRONT SETBACK
20' FRONT SETBACK

1' TALL x 1' WIDE RIPRAP STRIP, TOP ELEV. 694.25
BIO-RETENTION POND, ELEV. 693.25 (SEE DETAIL SHEET)
116 LF 6" PERFORATED HDPE UNDERDRAIN PIPE ELEV. 689.25
LEVEL 2 BIO-RETENTION FOREBAY, ELEV. 693.25
EXISTING DETENTION POND
PROPOSED PARKING AREA (SEE DETAIL SHEET C-8.1)
SEPTIC AREAS (DO NOT DISTURB)
FLUSH SIDEWALK WITH PAVEMENT
2' CURB CUT TYP. (SEE DETAIL SHEET)
MATCH EXISTING GRADES OF DRIVE.
HEADWALL INV. 693.5
19.05'
15.79'
F.F.E. = 699.15 PROPOSED CHURCH ADDITION
TIE NEW 15" HDPE TO EXISTING DRAIN
EXISTING PIPE TO BE REMOVED
EXISTING AREA DRAIN TO BE REMOVED
EXISTING BUILDING F.F.E. = 699.35
FIVE 6" DOWNSPOUTS TO BE PIPED AWAY IN SUBSURFACE LINE TO SUBSURFACE DRAINAGE BASIN. PROVIDE PIPE & BOOT FOR DOWNSPOUT
PROPOSED 100 YR OVERFLOW DITCH
PROPOSED 24" HDPE PIPE
RIP-RAP DISSIPATOR (SEE DETAIL ON C-8.0)
WINGWALL ELEV. OUT: 694.14
EXISTING SIGN
PROPOSED 68' LF OF 24" HDPE @ 0.25%
TIE TO BELL END OF EXISTING 24" HDPE WITH 24" HDPE CONNECTOR
TIE TO BELL END OF EXISTING 24" HDPE WITH A 24" HDPE 22.5° BEND
EXISTING INV. 694.8
EXISTING HEADWALL (TO BE REMOVED)
EXISTING INV. 694.28 HEADWALL (TO BE REMOVED)
PROPOSED DRIVE (SEE DETAIL SHEET C-8.1)
EXISTING INV. 694.83
LEWISBURG PIKE (60' R.O.W.)

FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

WORK FULLY COMPLETED AS OF 10/4/2019

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
2	8/31/18	REVISED PER OWNERS COMMENTS
3	10/10/18	REVISED PER CITY/OWNER COMMENTS
4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS
6	01/25/19	REVISED STORM INLETS PER CONTRACTOR

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

GRADING & DRAINAGE PLAN
FULLY CONSTRUCTED
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
01/25/19

PROJECT
16-0819

SHEET
C-5.0

T-SQUARE ENGINEERING
701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com

CONSTRUCTION PLANS
FOR
GATEWAY CHURCH PHASE 2
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.58 AC)
FRANKLIN, WILLIAMSON COUNTY, Tennessee

Developer: Charlie Weir, Gateway Church
1288 Lewisburg Pike
Franklin, TN 37064
(615) 538-6040

Engineer: TSQUARE ENGINEERING
Consulting Civil Engineering
7101 Sharondale Court * Suite 200 * Brentwood, TN 37027
(615)678-8212 * Email tim@t2-eng.com

Surveyor: Jacob Slaugenhoupt, Garver
361 Mallory Station Road PHONE (615) 377-1337
Franklin, TN 37067

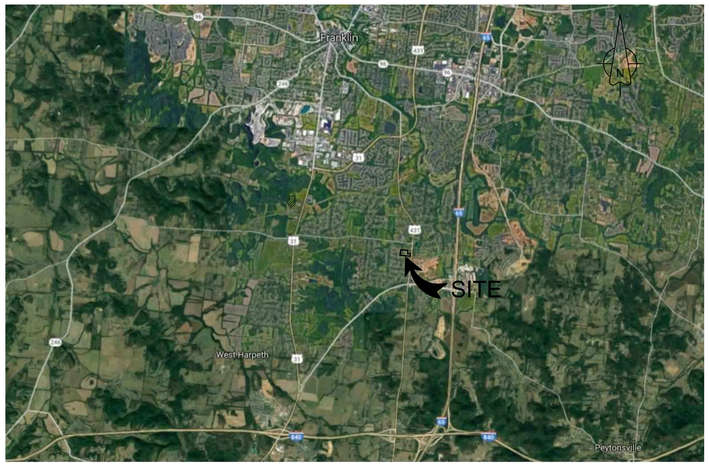
S & A Surveying, Inc.
306 Bluegrass Circle
Lebanon, TN, 37090
(615) 394-7564

Topographic Boundary Survey, including property lines, legal description, existing utilities, site topography with spot elevations, outstanding physical features and existing structure locations was provided by the following company:

Jacob Slaugenhoupt, Garver
361 Mallory Station Road PHONE (615) 377-1337
Franklin, TN 37067

S & A Surveying, Inc.
306 Bluegrass Circle
Lebanon, TN, 37090
(615) 394-7564

T-Square Engineering and its associates will not be held responsible for its accuracy or for design errors or emissions resulting from potential survey inaccuracies.



LOCATION MAP
N.T.S

Sheet Schedule

C-0.0	Cover Sheet
C-1.0	Existing Conditions And Demo Plan
C-1.1	Resource Protection Plan
C-2.0	Site Layout Plan
C-3.0	Initial Erosion Control Plan
C-3.1	Temporary Erosion Control Plan
C-3.2	Permanent Erosion Control Plan
C-4.0	Pre Development Plan
C-4.1	Post Development Plan
C-5.0	Grading & Drainage Plan
C-7.0	Utility Plan
C-8.0	Detail Sheet
C-8.1	Detail Sheet
L-1.0	Landscape Plan
L-1.1	Landscape Plan
P-1.0	Photometric Plan

REVISIONS		
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DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

COVER SHEET
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
STATE OF TENNESSEE
12-10-18

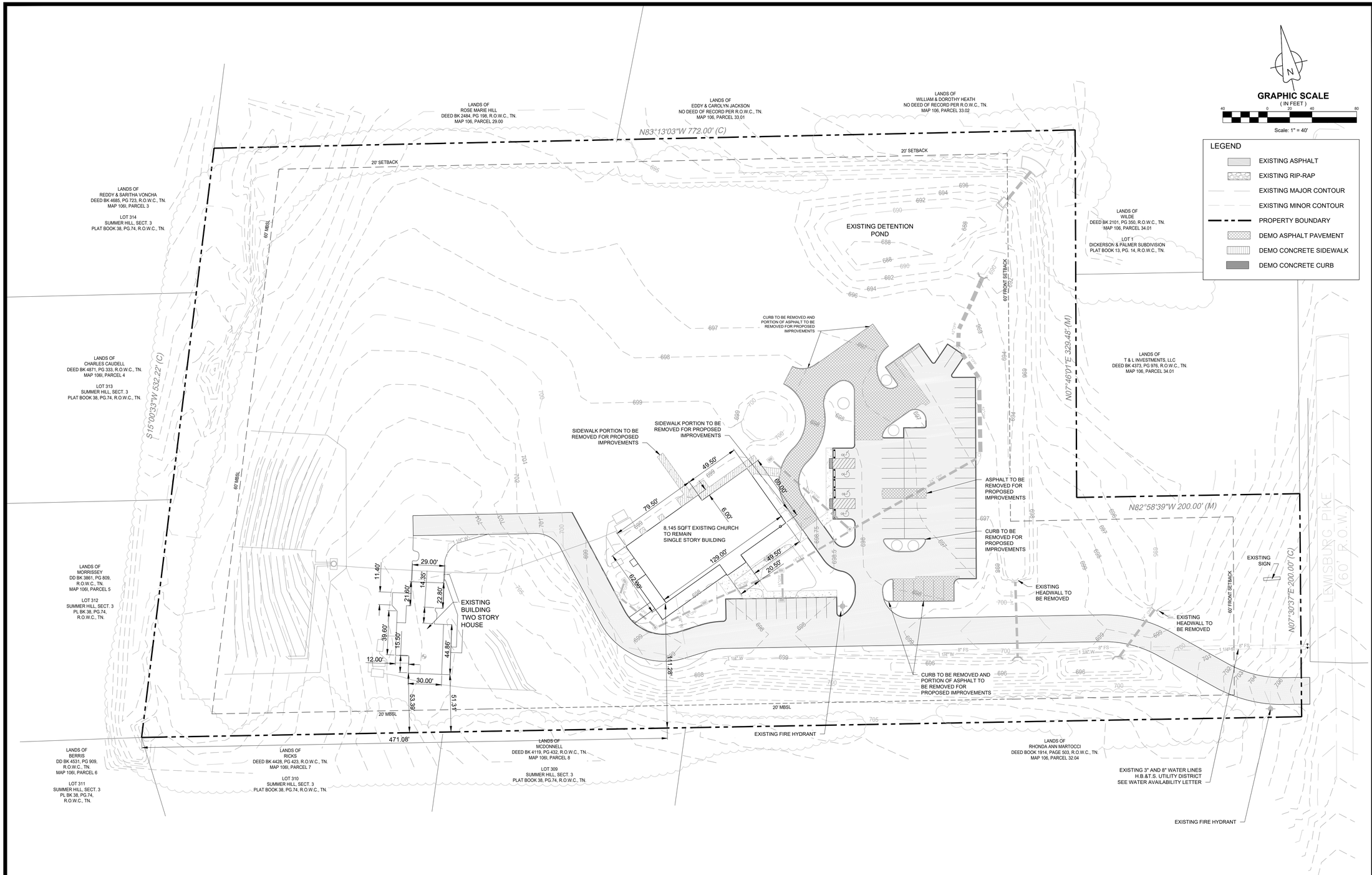
OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

PROJECT
16-0819

SHEET
C-0.0



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EXISTING CONDITIONS AND DEMO PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER REGISTERED LANDSCAPE ARCHITECT 1011 STATE OF TENNESSEE
12–10–18

RESOURCE PROTECTION STANDARDS
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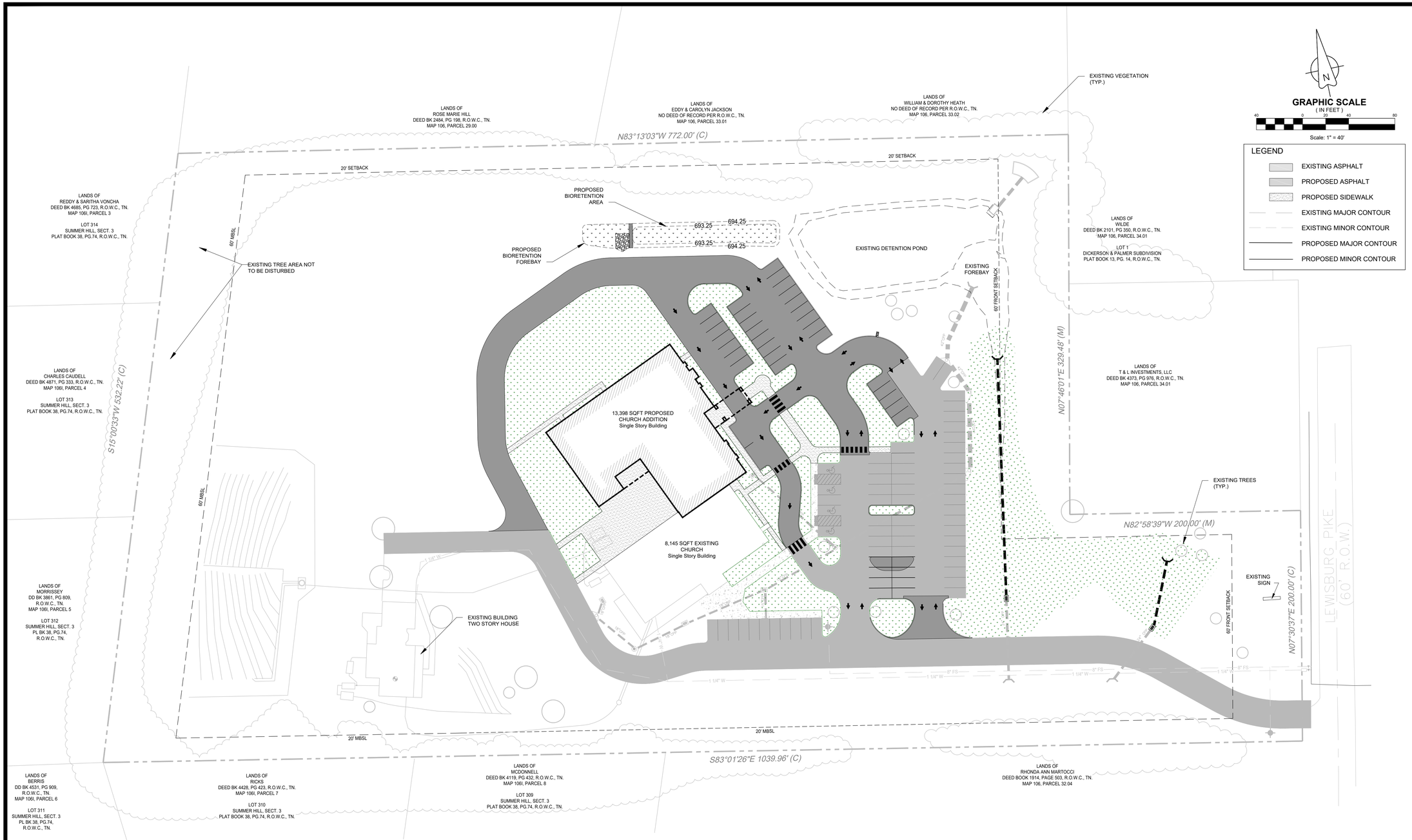
SHEET
C-1.0

T-SQUARE ENGINEERING
701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com



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RESOURCE PROTECTION PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

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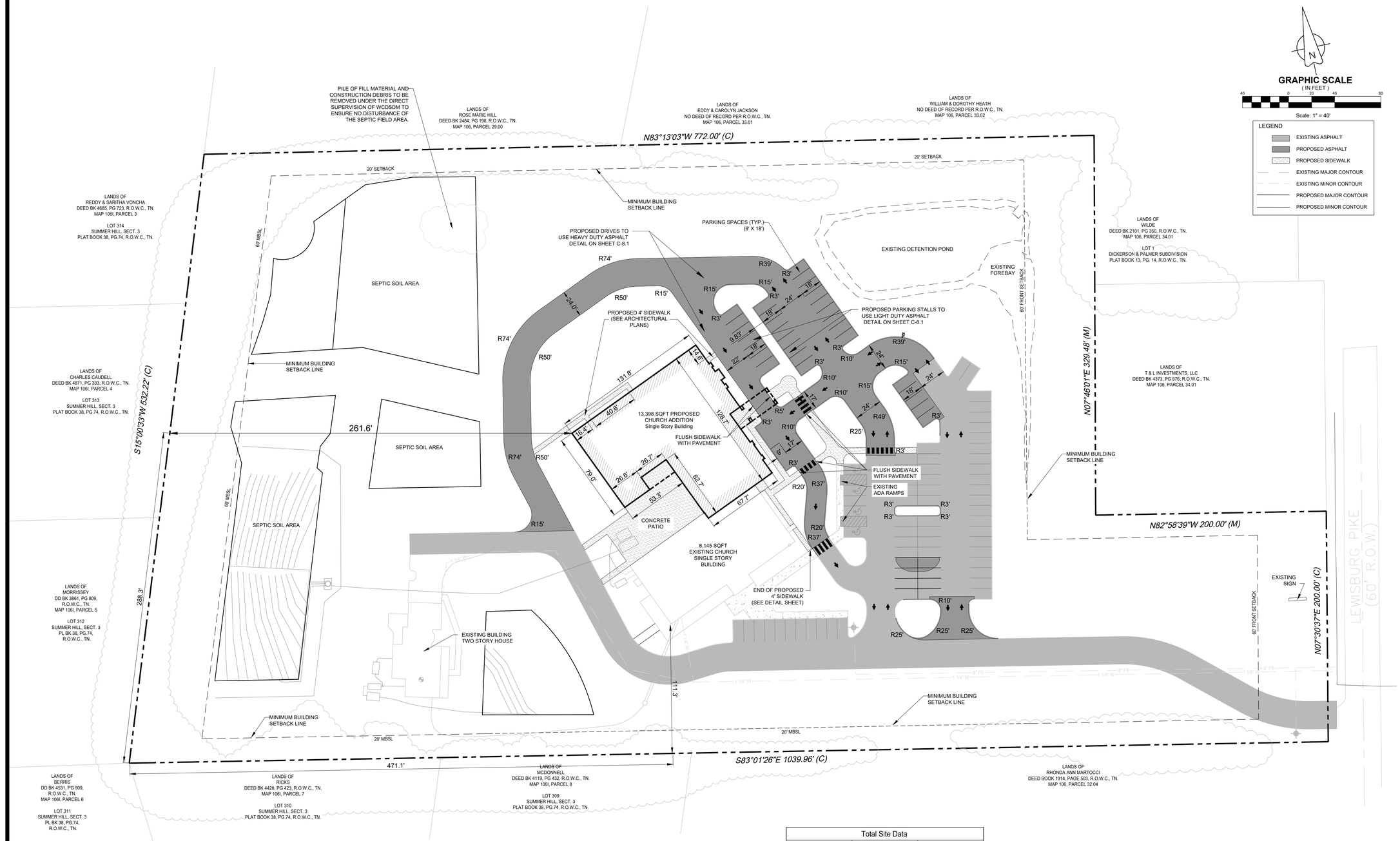

Total Site Data		
	REQUIRED / EXISTING	PROVIDED
TOTAL PROPERTY ACREAGE	10.58 AC	10.58 AC
ZONING	MGA - 1	MGA - 1
OPEN SPACE	2.65 AC (25%)	7.71 AC (73%)
BUILDING SETBACKS		
FRONT:	60 FEET	60 FEET
REAR:	60 FEET	60 FEET
SIDE:	20 FEET	20 FEET
ERROR OF CLOSURE	1 / 10,000	1 / 10,000

MAXIMUM NUMBER EMPLOYEES ON ANY GIVEN DAY = 7

PARKING SPACES				
	REQUIRED	EXISTING	PROPOSED	TOTAL
# OF SPACES	75 MIN - 93 MAX	69	24	93

REQUIRED NUMBER OF SPACES IS BASED ON A 300 MAX CAPACITY FOR THE SANCTUARY.

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ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

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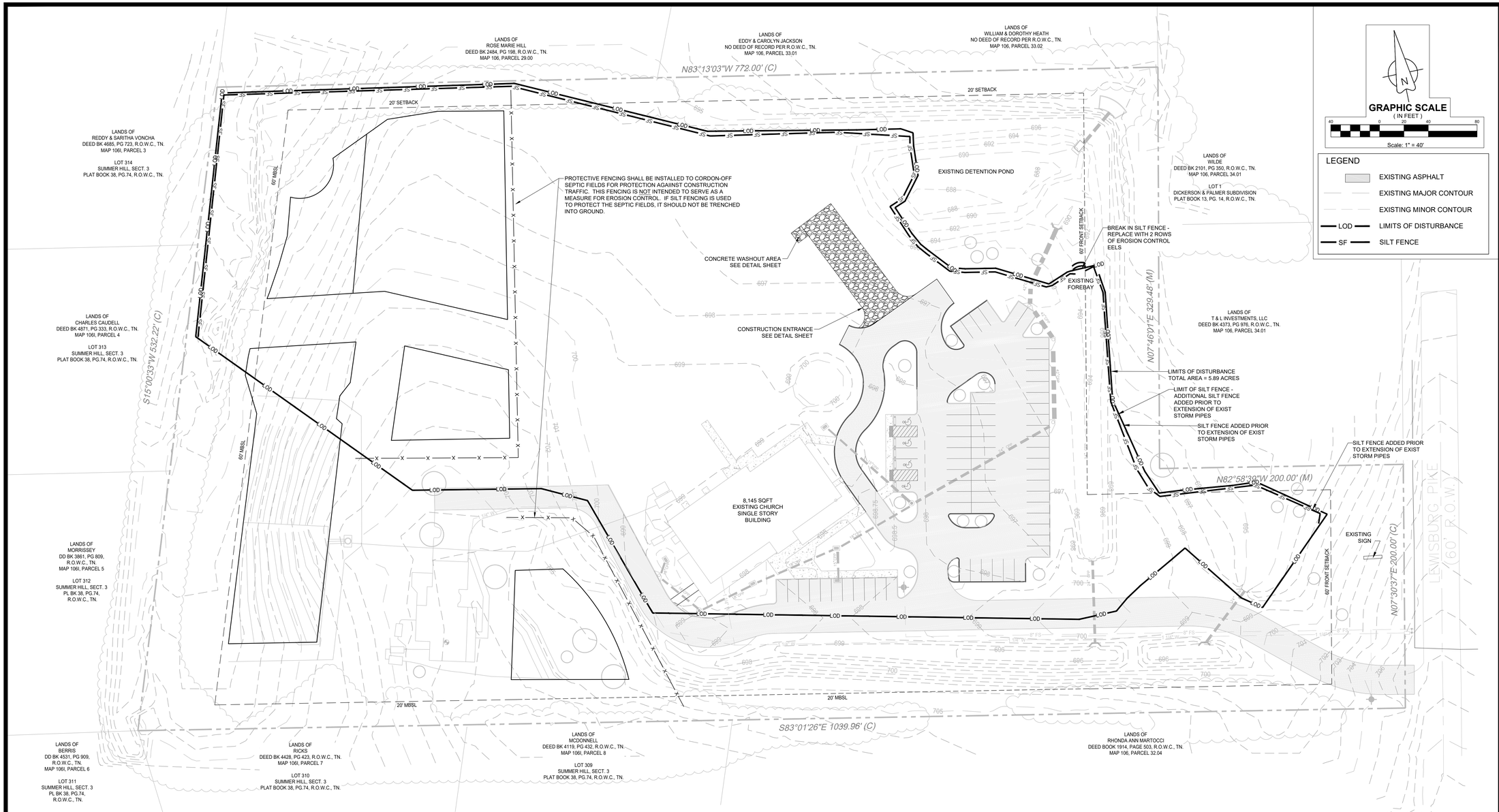
SITE PLAN
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL & ENVIRONMENTAL
No. 101,474
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-2.0



GENERAL EROSION NOTES

A. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF TENNESSEE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT(NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.

B. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.

C. MAINTAIN ON THE SITE OR HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

D. DUST CONTROL ON THE SITE SHALL BE MINIMIZED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPRESSION OPERATIONS IS PROHIBITED.

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G. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 21 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

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L. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.

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MAINTENANCE

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GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

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INITIAL EROSION CONTROL

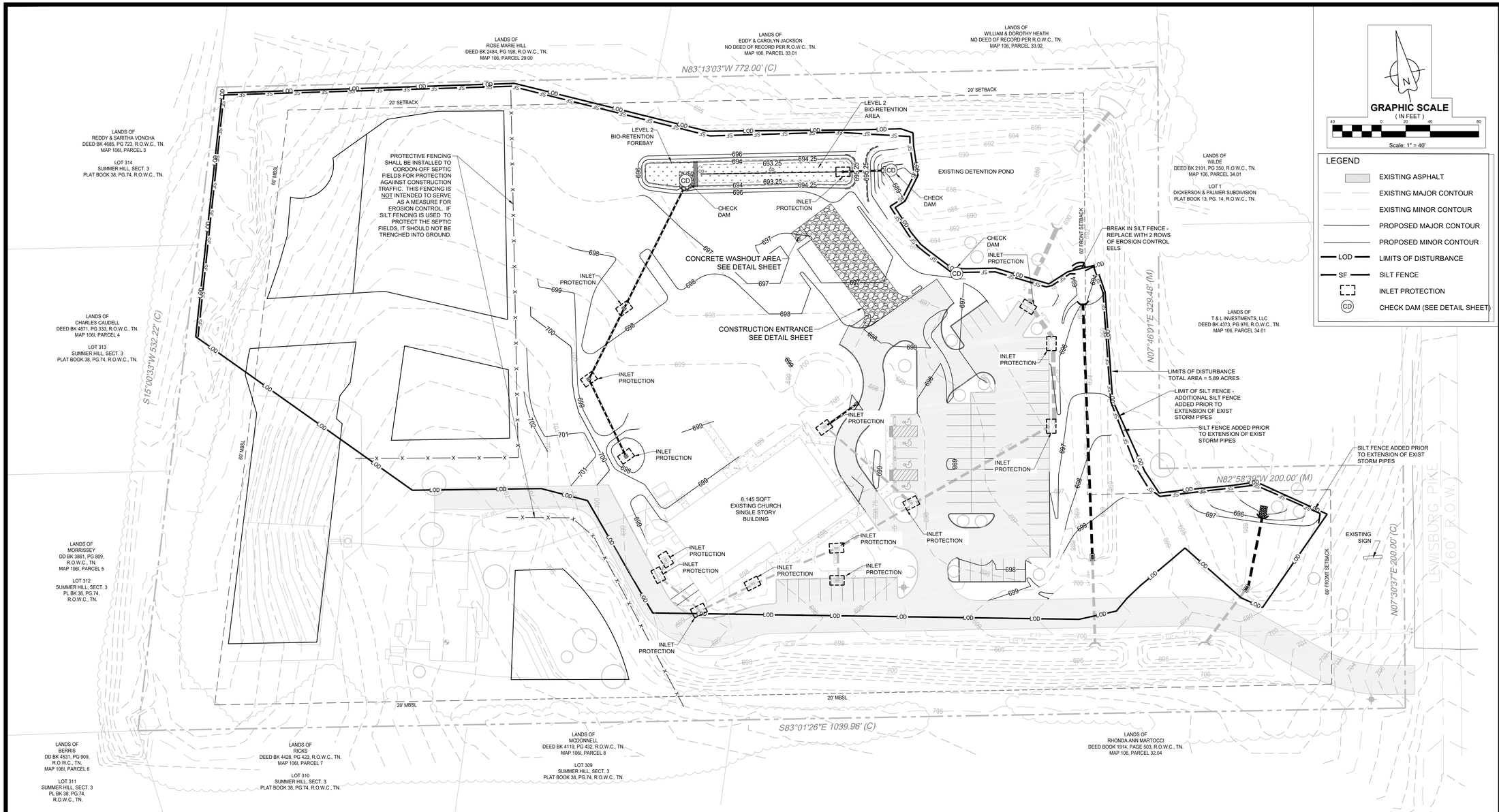
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED AGRICULTURAL ENGINEER
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-3.0



GRAPHIC SCALE (IN FEET)
40 0 20 40 80
Scale: 1" = 40'

LEGEND
- EXISTING ASPHALT
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- LOD — LIMITS OF DISTURBANCE
- SF — SILT FENCE
- INLET PROTECTION
- CD — CHECK DAM (SEE DETAIL SHEET)

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TEMPORARY EROSION CONTROL

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WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

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ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

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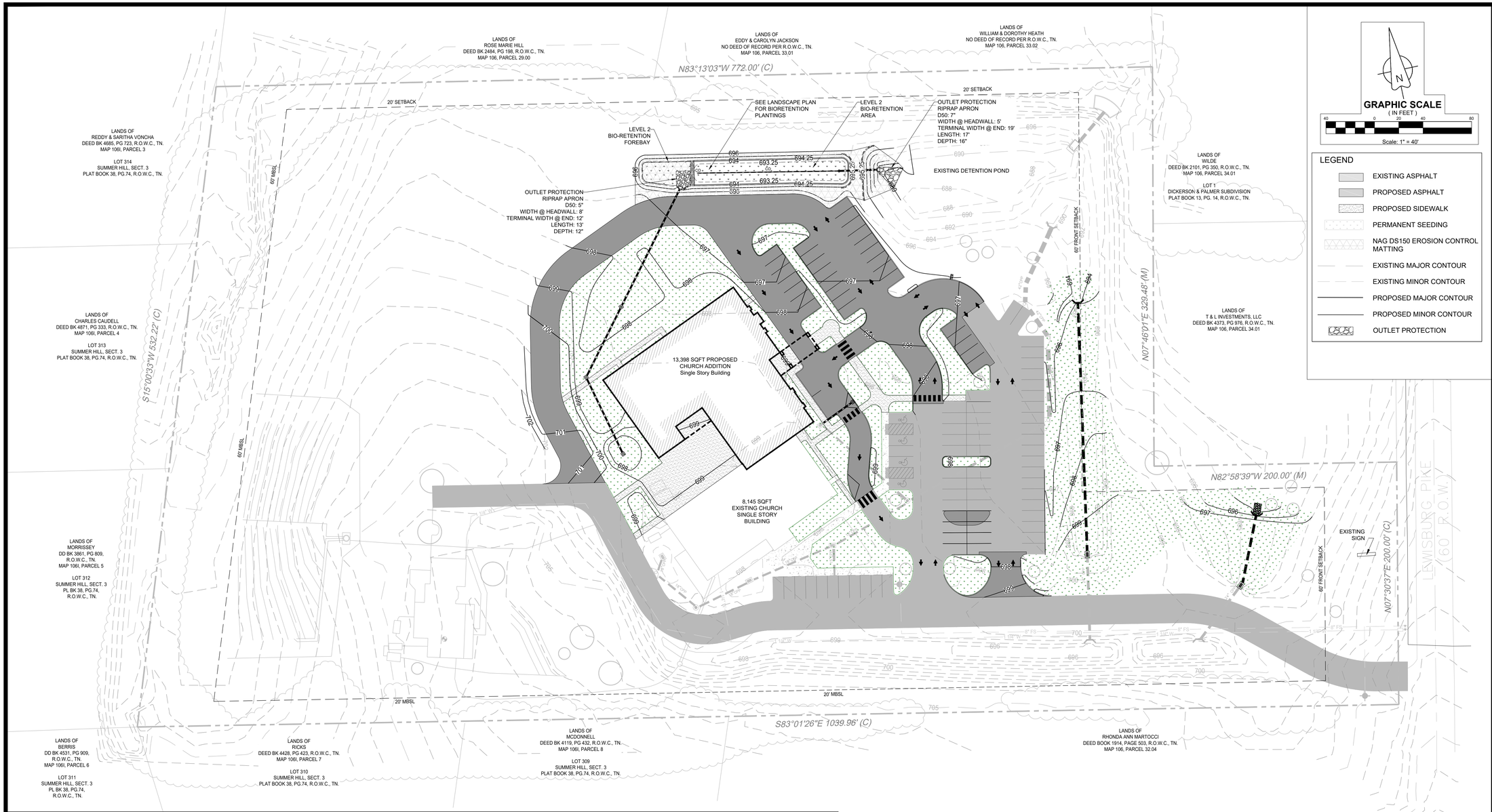
FRANKLIN, TN 37064
615-538-6040

TIMOTHY E. TURNER — REGISTERED ENGINEER — AGRICULTURAL — 101743 — STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-3.1



GENERAL EROSION NOTES

A. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF TENNESSEE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT(NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.

B. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.

C. MAINTAIN ON THE SITE OR HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

D. DUST CONTROL ON THE SITE SHALL BE MINIMIZED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPRESSION OPERATIONS IS PROHIBITED.

E. NO RUBBISH, TRASH, GARBAGE, OR OTHER SUCH MATERIALS SHALL BE DISCHARGED INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

F. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.

G. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 21 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

H. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

I. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

J. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

K. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

L. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.

M. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, STRAW BALES, ETC.) TO HELP PREVENT EROSION AND STORM WATER POLLUTION.

MAINTENANCE
ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST TWICE EVERY SEVEN CALENDAR DAYS AT LEAST 72 HOURS APART. IT SHALL ALSO BE INSPECTED WITHIN 24 HOURS OF THE END OF A RAINFALL EVENT, AND SHOULD BE CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING WITHIN 7 CALENDAR DAYS:

1. INLET/OUTLET PROTECTION DEVICES AND BARRIERS SHALL BE FIXED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR SHALL BE REPLACED IF THEY SHOW SIGNS OF DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-THIRD TO ONE-HALF THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
5. THE DETENTION BASIN WILL BE MAINTAINED BY THE PROPERTY OWNER.

RESOURCE PROTECTION STANDARDS
THIS DEVELOPMENT WILL ADHERE TO THE RESOURCE PROTECTION STANDARDS SET FORTH IN ARTICLE 13 OF THE ZONING ORDINANCE CONCERNING NATURAL AND HISTORICAL RESOURCES, SUCH AS, WATERWAY PROTECTION, STEEP TOPOGRAPHY AND SLIPPAGE SOIL PROTECTION, KARST TOPOGRAPHY PROTECTION, SPECIAL FLOOD HAZARD AREA PROTECTION, WETLAND PROTECTION, WOODLAND AND TREE PROTECTION, AND HISTORIC AND CULTURAL RESOURCE PROTECTION.

NOTE;
1. THIS PROPERTY HAS BEEN REVIEWED FOR THE EXISTENCE OF INTERMITTENT AND PERENNIAL STREAMS. STREAMS THAT WOULD REQUIRE WATERWAY NATURAL AREAS AS DESCRIBED IN SECTION 4 OF THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS HAVE BEEN LOCATED AS SHOWN.
2. THIS SITE HAS BEEN REVIEWED FOR THE PRESENCE OF STEEP SLOPES, HILLTOPS AND RIDGETOPS, SLIPPAGE SOILS AND KARST FEATURES. A KARST FEATURE IS NOT PRESENT ON THIS SITE.
3. THERE ARE NO CRITICAL LOTS ON THIS SITE.

FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

REVISIONS

NO.	DATE	
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
2	8/31/18	REVISED PER OWNERS COMMENTS
3	10/10/18	REVISED PER CITY/OWNER COMMENTS
4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

PERMANENT EROSION CONTROL

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

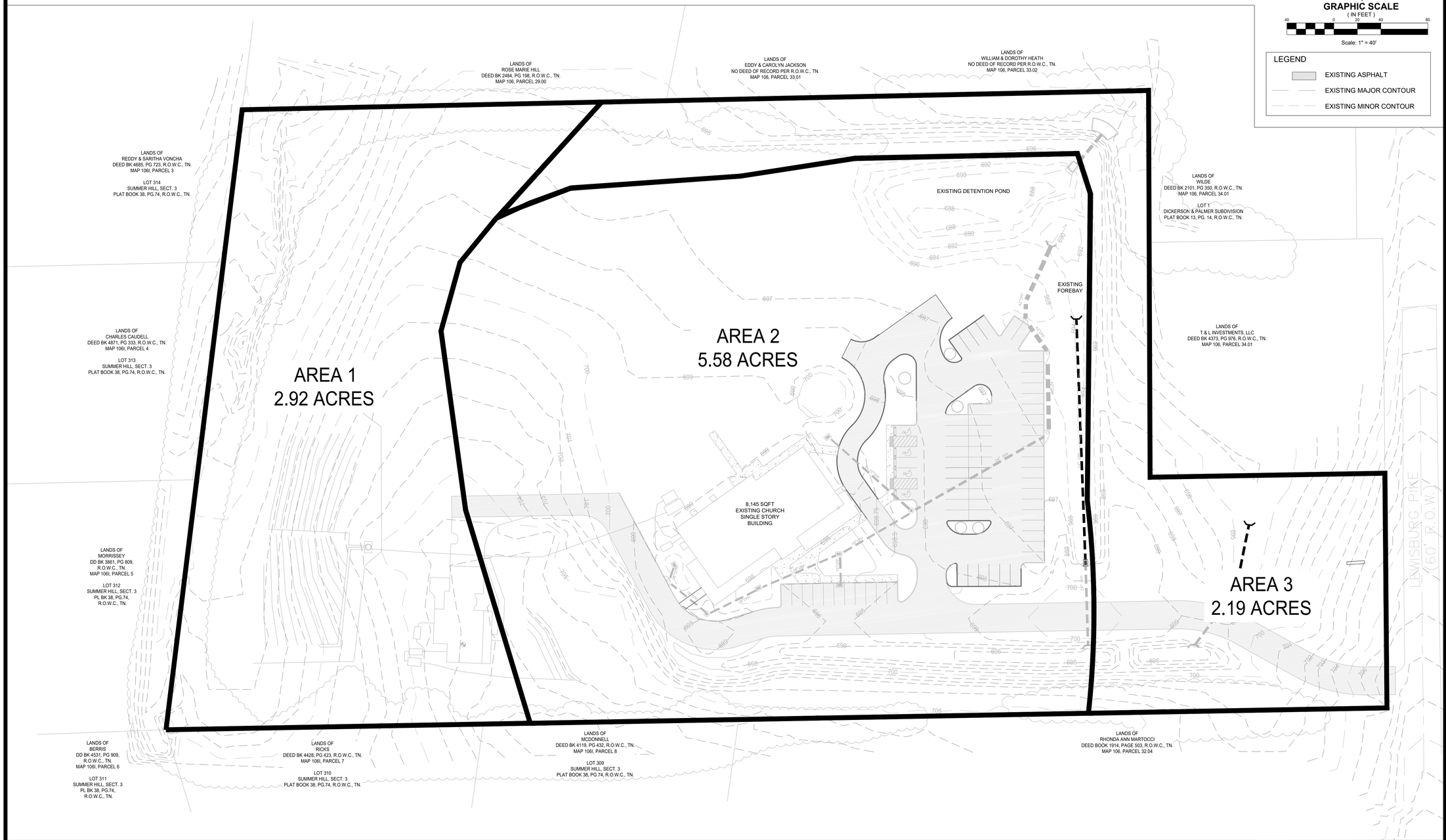
GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-3.2

EXISTING LAND USE:
IMPERVIOUS AREA: 1.60 AC
PERVIOUS AREA: 9.09 AC



N

GRAPHIC SCALE
(IN FEET)
40 0 20 40 80
Scale: 1" = 40'

LEGEND
- EXISTING ASPHALT
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR

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DRAWN BY: T-SQUARE
REVIEWER: TET

PRE DEVELOPMENT PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
STATE OF TENNESSEE
12–10–18

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OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

PROJECT
16-0819

SHEET
C-4.0

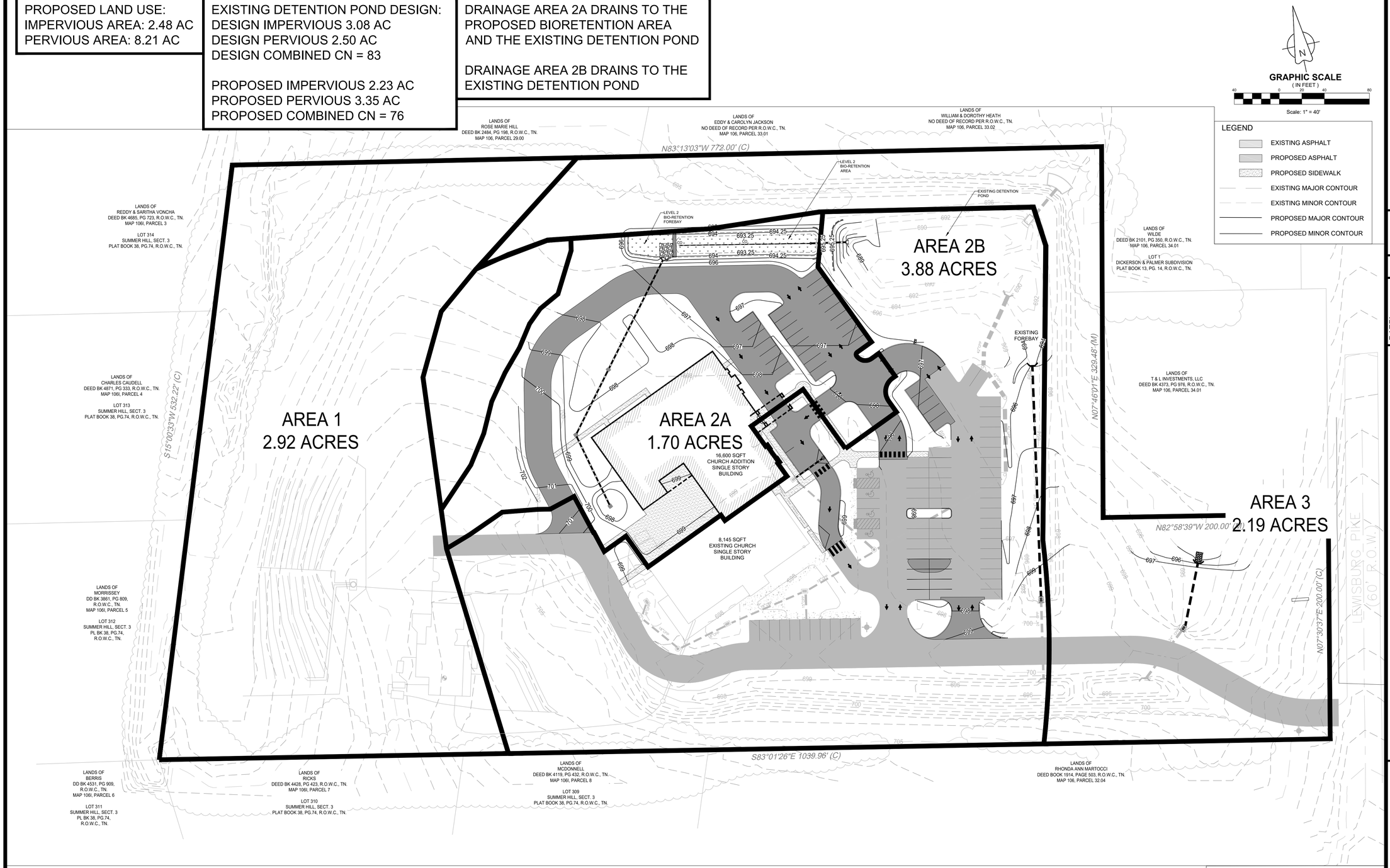
PROPOSED LAND USE:
IMPERVIOUS AREA: 2.48 AC
PERVIOUS AREA: 8.21 AC

EXISTING DETENTION POND DESIGN:
DESIGN IMPERVIOUS 3.08 AC
DESIGN PERVIOUS 2.50 AC
DESIGN COMBINED CN = 83

PROPOSED IMPERVIOUS 2.23 AC
PROPOSED PERVIOUS 3.35 AC
PROPOSED COMBINED CN = 76

DRAINAGE AREA 2A DRAINS TO THE PROPOSED BIORETENTION AREA AND THE EXISTING DETENTION POND

DRAINAGE AREA 2B DRAINS TO THE EXISTING DETENTION POND



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REVIEWER: TET

POST DEVELOPMENT PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

12-10-18

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ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
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1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

PROJECT
16-0819

SHEET
C-4.1

STORM DRAINAGE STRUCTURES

NO.	TYPE	* CASTING	ELEVATIONS			10-YR STORM FLOW (CFS)
			TOP OF GRATE @ FLOW LINE	INVERT IN	INVERT OUT	
1	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	-	689.10 (2)	-
2	BIORETENTION OUTLET STRUCTURE	NYLOPLAST STANDARD GRATE	694.25	689.25 (UD)	689.25	-
3	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	693.50	693.50	-
4	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.00	694.04	694.04	-
5	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	698.00	694.36	694.36	-
6	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.70	-	694.71	-
7	EXISTING AREA DRAIN	-	-	-	-	-
*8	SINGLE CURB INLET	3103	697.90	-	-	-

* CASTINGS TO BE JOHN BOUCHARD & SON'S CO. OR APPROVED EQUAL UNLESS OTHERWISE NOTED

STORM DRAINAGE PIPES

PIPE	SIZE (INCHES)	LENGTH (FEET)	SLOPE (%)	10-YEAR STORM FLOW (CFS)	FULL FLOW CAPACITY (CFS)	FULL FLOW VELOCITY (FPS)
* 2-1	18	30	0.5	7.23	7.4	4.2
* 4-3	15	108	0.5	2.28	4.6	3.7
* 5-4	15	64	0.5	0.76	4.6	3.7
* 6-5	15	70	0.5	0.64	4.6	3.7
* 8-7	15	32	0.5	0.72	4.6	3.7

* ADS N-12 PIPE

TOTAL PROPERTY AREA: 465,609 SQFT

EXISTING IMPERVIOUS: 69,761 SQFT
EXISTING PERVIOUS: 395,848 SQFT

PROPOSED IMPERVIOUS: 108,367 SQFT
PROPOSED PERVIOUS: 357,242 SQFT

GRAPHIC SCALE
(IN FEET)
40 0 20 40 80
Scale: 1" = 40'

LEGEND
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED SIDEWALK
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM PIPE
- PROPOSED STORM HEADWALL
- PROPOSED STORM CLEANOUT
- PROPOSED STORM DRAIN
- PROPOSED BIORETENTION OUTLET STRUCTURE

BENCHMARK
ELEVATION - 695.80 (NAVD 88)
TOP OF DETENTION POND
OUTLET STRUCTURE

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OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

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DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

GRADING & DRAINAGE PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

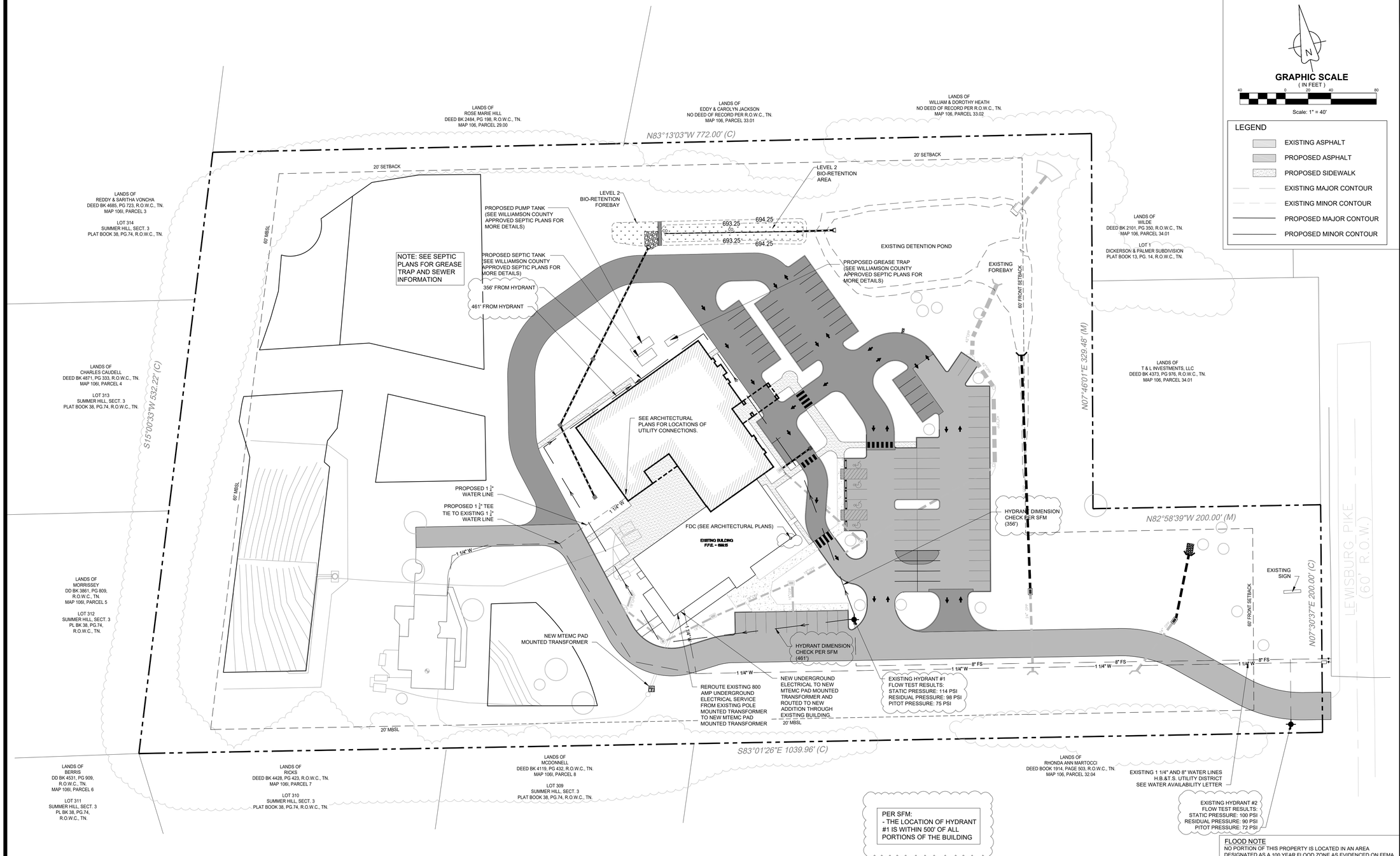
GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
12-10-18

PROJECT
16-0819

SHEET
C-5.0

T-SQUARE ENGINEERING
701 West Main St • Franklin, TN • 615-678-8212 • www.t2-eng.com



GRAPHIC SCALE
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LEGEND
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED SIDEWALK
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR

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SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

UTILITY PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

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ZONING MGA-1, MAP 106 PARCEL 029.01

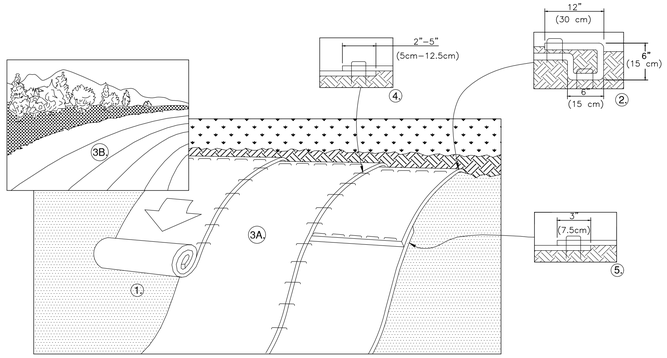
APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE & WATER
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

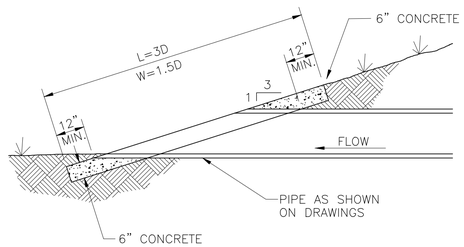
SHEET
C-7.0



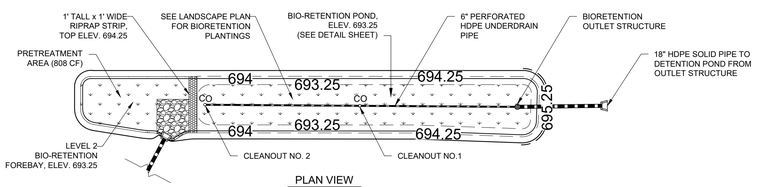
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL–O–SEED DO NOT SEED PREPARED AREA. CELL–O–SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP–SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM™, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"–5" (5cm–12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH™ ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE:
*IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

EROSION CONTROL MATTING DETAIL (MA)



CONCRETE COLLAR FOR DETENTION BASIN INLET FROM BIO-RETENTION BASIN

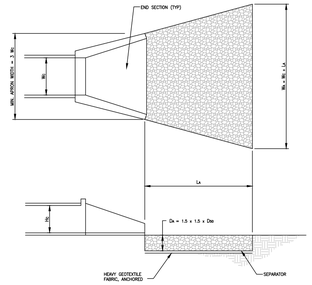


PLAN VIEW

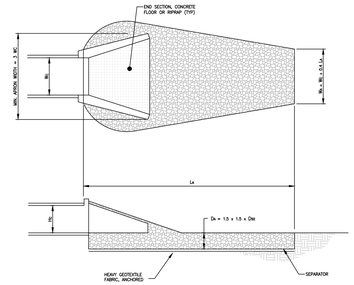
BIO-RETENTION POND

N.T.S.

- ***General Filter Media Composition.*** The recommended bioretention soil mixture is generally classified as a sandy loam on the USDA Texture Triangle, with the following composition by volume:
  - Sand 70% to 85%;
  - Silt + Clay 10% to 20%, with no more than 10% clay; and
  - 5% to 10% organic matter



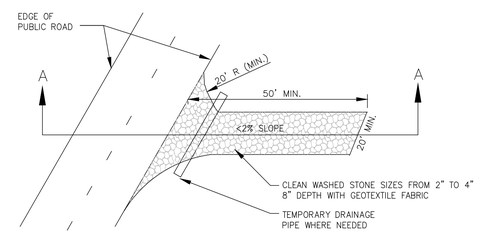
TAILWATER < 0.5 Hc AND ASSUMING FULL CULVERT FLOW (LOW TAILWATER CONDITIONS)



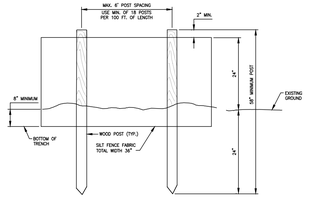
TAILWATER > 0.5 Hc AND ASSUMING FULL CULVERT FLOW (HIGH TAILWATER CONDITIONS)

Hc = HEIGHT OF CULVERT
Wc = WIDTH OF CULVERT
La = LENGTH OF RIP-RAP APRON
Wa = WIDTH OF RIP-RAP APRON AT END
Dso = MEDIAN RIP-RAP SIZE
Dso = MAXIMUM SIZE OF RIP-RAP = 1.5 Dso
Da = DEPTH OF RIP-RAP APRON = 1.5 Dso
CONTRACTOR'S GEOTEXTILE UNDERLAYMENT OR GRAVEL FILTER BLANKET

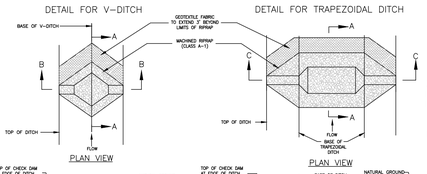
OUTLET PROTECTION (OP)

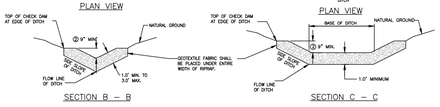


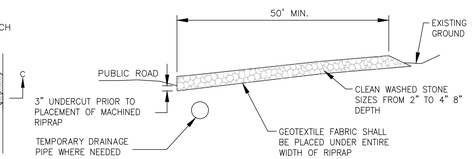
PLAN VIEW OF TEMPORARY CONSTRUCTION ROAD



ELEVATION VIEW

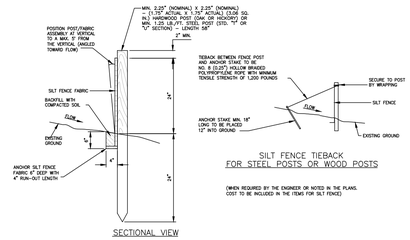




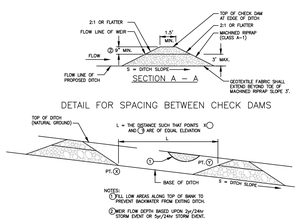


SECTION A–A

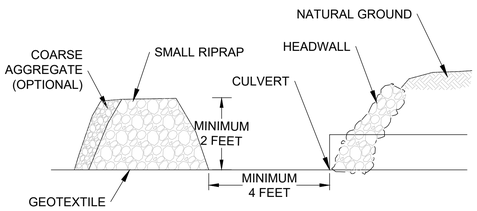
CONSTRUCTION EXIT (CE)



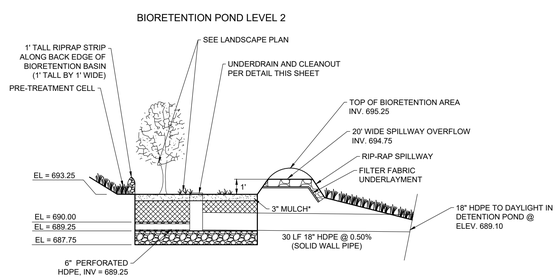
SILT FENCE (SF)



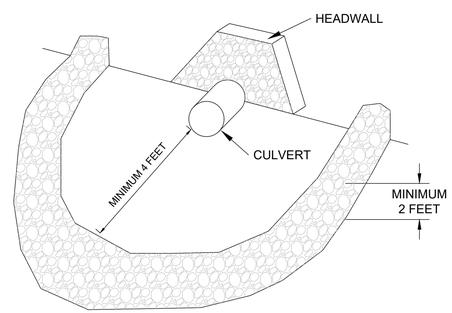
CHECK DAMS (CD)



TYPICAL SECTION



PLAN VIEW



FILTER RING (FR)

CONTRACTOR, ENGINEER, OR OWNERS REPRESENTATIVE SHALL NOTIFY MWS DEVELOPMENT REVIEW AT LEAST 24 HOURS PRIOR TO THE INSTALLATION OF THE PLANTING SOIL FILTER BED. AT THE COMPLETION OF INSTALLATION, THE ABOVE REFERENCED PERSON WILL COLLECT ONE SAMPLE PER BIORETENTION BED FOR ANALYSIS AND CONFIRMATION OF THE SOIL CHARACTERISTICS AS DEFINED BY GIP–01, FILTER MEDIA AND SURFACE COVER, SECTION 6.6.

NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
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4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

EROSION CONTROL DETAILS

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
STATE OF TENNESSEE
12–10–18

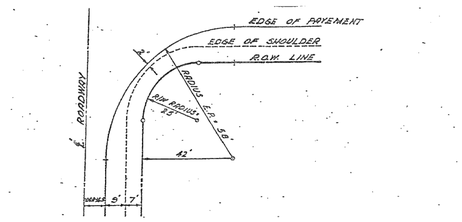
OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

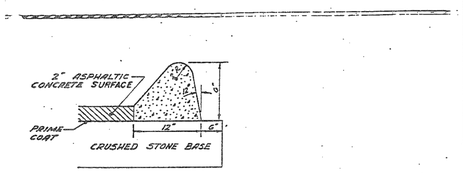
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

PROJECT
16-0819

SHEET
C-8.0



TYPICAL INTERSECTION DETAIL
SCALE : NONE

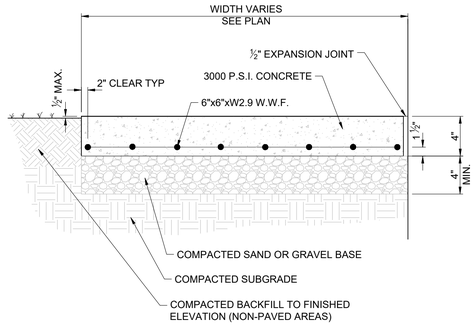


TYPICAL CURB DETAIL
SCALE : NONE

TYPICAL INTERSECTION AND CURB DETAILS	
DRAWING NO. 5	
SCALE: NONE	DATE: 6-15-77
WILLIAMSON COUNTY PLANNING COMMISSION	

26

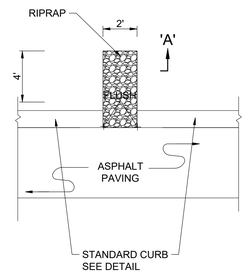
A -58



NOTE:

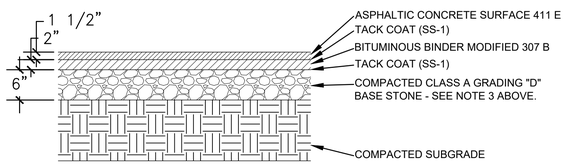
1. PROVIDE WEAKENED PLANE (SAW CUT OR TOOLED) CONTROL JOINTS AT 5'-0" ON CENTER.
2. PROVIDE EXPANSION JOINTS AT 30'-0" (MAX.) ON CENTER AND CONTINUOUSLY BETWEEN SIDEWALK AND WALLS OR OTHER STRUCTURES. (SEE DETAIL)
3. LONGITUDINAL SLOPES SHALL NOT EXCEED 5%
4. CROSS SLOPES SHALL NOT EXCEED 2%

TYPICAL CONCRETE SIDEWALK SECTION
N.T.S.



CURB CUT WITH RIPRAP
N.T.S.

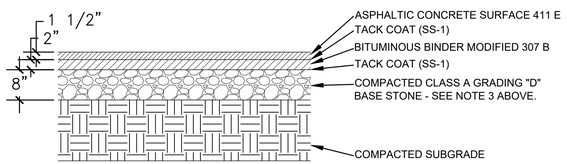
NOTES:
1. SUB GRADE TO BE COMPACTED TO 95% STANDARD PROCTOR.
2. AGGREGATE BASE COARSE TO BE COMPACTED TO 100% STANDARD PROCTOR.
3. ALL ROADWAY CONSTRUCTION TO COMPLY WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.



PARKING LOT ASPHALT PAVEMENT SECTION
NOT TO SCALE

LIGHT DUTY

NOTES:
1. SUB GRADE TO BE COMPACTED TO 95% STANDARD PROCTOR.
2. AGGREGATE BASE COARSE TO BE COMPACTED TO 100% STANDARD PROCTOR.
3. ALL ROADWAY CONSTRUCTION TO COMPLY WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.



PROPOSED DRIVE ASPHALT PAVEMENT SECTION
NOT TO SCALE

HEAVY DUTY

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1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
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DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

EROSION CONTROL DETAILS

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
101...
STATE OF TENNESSEE
12–10–18

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

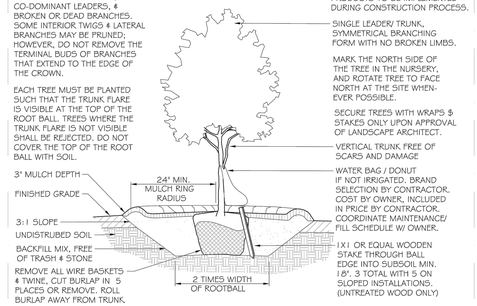
PROJECT
16-0819

SHEET
C-8.1

DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, & BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS & LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

EACH TREE MUST BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.

SEE SPECIFICATION SECTION 32 9300: TREES PROPER INSTALLATION PROCEDURES & PRODUCTS TO BE IMPLEMENTED DURING CONSTRUCTION PROCESS.



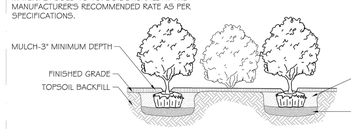
ALL PLANT MATERIAL TO MEET AMERICAN STANDARDS FOR NURSERY STOCK & ANSI Z60.1; LATEST EDITION STANDARDS.

24" RADIUS MULCH RING ON ALL PROPOSED TREES
6" DIA. MULCH RING IF IN LAWN, NO MULCH AT TRUNK.

DECIDUOUS TREE PLANTING DETAIL

N.T.S.

MYCORRHIZAL INOCULATES AND SUPER-ABSORBENT MATERIAL ADDED TO TOPSOIL BACKFILL AT THE MANUFACTURER'S RECOMMENDED RATE AS PER SPECIFICATIONS.

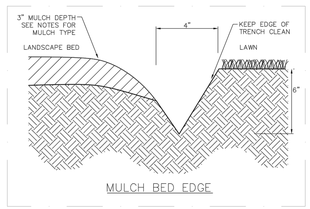


ALL PLANT MATERIAL TO MEET AMERICAN STANDARDS FOR NURSERY STOCK AND ANSI Z60.1; LATEST EDITION STANDARDS.

SEE SPECIFICATION SECTION 32 9300: SHRUBS FOR PROPER INSTALLATION PROCEDURES AND PRODUCTS TO BE IMPLEMENTED DURING CONSTRUCTION PROCESS

SHRUB PLANTING IN BED DETAIL

N.T.S.



MULCH BED EDGE

MATERIALS SCHEDULE

KEY	QTY	SCIENTIFIC NAME/ COMMON NAME	ROOT	SIZE	REMARKS
TREES					
AA	3	Amelanchier arborea/ SERVICEBERRY	6' - 7'	2" Cal	Natural Form
LI	3	Lagerstroemia indica 'Watermelon Red' WATERMELON RED CRAPE MYRTLE	B&B	2 1/2 Cal	Matched, Full.
LT	5	Liriodendron tulipifera/ TULIP TREE	B&B	2" Cal	Strong Leader, 5' Clear
TURF					
SOD		Rebel II Fine Bladed Sod	Install in all lawn areas.		
SEED		Rebel II Fine Bladed Fescue	Seed at 5 lbs per 1,000 sf Install w/ weed free Straw		
MISCELLANEOUS			REMARKS		
MULCH BED		Hardwood Bark Mulch	Minimum 3" depth throughout		

NOTES

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS

LANDSCAPE NOTES

THE LANDSCAPE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES AND TAKE PRECAUTIONS TO PREVENT DAMAGE TO THE UTILITIES.

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINE GRADING OF ALL PLANTING AREAS.

ALL PLANTING AND MULCH BEDS SHALL BE SPRAYED WITH ROUND-UP (CONTRACTOR'S OPTION) PRIOR TO THE INSTALLATION OF MULCH.

ALL PLANTING AREAS SHALL BE FERTILIZED WITH 12#/1,000 SF OF 10-10-10 FERTILIZER.

ALL PLANTING BEDS SHALL HAVE A MINIMUM OF 3" DEPTH OF SHREDDED HARDWOOD BARK MULCH.

ALL DISTURBED AREAS SHALL BE PLANTED WITH TURF AS INDICATED ON THE MATERIAL SCHEDULE.

THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL MATERIALS QUANTITIES.

THE LANDSCAPE CONTRACTOR NOTIFY THE LANDSCAPE ARCHITECT OF ANY ARCHITECTURAL FEATURES SUCH AS WALKWAYS, WINDOWS, OR BUILT ELEMENTS THAT CONFLICT WITH THE APPROVED PLANTING PLAN.

NO PLANT MATERIALS SHOULD BE SUBSTITUTED WITHOUT AUTHORIZATION BY THE REPRESENTATIVE.

ALL WIRE BASKETS SHALL BE COMPLETELY REMOVED AND DISPOSED OF, BURLAP SHOULD BE REMOVED OR PUNCTURED IN AT LEAST 5 PLACES. REMOVE ALL TWINE FROM BURLAP MATERIALS. GUYING IS NOT ALLOWED.

NO CANOPY TREE SHALL BE LOCATED WITHIN 15' OF AN OVERHEAD UTILITY. NO CANOPY TREE SHALL BE LOCATED WITHIN A PUBLIC UTILITY EASEMENT WITHOUT SIGNING OF A RELEASE WAIVER. LOCATING PLANT MATERIALS WITHIN A DRAINAGE EASEMENT IS ACCEPTABLE, BUT ONLY IF INSTALLED AS NOT TO DISTURB EXISTING DRAINAGE FLOW. IN SUCH INSTANCES, THE MATERIALS SHALL BE LOCATED NO CLOSER THAN 5' FROM THE CENTERLINE OF DRAINAGE.

NO TREE SHALL BE LOCATED CLOSER THAN 15' FROM A LIGHT SOURCE.

N

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
Scale: 1" = 50'

811
Know what's below.
Call before you dig.

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC ZONING MGA-1, MAP 106 PARCEL 029.01
APPLICANT
GATEWAY CHURCH, CHARLIE WEIR 1288 LEWISBURG PIKE FRANKLIN, TN 37064 615-538-6040

NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
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DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

LANDSCAPE PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURAL PLANNER
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
L 1.0

T-SQUARE ENGINEERING

701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com

BIORETENTION MATERIALS SCHEDULE

KEY	QTY	SCIENTIFIC NAME/ COMMON NAME	HEIGHT	SPREAD	TRUNK	NOTES
TREES						
AA	4	Amelanchier arborea/ SERVICEBERRY	6' - 7'	3' - 4'	2"	Natural Form
BN	3	Betula nigra/ RIVER BIRCH	10' - 12'	4' - 5'	2"	Single Cane
SHRUBS						
PO	16	Physocarpus opulifolius/ COMMON NINEBARK	18" Min.	15" - 18"	F.T.B.	
VM	15	Viburnum acerifolium/ MAPLE-LEAF VIBURNUM	18" Min.	15" - 18"	F.T.B.	
PERENNIALS/GRASSES						
CM	670 sf	Carex muskingumensis/ PALM SEDGE	Seed at 5lbs. per 1,000 sf			
EP	117	Echinacea purpurea/ PURPLE CONEFLOWER	1 gal	1 plant/ 18" O.C.		
PV	545 sf	Panicum virgartum 'Heavy Metal'/ SWITCH GRASS	Seed at 5lbs. per 1,000 sf			
SS	485 sf	Schizachyrium scoparium/ LITTLE BLUE STEM	Seed at 5 lbs. per 1,000 sf			
	TURF					
SEED		Rebel II Fine Bladed Fescue	Seed at 5 lbs per 1,000 sf Install w/ weed free Straw			

MISCELLANEOUS		REMARKS
MULCH BED	Hardwood Bark Mulch	Minimum 3" depth throughout

NOTES

FTB = Full To Bottom

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS

BIOSWALE NOTES

THIS IS CONSIDERED A "LEVEL 2" BIORETENTION / RAINGARDEN.

TREES ARE REQUIRED AT 1 PER 400 SF.

LANDSCAPE MATERIALS HAVE BEEN SELECTED FROM THE VOLUME 5 LID MANUAL OR ARE NATIVE TO TENNESSEE.

REFER TO THE CIVIL PLANS FOR DETAILS, STRUCTURE TYPES, STORMWATER CALCULATIONS, AND UNDERDRAIN REQUIREMENTS.

SOILS WITHIN THE BASIN SHALL BE MANUFACTURED FOR OPTIMAL INFILTRATION RATES PER WILLIAMSON COUNTY STORMWATER REQUIREMENTS.

LANDSCAPE NOTES

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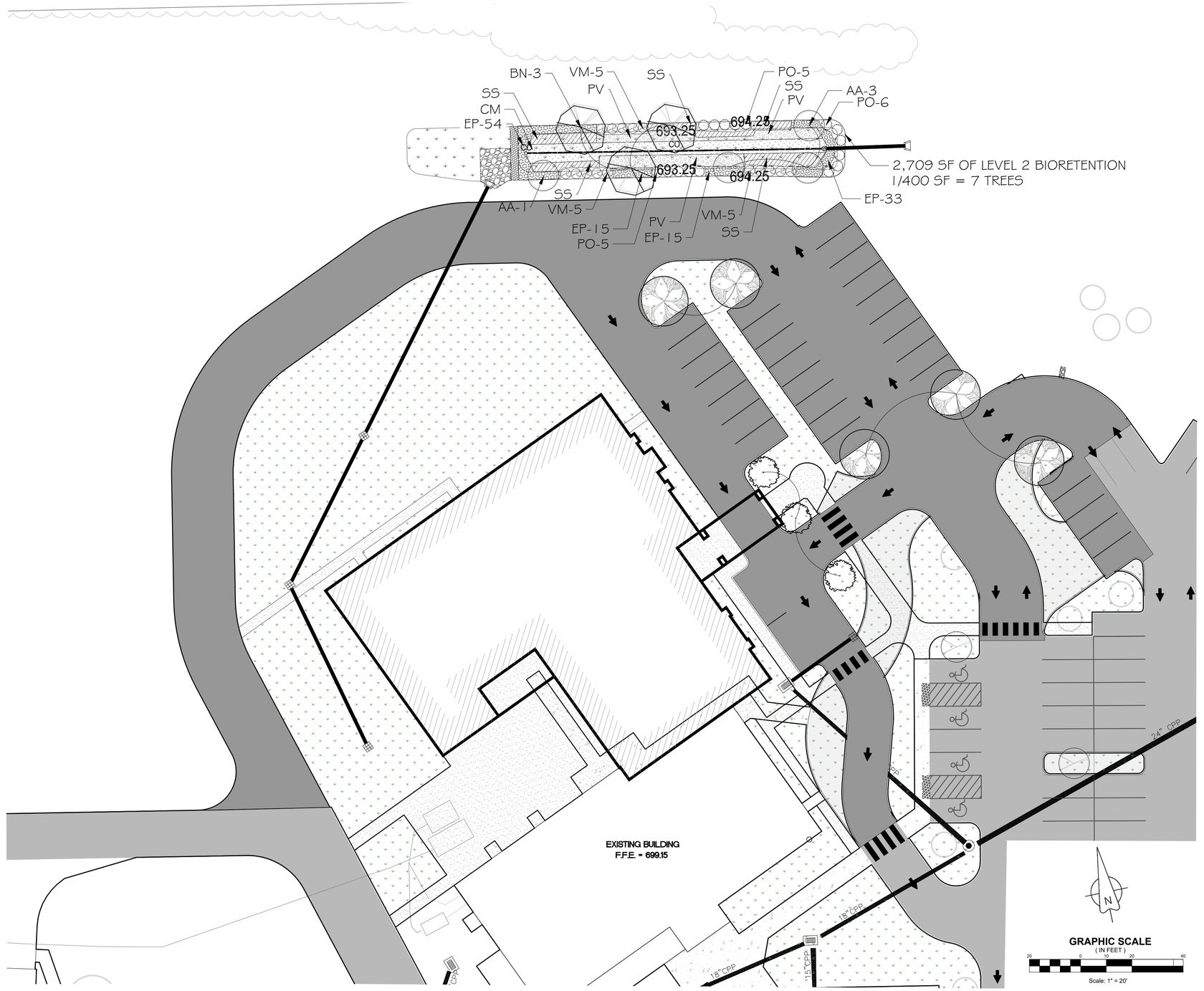

Know what's below. Call before you dig.

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC ZONING MGA-1, MAP 106 PARCEL 029.01
APPLICANT
GATEWAY CHURCH, CHARLIE WEIR 1288 LEWISBURG PIKE FRANKLIN, TN 37064 615-538-6040

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GATEWAY CHURCH PHASE 2

LANDSCAPE PLAN

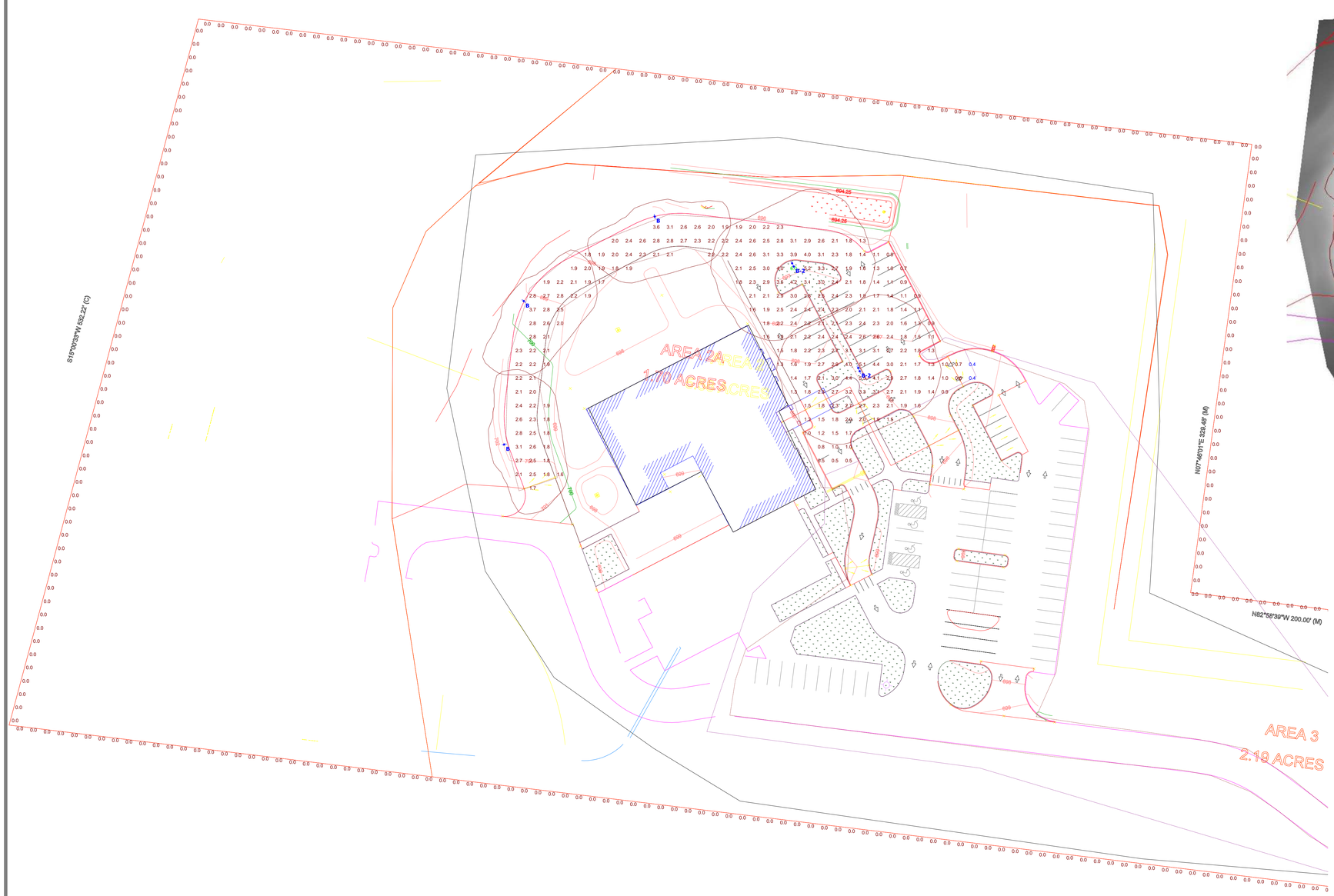
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

TIMOTHY E. TURNER REGISTERED ENGINEER AGRICULTURAL & ENVIRONMENTAL STATE OF TENNESSEE

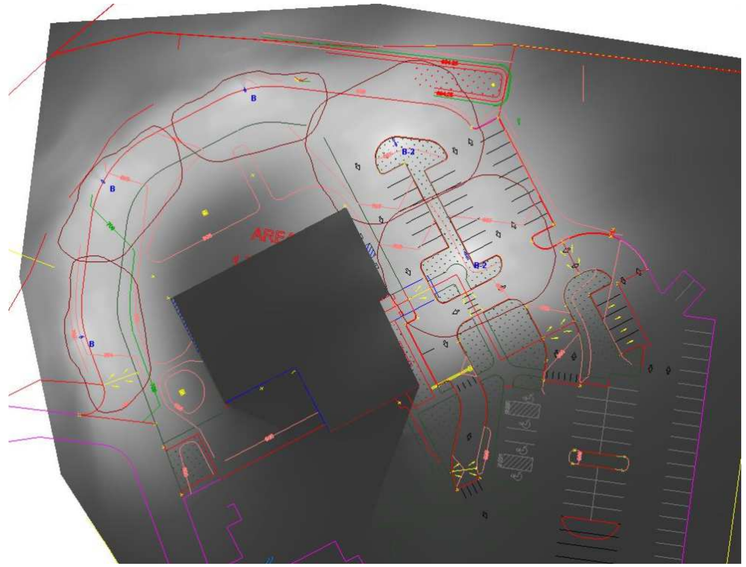
12–10–18

PROJECT
16-0819

SHEET
L 1.1



Plan View
Scale - 1" = 40ft

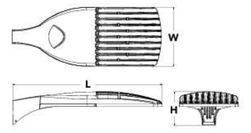


D-Series Size 1
LED Area Luminaire

d-series

Specifications

EPA:	1.01 ft² (0.09 m²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)



Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background.

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA DDBXD

DSX1LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P4 P7, P2 P5 P8, P3 P6 P9, **Rotated optics** P10 P12, P11 P13	30K 3000K, 40K 4000K, 50K 5000K, AMBPC Amber phosphor converted	T1S Type I short, T2S Type II short, T2M Type II medium, T3S Type III short, T3M Type III medium, T4M Type IV medium, TFTM Forward throw medium, T5VS Type V very short, T5S Type V short, T5M Type V medium, T5W Type V wide, BLC Backlight control [2,3], LCCO Left corner cutoff [2,3], RCCO Right corner cutoff [2,3]	MVOLT [4,5], 120 [4], 208 [4], 240 [4], 277 [4], 347 [4,6,7], 480 [4,6,7]	**Shipped included** SPA Square pole mounting, RPA Round pole mounting, WBA Wall bracket, SPUMBA Square pole universal mounting adaptor [8], RPUMBA Round pole universal mounting adaptor [8], **Shipped separately** KMA8DDBXD U Mast arm mounting bracket adaptor (specify finish) [9]

Control options			Other options		Finish (required)	
Shipped installed			**Shipped installed**		DDBXD	Dark bronze
PIR	NEMA twist-lock receptacle only (controls ordered separate) [10]	PIR1FC3V 8-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 3fc [3,11,12]	HS	House-side shield [13]	DBLXD	Black
PIRS	Fine-wire receptacle only (controls ordered separate) [10,11]		SF	Single fuse (120, 277, 347V) [4]	DNAXD	Natural aluminum
PIR7	Seven-wire receptacle only (controls ordered separate) [10,11]	BL30 8-level switched dimming, 30% [3,11,12]	DF	Double fuse (208, 240, 480V) [4]	DWHXD	White
DMG	0-10V dimming extend out back of housing for external control (leads exit fixture)	BL50 8-level switched dimming, 50% [3,11,12]	L90	Left rotated optics [1]	DDBTXD	Textured dark bronze
DS	Dual switching [11,12]	PNMTD3D3 Part night, dim till dawn [3,11]	R90	Right rotated optics [1]	DBLBXD	Textured black
PIR	8-level, motion/ambient sensor, 8–15' mounting height, ambient sensor enabled at 5fc [3,11,12]	PNMT5D3 Part night, dim 5 hrs [3,11]	BS	Bird spikes	DNATXD	Textured natural aluminum
PIRH	8-level, motion/ambient sensor, 15–30' mounting height, ambient sensor enabled at 5fc [3,11,12]	PNMT6D3 Part night, dim 6 hrs [3,11]	EGS	External glare shield	DWHGXD	Textured white
PIR1FC3V	8-level, motion/ambient sensor, 8–15' mounting height, ambient sensor enabled at 1fc [3,11,12]	PNMT7D3 Part night, dim 7 hrs [3,11]				
		FAO Field adjustable output [8]				

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Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	B	3	Lithonia Lighting	DSX1 LED P5 40K T3M MVOLT	DSX1 LED P5 40K T3M MVOLT	LED	1	DSX1_LED_P5_40K_T3M_MVOLT.ies	15376.59	0.9	138
	B-2	2	Lithonia Lighting	DSX1 LED P5 40K T3M MVOLT	DSX1 LED P5 40K T3M MVOLT	LED	1	DSX1_LED_P5_40K_T3M_MVOLT.ies	15376.59	0.9	276

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Added Parking Area	+	2.2 fc	6.0 fc	0.4 fc	15.0:1	5.5:1
Porperty Line	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A

SHEET P-1.0: PHOTOMETRIC PLAN

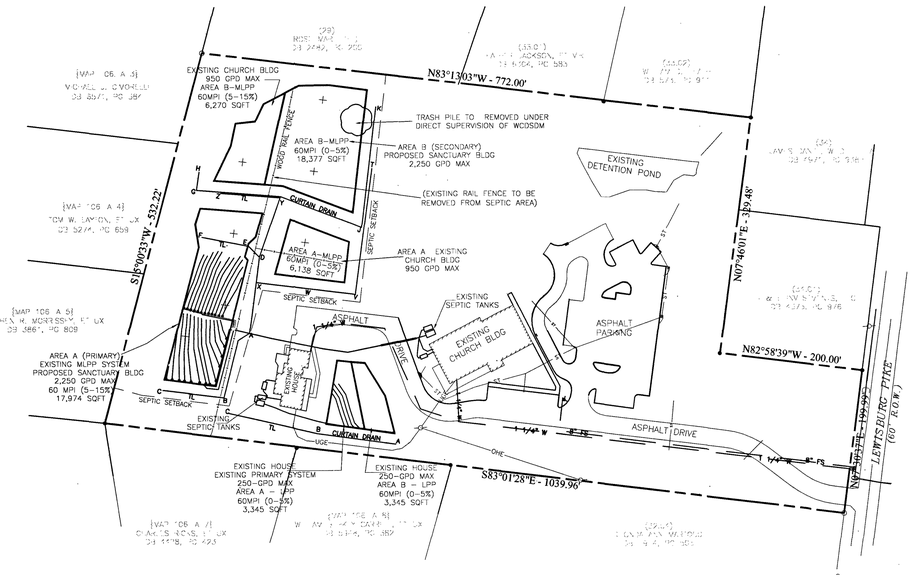
DESIGNLIGHT

Gateway Church Site Lighting Calcs

Designer

Date
3/13/2018
Scale
Not to Scale
Drawing No.
1
Summary

1 of 1



Legend

O EIP	Existing Iron Pipe
O EIR	Existing Iron Rod
—O/E—	Utility Pole/Guy
—OHE—	Overhead Utility
—UGE—	Underground Electric
—X—	Fence Line
—WW—	Waterline

PROPOSED SANCTUARY AREA A – Existing Curtain Drain Table – AND – Curtain Drain Extension

TYPE	ELEV.	A	B	C	D	E	F
Interceptor 36"	Ground Elev.	705.0	701.5	697.0	702.5	701.8	696.5
	Inv. Elev.	702.0	698.5	697.0	699.5	698.8	696.5
	Drain Depth	3	3	0	3	3	0

TIGHTLINES: B – C, E – F

ELEV.	D	Y	Z
Ground Elev.	702.5	701.0	695.0
Inv. Elev.	699.5	698.0	695.0
Drain Depth	3	3	0

TIGHTLINES: Y – Z

EXISTING CHURCH BLDG AREA A – Curtain Drain Table

TYPE	ELEV.	T	V	W	X	Y	Z
Interceptor 36"	Ground Elev.	698.5	702.5	704.8	703.0	701.0	695.0
	Inv. Elev.	698.5	699.5	701.8	700.0	698.0	695.0
	Drain Depth	0	3	3	3	3	0

TIGHTLINES: Y – Z, V – T

COMBINED AREA B – Curtain Drain Table

TYPE	ELEV.	H	G	Y	J	K
Interceptor 36"	Ground Elev.	690.0	694.0	701.0	701.0	696.5
	Inv. Elev.	690.0	691.0	698.0	697.4	696.5
	Drain Depth	0	3	3	3.6	0

TIGHTLINES: G – H, J – K

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

NOTES:

1. THE PURPOSE OF THIS MAP IS TO REVISE THE PRIMARY AND SECONDARY SEPTIC AREA FOR THE THE EXISTING CHURCH BUILDING AND TO ESTABLISH A PRIMARY AND SECONDARY SEPTIC AREA FOR THE PROPOSED NEW SANCTUARY BUILDING.
2. BEARING SHOWN, BASED ON SUB-SURFACE SEWAGE DISPOSAL SYSTEM LOCATION MAP PREPARED BY O'LEARY & ASSOCIATES SIGNED OCTOBER 1, 2012 (PB 56, PG 115).
3. PROPERTY CURRENTLY IS MGA-1. ORIGINAL 1988 ZONING SE (SUBURBAN ESTATE).
4. THIS IS NOT TO BE CONSIDERED A BOUNDARY SURVEY AS OUTLINED BY THE CURRENT TENNESSEE STANDARDS OF PRACTICE. PROPERTY LINES SHOWN BASED ON PLAT OF RECORD. WITH A LINEAR ERROR OF CLOSURE FOR THE PLAT MEETS OR EXCEEDS 1':10,000'.
5. THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, PANEL NO. 47187C0035F, DATED SEPTEMBER 29, 2006.
6. UNDERGROUND UTILITY LOCATIONS SHOWN HEREON WERE TAKEN FROM FIELD LOCATIONS OF VISIBLE ABOVEGROUND STRUCTURES (AND PERTINENT UTILITY MAPS) AND ARE APPROXIMATE ONLY. UTILITIES SHOULD BE FIELD VERIFIED BY THE PROPER UTILITY AUTHORITY HAVING JURISDICTION PRIOR TO ANY DIGGING.
7. THE RECORDING OF THIS SUB-SURFACE SEWAGE DISPOSAL LOCATION MAP VOIDS, VACATES AND SUPERCEDES SUB-SURFACE SEWAGE DISPOSAL SYSTEM LOCATION MAP PREVIOUSLY RECORDED IN PB 56, PG 115.
8. NO TITLE REPORT WAS FURNISHED TO THIS SURVEYOR AT THE TIME OF THE SURVEY.
9. WATER SERVICES PROVIDED BY H.B. & T.S. UTILITY DISTRICT.
10. NO WELLS FOUND ON SITE.
11. WATERWAY NATURAL AREAS (DESIGNATED AS WNA) EXIST ON ALL INTERMITTENT OR PERSONAL STREAM WATERWAYS AS DEFINED IN THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS. FOR INFORMATION AR ASSISTANCE IN APPLYING THESE REGULATIONS, PLEASE CONTACT THE WILLIAMSON COUNTY ENGINEERING DEPARTMENT AT (615) 790-5725.
12) AN ARAP PERMIT MUST BE OBTAINED FROM THE STATE OF TENNESSEE AT THE DEPARTMENT OF ENVIRONMENT & CONSERVATION BEFORE ANY CONSTRUCTION, EXCAVATION CLEARING, OR GRADING ACTIVITIES CAN OCCUR WITHIN THE CREEK OR WATERWAY NATURAL AREA.
13) THIS SSDS LOCATION MAP IS BASED UPON MLPP DESIGN PLANS AS PREPARED BY TIM TURNER OF T-SQUARE ENGINEERING, 7101 SHARONDALE CT, BRENTWOOD, TN 37027, PHONE 615-207-8260. ALL STRUCTURES (EXISTING AND PROPOSED) ARE RESTRICTED TO THEIR RESPECTIVE MAXIMUM DAILY FLOWS AS INDICATED. ANY PROPOSED EVENTS WHICH MAY POTENTIALLY EXCEED ANY OF THE RESTRICTED MAX DAILY FLOWS SHALL REQUIRE THAT PORTABLE SANITARY FACILITIES BE PROVIDED IN ORDER TO SUPPLEMENT THE CAPACITY OF THE SSDS SYSTEMS.

RECEIVED by: WILLIAMSON COUNTY
DEPARTMENT of Sewage Disposal Management
September 20, 2017 2:45 PM MT PLAT# 3130

14. THIS SECOND REVISED SSDS LOCATION MAP IS BASED UPON MLPP/LPP DESIGN PLANS, AND CONSTRUCTION PLANS (INCLUDING THE SITE PLAN, GRADING/DRAINAGE PLAN, UTILITY PLAN, LANDSCAPE PLAN, ETC.) AS PREPARED BY TIM TURNER OF T-SQUARE ENGINEERING, 701 WEST MAIN STREET, FRANKLIN, TN 37064, PHONE: 615-678-8212.

15. THE EXISTING HOUSE (ORIGINALLY CONSTRUCTED CIRCA 1978) DEPICTED UPON THIS LOCATION MAP HAS BEEN CONVERTED FROM RESIDENTIAL USE AND IS NOW RESTRICTED TO ANCILLARY CHURCH ACTIVITIES INVOLVING VARIOUS OFFICE/ MEETING SPACES. THERE SHALL BE NO WORSHIP SERVICES, LARGE GROUP EVENTS NOR FOOD SERVICE/ PREPARATION/ CLEAN-UP ACTIVITIES CONDUCTED IN THIS FACILITY. ALL FOOD SERVICE ACTIVITIES SHALL BE CATERED EVENTS FROM OUTSIDE VENDORS. THIS STRUCTURE IS RESTRICTED TO A TOTAL DAILY MAXIMUM WASTEWATER FLOW NOT TO EXCEED 250-GPD (DOMESTIC STRENGTH). ANY PROPOSED EVENTS WHICH MAY EXCEED THIS TOTAL DAILY MAXIMUM WASTEWATER FLOW, SHALL REQUIRE PORTABLE RESTROOM FACILITIES BE PROVIDED TO SUPPLEMENT THE CAPACITY OF THE DESIGNATED SUBSURFACE SEWAGE DISPOSAL SYSTEM.

16. THE USAGE OF THE EXISTING CHURCH BUILDING AND ITS PROPOSED ADDITION (NEW SANCTUARY) IS RESTRICTED TO REGULAR WORSHIP SERVICES, MISCELLANEOUS SOCIAL EVENTS SUPPORTING THE CONGREGATION AND ANNUAL VACATION BIBLE SCHOOL EVENTS. THESE BUILDINGS SHALL NOT BE USED FOR DAILY ADMINISTRATIVE OFFICE USE OR OTHER RECURRING DAILY ACTIVITIES. ANY SPECIAL EVENTS HELD ON THE GROUNDS WILL HAVE ACCESS TO THESE BUILDINGS AND THEIR RESTROOM FACILITIES – SUPPLEMENTAL PORTABLE RESTROOM FACILITIES SHALL BE PROVIDED AS NECESSARY. ALTHOUGH KITCHENETTES /WARMING CENTERS ARE APPROVED IN THESE BUILDINGS, THE FACILITIES SHALL ONLY BE USED TO WARM CATERED FOODS, BREW COFFEE, STORE SNACKS AND FOR TEMPORARY COLD STORAGE VIA REFRIGERATORS – THERE WILL NOT BE ANY REGULARLY SCHEDULED MEALS PREPARED OR SERVED ON SITE, AND NO CLEAN UP OF DISHES OR COOKWARE. FURTHERMORE, NO DAY CARE OPERATIONS, SCHOOL OPERATIONS OR MOTHER'S-DAY-OUT TYPE OF PROGRAMS ARE PROPOSED, NOR APPROVED FOR THESE FACILITIES. THESE STRUCTURES ARE SERVED BY TWO SEPARATE SUBSURFACE SEWAGE DISPOSAL SYSTEMS. THE EXISTING CHURCH BUILDING'S WASTEWATER FLOW IS RESTRICTED TO A TOTAL DAILY MAXIMUM WASTEWATER FLOW NOT TO EXCEED 950-GPD (DOMESTIC STRENGTH) AND THE PROPOSED ADDITION (NEW SANCTUARY) IS RESTRICTED TO A TOTAL DAILY MAXIMUM WASTEWATER FLOW NOT TO EXCEED 2,250-GPD (DOMESTIC STRENGTH).

JERRY SWORDS JR. LICENSED LAND SURVEYOR TENNESSEE NO. 1806

17. REFER TO THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT APPROVAL LETTER (BY MR. BRIAN K. CORWIN, DIRECTOR) TO THE WILLIAMSON COUNTY REGIONAL PLANNING COMMISSION DATED OCTOBER 2, 2017, REGARDING THE DETAILS OF APPROVAL ALONG WITH THE VARIOUS SEPTIC SYSTEM REQUIREMENTS AND RESTRICTIONS. * SEE NOTE 19 ALSO *.

18. REFER TO THE FLOW PROJECTION LETTER FROM T-SQUARE ENGINEERING (BY MR. ERIC R. JERVIS, E.I.) DATED OCTOBER 2, 2017 REGARDING THE VARIOUS SYSTEM SIZING CRITERIA DETAILS AND ASSOCIATED RESTRICTIONS.

19. REFER TO WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT MEMORANDUM (BY MR. DENNEY, DESIGN REVIEWER) TO MR. AARON HOLMES, WC PLANNING DEPARTMENT DATED APRIL 25, 2018 REGARDING THEIR OF APPROVAL OF AMENDED SITE PLAN.

CERTIFICATE OF ACCURACY

I hereby certify that the plan shown and described hereon is a true and correct survey to the accuracy required by the Williamson County, Tennessee Regional Planning Commission, and that the monuments have been or will be placed as shown hereon, to the specifications of the Subdivision Regulations, as approved by the County Engineer.

JERRY SWORDS, JR., R.L.S. #1806 — 9-18-17 Date

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (we) hereby certify that I am (we are) the owner (s) of the property shown and described hereon, as evidenced in Book 4809, Page 402, R.O.W.C., and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction line, and that offers of irrevocable dedication for all public streets, utilities and other facilities [illegible] as required by these Regulations.

Gateway Church-Nashville, Inc — 9/20/2017 Date

CERTIFICATE OF GENERAL APPROVAL FOR INSTALLATION OF SUBSURFACE SEWAGE DISPOSAL SYSTEM W/ RESTRICTIONS

General approval is hereby granted for lots proposed hereon as being suitable for subsurface sewage disposal with the listed and/or attached restrictions

Before the initiation of construction, the location of the house or other structure and plans for the subsurface sewage disposal system shall be approved by the local health authority.

Brian K. Corwin, Director — 5/1/18 Date @2:34pm

WILLIAMSON COUNTY HEALTH DEPARTMENT NOTES:

1) ANY CUTTING, FILLING, COMPACTION, OR DISTURBANCE FROM THEIR NATURAL STATE, OF THE SOIL AREAS RESERVED FOR SEWAGE DISPOSAL, SHALL RESULT IN REVOCATION OF THE LOT APPROVAL. ADDITIONALLY, THE DEPARTMENT SHALL HAVE THE AUTHORITY TO REFUSE TO GRANT AN CONSTRUCTION PERMIT OR MAY REVOKE A CONSTRUCTION PERMIT WHERE THE INTEGRITY OF THE PROPOSED SUBSURFACE SEWAGE DISPOSAL SYSTEM AREAS HAS BEEN COMPROMISED.

2) ALL SEPTIC SYSTEMS MUST BE INSTALLED BY AN INSTALLER LICENSED BY WILLIAMSON COUNTY TO CONSTRUCT SEPTIC SYSTEMS, ALTERNATIVE OR CONVENTIONAL, SPECIFICALLY IN WILLIAMSON COUNTY.

3) NO BATHING FIXTURES EXCEEDING STANDARD CAPACITY (30 U.S. GALLONS), INCLUDING BUT NOT LIMITED TO, OVERSIZED BATHTUBS, HOT TUBS, SPA TUBS, WHIRLPOOLS, OR JACUZZIS, ETC., SHALL BE ALLOWED UNLESS SPECIFICALLY APPROVED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT.

4) NO UTILITIES (I.E. GAS, WATER, OR ELECTRIC) OR THEIR EASEMENTS, ABOVE OR BELOW GROUND, SHALL BE ALLOWED TO ENCROACH WITHIN 10 FEET OF THE BOUNDARIES OF THE SOIL AREAS RESERVED FOR SEWAGE DISPOSAL.

5) CURTAIN/INTERCEPTOR DRAINS MAY BE REQUIRED ON ANY OR ALL LOTS.

6) NO CUTTING, FILLING, COMPACTION, OR ANY DISTURBANCE OF THE AREAS RESERVED FOR SEWAGE DISPOSAL IS PERMITTED.

7) THE LIMITS OF ALL EXCAVATIONS GREATER THAN 18 INCHES IN DEPTH, MADE FOR THE PURPOSE OF HOUSE CONSTRUCTION (OR ANY OTHER TYPE OF BUILDING CONSTRUCTION), SHALL BE KEPT 25 FEET OR MORE AWAY FROM THE PLATTED OR DESIGNATED SEWAGE DISPOSAL AREAS.

8) THE LIMITS OF ALL EXCAVATIONS, MADE FOR THE PURPOSE OF HOUSE CONSTRUCTION (OR ANY OTHER TYPE OF BUILDING CONSTRUCTION), MUST BE KEPT WITHIN THE CONFINES OF THE PLATTED BUILDING ENVELOPE.

9) ALL PART OF HOUSE AND ANY OF ITS RELATED APPENDAGE, (INCLUDING BUT NOT LIMITED TO: DETACHED GARAGES, PORCHES, DECKS, SIDEWALKS, PARKING AREAS, UTILITIES, ETC.) SHALL STRICTLY ADHERE TO THE MINIMUM SETBACK REQUIREMENTS FROM THE SUBSURFACE SEWAGE DISPOSAL SYSTEM AREAS AS OUTLINED IN SECTION 13 OF THE "REGULATIONS GOVERNING ON-SITE SEWAGE DISPOSAL SYSTEMS OF THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT" ADOPTED MAY 16, 2000 AND EFFECTIVE OCTOBER 2000.

10) NO CONSTRUCTION OF PATIOS, SWIMMING POOLS, ACCESSORY BUILDINGS, ETC., SHALL BE ALLOWED ON ANY LOT SERVED BY SUBSURFACE SEWAGE DISPOSAL SYSTEM, UNLESS APPROVED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT.

11) WATER SERVICE LINES MUST BE SEPARATED FROM SEWAGE DISPOSAL AREAS OR PLATTED DISPOSAL FIELD AREAS BY A MINIMUM OF 10 FEET.

12) NO WATER SOURCE, WELLS OR SPRINGS ARE TO BE DRILLED OR CONSTRUCTED WITHIN 50 FEET OF ANY PORTION OF THE SEPTIC SYSTEM OR THE DESIGNATED OR PLATTED SEWAGE DISPOSAL FIELD AREAS.

13) DESIGNATED SEWAGE DISPOSAL AREAS PLOTTED IN ACCORDANCE WITH ACCEPTABLE SOIL AREAS FIELD MAPPED BY MIKE HARBAUER, PRIVATE CONSULTING SOIL SCIENTIST ON 2/16/2011.

14) ALL PLATTED SEWAGE DISPOSAL AREAS MUST BE FIELD STAKED BY A LICENSED SURVEYOR AND FENCED OFF, TO PROTECT THE AREAS FROM ALL CONSTRUCTION TRAFFIC, BY THE PROPERTY OWNER OR BUILDING CONTRACTOR. THE AREAS MUST THEN BE FIELD CHECKED AND VERIFIED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT PRIOR TO THE ISSUANCE OF THE SEPTIC PERMIT.

15) CURTAIN, INTERCEPTOR AND DRAW-DOWN DRAINS SHALL BE REQUIRED ON ALL LOTS. AS SUCH, THEY SHALL STRICTLY ADHERE TO THE DESIGN, LOCATION AND ROUTING DEPICTED ON THIS PLAT. HOWEVER, THE DRAINS AS SHOWN HEREON MAY BE SUBJECT TO CHANGE AT THE SOLE DISCRETION OF THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT AS DEEMED NECESSARY BY THEIR FIELD INVESTIGATION THE TIME OF SUBMITTAL OF EACH INDIVIDUAL LOTS ALTERNATIVE SYSTEM SITE AND DESIGN PLANS. THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT'S EVALUATION WILL BE CONDUCTED ON A SITE-SPECIFIC, LOT-BY-LOT BASIS.

16) THIS SITE MAY MANDATE THE USE OF A SEWAGE/EFFLUENT PUMP AND APPROPRIATELY SIZED PUMP TANK IN ORDER TO PROVIDE SEWER SERVICES FROM THE HOUSE TO THE SSDS AREAS. THIS SHALL BE SPECIFIED BY THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT BASED UPON THE FINISHED ELEVATION OF THE HOUSE PLUMBING STUB-OUT AND THE SSDS AREAS.

17) NO IRRIGATION SYSTEMS, OR THEIR COMPONENTS THEREOF, SHALL ENCROACH ON, IN OR WITHIN 10 FEET OF THE BOUNDARIES OF THE DESIGNED OR PLATTED SSDS AREAS. IT SHALL ALSO BE LOCATED A MINIMUM OF 5 FEET AWAY FROM ANY DRAINAGE IMPROVEMENT PRACTICE ASSOCIATED WITH THE SSDS AREAS.

18) LPP DENOTES THAT THIS LOT IS SERVED BY A LOW PRESSURE PIPE SYSTEM, WHICH IS AN ALTERNATIVE MEANS OF SEWAGE DISPOSAL.

19) MLPP DENOTES THAT THIS LOT IS SERVED BY A MODIFIED LOW PRESSURE PIPE SYSTEM, WHICH IS AN ALTERNATIVE MEANS OF SEWAGE DISPOSAL. MODIFIED LPP SYSTEMS REQUIRE 6 TO 10 INCHES OF COMPACTABLE SOIL FILL MATERAL TO BE INCORPORATED ONTO THE DESIGNATED OR PLATTED SEWAGE DISPOSAL AREA, UNDER DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT SUPERVISION.

20) PRIOR TO INSTALLATION, THE LOCATION OF WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE MUST BE APPROVED BY THE DEPARTMENT OF WILLIAMSON COUNTY SEWAGE DISPOSAL MANAGEMENT.

21) WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE MUST BE A MINIMUM OF 50' AWAY FROM ANY SEWAGE DISPOSAL AREA, INCLUDING THOSE LOCATED ON ADJACENT LOTS.

22) THE EXACT LOCATION OF THE WATER SOURCE (I.E.: WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE) MUST BE FIELD LOCATED BY A SURVEYOR OR ENGINEER ON A COPY OF THIS PLAT AND SUBMITTED TO THE DEPARTMENT OF WILLIAMSON COUNTY SEWAGE DISPOSAL MANAGEMENT FOR REVIEW AND RECORD KEEPING PURPOSES.

23) THERE SHALL BE NO SEWAGE BEARING CONVEYANCES (PIPES, SUPPLY LINES, MANIFOLDS, SEPTIC, OR PUMPS TANKS, ETC.) LOCATED WITHIN 50' OF ANY AND ALL WELL(S) ON THIS PROPERTY.

24) SSDS COMPONENTS CROSSING UTILITIES AND THEIR RELATED EASEMENTS, IN ADDITION TO: DRIVEWAYS ACCESS EASEMENTS, ETC.: ANY AND ALL SSDS COMPONENTS (INCLUDING BUT NOT LIMITED TO: CURTAIN DRAINS, SEWAGE SUPPLY LINES, MANIFOLDS, ETC.) SHALL BE SHEATHED AND BEDDED (AS PER SPECIFICATIONS FROM WCDSDM) WHERE THEY CROSS ANY DRIVEWAY, ACCESS EASEMENT, UTILITY LINES (AND THEIR RELATED EASEMENTS). THE SHEATHING SHALL EXTEND FROM A POINT 10' PRIOR TO ENTERING ANY EASEMENT AND SHALL EXTEND THROUGHOUT THE ENTIRE WIDTH OF THE EASEMENT AND SHALL END AT A POINT 10' PAST THE LIMITS OF ANY EASEMENT. ALL CROSSINGS MUST BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE DEPARTMENT OF WILLIAMSON COUNTY SEWAGE DISPOSAL MANAGEMENT. ALL SHEATHING MUST BE SCHEDULE 80 PVC OR DUCTILE IRON AND BE BEDDED IN 12" OF GRAVEL.

25) THE EXISTING HOUSE IS RESTRICTED TO 250 GPD MAX. THE EXISTING CHURCH BUILDING IS RESTRICTED TO 950 GPD MAX, AND THE PROPOSED SANCTUARY BUILDING IS RESTRICTED TO 2,250 GPD AS NOTED BY WCDSDM.

26) OTHER THAN THE SEPTIC SETBACKS SHOWN HEREON, THE WILLIAMSON COUNTY PLANNING DEPARTMENT SHALL ASSIGN ALL OTHER SETBACKS AT SUCH TIME WHEN AN APPLICATION FOR A BUILDING PERMIT IS MADE.

27) BEFORE A PERMIT TO CONSTRUCT A LPP OR M-LPP SEPTIC SYSTEM CAN BE ISSUED, DETAILED SITE AND DESIGN PLANS FOR THE LPP OF M-LPP SYSTEM SHALL BE SUBMITTED TO THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT FOR REVIEW AND APPROVAL. THESE PLANS SHALL BE PREPARED BY AN ENGINEER LICENSED IN THE STATE OF TENNESSEE.

28) ALL PLUMBING FIXTURES TO BE OF THE WATER CONSERVATIVE TYPE, INCLUDING LOW VOLUME FLUSH TOILETS (1.6 GALLONS OR LESS), LOW VOLUME SHOWER HEADS (1.5 TO 2.0 GALLONS OR LESS) AND FAUCET AERATORS.



VICINITY MAP (NTS)

1200-4-9.17

GEOTHERMAL WELL CONSTRUCTION STANDARDS FOR CLOSED LOOP GEOTHERMAL BOREHOLES

SOURCE OF STRUCTURE	MINIMUM DISTANCE
SEWER LINES	10 FEET
SEPTIC TANKS	25 FEET
SPRINGS	100 FEET
SEPTIC DRAIN FIELDS	25 FEET
WATER WELLS	100 FEET
HOUSE TO SEPTIC TO TANK CONNECTION	10 FEET
HOUSE TO SEWER CONNECTION	10 FEET

Disclaimer:
The sole purpose of this *Subsurface Sewage Disposal System Location Map* is to dedicate septic system areas (in compliance with the *Williamson County Regulations Governing On-Site Sewage Disposal Systems*) reserved for subsurface sewage disposal on the subject property, and to memorialize related conditions and restrictions. The approval of this document by the Williamson County Department of Sewage Disposal Management does not guarantee the owner's right to subdivide or consolidate property, nor guarantee the right to construct or alter a structure. This map has not been evaluated in relation to any other rules, regulations or ordinances of other County offices or Departments and this approval grants no assurances that it is in compliance with anything other than the *Regulations* noted herein.

DEED REFERENCE:
BEING PROPERTY CONVEYED TO GATEWAY CHURCH – NASHVILLE, INC. BY DEED BOOK 4809, PAGE 402, R.O.W.C.

PROPERTY MAP REFERENCE:
BEING PARCEL NO. 29.01 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP NO. 106.

TOTAL AREA = 465,608 SQUARE FEET OR 10.688 ACRES±

P68/121

REVISED: 9/18/2017
REVISED: 8/28/2017

WILLIAMSON COUNTY–STATE OF TENNESSEE
J424 05/02/2018 - 03:29:00 PM
18016393
1 PGS:AL-PLAT
BATCH: 639804
PLAT BOOK: P68
PAGE: 121
REC FEE 16.00
DP FEE 2.00
TOTAL 17.00
STATE OF TENNESSEE, WILLIAMSON CO
SADIE WADE

2nd REVISION SUBSURFACE SEWAGE DISPOSALSYSTEM LOCATION MAP

THE GATEWAY CHURCH-NASHVILLE, INC. PROPERTY

1288 LEWISBURG PIKE
FRANKLIN, TN 37069
Map 106, Parcel 29.01
23RD CIVIL DISTRICT–WILLIAMSON COUNTY–TENNESSEE

S & A Surveying, Inc.
306 Bluegrass Circle
Lebanon, Tennessee 37090
PHONE (615) 394-7564
sasurvey98@gmail.com

PROJ.: 17-053 | DATE: 8/02/2017 | SHEET 1 OF 1

City of Franklin

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

File #: 21-0698

DATE: June 9, 2025

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:

Consideration Of Resolution 2028-45, A Resolution To Annex One Property, Consisting Of 10.58 Acres, Located West Of Lewisburg Pike And South Of Henpeck Lane, 1288 Lewisburg Pike And Not Adjoining The City Limits Within The Southern Part Of The Franklin Urban Growth Boundary (UGB).

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8506
Applicant: Charlie Weir, The Gateway Church - Nashville, Inc
Owner: The Gateway Church - Nashville, Inc, Charlie Weir, Rep.

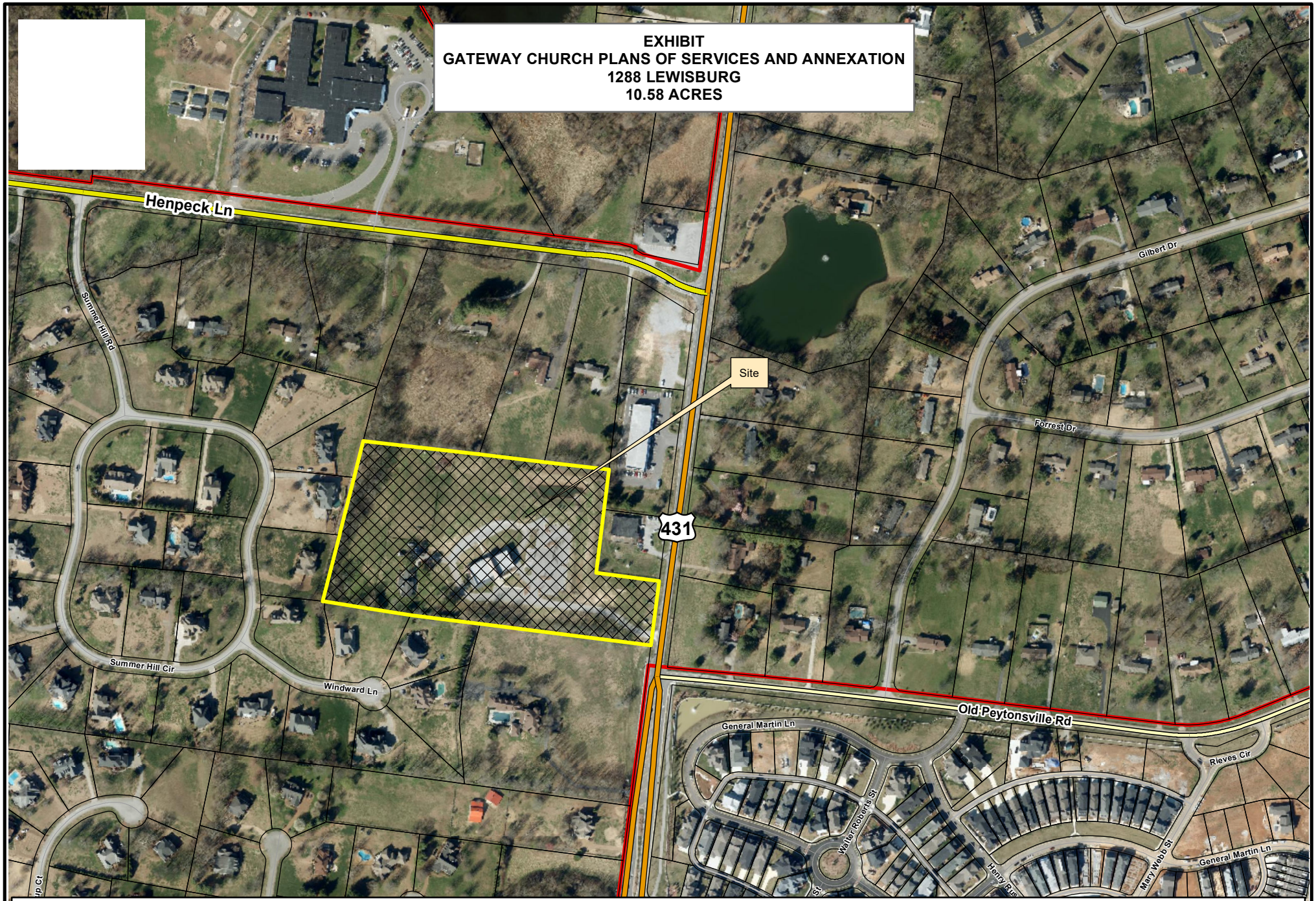
BACKGROUND/STAFF COMMENTS:
The property being considered for annexation is located west of Lewisburg Pike and south of Henpeck Lane at 1288 Lewisburg Pike. It is noncontiguous to the City limits and is within the southern limits of the City of Franklin's Urban Growth Boundary (UGB). This property falls into the Goose Creek basin, which has been identified as a short-term annexation capability area due to the proximity to existing City limits and the area's ability to be served by water and sewer. The ability to serve the property with utilities and services has been addressed in the Plan of Services. The subject property requesting annexation is within the Neighborhood Commercial Design Concept as defined by the Envision Franklin Land Use Plan. It is the intention of the applicant to maintain the existing use on the property as a church campus. Institutional uses are supported within the Neighborhood Commercial Design Concept. An ordinance to zone (ORD 2025-17) the subject property is also included on this agenda.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2025-45.



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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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RESOLUTION 2025-45

A RESOLUTION TO ANNEX ONE PROPERTY, CONSISTING OF 10.58 ACRES, LOCATED WEST OF LEWISBURG PIKE AND SOUTH OF HENPECK LANE, 1288 LEWISBURG PIKE AND NOT ADJOINING THE CITY LIMITS WITHIN THE SOUTHERN PART OF THE FRANKLIN URBAN GROWTH BOUNDARY (UGB)

WHEREAS, Gateway Church-Nashville, Charlie Weir, Rep., (Owner) of property located at 1288 Lewisburg Pike (Property) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (City), to annex Property noncontiguous the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the Plan of Services and annexation request has been submitted to the Franklin Municipal Planning Commission for study and a written report as required by *Tennessee Code Annotated* (T.C.A.) § 6-51-102, as amended; and

WHEREAS, a public hearing was held following public notice as required by T.C.A Title 6, Chapter 51, as amended; and

WHEREAS, the BOMA has adopted a Plan of Services for the annexation area as described in Resolution 2025-44; and

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

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

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

PREMISES CONSIDERED

Map-Parcel	Acres
106-29.01	10.58
Total	10.58

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

SECTION III: That the annexed Property shall become part of Aldermanic Ward 3.

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

Law approved template Dec. 2023

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2025.

ATTEST:

By: _____
Angie Skarp
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED: _____

PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____

Law approved template Dec. 2023

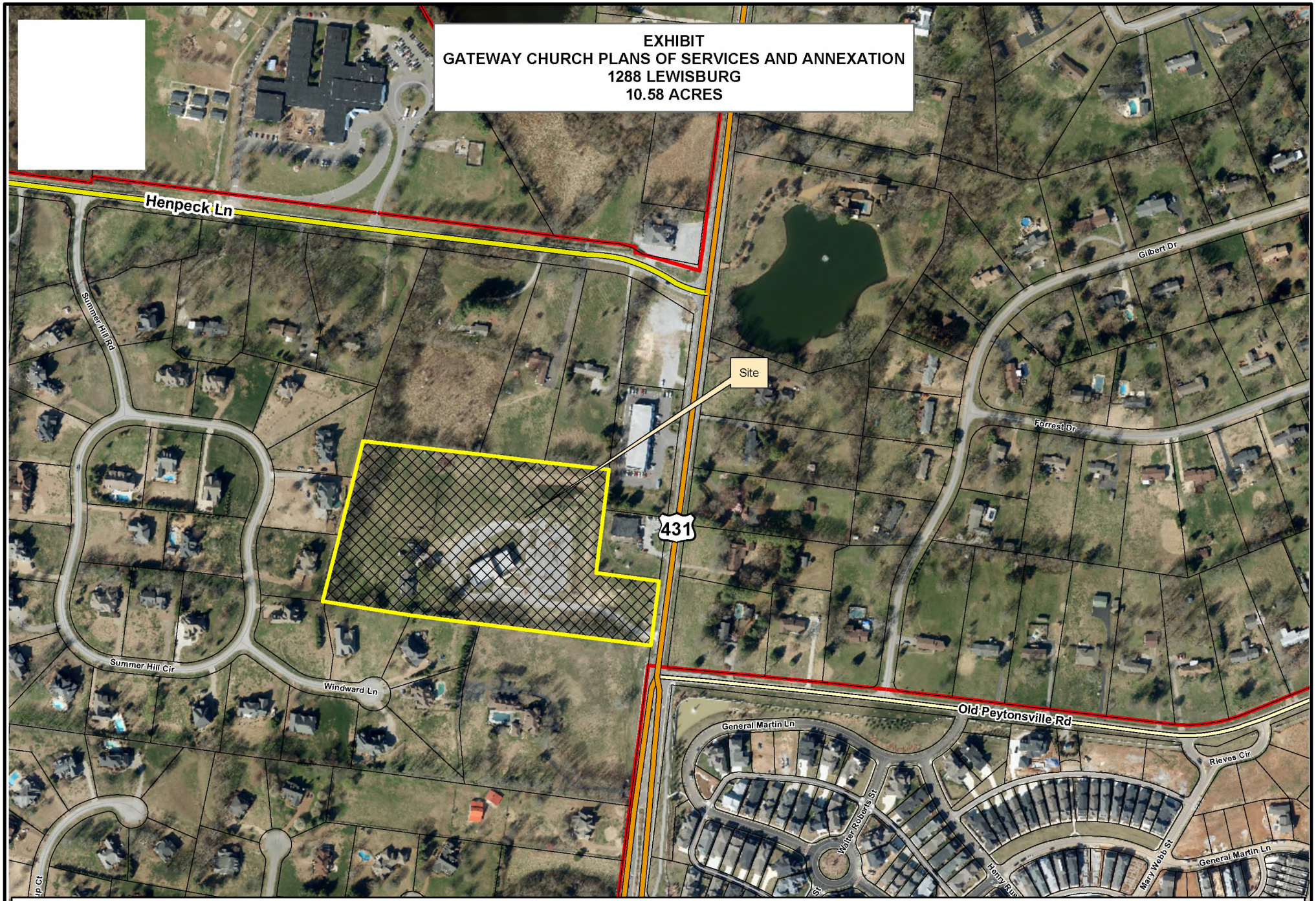
EXHIBIT
GATEWAY CHURCH PLANS OF SERVICES AND ANNEXATION
1288 LEWISBURG
10.58 ACRES
Henpeck Ln
Summer Hill Rd
Summer Hill Cir
Windward Ln
Site
431
Gilbert Dr
Forrest Dr
Old Peytonsville Rd
General Martin Ln
Rieves Cir
Walter Roberts St
Mary Webb St
General Martin Ln
Legend
1288 Lewisburg Pike
Limits
N
0
250
500
1,000
Feet
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STORM DRAINAGE STRUCTURES

NO.	TYPE	* CASTING	ELEVATIONS			10-YR STORM FLOW (CFS)
			TOP OF GRATE @ FLOW LINE	INVERT IN	INVERT OUT	
1	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	-	689.10 (2)	-
2	BIORETENTION OUTLET STRUCTURE	NYLOPLAST STANDARD GRATE	694.25	689.25 (UD)	689.25	-
3	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	693.50	693.50	-
4	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.00	694.04	694.04	-
5	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	698.00	694.36	694.36	-
6	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.70	-	694.71	-
7	EXISTING AREA DRAIN	-	-	-	-	-
*8	SINGLE CURB INLET	3103	697.90	-	-	-

* CASTINGS TO BE JOHN BOUCHARD & SONS CO. OR APPROVED EQUAL UNLESS OTHERWISE NOTED

STORM DRAINAGE PIPES

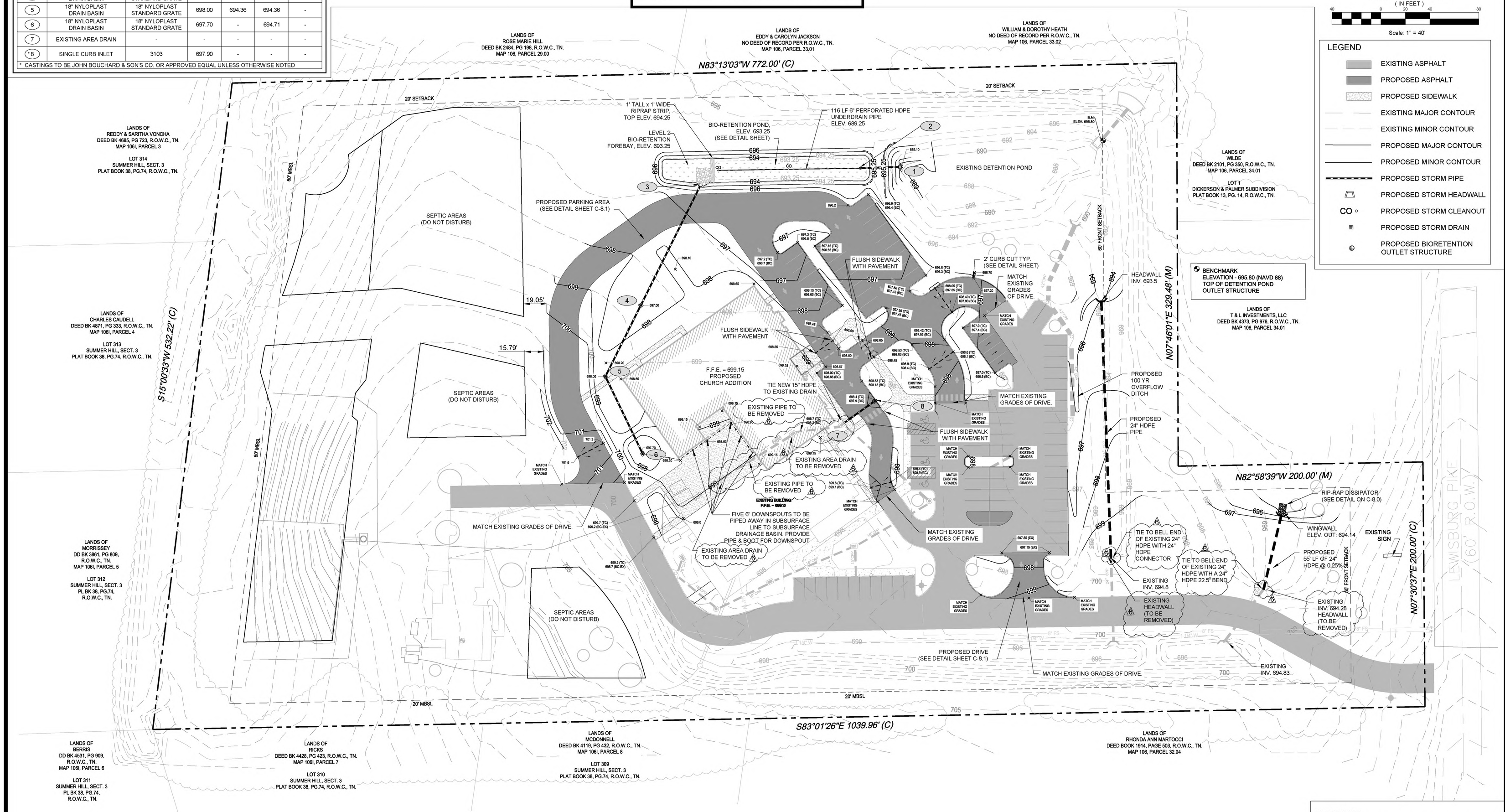
PIPE	SIZE (INCHES)	LENGTH (FEET)	SLOPE (%)	10-YEAR STORM FLOW (CFS)	FULL FLOW CAPACITY (CFS)	FULL FLOW VELOCITY (FPS)
* 2-1	18	30	0.5	7.23	7.4	4.2
* 4-3	15	108	0.5	2.28	4.6	3.7
* 5-4	15	64	0.5	0.76	4.6	3.7
* 6-5	15	70	0.5	0.64	4.6	3.7
* 8-7	15	32	0.5	0.72	4.6	3.7

* ADS N-12 PIPE

TOTAL PROPERTY AREA: 465,609 SQFT

EXISTING IMPERVIOUS: 69,761 SQFT
EXISTING PERVIOUS: 395,848 SQFT

PROPOSED IMPERVIOUS: 108,367 SQFT
PROPOSED PERVIOUS: 357,242 SQFT



NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
2	8/31/18	REVISED PER OWNERS COMMENTS
3	10/10/18	REVISED PER CITY/OWNER COMMENTS
4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS
6	01/25/19	REVISED STORM INLETS PER CONTRACTOR

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

GRADING & DRAINAGE PLAN
FULLY CONSTRUCTED
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

TIMOTHY E. TURNER — REGISTERED ENGINEER — AGRICULTURAL — No. 101733 — STATE OF TENNESSEE

01/25/19

WORK FULLY COMPLETED AS OF 10/4/2019

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

PROJECT
16-0819

SHEET
C-5.0

T-SQUARE ENGINEERING

701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com

CONSTRUCTION PLANS
FOR
GATEWAY CHURCH PHASE 2
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.58 AC)
FRANKLIN, WILLIAMSON COUNTY, Tennessee

Developer: Charlie Weir, Gateway Church
1288 Lewisburg Pike
Franklin, TN 37064
(615) 538-6040

Engineer: TSQUARE ENGINEERING
Consulting Civil Engineering
7101 Sharondale Court * Suite 200 * Brentwood, TN 37027
(615)678-8212 * Email tim@t2-eng.com

Surveyor: Jacob Slaugenhoupt, Garver
361 Mallory Station Road PHONE (615) 377-1337
Franklin, TN 37067

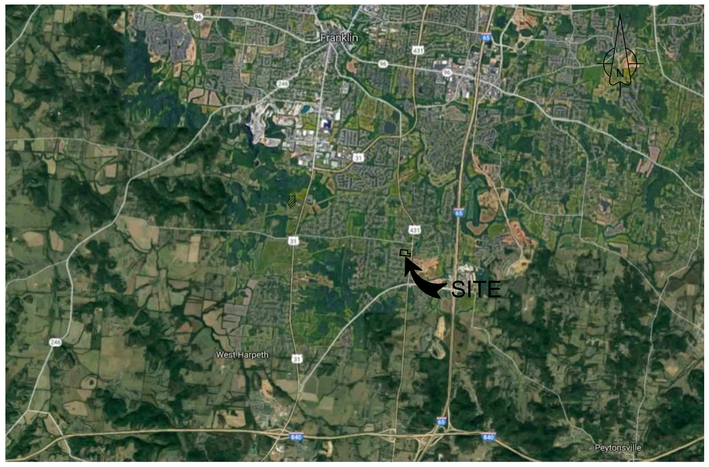
S & A Surveying, Inc.
306 Bluegrass Circle
Lebanon, TN, 37090
(615) 394-7564

Topographic Boundary Survey, including property lines, legal description, existing utilities, site topography with spot elevations, outstanding physical features and existing structure locations was provided by the following company:

Jacob Slaugenhoupt, Garver
361 Mallory Station Road PHONE (615) 377-1337
Franklin, TN 37067

S & A Surveying, Inc.
306 Bluegrass Circle
Lebanon, TN, 37090
(615) 394-7564

T-Square Engineering and its associates will not be held responsible for its accuracy or for design errors or emissions resulting from potential survey inaccuracies.



LOCATION MAP
N.T.S

Sheet Schedule

C-0.0	Cover Sheet
C-1.0	Existing Conditions And Demo Plan
C-1.1	Resource Protection Plan
C-2.0	Site Layout Plan
C-3.0	Initial Erosion Control Plan
C-3.1	Temporary Erosion Control Plan
C-3.2	Permanent Erosion Control Plan
C-4.0	Pre Development Plan
C-4.1	Post Development Plan
C-5.0	Grading & Drainage Plan
C-7.0	Utility Plan
C-8.0	Detail Sheet
C-8.1	Detail Sheet
L-1.0	Landscape Plan
L-1.1	Landscape Plan
P-1.0	Photometric Plan

REVISIONS		
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DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

COVER SHEET
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
STATE OF TENNESSEE
12-10-18

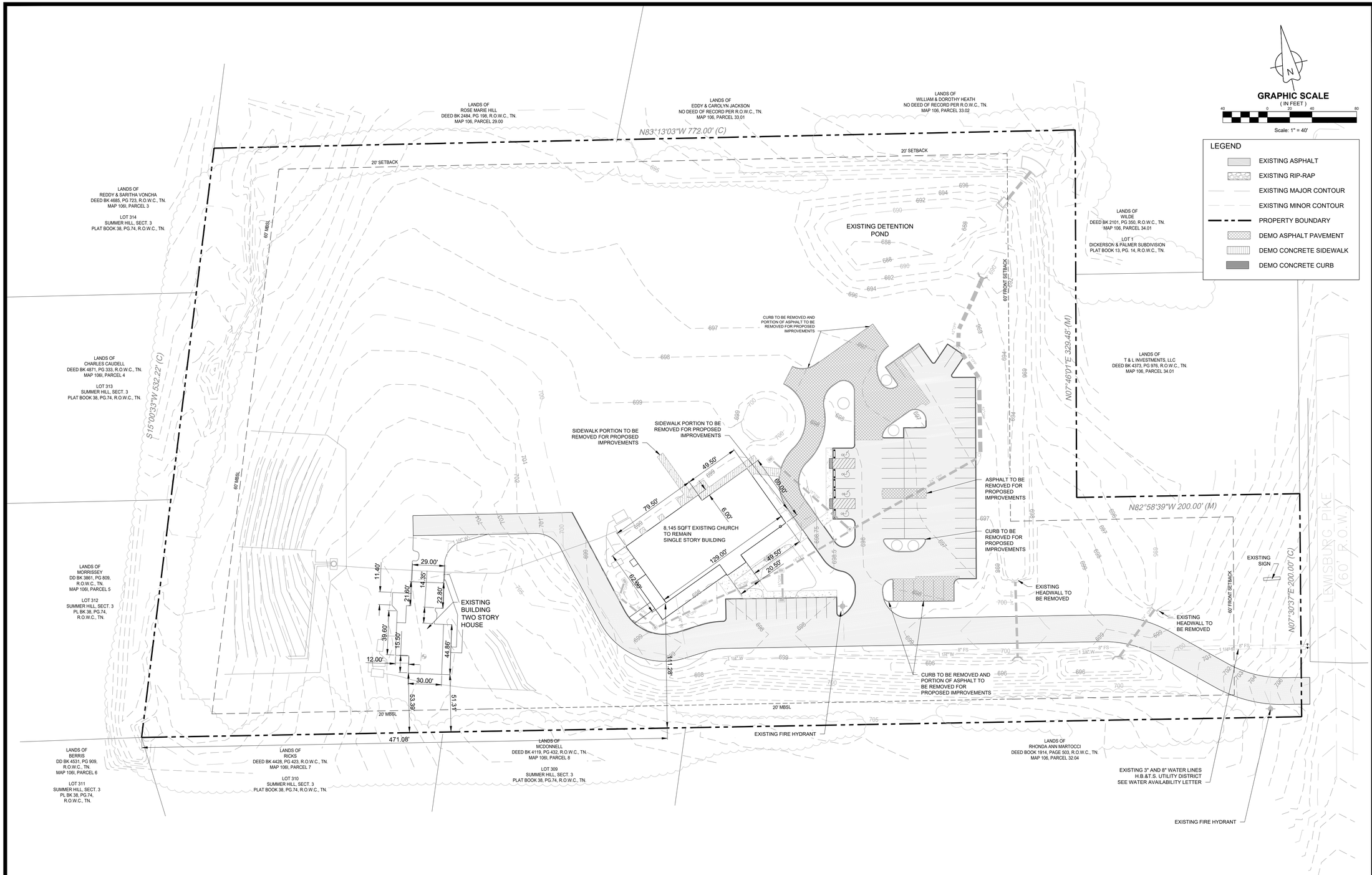
OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

PROJECT
16-0819

SHEET
C-0.0



GRAPHIC SCALE
(IN FEET)

40 0 20 40 80

Scale: 1" = 40'

LEGEND

- EXISTING ASPHALT
- EXISTING RIP-RAP
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPERTY BOUNDARY
- DEMO ASPHALT PAVEMENT
- DEMO CONCRETE SIDEWALK
- DEMO CONCRETE CURB

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DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

EXISTING CONDITIONS AND DEMO PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
101143
STATE OF TENNESSEE

12–10–18

RESOURCE PROTECTION STANDARDS
THIS DEVELOPMENT WILL ADHERE TO THE RESOURCE PROTECTION STANDARDS SET FORTH IN ARTICLE 13 OF THE ZONING ORDINANCE CONCERNING NATURAL AND HISTORICAL RESOURCES, SUCH AS, WATERWAY PROTECTION, STEEP TOPOGRAPHY AND SLIPPAGE SOIL PROTECTION, KARST TOPOGRAPHY PROTECTION, SPECIAL FLOOD HAZARD AREA PROTECTION, WETLAND PROTECTION, WOODLAND AND TREE PROTECTION, AND HISTORIC AND CULTURAL RESOURCE PROTECTION.

NOTE;
1. THIS PROPERTY HAS BEEN REVIEWED FOR THE EXISTENCE OF INTERMITTENT AND PERENNIAL STREAMS. STREAMS THAT WOULD REQUIRE WATERWAY NATURAL AREAS AS DESCRIBED IN SECTION 4 OF THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS HAVE BEEN LOCATED AS SHOWN.
2. THIS SITE HAS BEEN REVIEWED FOR THE PRESENCE OF STEEP SLOPES, HILLTOPS AND RIDGETOPS, SLIPPAGE SOILS AND KARST FEATURES. NONE OF THE MENTIONED FEATURES ARE PRESENT ON THIS SITE.

FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

PROJECT
16-0819

SHEET
C-1.0

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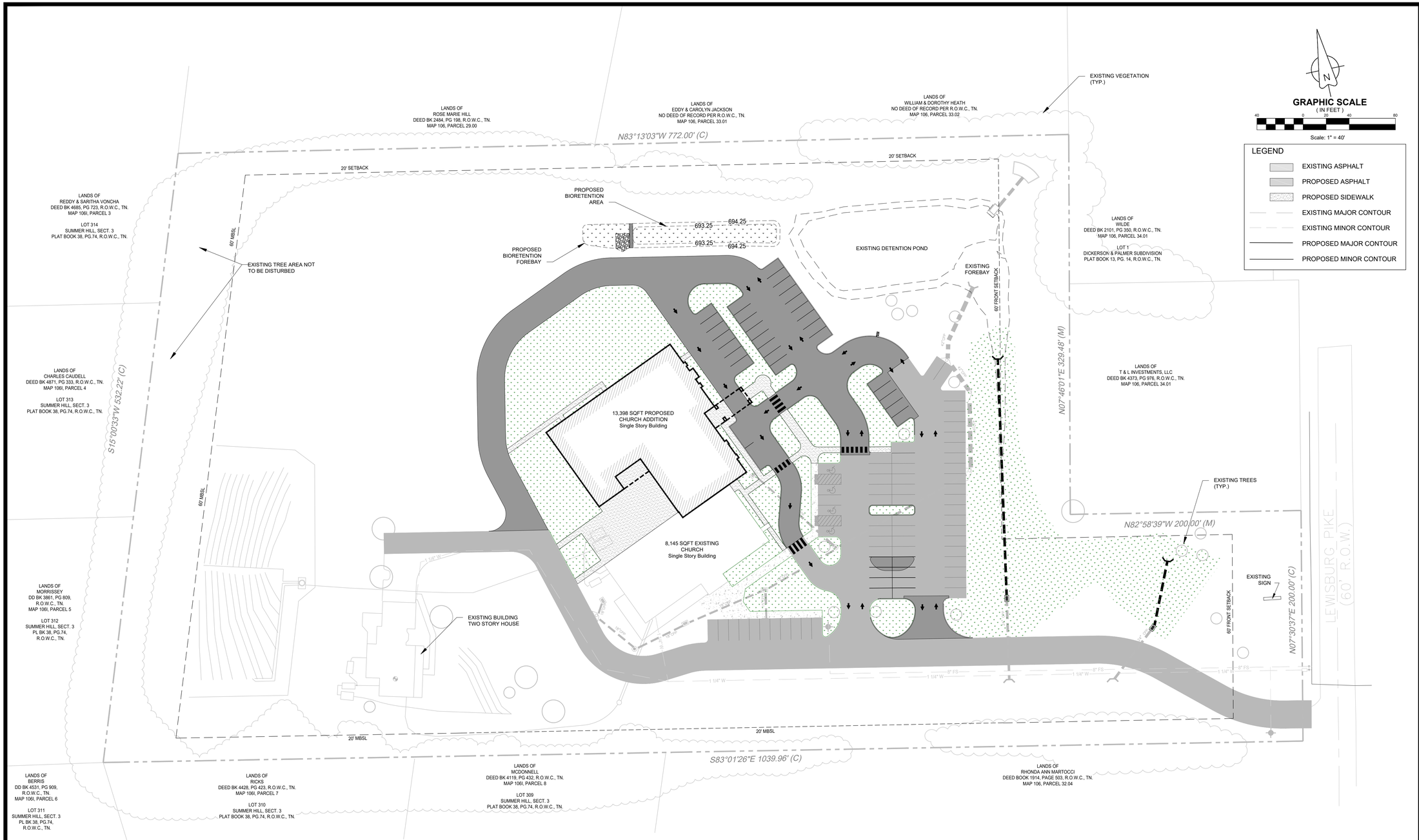

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OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

REVISIONS

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5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

RESOURCE PROTECTION PLAN

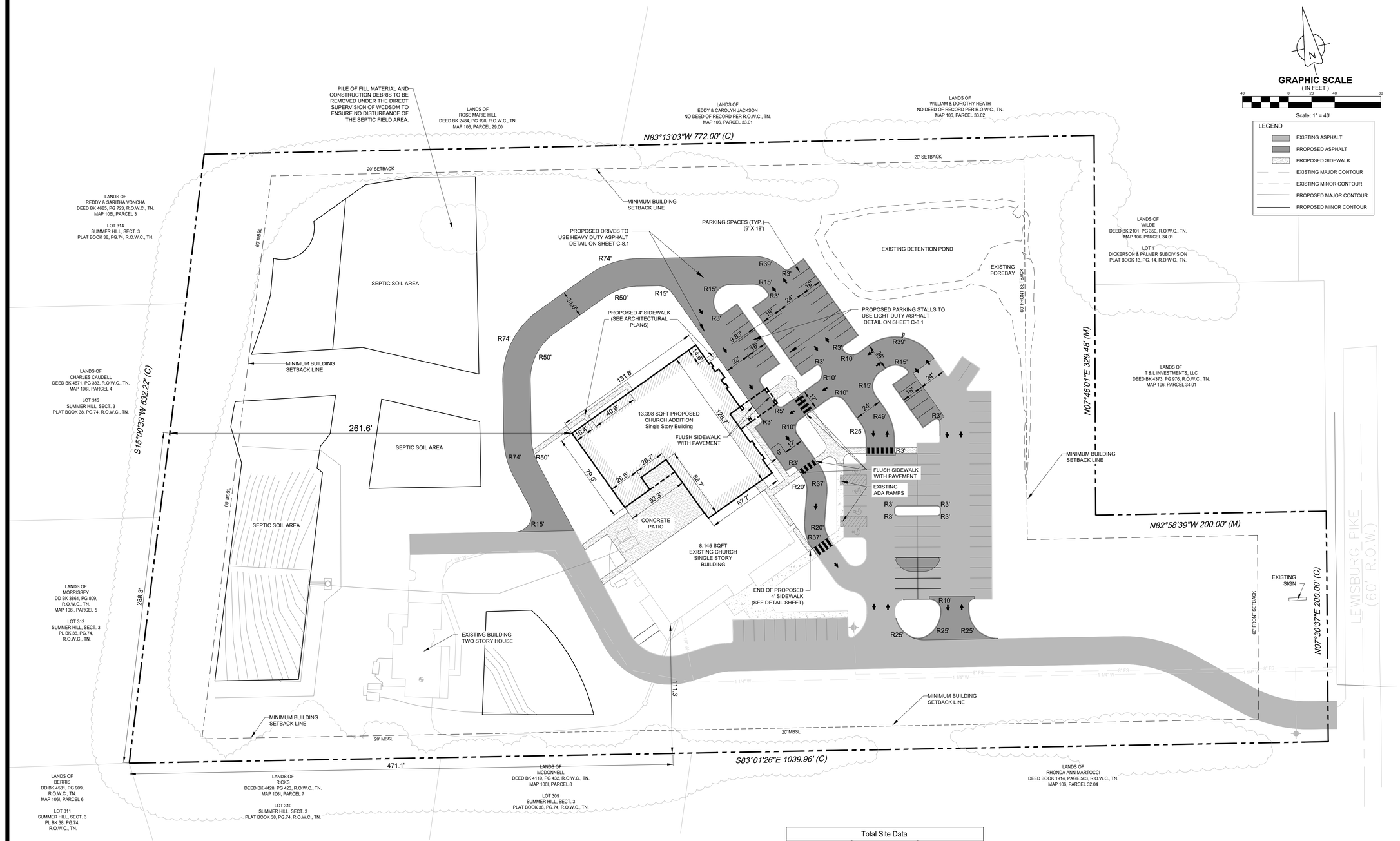
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-1.1



Total Site Data		
	REQUIRED / EXISTING	PROVIDED
TOTAL PROPERTY ACREAGE	10.58 AC	10.58 AC
ZONING	MGA - 1	MGA - 1
OPEN SPACE	2.65 AC (25%)	7.71 AC (73%)
BUILDING SETBACKS		
FRONT:	60 FEET	60 FEET
REAR:	60 FEET	60 FEET
SIDE:	20 FEET	20 FEET
ERROR OF CLOSURE	1 / 10,000	1 / 10,000

MAXIMUM NUMBER EMPLOYEES ON ANY GIVEN DAY = 7

PARKING SPACES				
	REQUIRED	EXISTING	PROPOSED	TOTAL
# OF SPACES	75 MIN - 93 MAX	69	24	93

REQUIRED NUMBER OF SPACES IS BASED ON A 300 MAX CAPACITY FOR THE SANCTUARY.

RESOURCE PROTECTION STANDARDS
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OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

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5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

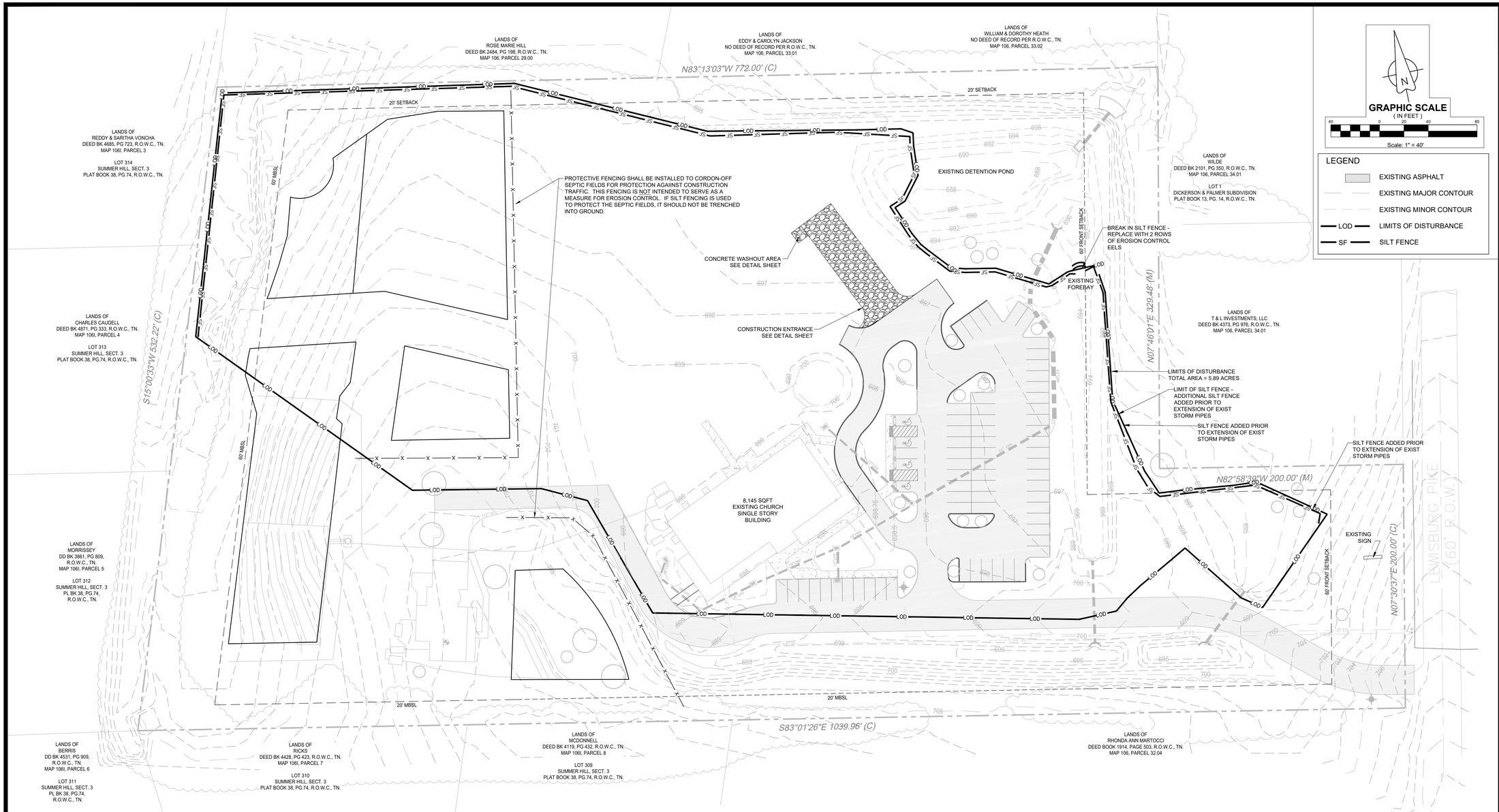
SITE PLAN
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER REGISTERED ENGINEER AGRICULTURAL & ENVIRONMENTAL 101.4 STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-2.0



GENERAL EROSION NOTES

A. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF TENNESSEE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT(NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.

B. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.

C. MAINTAIN ON THE SITE OR HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

D. DUST CONTROL ON THE SITE SHALL BE MINIMIZED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPRESSION OPERATIONS IS PROHIBITED.

E. NO RUBBISH, TRASH, GARBAGE, OR OTHER SUCH MATERIALS SHALL BE DISCHARGED INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

F. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.

G. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 21 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

H. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

I. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

J. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

K. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

L. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.

M. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, STRAW BALES, ETC.) TO HELP PREVENT EROSION AND STORM WATER POLLUTION.

MAINTENANCE

ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST TWICE EVERY SEVEN CALENDAR DAYS AT LEAST 72 HOURS APART. IT SHALL ALSO BE INSPECTED WITHIN 24 HOURS OF THE END OF A RAINFALL EVENT, AND SHOULD BE CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING WITHIN 7 CALENDAR DAYS:

1. INLET/OUTLET PROTECTION DEVICES AND BARRIERS SHALL BE FIXED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR SHALL BE REPLACED IF THEY SHOW SIGNS OF DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-THIRD TO ONE-HALF THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
5. THE DETENTION BASIN WILL BE MAINTAINED BY THE PROPERTY OWNER.

RESOURCE PROTECTION STANDARDS

THIS DEVELOPMENT WILL ADHERE TO THE RESOURCE PROTECTION STANDARDS SET FORTH IN ARTICLE 13 OF THE ZONING ORDINANCE CONCERNING NATURAL AND HISTORICAL RESOURCES, SUCH AS, WATERWAY PROTECTION, STEEP TOPOGRAPHY AND SLIPPAGE SOIL PROTECTION, KARST TOPOGRAPHY PROTECTION, SPECIAL FLOOD HAZARD AREA PROTECTION, WETLAND PROTECTION, WOODLAND AND TREE PROTECTION, AND HISTORIC AND CULTURAL RESOURCE PROTECTION.

NOTE;

1. THIS PROPERTY HAS BEEN REVIEWED FOR THE EXISTENCE OF INTERMITTENT AND PERENNIAL STREAMS. STREAMS THAT WOULD REQUIRE WATERWAY NATURAL AREAS AS DESCRIBED IN SECTION 4 OF THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS HAVE BEEN LOCATED AS SHOWN.
2. THIS SITE HAS BEEN REVIEWED FOR THE PRESENCE OF STEEP SLOPES, HILLTOPS AND RIDGETOPS, SLIPPAGE SOILS AND KARST FEATURES. A KARST FEATURE IS NOT PRESENT ON THIS SITE.
3. THERE ARE NO CRITICAL LOTS ON THIS SITE.

FLOOD NOTE

NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
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3	10/10/18	REVISED PER CITY/OWNER COMMENTS
4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

INITIAL EROSION CONTROL

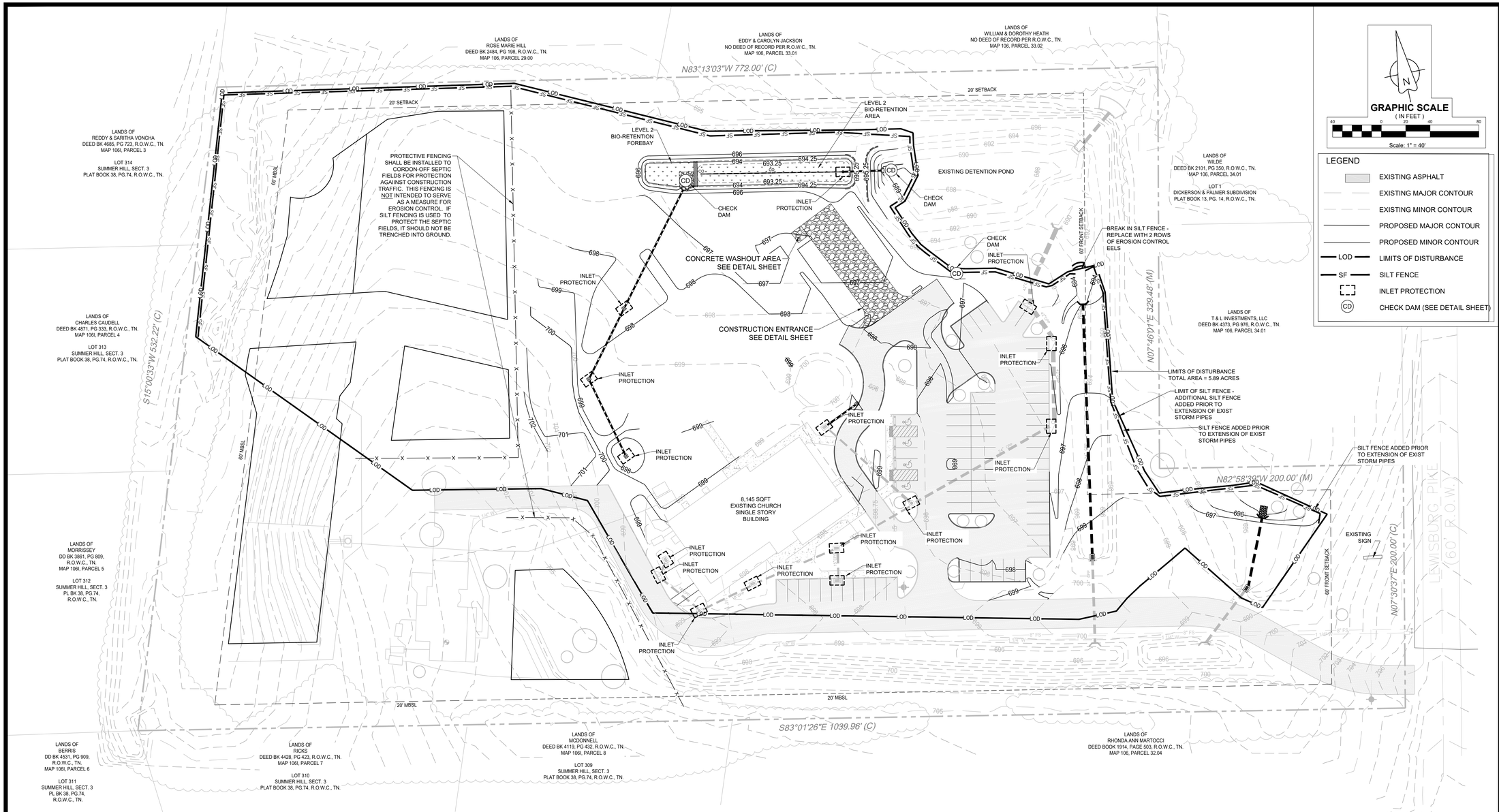
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-3.0



GENERAL EROSION NOTES

A. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF TENNESSEE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT(NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.

B. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.

C. MAINTAIN ON THE SITE OR HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

D. DUST CONTROL ON THE SITE SHALL BE MINIMIZED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPRESSION OPERATIONS IS PROHIBITED.

E. NO RUBBISH, TRASH, GARBAGE, OR OTHER SUCH MATERIALS SHALL BE DISCHARGED INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

F. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.

G. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 21 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

H. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

I. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

J. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

K. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

L. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.

M. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, STRAW BALES, ETC.) TO HELP PREVENT EROSION AND STORM WATER POLLUTION.

MAINTENANCE

ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST TWICE EVERY SEVEN CALENDAR DAYS AT LEAST 72 HOURS APART. IT SHALL ALSO BE INSPECTED WITHIN 24 HOURS OF THE END OF A RAINFALL EVENT, AND SHOULD BE CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING WITHIN 7 CALENDAR DAYS:

1. INLET/OUTLET PROTECTION DEVICES AND BARRIERS SHALL BE FIXED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR SHALL BE REPLACED IF THEY SHOW SIGNS OF DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-THIRD TO ONE-HALF THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
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OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

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DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

TEMPORARY EROSION CONTROL

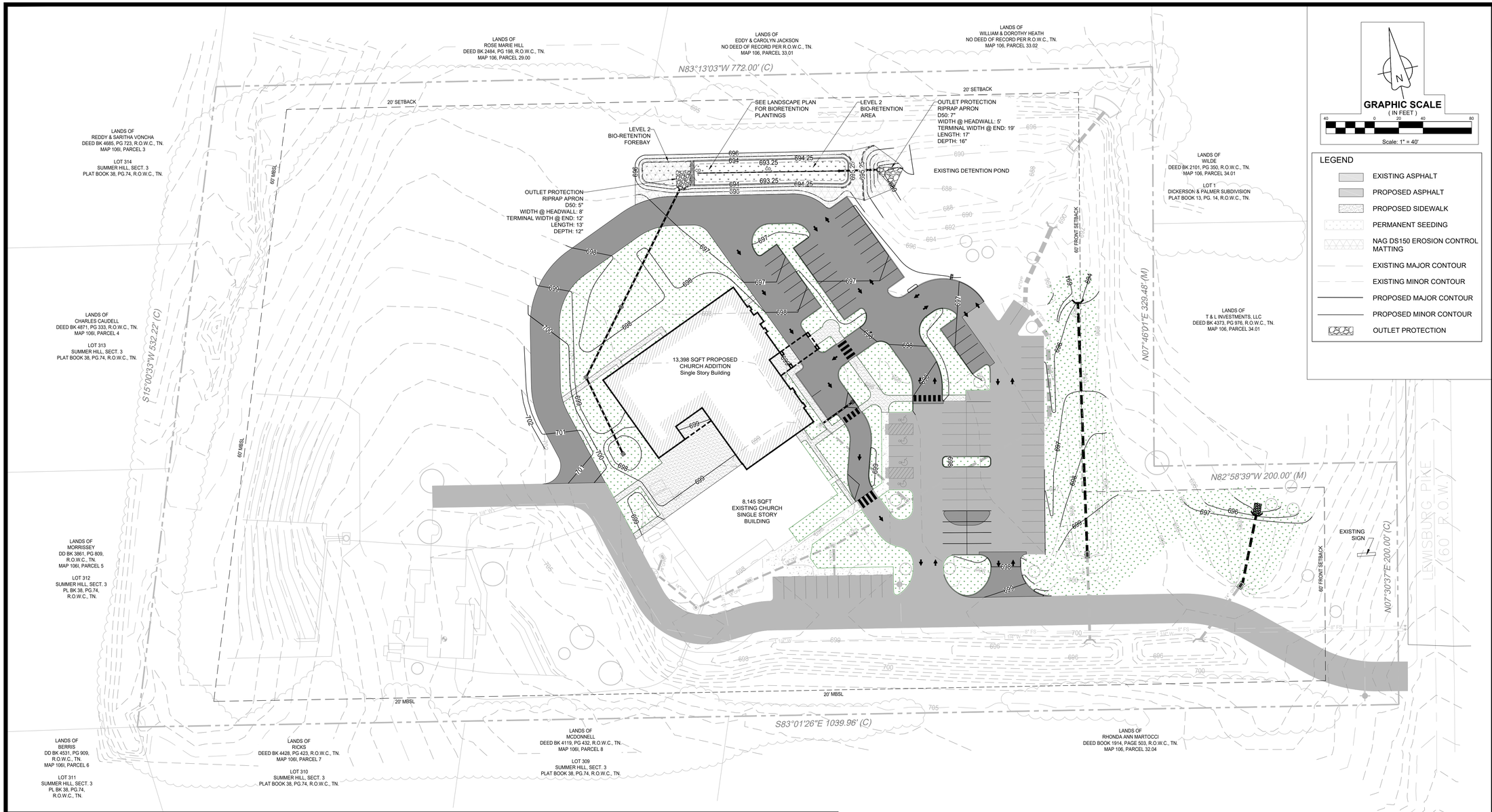
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
101743
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-3.1



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OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

REVISIONS

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5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

PERMANENT EROSION CONTROL

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

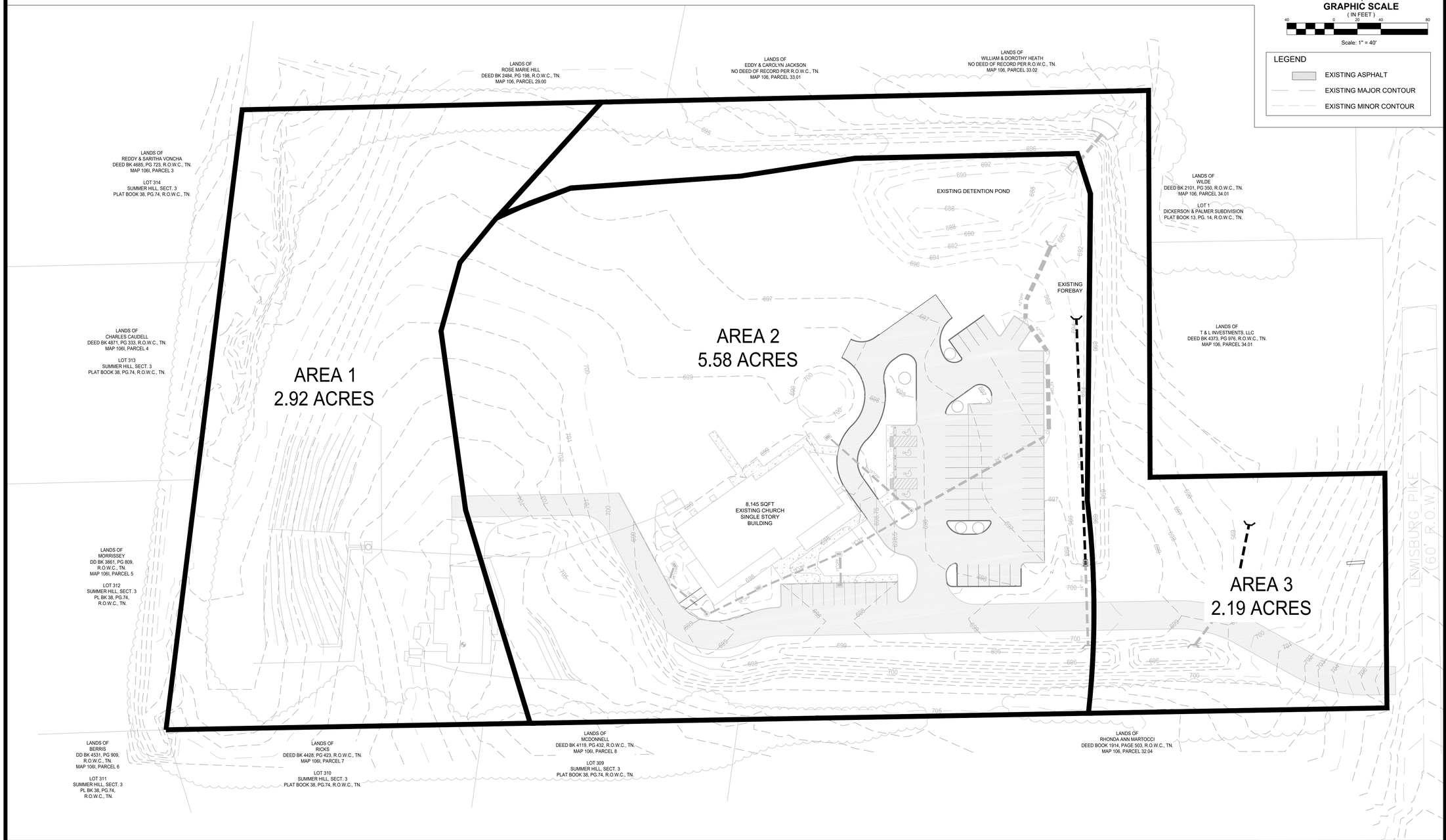
TIMOTHY E. TURNER
REGISTERED AGRICULTURAL ENGINEER
STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
C-3.2

T-SQUARE ENGINEERING
701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com

EXISTING LAND USE:
IMPERVIOUS AREA: 1.60 AC
PERVIOUS AREA: 9.09 AC



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DATE: 01-24-2018
SCALE: AS SHOWN
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REVIEWER: TET

PRE DEVELOPMENT PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

FLOOD NOTE
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ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

TIMOTHY E. TURNER — REGISTERED ENGINEER — AGRICULTURAL — STATE OF TENNESSEE

12–10–18

PROJECT
16-0819

SHEET
C-4.0

T-SQUARE ENGINEERING

701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com

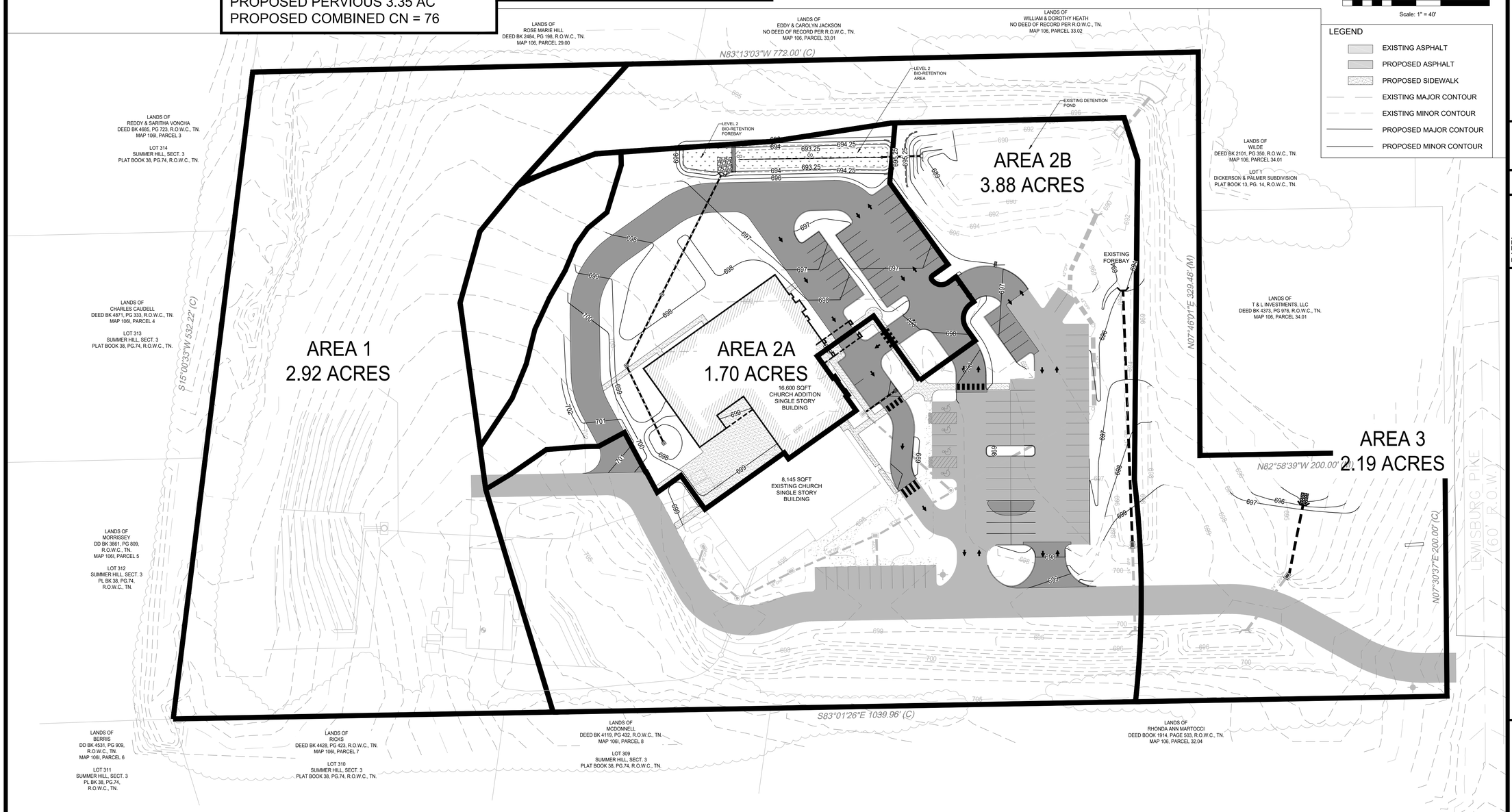
PROPOSED LAND USE:
IMPERVIOUS AREA: 2.48 AC
PERVIOUS AREA: 8.21 AC

EXISTING DETENTION POND DESIGN:
DESIGN IMPERVIOUS 3.08 AC
DESIGN PERVIOUS 2.50 AC
DESIGN COMBINED CN = 83

PROPOSED IMPERVIOUS 2.23 AC
PROPOSED PERVIOUS 3.35 AC
PROPOSED COMBINED CN = 76

DRAINAGE AREA 2A DRAINS TO THE PROPOSED BIORETENTION AREA AND THE EXISTING DETENTION POND

DRAINAGE AREA 2B DRAINS TO THE EXISTING DETENTION POND



N

GRAPHIC SCALE
(IN FEET)
40 0 20 40 80
Scale: 1" = 40'

LEGEND
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED SIDEWALK
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR

NO.	DATE	REVISIONS
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DATE: 01-24-2018
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DRAWN BY: T-SQUARE
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POST DEVELOPMENT PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER REGISTERED ENGINEER AGRICULTURE 101111 STATE OF TENNESSEE

12-10-18

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PROJECT
16-0819

SHEET
C-4.1

STORM DRAINAGE STRUCTURES

NO.	TYPE	* CASTING	ELEVATIONS			10-YR STORM FLOW (CFS)
			TOP OF GRATE @ FLOW LINE	INVERT IN	INVERT OUT	
1	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	-	689.10 (2)	-
2	BIORETENTION OUTLET STRUCTURE	NYLOPLAST STANDARD GRATE	694.25	689.25 (UD)	689.25	-
3	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	693.50	693.50	-
4	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.00	694.04	694.04	-
5	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	698.00	694.36	694.36	-
6	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.70	-	694.71	-
7	EXISTING AREA DRAIN	-	-	-	-	-
*8	SINGLE CURB INLET	3103	697.90	-	-	-

* CASTINGS TO BE JOHN BOUCHARD & SON'S CO. OR APPROVED EQUAL UNLESS OTHERWISE NOTED

STORM DRAINAGE PIPES

PIPE	SIZE (INCHES)	LENGTH (FEET)	SLOPE (%)	10-YEAR STORM FLOW (CFS)	FULL FLOW CAPACITY (CFS)	FULL FLOW VELOCITY (FPS)
* 2-1	18	30	0.5	7.23	7.4	4.2
* 4-3	15	108	0.5	2.28	4.6	3.7
* 5-4	15	64	0.5	0.76	4.6	3.7
* 6-5	15	70	0.5	0.64	4.6	3.7
* 8-7	15	32	0.5	0.72	4.6	3.7

* ADS N-12 PIPE

TOTAL PROPERTY AREA: 465,609 SQFT

EXISTING IMPERVIOUS: 69,761 SQFT
EXISTING PERVIOUS: 395,848 SQFT

PROPOSED IMPERVIOUS: 108,367 SQFT
PROPOSED PERVIOUS: 357,242 SQFT

GRAPHIC SCALE
(IN FEET)
40 0 20 40 80
Scale: 1" = 40'

LEGEND
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED SIDEWALK
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM PIPE
- PROPOSED STORM HEADWALL
- PROPOSED STORM CLEANOUT
- PROPOSED STORM DRAIN
- PROPOSED BIORETENTION OUTLET STRUCTURE

LANDS OF ROSE MARIE HILL DEED BK 2484, PG 198, R.O.W.C., TN. MAP 106, PARCEL 29.00

LANDS OF EDDY & CAROLYN JACKSON NO DEED OF RECORD PER R.O.W.C., TN. MAP 106, PARCEL 33.01

LANDS OF WILLIAM & DOROTHY HEATH NO DEED OF RECORD PER R.O.W.C., TN. MAP 106, PARCEL 33.02

N83°13'03"W 772.00' (C)

20' SETBACK

LANDS OF REDDY & SARITHA VONCHA DEED BK 4685, PG 723, R.O.W.C., TN. MAP 106I, PARCEL 3

LOT 314 SUMMER HILL, SECT. 3 PLAT BOOK 38, PG.74, R.O.W.C., TN.

60' MBSL

SEPTIC AREAS (DO NOT DISTURB)

1' TALL x 1' WIDE RIPRAP STRIP, TOP ELEV. 694.25

BIO-RETENTION POND, ELEV. 693.25 (SEE DETAIL SHEET)

LEVEL 2 BIO-RETENTION FOREBAY, ELEV. 693.25

116 LF 6" PERFORATED HDPE UNDERDRAIN PIPE ELEV. 689.25

EXISTING DETENTION POND

PROPOSED PARKING AREA (SEE DETAIL SHEET C-8.1)

FLUSH SIDEWALK WITH PAVEMENT

2' CURB CUT TYP. (SEE DETAIL SHEET)

MATCH EXISTING GRADES OF DRIVE.

HEADWALL INV. 693.5

LANDS OF WILDE DEED BK 2101, PG 350, R.O.W.C., TN. MAP 106, PARCEL 34.01

LOT 1 DICKERSON & PALMER SUBDIVISION PLAT BOOK 13, PG. 14, R.O.W.C., TN.

60' FRONT SETBACK

BENCHMARK
ELEVATION - 695.80 (NAVD 88)
TOP OF DETENTION POND
OUTLET STRUCTURE

LANDS OF T & L INVESTMENTS, LLC DEED BK 4373, PG 976, R.O.W.C., TN. MAP 106, PARCEL 34.01

N07°46'01"E 329.48' (M)

LANDS OF CHARLES CAUDELL DEED BK 4871, PG 333, R.O.W.C., TN. MAP 106I, PARCEL 4

LOT 313 SUMMER HILL, SECT. 3 PLAT BOOK 38, PG.74, R.O.W.C., TN.

S15°00'33"W 532.22' (C)

19.05'

15.79'

F.F.E. = 699.15 PROPOSED CHURCH ADDITION

FLUSH SIDEWALK WITH PAVEMENT

TIE NEW 15" HDPE TO EXISTING DRAIN

FLUSH SIDEWALK WITH PAVEMENT

EXISTING BUILDING F.F.E. = 699.15

FIVE 6" DOWNSPOUTS TO BE PIPED AWAY IN SUBSURFACE LINE TO SUBSURFACE DRAINAGE BASIN. PROVIDE PIPE & BOOT FOR DOWNSPOUT

MATCH EXISTING GRADES OF DRIVE.

MATCH EXISTING GRADES OF DRIVE.

PROPOSED 100 YR OVERFLOW DITCH

PROPOSED 24" HDPE PIPE

PROPOSED JUNCTION BOX T.C. 699.5 INV. IN: 694.8 INV. OUT: 694.8

EXISTING INV. 694.8

EXISTING HEADWALL (TO BE REMOVED)

PROPOSED JUNCTION BOX T.C. 698.0 INV. IN: 694.28 INV. OUT: 694.28

N82°58'39"W 200.00' (M)

RIP-RAP DISSIPATOR (SEE DETAIL ON C-8.0)

WINGWALL ELEV. OUT: 694.14

EXISTING SIGN

PROPOSED 55' LF OF 24" HDPE @ 0.25%

60' FRONT SETBACK

EXISTING INV. 694.28 HEADWALL (TO BE REMOVED)

N07°30'37"E 200.00' (C)

LEWISBURG PIKE (60' R.O.W.)

PROPOSED DRIVE (SEE DETAIL SHEET C-8.1)

MATCH EXISTING GRADES OF DRIVE.

EXISTING INV. 694.83

20' MBSL

S83°01'26"E 1039.96' (C)

LANDS OF MORRISSEY DD BK 3861, PG 809, R.O.W.C., TN. MAP 106I, PARCEL 5

LOT 312 SUMMER HILL, SECT. 3 PL BK 38, PG.74, R.O.W.C., TN.

LANDS OF BERRIS DD BK 4531, PG 909, R.O.W.C., TN. MAP 106I, PARCEL 6

LOT 311 SUMMER HILL, SECT. 3 PL BK 38, PG.74, R.O.W.C., TN.

LANDS OF RICKS DEED BK 4428, PG 423, R.O.W.C., TN. MAP 106I, PARCEL 7

LOT 310 SUMMER HILL, SECT. 3 PLAT BOOK 38, PG.74, R.O.W.C., TN.

LANDS OF MCDONNELL DEED BK 4119, PG 432, R.O.W.C., TN. MAP 106I, PARCEL 8

LOT 309 SUMMER HILL, SECT. 3 PLAT BOOK 38, PG.74, R.O.W.C., TN.

LANDS OF RHONDA ANN MARTOCCI DEED BOOK 1914, PAGE 503, R.O.W.C., TN. MAP 106, PARCEL 32.04

FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
2	8/31/18	REVISED PER OWNERS COMMENTS
3	10/10/18	REVISED PER CITY/OWNER COMMENTS
4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

GRADING & DRAINAGE PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

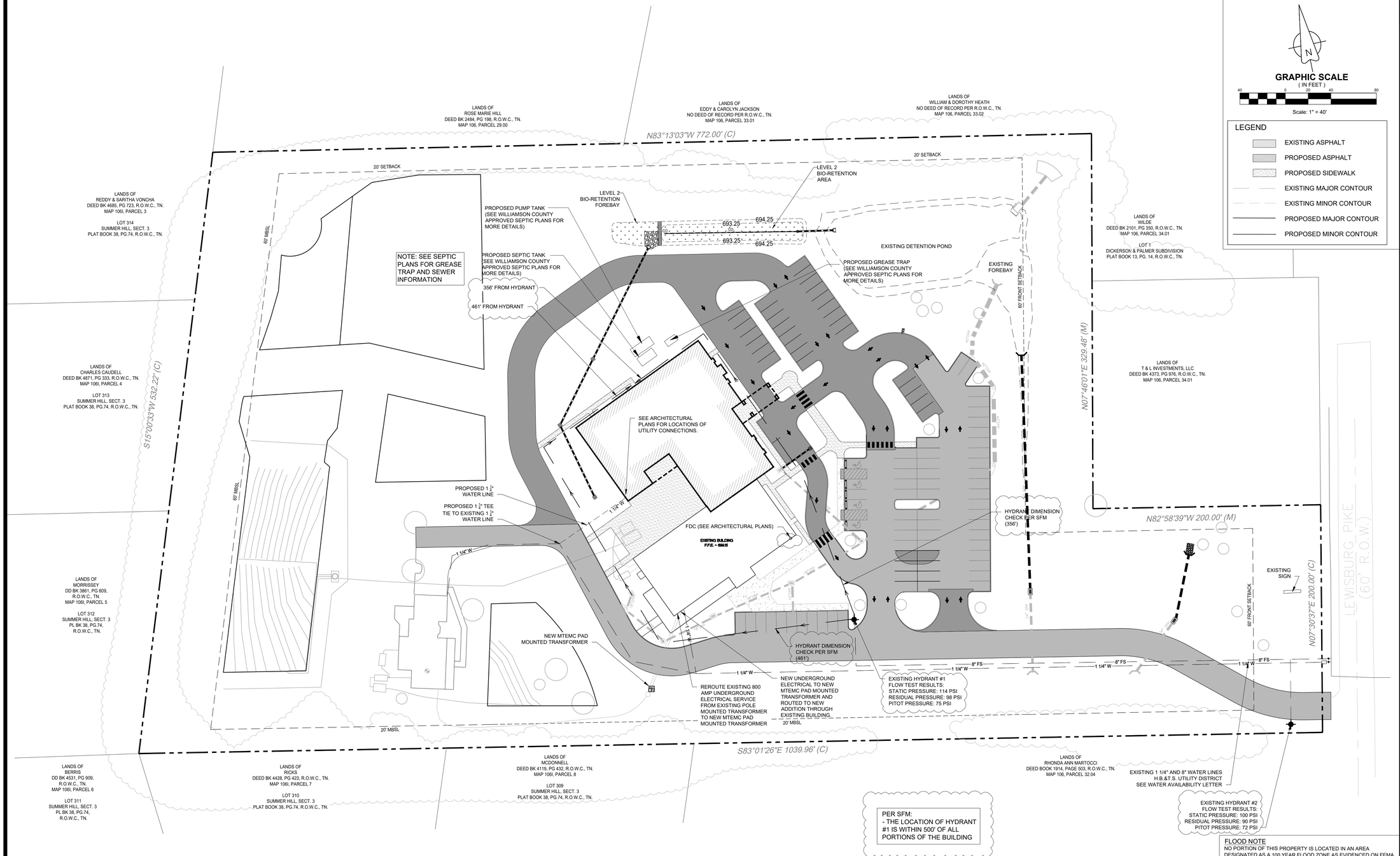
TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
12-10-18

PROJECT
16-0819

SHEET
C-5.0

T-SQUARE ENGINEERING

701 West Main St • Franklin, TN • 615-678-8212 • www.t2-eng.com



FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

REVISIONS

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5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

UTILITY PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

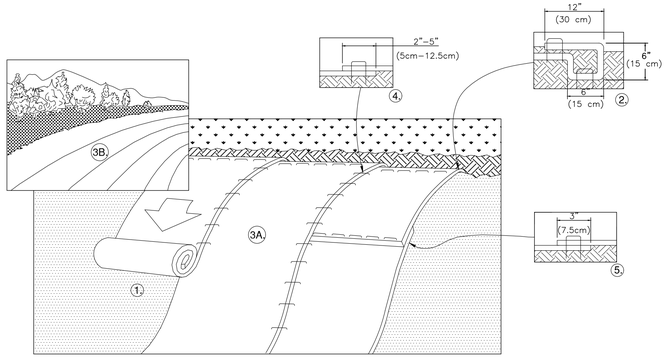
GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE & WATER
STATE OF TENNESSEE

12–10–18

PROJECT
16-0819

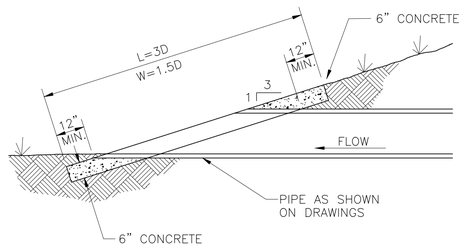
SHEET
C-7.0



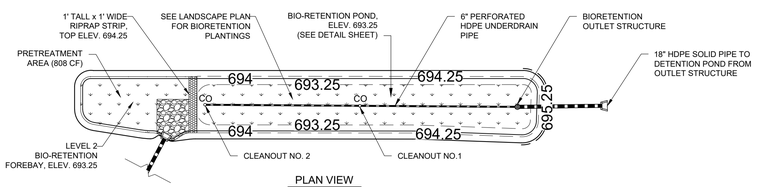
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL–O–SEED DO NOT SEED PREPARED AREA. CELL–O–SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP–SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM™, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"–5" (5cm–12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH™ ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE:
*IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

EROSION CONTROL MATTING DETAIL (MA)



CONCRETE COLLAR FOR DETENTION BASIN INLET FROM BIO-RETENTION BASIN

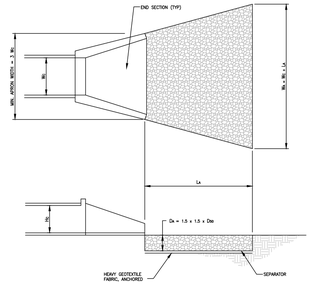


PLAN VIEW

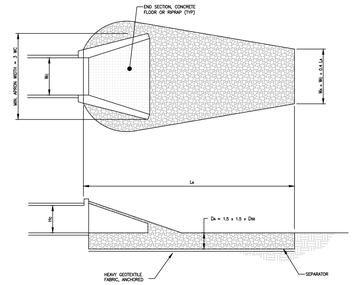
BIO-RETENTION POND

N.T.S.

- ***General Filter Media Composition.*** The recommended bioretention soil mixture is generally classified as a sandy loam on the USDA Texture Triangle, with the following composition by volume:
  - Sand 70% to 85%;
  - Silt + Clay 10% to 20%, with no more than 10% clay; and
  - 5% to 10% organic matter



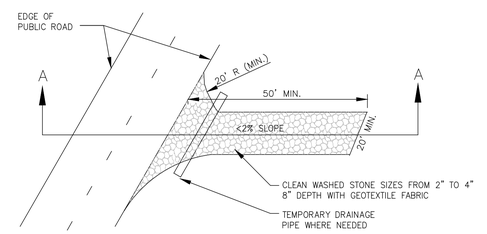
TAILWATER < 0.5 Hc AND ASSUMING FULL CULVERT FLOW (LOW TAILWATER CONDITIONS)



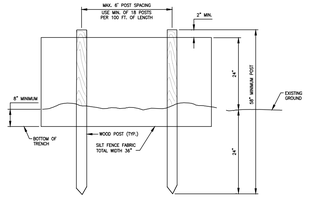
TAILWATER > 0.5 Hc AND ASSUMING FULL CULVERT FLOW (HIGH TAILWATER CONDITIONS)

Hc = HEIGHT OF CULVERT
Wc = WIDTH OF CULVERT
La = LENGTH OF RIP-RAP APRON
Wa = WIDTH OF RIP-RAP APRON AT END
Dso = MEDIAN RIP-RAP SIZE
Dsmax = MAXIMUM SIZE OF RIP-RAP = 1.5 Dso
dc = DEPTH OF RIP-RAP APRON = 1.5 Dsmax
GEOFABRIC or GEOTEXTILE UNDERLAYMENT OR GRAVEL FILTER BLANKET

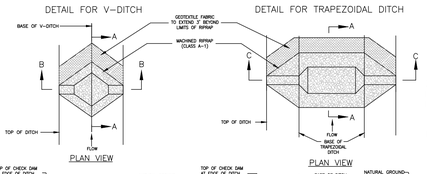
OUTLET PROTECTION (OP)

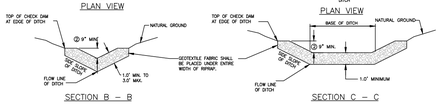


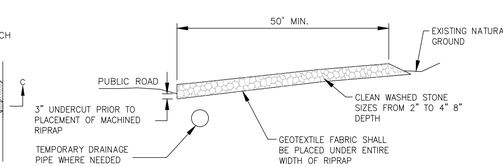
PLAN VIEW OF TEMPORARY CONSTRUCTION ROAD



ELEVATION VIEW

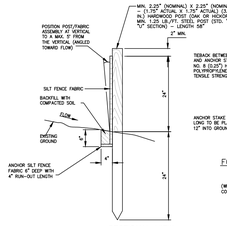






SECTION A–A

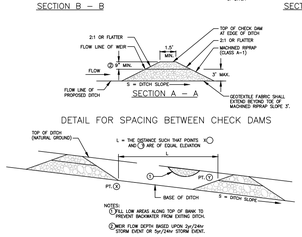
CONSTRUCTION EXIT (CE)



SILT FENCE TIEBACK
FOR STEEL POSTS OR WOOD POSTS

(WHEN REQUIRED BY THE ENGINEER OR NOTED IN THE PLANS. COST TO BE INCLUDED IN THE ITEMS FOR SILT FENCE)

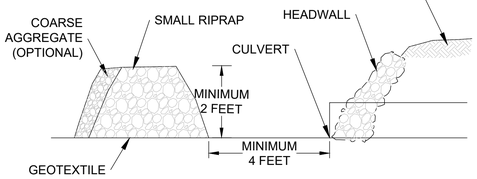
SILT FENCE (SF)

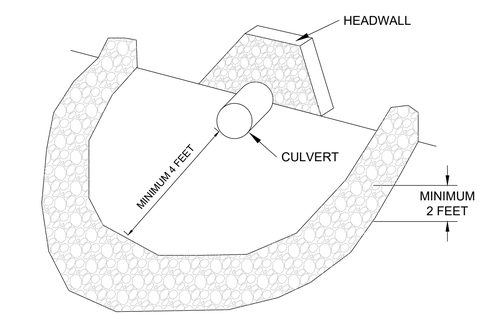


DETAIL FOR SPACING BETWEEN CHECK DAMS

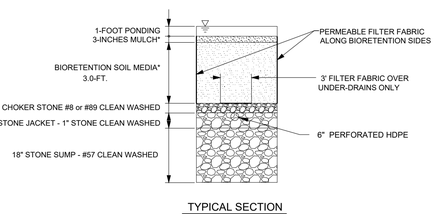
NOTES:
1. ALL LOW AREAS ALONG TOP OF BANK TO PREVENT SNOWWATER FROM EXITING DITCH.
2. MEDIA FLOW DEPTH BASED UPON 2yr/24hr STORM EVENT OR 5yr/24hr STORM EVENT.

CHECK DAMS (CD)

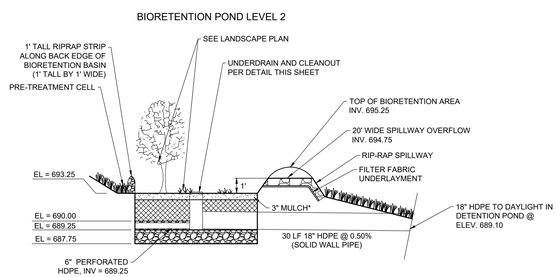




FILTER RING (FR)



TYPICAL SECTION



PLAN VIEW

CONTRACTOR, ENGINEER, OR OWNERS REPRESENTATIVE SHALL NOTIFY MWS DEVELOPMENT REVIEW AT LEAST 24 HOURS PRIOR TO THE INSTALLATION OF THE PLANTING SOIL FILTER BED. AT THE COMPLETION OF INSTALLATION, THE ABOVE REFERENCED PERSON WILL COLLECT ONE SAMPLE PER BIORETENTION BED FOR ANALYSIS AND CONFIRMATION OF THE SOIL CHARACTERISTICS AS DEFINED BY GIP–01, FILTER MEDIA AND SURFACE COVER, SECTION 6.6.

NO.	DATE	REVISIONS
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5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

EROSION CONTROL DETAILS

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
12–10–18

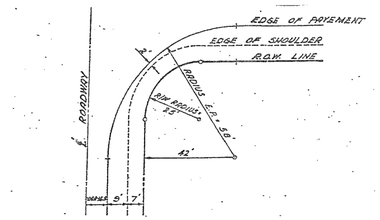
OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

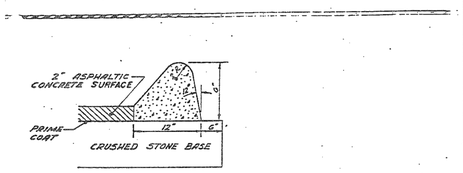
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

PROJECT
16-0819

SHEET
C-8.0



TYPICAL INTERSECTION DETAIL
SCALE : NONE

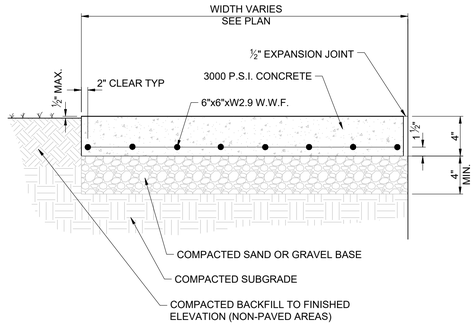


TYPICAL CURB DETAIL
SCALE : NONE

TYPICAL INTERSECTION AND CURB DETAILS	
DRAWING NO. 5	
SCALE: NONE	DATE: 6-15-77
WILLIAMSON COUNTY PLANNING COMMISSION	

26

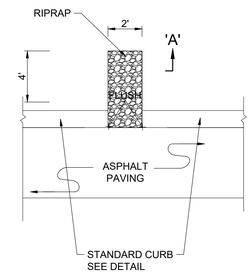
A -58



NOTE:

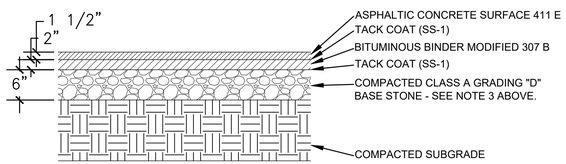
1. PROVIDE WEAKENED PLANE (SAW CUT OR TOOLED) CONTROL JOINTS AT 5'-0" ON CENTER.
2. PROVIDE EXPANSION JOINTS AT 30'-0" (MAX.) ON CENTER AND CONTINUOUSLY BETWEEN SIDEWALK AND WALLS OR OTHER STRUCTURES. (SEE DETAIL)
3. LONGITUDINAL SLOPES SHALL NOT EXCEED 5%
4. CROSS SLOPES SHALL NOT EXCEED 2%

TYPICAL CONCRETE SIDEWALK SECTION
N.T.S.



CURB CUT WITH RIPRAP
N.T.S.

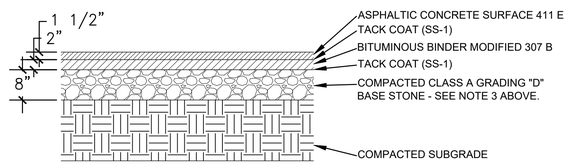
NOTES:
1. SUB GRADE TO BE COMPACTED TO 95% STANDARD PROCTOR.
2. AGGREGATE BASE COARSE TO BE COMPACTED TO 100% STANDARD PROCTOR.
3. ALL ROADWAY CONSTRUCTION TO COMPLY WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.



PARKING LOT ASPHALT PAVEMENT SECTION
NOT TO SCALE

LIGHT DUTY

NOTES:
1. SUB GRADE TO BE COMPACTED TO 95% STANDARD PROCTOR.
2. AGGREGATE BASE COARSE TO BE COMPACTED TO 100% STANDARD PROCTOR.
3. ALL ROADWAY CONSTRUCTION TO COMPLY WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.



PROPOSED DRIVE ASPHALT PAVEMENT SECTION
NOT TO SCALE

HEAVY DUTY

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT

GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
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EROSION CONTROL DETAILS

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2



12-10-18

PROJECT
16-0819

SHEET
C-8.1

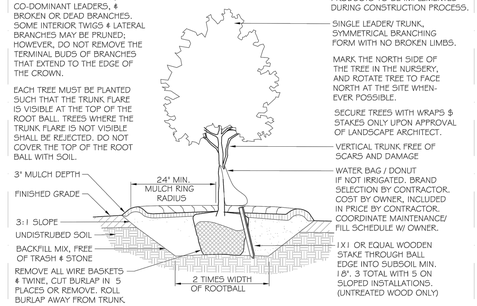
T-SQUARE ENGINEERING

701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com

DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, & BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS & LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

EACH TREE MUST BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.

SEE SPECIFICATION SECTION 32 9300: TREES PROPER INSTALLATION PROCEDURES & PRODUCTS TO BE IMPLEMENTED DURING CONSTRUCTION PROCESS.



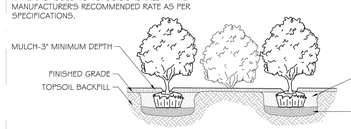
ALL PLANT MATERIAL TO MEET AMERICAN STANDARDS FOR NURSERY STOCK & ANSI Z60.1; LATEST EDITION STANDARDS.

24" RADIUS MULCH RING ON ALL PROPOSED TREES
6" DIA. MULCH RING IF IN LAWN, NO MULCH AT TRUNK.

DECIDUOUS TREE PLANTING DETAIL

N.T.S.

MYCORRHIZAL INOCULATES AND SUPER-ABSORBENT MATERIAL ADDED TO TOPSOIL BACKFILL AT THE MANUFACTURER'S RECOMMENDED RATE AS PER SPECIFICATIONS.



REMOVE ALL SYNTHETIC MATERIAL FROM AROUND ROOTBALL. REMOVE BURLAP AND ROPE FROM TOP ⅓ OF ROOTBALL.

BACKFILL PLANTING PIT WITH PREPARED PLANTING MEDIUM (SEE NOTES)

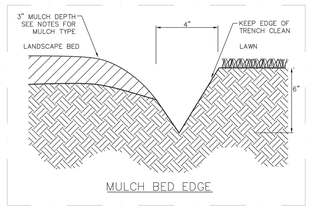
UNDISTURBED NATIVE SOIL OR 6" MINIMUM DEPTH OF PLANTING - TAMP TO MINIMIZE SETTLEMENT - REMOVE ALL CRUSHED STONE BASE TO NATIVE SOIL OR A MINIMUM OF 24" IF ON ENGINEERED FILL.

ALL PLANT MATERIAL TO MEET AMERICAN STANDARDS FOR NURSERY STOCK AND ANSI Z60.1; LATEST EDITION STANDARDS.

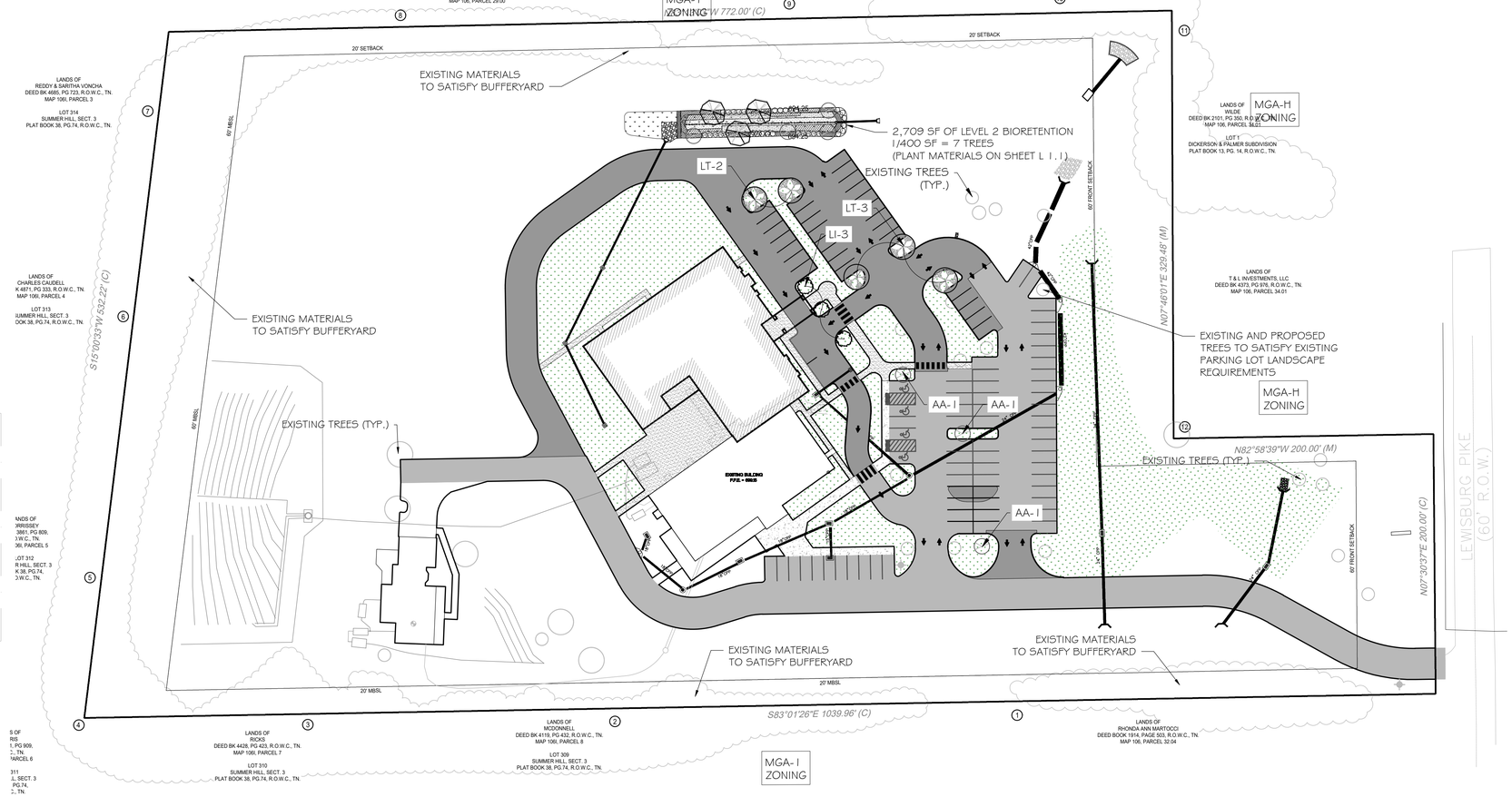
SEE SPECIFICATION SECTION 32 9300: SHRUBS FOR PROPER INSTALLATION PROCEDURES AND PRODUCTS TO BE IMPLEMENTED DURING CONSTRUCTION PROCESS

SHRUB PLANTING IN BED DETAIL

N.T.S.



MULCH BED EDGE



MATERIALS SCHEDULE

KEY	QTY	SCIENTIFIC NAME/ COMMON NAME	ROOT	SIZE	REMARKS
TREES					
AA	3	Amelanchier arborea/ SERVICEBERRY	6' - 7'	2" Cal	Natural Form
LI	3	Lagerstroemia indica 'Watermelon Red' WATERMELON RED CRAPE MYRTLE	B&B	2 1/2 Cal	Matched, Full.
LT	5	Liriodendron tulipifera/ TULIP TREE	B&B	2" Cal	Strong Leader, 5' Clear
TURF					
SOD		Rebel II Fine Bladed Sod	Install in all lawn areas.		
SEED		Rebel II Fine Bladed Fescue	Seed at 5 lbs per 1,000 sf Install w/ weed free Straw		
MISCELLANEOUS			REMARKS		
MULCH BED		Hardwood Bark Mulch	Minimum 3" depth throughout		
NOTES					

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS

LANDSCAPE NOTES

THE LANDSCAPE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES AND TAKE PRECAUTIONS TO PREVENT DAMAGE TO THE UTILITIES.

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINE GRADING OF ALL PLANTING AREAS.

ALL PLANTING AND MULCH BEDS SHALL BE SPRAYED WITH ROUND-UP (CONTRACTOR'S OPTION) PRIOR TO THE INSTALLATION OF MULCH.

ALL PLANTING AREAS SHALL BE FERTILIZED WITH 12#/1,000 SF OF 10-10-10 FERTILIZER.

ALL PLANTING BEDS SHALL HAVE A MINIMUM OF 3" DEPTH OF SHREDDED HARDWOOD BARK MULCH.

ALL DISTURBED AREAS SHALL BE PLANTED WITH TURF AS INDICATED ON THE MATERIAL SCHEDULE.

THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL MATERIALS QUANTITIES.

THE LANDSCAPE CONTRACTOR NOTIFY THE LANDSCAPE ARCHITECT OF ANY ARCHITECTURAL FEATURES SUCH AS WALKWAYS, WINDOWS, OR BUILT ELEMENTS THAT CONFLICT WITH THE APPROVED PLANTING PLAN.

NO PLANT MATERIALS SHOULD BE SUBSTITUTED WITHOUT AUTHORIZATION BY THE REPRESENTATIVE.

ALL WIRE BASKETS SHALL BE COMPLETELY REMOVED AND DISPOSED OF, BURLAP SHOULD BE REMOVED OR PUNCTURED IN AT LEAST 5 PLACES. REMOVE ALL TWINE FROM BURLAP MATERIALS. GUYING IS NOT ALLOWED.

NO CANOPY TREE SHALL BE LOCATED WITHIN 15' OF AN OVERHEAD UTILITY. NO CANOPY TREE SHALL BE LOCATED WITHIN A PUBLIC UTILITY EASEMENT WITHOUT SIGNING OF A RELEASE WAIVER. LOCATING PLANT MATERIALS WITHIN A DRAINAGE EASEMENT IS ACCEPTABLE, BUT ONLY IF INSTALLED AS NOT TO DISTURB EXISTING DRAINAGE FLOW. IN SUCH INSTANCES, THE MATERIALS SHALL BE LOCATED NO CLOSER THAN 5' FROM THE CENTERLINE OF DRAINAGE.

NO TREE SHALL BE LOCATED CLOSER THAN 15' FROM A LIGHT SOURCE.

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
Scale: 1" = 50'

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

OWNER OF RECORD GATEWAY CHURCH - NASHVILLE INC ZONING MGA-1, MAP 106 PARCEL 029.01	
APPLICANT	
GATEWAY CHURCH, CHARLIE WEIR 1288 LEWISBURG PIKE FRANKLIN, TN 37064 615-538-6040	

NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
2	8/31/18	REVISED PER OWNERS COMMENTS
3	10/10/18	REVISED PER CITY/OWNER COMMENTS
4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

LANDSCAPE PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER REGISTERED LANDSCAPE ARCHITECT 101 STATE OF TENNESSEE
12–10–18

PROJECT
16-0819

SHEET
L 1.0

T-SQUARE ENGINEERING

701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com

BIORETENTION MATERIALS SCHEDULE

KEY	QTY	SCIENTIFIC NAME/ COMMON NAME	HEIGHT	SPREAD	TRUNK	NOTES
TREES						
AA	4	Amelanchier arborea/ SERVICEBERRY	6' - 7'	3' - 4'	2"	Natural Form
BN	3	Betula nigra/ RIVER BIRCH	10' - 12'	4' - 5'	2"	Single Cane
SHRUBS						
PO	16	Physocarpus opulifolius/ COMMON NINEBARK	18" Min.	15" - 18"	F.T.B.	
VM	15	Viburnum acerifolium/ MAPLE-LEAF VIBURNUM	18" Min.	15" - 18"	F.T.B.	
PERENNIALS/GRASSES						
CM	670 sf	Carex muskingumensis/ PALM SEDGE	Seed at 5lbs. per 1,000 sf			
EP	117	Echinacea purpurea/ PURPLE CONEFLOWER	1 gal	1 plant/ 18" O.C.		
PV	545 sf	Panicum virgartum 'Heavy Metal'/ SWITCH GRASS	Seed at 5lbs. per 1,000 sf			
SS	485 sf	Schizachyrium scoparium/ LITTLE BLUE STEM	Seed at 5 lbs. per 1,000 sf			
	TURF					
SEED		Rebel II Fine Bladed Fescue	Seed at 5 lbs per 1,000 sf Install w/ weed free Straw			

MISCELLANEOUS		REMARKS
MULCH BED	Hardwood Bark Mulch	Minimum 3" depth throughout

NOTES

FTB = Full To Bottom

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS

BIOSWALE NOTES

THIS IS CONSIDERED A "LEVEL 2" BIORETENTION / RAINGARDEN.

TREES ARE REQUIRED AT 1 PER 400 SF.

LANDSCAPE MATERIALS HAVE BEEN SELECTED FROM THE VOLUME 5 LID MANUAL OR ARE NATIVE TO TENNESSEE.

REFER TO THE CIVIL PLANS FOR DETAILS, STRUCTURE TYPES, STORMWATER CALCULATIONS, AND UNDERDRAIN REQUIREMENTS.

SOILS WITHIN THE BASIN SHALL BE MANUFACTURED FOR OPTIMAL INFILTRATION RATES PER WILLIAMSON COUNTY STORMWATER REQUIREMENTS.

LANDSCAPE NOTES

THE LANDSCAPE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES AND TAKE PRECAUTIONS TO PREVENT DAMAGE TO THE UTILITIES.

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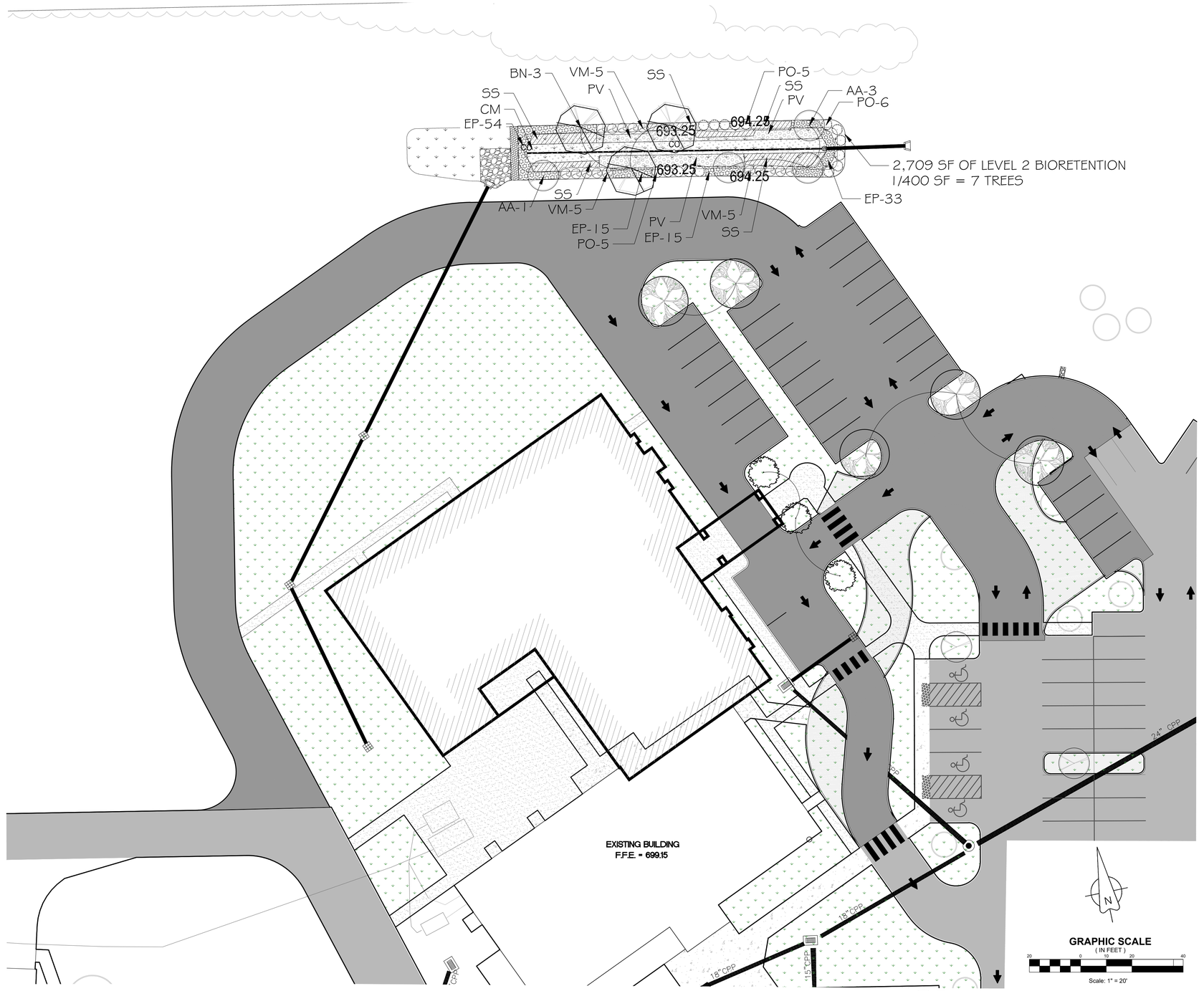

811 Know what's below. Call before you dig.

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC ZONING MGA-1, MAP 106 PARCEL 029.01
APPLICANT
GATEWAY CHURCH, CHARLIE WEIR 1288 LEWISBURG PIKE FRANKLIN, TN 37064 615-538-6040

NO.	DATE	REVISIONS
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5	12/10/18	REVISED PER COUNTY COMMENTS

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

LANDSCAPE PLAN

1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

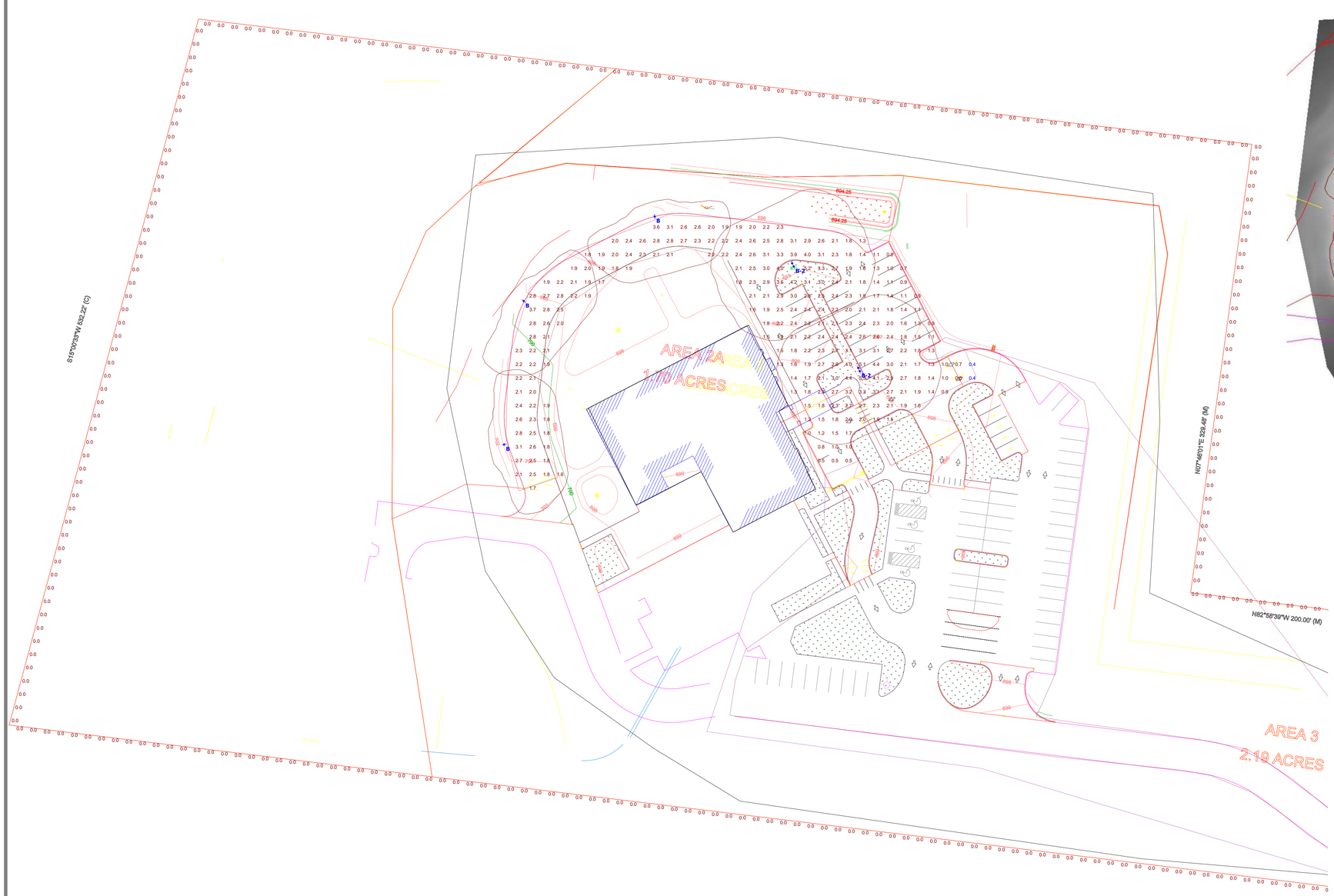
GATEWAY CHURCH PHASE 2

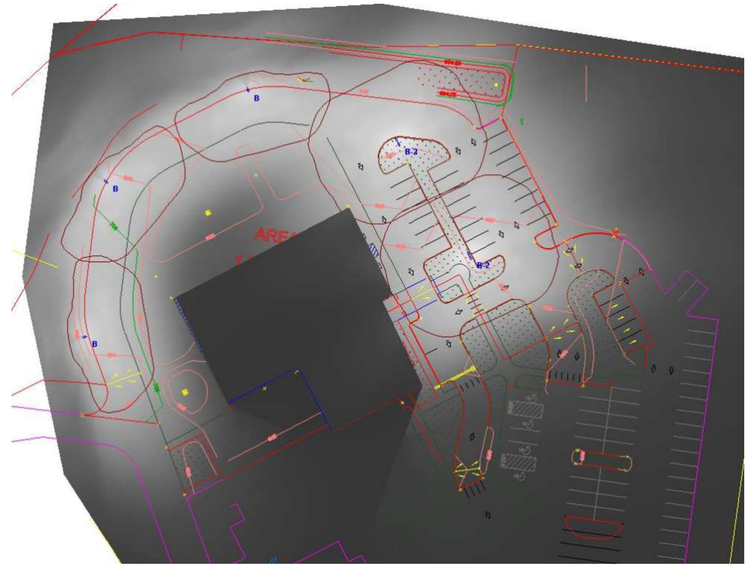
TIMOTHY E. TURNER REGISTERED LANDSCAPE ARCHITECT AGRICULTURE ENVIRONMENT STATE OF TENNESSEE

12–10–18

PROJECT
16-0819

SHEET
L 1.1





Plan View
Scale - 1" = 40ft

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	B	3	Lithonia Lighting	DSX1 LED P5 40K T3M MVOLT	DSX1 LED P5 40K T3M MVOLT	LED	1	DSX1_LED_P5_40K_T3M_MVOLT.ies	15376.59	0.9	138
	B-2	2	Lithonia Lighting	DSX1 LED P5 40K T3M MVOLT	DSX1 LED P5 40K T3M MVOLT	LED	1	DSX1_LED_P5_40K_T3M_MVOLT.ies	15376.59	0.9	276

Statistics

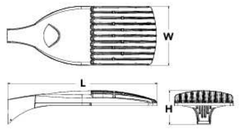
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Added Parking Area	+	2.2 fc	6.0 fc	0.4 fc	15.0:1	5.5:1
Porperty Line	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A

D-Series Size 1
LED Area Luminaire

d-series

Specifications

EPA:	1.01 ft² (0.09 m²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)



Catalog Number
Notes
Type

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability[1]
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background.

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA DDBXD

DSX1LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P4 P7 P2 P5 P8 P3 P6 P9 **Rotated optics** P10 P12 P11 P13	30K 3000K 40K 4000K 50K 5000K AMBPC Amber phosphor converted	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control[11] LCCO Left corner cutoff[11] RCCO Right corner cutoff[11]	MVOLT[4,5] 120[4] 208[4] 240[4] 277[4] 347[4,6] 480[4,6]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor[7] RPUMBA Round pole universal mounting adaptor[8] **Shipped separately** KMA8DDBXD U Mast arm mounting bracket adaptor (specify finish)[9]

Control options			Other options		Finish (required)	
Shipped installed		PIRH1FC3V 8-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 3fc[3,4,10]	**Shipped installed**		DDBXD Dark bronze	
PIR NEMA twist-lock receptacle only (controls ordered separately)[10]			HS House-side shield[11]		DBLXD Black	
PER5 Five-wire receptacle only (controls ordered separately)[10,11]		BL30 8-level switched dimming, 30%[3,9,10]	SF Single fuse (120, 277, 347V)[4]		DNAXD Natural aluminum	
PER7 Seven-wire receptacle only (controls ordered separately)[10,11]		BL50 8-level switched dimming, 50%[3,9,10]	DF Double fuse (208, 240, 480V)[4]		DWHXD White	
DMG 0-10V dimming extend out back of housing for external control (leads exit fixture)		PNMTD3D Part night, dim till dawn[3,17]	L90 Left rotated optics[1]		DDBTXD Textured dark bronze	
DS Dual switching[12,13]		PNMT5D3 Part night, dim 5 hrs[3,17]	R90 Right rotated optics[1]		DBLBXD Textured black	
PIR 8-level, motion/ambient sensor, 8–15' mounting height, ambient sensor enabled at 5fc[3,4,10]		PNMT6D3 Part night, dim 6 hrs[3,17]	BS Bird spikes		DNATXD Textured natural aluminum	
PIRH 8-level, motion/ambient sensor, 15–30' mounting height, ambient sensor enabled at 5fc[3,4,10]		PNMT7D3 Part night, dim 7 hrs[3,17]	EGS External glare shield		DWHGXD Textured white	
PIR1FC3V 8-level, motion/ambient sensor, 8–15' mounting height, ambient sensor enabled at 3fc[3,4,10]		FAO Field adjustable output[9]				

LITHONIA LIGHTING

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • www.lithonia.com
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DSX1-LED
Rev. 02/14/18
Page 1 of 7

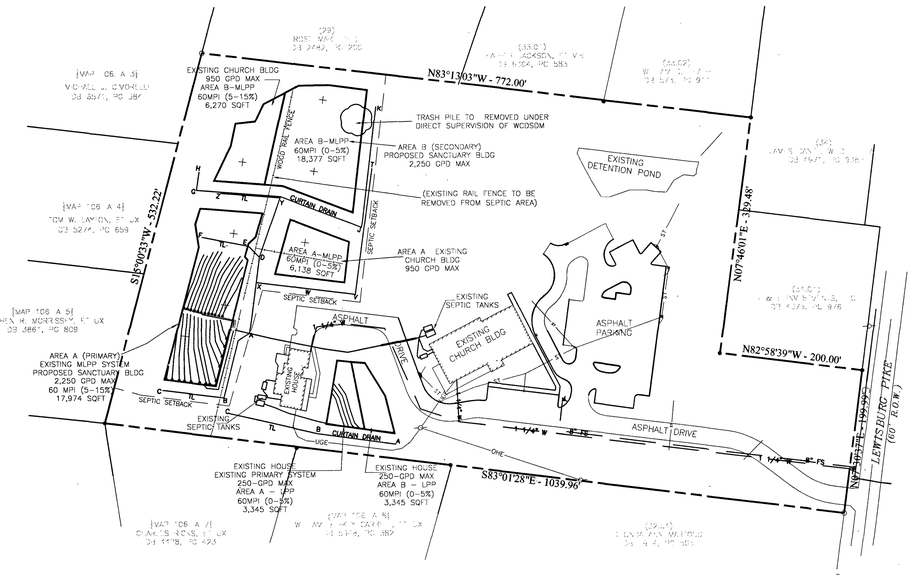
SHEET P-1.0: PHOTOMETRIC PLAN

Gateway Church Site Lighting Calcs

Designer

Date
3/13/2018
Scale
Not to Scale
Drawing No.
1
Summary

1 of 1



PROPOSED SANCTUARY AREA A – Existing Curtain Drain Table – AND – Curtain Drain Extension

TYPE	ELEV.	A	B	C	D	E	F
Interceptor 36"	Ground Elev.	705.0	701.5	697.0	702.5	701.8	696.5
	Inv. Elev.	702.0	698.5	697.0	699.5	698.8	696.5
	Drain Depth	3	3	0	3	3	0

TIGHTLINES: B – C, E – F

ELEV.	D	Y	Z
Ground Elev.	702.5	701.0	695.0
Inv. Elev.	699.5	698.0	695.0
Drain Depth	3	3	0

TIGHTLINES: Y – Z

EXISTING CHURCH BLDG AREA A – Curtain Drain Table

TYPE	ELEV.	T	V	W	X	Y	Z
Interceptor 36"	Ground Elev.	698.5	702.5	704.8	703.0	701.0	695.0
	Inv. Elev.	698.5	699.5	701.8	700.0	698.0	695.0
	Drain Depth	0	3	3	3	3	0

TIGHTLINES: Y – Z, V – T

COMBINED AREA B – Curtain Drain Table

TYPE	ELEV.	H	G	Y	J	K
Interceptor 36"	Ground Elev.	690.0	694.0	701.0	701.0	696.5
	Inv. Elev.	690.0	691.0	698.0	697.4	696.5
	Drain Depth	0	3	3	3.6	0

TIGHTLINES: G – H, J – K

Legend
- EIP Existing Iron Pipe
- EIR Existing Iron Rod
- Utility Pole/Guy
- Overhead Utility
- UGE Underground Electric
- Fence Line
- WL Waterline

GRAPHIC SCALE

100 0 50 100 200 400 FEET

(IN FEET)
1 inch = 100 ft.

NOTES:

1. THE PURPOSE OF THIS MAP IS TO REVISE THE PRIMARY AND SECONDARY SEPTIC AREA FOR THE THE EXISTING CHURCH BUILDING AND TO ESTABLISH A PRIMARY AND SECONDARY SEPTIC AREA FOR THE PROPOSED NEW SANCTUARY BUILDING.
2. BEARING SHOWN, BASED ON SUB-SURFACE SEWAGE DISPOSAL SYSTEM LOCATION MAP PREPARED BY O'LEARY & ASSOCIATES SIGNED OCTOBER 1, 2012 (PB 56, PG 115).
3. PROPERTY CURRENTLY IS MGA-1. ORIGINAL 1988 ZONING SE (SUBURBAN ESTATE).
4. THIS IS NOT TO BE CONSIDERED A BOUNDARY SURVEY AS OUTLINED BY THE CURRENT TENNESSEE STANDARDS OF PRACTICE. PROPERTY LINES SHOWN BASED ON PLAT OF RECORD. WITH A LINEAR ERROR OF CLOSURE FOR THE PLAT MEETS OR EXCEEDS 1':10,000'.
5. THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, PANEL NO. 47187C0035F, DATED SEPTEMBER 29, 2006.
6. UNDERGROUND UTILITY LOCATIONS SHOWN HEREON WERE TAKEN FROM FIELD LOCATIONS OF VISIBLE ABOVEGROUND STRUCTURES (AND PERTINENT UTILITY MAPS) AND ARE APPROXIMATE ONLY. UTILITIES SHOULD BE FIELD VERIFIED BY THE PROPER UTILITY AUTHORITY HAVING JURISDICTION PRIOR TO ANY DIGGING.
7. THE RECORDING OF THIS SUB-SURFACE SEWAGE DISPOSAL LOCATION MAP VOIDS, VACATES AND SUPERCEDES SUB-SURFACE SEWAGE DISPOSAL SYSTEM LOCATION MAP PREVIOUSLY RECORDED IN PB 56, PG 115.
8. NO TITLE REPORT WAS FURNISHED TO THIS SURVEYOR AT THE TIME OF THE SURVEY.
9. WATER SERVICES PROVIDED BY H.B. & T.S. UTILITY DISTRICT.
10. NO WELLS FOUND ON SITE.
11. WATERWAY NATURAL AREAS (DESIGNATED AS WNA) EXIST ON ALL INTERMITTENT OR PERSONAL STREAM WATERWAYS AS DEFINED IN THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS. FOR INFORMATION AR ASSISTANCE IN APPLYING THESE REGULATIONS, PLEASE CONTACT THE WILLIAMSON COUNTY ENGINEERING DEPARTMENT AT (615) 790-5725.
12) AN ARAP PERMIT MUST BE OBTAINED FROM THE STATE OF TENNESSEE AT THE DEPARTMENT OF ENVIRONMENT & CONSERVATION BEFORE ANY CONSTRUCTION, EXCAVATION CLEARING, OR GRADING ACTIVITIES CAN OCCUR WITHIN THE CREEK OR WATERWAY NATURAL AREA.
13) THIS SSDS LOCATION MAP IS BASED UPON MLPP DESIGN PLANS AS PREPARED BY TIM TURNER OF T-SQUARE ENGINEERING, 7101 SHARONDALE CT, BRENTWOOD, TN 37027, PHONE 615-207-8260. ALL STRUCTURES (EXISTING AND PROPOSED) ARE RESTRICTED TO THEIR RESPECTIVE MAXIMUM DAILY FLOWS AS INDICATED. ANY PROPOSED EVENTS WHICH MAY POTENTIALLY EXCEED ANY OF THE RESTRICTED MAX DAILY FLOWS SHALL REQUIRE THAT PORTABLE SANITARY FACILITIES BE PROVIDED IN ORDER TO SUPPLEMENT THE CAPACITY OF THE SSDS SYSTEMS.

RECEIVED by: WILLIAMSON COUNTY
DEPARTMENT of Sewage Disposal Management
September 20, 2017 2:45 PM MT PLAT# 3130

14. THIS SECOND REVISED SSDS LOCATION MAP IS BASED UPON MLPP/LPP DESIGN PLANS, AND CONSTRUCTION PLANS (INCLUDING THE SITE PLAN, GRADING/DRAINAGE PLAN, UTILITY PLAN, LANDSCAPE PLAN, ETC.) AS PREPARED BY TIM TURNER OF T-SQUARE ENGINEERING, 701 WEST MAIN STREET, FRANKLIN, TN 37064, PHONE: 615-678-8212.

15. THE EXISTING HOUSE (ORIGINALLY CONSTRUCTED CIRCA 1978) DEPICTED UPON THIS LOCATION MAP HAS BEEN CONVERTED FROM RESIDENTIAL USE AND IS NOW RESTRICTED TO ANCILLARY CHURCH ACTIVITIES INVOLVING VARIOUS OFFICE/ MEETING SPACES. THERE SHALL BE NO WORSHIP SERVICES, LARGE GROUP EVENTS NOR FOOD SERVICE/ PREPARATION/ CLEAN-UP ACTIVITIES CONDUCTED IN THIS FACILITY. ALL FOOD SERVICE ACTIVITIES SHALL BE CATERED EVENTS FROM OUTSIDE VENDORS. THIS STRUCTURE IS RESTRICTED TO A TOTAL DAILY MAXIMUM WASTEWATER FLOW NOT TO EXCEED 250-GPD (DOMESTIC STRENGTH). ANY PROPOSED EVENTS WHICH MAY EXCEED THIS TOTAL DAILY MAXIMUM WASTEWATER FLOW, SHALL REQUIRE PORTABLE RESTROOM FACILITIES BE PROVIDED TO SUPPLEMENT THE CAPACITY OF THE DESIGNATED SUBSURFACE SEWAGE DISPOSAL SYSTEM.

16. THE USAGE OF THE EXISTING CHURCH BUILDING AND ITS PROPOSED ADDITION (NEW SANCTUARY) IS RESTRICTED TO REGULAR WORSHIP SERVICES, MISCELLANEOUS SOCIAL EVENTS SUPPORTING THE CONGREGATION AND ANNUAL VACATION BIBLE SCHOOL EVENTS. THESE BUILDINGS SHALL NOT BE USED FOR DAILY ADMINISTRATIVE OFFICE USE OR OTHER RECURRING DAILY ACTIVITIES. ANY SPECIAL EVENTS HELD ON THE GROUNDS WILL HAVE ACCESS TO THESE BUILDINGS AND THEIR RESTROOM FACILITIES – SUPPLEMENTAL PORTABLE RESTROOM FACILITIES SHALL BE PROVIDED AS NECESSARY. ALTHOUGH KITCHENETTES /WARMING CENTERS ARE APPROVED IN THESE BUILDINGS, THE FACILITIES SHALL ONLY BE USED TO WARM CATERED FOODS, BREW COFFEE, STORE SNACKS AND FOR TEMPORARY COLD STORAGE VIA REFRIGERATORS – THERE WILL NOT BE ANY REGULARLY SCHEDULED MEALS PREPARED OR SERVED ON SITE, AND NO CLEAN UP OF DISHES OR COOKWARE. FURTHERMORE, NO DAY CARE OPERATIONS, SCHOOL OPERATIONS OR MOTHER'S-DAY-OUT TYPE OF PROGRAMS ARE PROPOSED, NOR APPROVED FOR THESE FACILITIES. THESE STRUCTURES ARE SERVED BY TWO SEPARATE SUBSURFACE SEWAGE DISPOSAL SYSTEMS. THE EXISTING CHURCH BUILDING'S WASTEWATER FLOW IS RESTRICTED TO A TOTAL DAILY MAXIMUM WASTEWATER FLOW NOT TO EXCEED 950-GPD (DOMESTIC STRENGTH) AND THE PROPOSED ADDITION (NEW SANCTUARY) IS RESTRICTED TO A TOTAL DAILY MAXIMUM WASTEWATER FLOW NOT TO EXCEED 2,250-GPD (DOMESTIC STRENGTH).

17. REFER TO THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT APPROVAL LETTER (BY MR. BRIAN K. CORWIN, DIRECTOR) TO THE WILLIAMSON COUNTY REGIONAL PLANNING COMMISSION DATED OCTOBER 2, 2017, REGARDING THE DETAILS OF APPROVAL ALONG WITH THE VARIOUS SEPTIC SYSTEM REQUIREMENTS AND RESTRICTIONS. * SEE NOTE 19 ALSO *.

18. REFER TO THE FLOW PROJECTION LETTER FROM T-SQUARE ENGINEERING (BY MR. ERIC R. JERVIS, E.I.) DATED OCTOBER 2, 2017 REGARDING THE VARIOUS SYSTEM SIZING CRITERIA DETAILS AND ASSOCIATED RESTRICTIONS.

19. REFER TO WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT MEMORANDUM (BY MR. DENNEY, DESIGN REVIEWER) TO MR. AARON HOLMES, WC PLANNING DEPARTMENT DATED APRIL 25, 2018 REGARDING THEIR OF APPROVAL OF AMENDED SITE PLAN.

JERRY SWORDS JR. LICENSED PROFESSIONAL LAND SURVEYOR TENNESSEE NO. 1806

CERTIFICATE OF ACCURACY

I hereby certify that the plan shown and described hereon is a true and correct survey to the accuracy required by the Williamson County, Tennessee Regional Planning Commission, and that the monuments have been or will be placed as shown hereon, to the specifications of the Subdivision Regulations, as approved by the County Engineer.

JERRY SWORDS, JR., R.L.S. #1806 — 9-18-17 Date

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (we) hereby certify that I am (we are) the owner (s) of the property shown and described hereon, as evidenced in Book 4809, Page 402, R.O.W.C., and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction line, and that offers of irrevocable dedication for all public streets, utilities and other facilities [illegible] as required by these Regulations.

Gateway Church-Nashville, Inc — 9/20/2017 Date

CERTIFICATE OF GENERAL APPROVAL FOR INSTALLATION OF SUBSURFACE SEWAGE DISPOSAL SYSTEM W/ RESTRICTIONS

General approval is hereby granted for lots proposed hereon as being suitable for subsurface sewage disposal with the listed and/or attached restrictions

Before the initiation of construction, the location of the house or other structure and plans for the subsurface sewage disposal system shall be approved by the local health authority.

Brian K. Corwin, Director — 5/1/18 Date @ 2:34pm

WILLIAMSON COUNTY–STATE OF TENNESSEE

J424 05/02/2018 - 03:29:00 PM
18016393
1 PGS:AL-PLAT
BATCH: 639804
PLAT BOOK: P68
PAGE: 121
REC FEE 16.00
DP FEE 2.00
TOTAL 17.00
STATE OF TENNESSEE, WILLIAMSON CO
SADIE WADE



VICINITY MAP (NTS)

WILLIAMSON COUNTY HEALTH DEPARTMENT NOTES:

1) ANY CUTTING, FILLING, COMPACTION, OR DISTURBANCE FROM THEIR NATURAL STATE, OF THE SOIL AREAS RESERVED FOR SEWAGE DISPOSAL, SHALL RESULT IN REVOCATION OF THE LOT APPROVAL. ADDITIONALLY, THE DEPARTMENT SHALL HAVE THE AUTHORITY TO REFUSE TO GRANT AN CONSTRUCTION PERMIT OR MAY REVOKE A CONSTRUCTION PERMIT WHERE THE INTEGRITY OF THE PROPOSED SUBSURFACE SEWAGE DISPOSAL SYSTEM AREAS HAS BEEN COMPROMISED.

2) ALL SEPTIC SYSTEMS MUST BE INSTALLED BY AN INSTALLER LICENSED BY WILLIAMSON COUNTY TO CONSTRUCT SEPTIC SYSTEMS, ALTERNATIVE OR CONVENTIONAL, SPECIFICALLY IN WILLIAMSON COUNTY.

3) NO BATHING FIXTURES EXCEEDING STANDARD CAPACITY (30 U.S. GALLONS), INCLUDING BUT NOT LIMITED TO, OVERSIZED BATHTUBS, HOT TUBS, SPA TUBS, WHIRLPOOLS, OR JACUZZIS, ETC., SHALL BE ALLOWED UNLESS SPECIFICALLY APPROVED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT.

4) NO UTILITIES (I.E. GAS, WATER, OR ELECTRIC) OR THEIR EASEMENTS, ABOVE OR BELOW GROUND, SHALL BE ALLOWED TO ENCROACH WITHIN 10 FEET OF THE BOUNDARIES OF THE SOIL AREAS RESERVED FOR SEWAGE DISPOSAL.

5) CURTAIN/INTERCEPTOR DRAINS MAY BE REQUIRED ON ANY OR ALL LOTS.

6) NO CUTTING, FILLING, COMPACTION, OR ANY DISTURBANCE OF THE AREAS RESERVED FOR SEWAGE DISPOSAL IS PERMITTED.

7) THE LIMITS OF ALL EXCAVATIONS GREATER THAN 18 INCHES IN DEPTH, MADE FOR THE PURPOSE OF HOUSE CONSTRUCTION (OR ANY OTHER TYPE OF BUILDING CONSTRUCTION), SHALL BE KEPT 25 FEET OR MORE AWAY FROM THE PLATTED OR DESIGNATED SEWAGE DISPOSAL AREAS.

8) THE LIMITS OF ALL EXCAVATIONS, MADE FOR THE PURPOSE OF HOUSE CONSTRUCTION (OR ANY OTHER TYPE OF BUILDING CONSTRUCTION), MUST BE KEPT WITHIN THE CONFINES OF THE PLATTED BUILDING ENVELOPE.

9) ALL PART OF HOUSE AND ANY OF ITS RELATED APPENDAGE, (INCLUDING BUT NOT LIMITED TO: DETACHED GARAGES, PORCHES, DECKS, SIDEWALKS, PARKING AREAS, UTILITIES, ETC.) SHALL STRICTLY ADHERE TO THE MINIMUM SETBACK REQUIREMENTS FROM THE SUBSURFACE SEWAGE DISPOSAL SYSTEM AREAS AS OUTLINED IN SECTION 13 OF THE "REGULATIONS GOVERNING ON-SITE SEWAGE DISPOSAL SYSTEMS OF THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT" ADOPTED MAY 16, 2000 AND EFFECTIVE OCTOBER 2000.

10) NO CONSTRUCTION OF PATIOS, SWIMMING POOLS, ACCESSORY BUILDINGS, ETC., SHALL BE ALLOWED ON ANY LOT SERVED BY SUBSURFACE SEWAGE DISPOSAL SYSTEM, UNLESS APPROVED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT.

11) WATER SERVICE LINES MUST BE SEPARATED FROM SEWAGE DISPOSAL AREAS OR PLATTED DISPOSAL FIELD AREAS BY A MINIMUM OF 10 FEET.

12) NO WATER SOURCE, WELLS OR SPRINGS ARE TO BE DRILLED OR CONSTRUCTED WITHIN 50 FEET OF ANY PORTION OF THE SEPTIC SYSTEM OR THE DESIGNATED OR PLATTED SEWAGE DISPOSAL FIELD AREAS.

13) DESIGNATED SEWAGE DISPOSAL AREAS PLOTTED IN ACCORDANCE WITH ACCEPTABLE SOIL AREAS FIELD MAPPED BY MIKE HARBAUER, PRIVATE CONSULTING SOIL SCIENTIST ON 2/16/2011.

14) ALL PLATTED SEWAGE DISPOSAL AREAS MUST BE FIELD STAKED BY A LICENSED SURVEYOR AND FENCED OFF, TO PROTECT THE AREAS FROM ALL CONSTRUCTION TRAFFIC, BY THE PROPERTY OWNER OR BUILDING CONTRACTOR. THE AREAS MUST THEN BE FIELD CHECKED AND VERIFIED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT PRIOR TO THE ISSUANCE OF THE SEPTIC PERMIT.

15) CURTAIN, INTERCEPTOR AND DRAW-DOWN DRAINS SHALL BE REQUIRED ON ALL LOTS. AS SUCH, THEY SHALL STRICTLY ADHERE TO THE DESIGN, LOCATION AND ROUTING DEPICTED ON THIS PLAT. HOWEVER, THE DRAINS AS SHOWN HEREON MAY BE SUBJECT TO CHANGE AT THE SOLE DISCRETION OF THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT AS DEEMED NECESSARY BY THEIR FIELD INVESTIGATION THE TIME OF SUBMITTAL OF EACH INDIVIDUAL LOTS ALTERNATIVE SYSTEM SITE AND DESIGN PLANS. THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT'S EVALUATION WILL BE CONDUCTED ON A SITE-SPECIFIC, LOT-BY-LOT BASIS.

16) THIS SITE MAY MANDATE THE USE OF A SEWAGE/EFFLUENT PUMP AND APPROPRIATELY SIZED PUMP TANK IN ORDER TO PROVIDE SEWER SERVICES FROM THE HOUSE TO THE SSDS AREAS. THIS SHALL BE SPECIFIED BY THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT BASED UPON THE FINISHED ELEVATION OF THE HOUSE PLUMBING STUB-OUT AND THE SSDS AREAS.

17) NO IRRIGATION SYSTEMS, OR THEIR COMPONENTS THEREOF, SHALL ENCROACH ON, IN OR WITHIN 10 FEET OF THE BOUNDARIES OF THE DESIGNED OR PLATTED SSDS AREAS. IT SHALL ALSO BE LOCATED A MINIMUM OF 5 FEET AWAY FROM ANY DRAINAGE IMPROVEMENT PRACTICE ASSOCIATED WITH THE SSDS AREAS.

18) LPP DENOTES THAT THIS LOT IS SERVED BY A LOW PRESSURE PIPE SYSTEM, WHICH IS AN ALTERNATIVE MEANS OF SEWAGE DISPOSAL.

19) MLPP DENOTES THAT THIS LOT IS SERVED BY A MODIFIED LOW PRESSURE PIPE SYSTEM, WHICH IS AN ALTERNATIVE MEANS OF SEWAGE DISPOSAL. MODIFIED LPP SYSTEMS REQUIRE 6 TO 10 INCHES OF COMPACTABLE SOIL FILL MATERAL TO BE INCORPORATED ONTO THE DESIGNATED OR PLATTED SEWAGE DISPOSAL AREA, UNDER DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT SUPERVISION.

20) PRIOR TO INSTALLATION, THE LOCATION OF WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE MUST BE APPROVED BY THE DEPARTMENT OF WILLIAMSON COUNTY SEWAGE DISPOSAL MANAGEMENT.

21) WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE MUST BE A MINIMUM OF 50' AWAY FROM ANY SEWAGE DISPOSAL AREA, INCLUDING THOSE LOCATED ON ADJACENT LOTS.

22) THE EXACT LOCATION OF THE WATER SOURCE (I.E.: WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE) MUST BE FIELD LOCATED BY A SURVEYOR OR ENGINEER ON A COPY OF THIS PLAT AND SUBMITTED TO THE DEPARTMENT OF WILLIAMSON COUNTY SEWAGE DISPOSAL MANAGEMENT FOR REVIEW AND RECORD KEEPING PURPOSES.

23) THERE SHALL BE NO SEWAGE BEARING CONVEYANCES (PIPES, SUPPLY LINES, MANIFOLDS, SEPTIC, OR PUMPS TANKS, ETC.) LOCATED WITHIN 50' OF ANY AND ALL WELL(S) ON THIS PROPERTY.

24) SSDS COMPONENTS CROSSING UTILITIES AND THEIR RELATED EASEMENTS, IN ADDITION TO: DRIVEWAYS ACCESS EASEMENTS, ETC.: ANY AND ALL SSDS COMPONENTS (INCLUDING BUT NOT LIMITED TO: CURTAIN DRAINS, SEWAGE SUPPLY LINES, MANIFOLDS, ETC.) SHALL BE SHEATHED AND BEDDED (AS PER SPECIFICATIONS FROM WCDSDM) WHERE THEY CROSS ANY DRIVEWAY, ACCESS EASEMENT, UTILITY LINES (AND THEIR RELATED EASEMENTS). THE SHEATHING SHALL EXTEND FROM A POINT 10' PRIOR TO ENTERING ANY EASEMENT AND SHALL EXTEND THROUGHOUT THE ENTIRE WIDTH OF THE EASEMENT AND SHALL END AT A POINT 10' PAST THE LIMITS OF ANY EASEMENT. ALL CROSSINGS MUST BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE DEPARTMENT OF WILLIAMSON COUNTY SEWAGE DISPOSAL MANAGEMENT. ALL SHEATHING MUST BE SCHEDULE 80 PVC OR DUCTILE IRON AND BE BEDDED IN 12" OF GRAVEL.

25) THE EXISTING HOUSE IS RESTRICTED TO 250 GPD MAX. THE EXISTING CHURCH BUILDING IS RESTRICTED TO 950 GPD MAX, AND THE PROPOSED SANCTUARY BUILDING IS RESTRICTED TO 2,250 GPD AS NOTED BY WCDSDM.

26) OTHER THAN THE SEPTIC SETBACKS SHOWN HEREON, THE WILLIAMSON COUNTY PLANNING DEPARTMENT SHALL ASSIGN ALL OTHER SETBACKS AT SUCH TIME WHEN AN APPLICATION FOR A BUILDING PERMIT IS MADE.

27) BEFORE A PERMIT TO CONSTRUCT A LPP OR M-LPP SEPTIC SYSTEM CAN BE ISSUED, DETAILED SITE AND DESIGN PLANS FOR THE LPP OF M-LPP SYSTEM SHALL BE SUBMITTED TO THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT FOR REVIEW AND APPROVAL. THESE PLANS SHALL BE PREPARED BY AN ENGINEER LICENSED IN THE STATE OF TENNESSEE.

28) ALL PLUMBING FIXTURES TO BE OF THE WATER CONSERVATIVE TYPE, INCLUDING LOW VOLUME FLUSH TOILETS (1.6 GALLONS OR LESS), LOW VOLUME SHOWER HEADS (1.5 TO 2.0 GALLONS OR LESS) AND FAUCET AERATORS.

1200-4-9.17

GEOTHERMAL WELL CONSTRUCTION STANDARDS FOR CLOSED LOOP GEOTHERMAL BOREHOLES

SOURCE OF STRUCTURE	MINIMUM DISTANCE
SEWER LINES	10 FEET
SEPTIC TANKS	25 FEET
SPRINGS	100 FEET
SEPTIC DRAIN FIELDS	25 FEET
WATER WELLS	100 FEET
HOUSE TO SEPTIC TO TANK CONNECTION	10 FEET
HOUSE TO SEWER CONNECTION	10 FEET

Disclaimer:
The sole purpose of this *Subsurface Sewage Disposal System Location Map* is to dedicate septic system areas (in compliance with the *Williamson County Regulations Governing On-Site Sewage Disposal Systems*) reserved for subsurface sewage disposal on the subject property, and to memorialize related conditions and restrictions. The approval of this document by the Williamson County Department of Sewage Disposal Management does not guarantee the owner's right to subdivide or consolidate property, nor guarantee the right to construct or alter a structure. This map has not been evaluated in relation to any other rules, regulations or ordinances of other County offices or Departments and this approval grants no assurances that it is in compliance with anything other than the *Regulations* noted herein.

DEED REFERENCE:
BEING PROPERTY CONVEYED TO GATEWAY CHURCH – NASHVILLE, INC. BY DEED BOOK 4809, PAGE 402, R.O.W.C.

PROPERTY MAP REFERENCE:
BEING PARCEL NO. 29.01 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP NO. 106.

TOTAL AREA = 465,608 SQUARE FEET OR 10.688 ACRES±

P68/121

REVISED: 9/18/2017
REVISED: 8/28/2017

2nd REVISION SUBSURFACE SEWAGE DISPOSALSYSTEM LOCATION MAP

THE GATEWAY CHURCH-NASHVILLE, INC. PROPERTY

1288 LEWISBURG PIKE
FRANKLIN, TN 37069

Map 106, Parcel 29.01
23RD CIVIL DISTRICT–WILLIAMSON COUNTY–TENNESSEE

S & A Surveying, Inc.
306 Bluegrass Circle, Lebanon, Tennessee 37090
PHONE (615) 394-7564
sasurvey98@gmail.com

PROJ.: 17-053 | DATE: 8/02/2017 | SHEET 1 OF 1

City of Franklin

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

File #: 21-0699

DATE: June 9, 2025

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:

Consideration Of Ordinance 2025-17, An Ordinance To Zone 10.58 Acres Civic Institutional (CI) District, For The Property Located West Of Lewisburg Pike And South Of Henpeck Lane, At 1288 Lewisburg Pike.

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8821
Applicant: Charlie Weir, The Gateway Church - Nashville, Inc
Owner: The Gateway Church - Nashville, Inc, Charlie Weir, Rep.

BACKGROUND/STAFF COMMENTS:
The applicant is requesting to zone the property at 1288 Lewisburg Pike to Civic Institutional (CI) District, should the Plan of Services (RES 2025-44), and Annexation (RES 2025-45) be approved by BOMA. The subject property consists of 10.58 acres and is currently zoned MGA-1 (County). Envision Franklin places this parcel into the Neighborhood Commercial Design Concept. The property currently contains the Gateway Franklin Church campus, and it is the congregation that is requesting to be annexed into the City. Envision Franklin supports institutional uses, such as church campuses, within the Neighborhood Commercial design concept. The zoning as proposed is consistent with the recommendations of Envision Franklin.

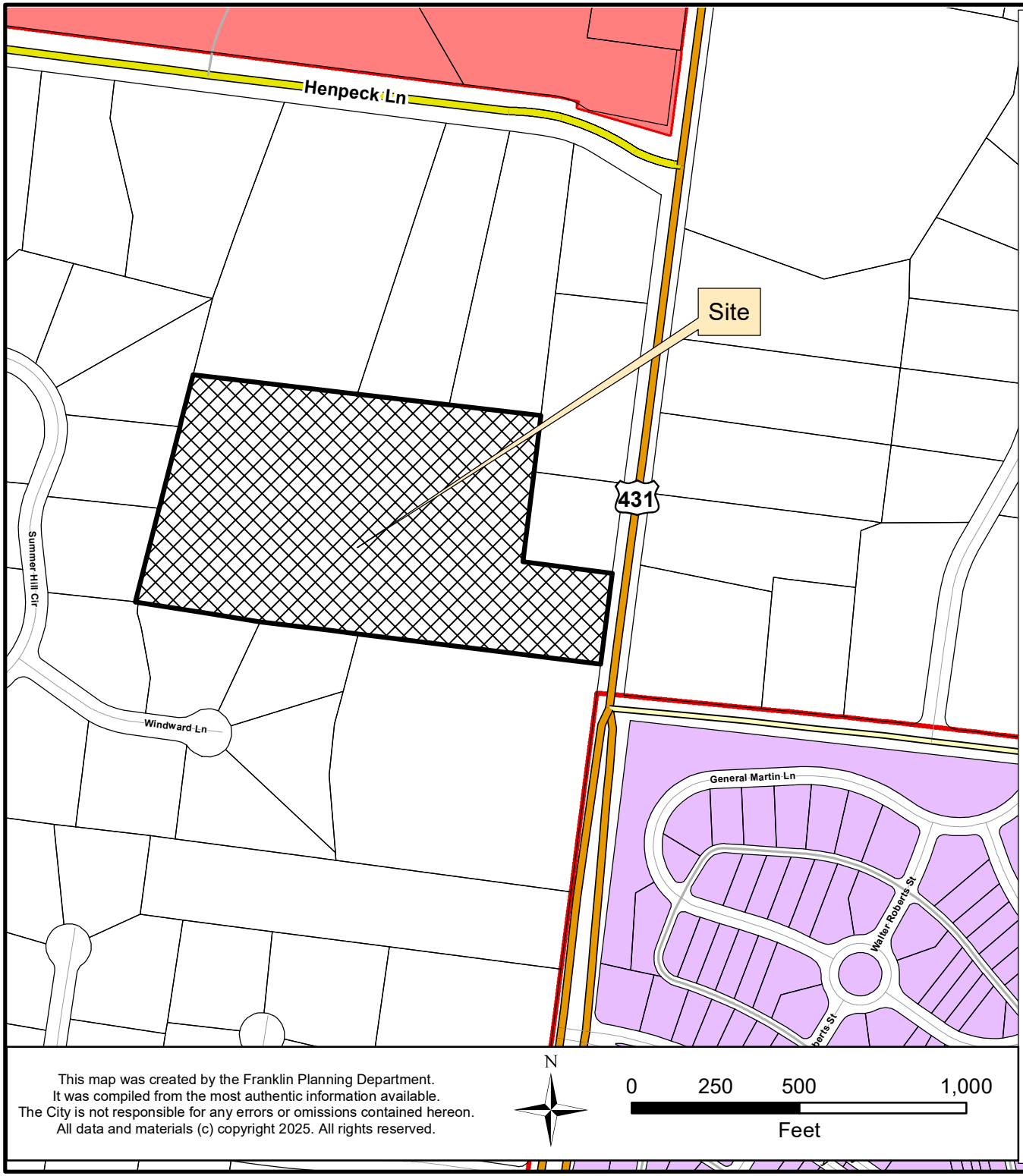
PROCEDURAL REQUIREMENTS:
1. The City's project identification number shall be included on all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Ordinance 2025-17.



1288 LEWISBURG PIKE, ZONING ORDINANCE 2025-17

Project Information
Existing Zoning: MGA-1 (County)
Proposed Zoning: CI Civic Institutional
Overlay Districts: N/A
Site Acreage: 10.58 acres

Legend

- 1288 Lewisburg Pike
- Hillside/Hillcrest 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 District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 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

ORDINANCE 2025-17

AN ORDINANCE TO ZONE 10.58 ACRES CIVIC INSTITUTIONAL (CI) DISTRICT, FOR THE PROPERTY LOCATED WEST OF LEWISBURG PIKE AND SOUTH OF HENPECK LANE, AT 1288 LEWISBURG PIKE

WHEREAS, Gateway Church-Nashville, Charlie Weir, Rep., (Owner) of property located at 1288 Lewisburg Pike (Property) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (City), to annex Property adjoining the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the BOMA has adopted a Plan of Services and annexed the property as described in Resolution 2025-44 and Resolution 2025-45; and

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

WHEREAS, the Civic Institutional (CI) District provide zoning for land uses compatible with both the Franklin Land Use Plan and the surrounding development; and

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

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

SECTION I. That the following described Property shall be, and is hereby, zoned the following: Civic Institutional (CI) District:

PREMISES CONSIDERED

Map-Parcel	Acres
106-29.01	10.58
Total	10.58

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

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

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2025.

Law approved template Dec. 2023

Law Dept. Approved 06.12.25

ATTEST:

By: _____
Angie Skarp
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED: _____

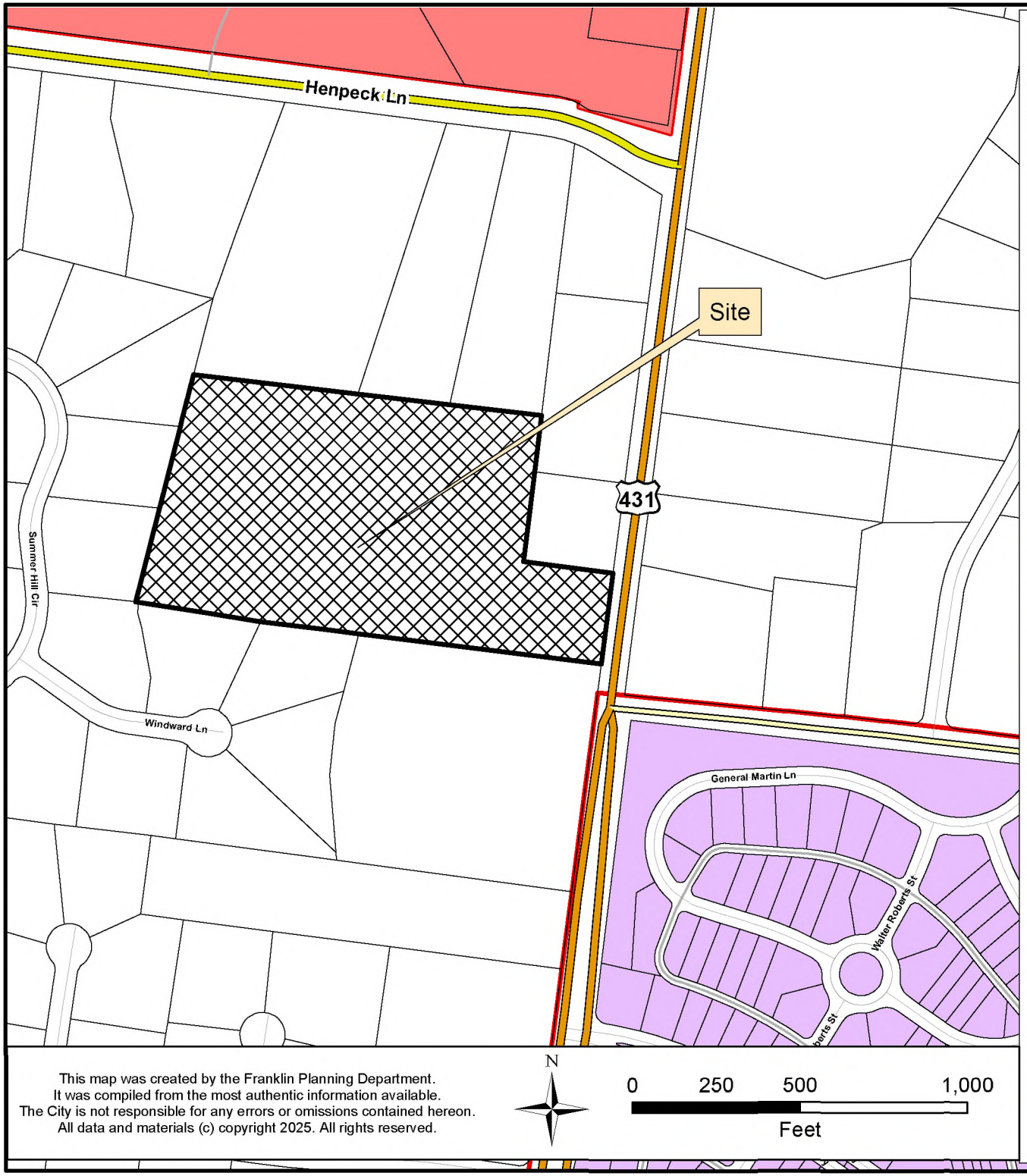
PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____

Law approved template Dec. 2023



1288 LEWISBURG PIKE, ZONING ORDINANCE 2025-17

Project Information
Existing Zoning: MGA-1 (County)
Proposed Zoning: CI Civic Institutional
Overlay Districts: N/A
Site Acreage: 10.58 acres

Legend

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- 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 District
- CC Central Commercial District
- DD Downtown District
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- 5TH Avenue District
- RC4 Regional Commerce 4 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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All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

STORM DRAINAGE STRUCTURES

NO.	TYPE	* CASTING	ELEVATIONS			10-YR STORM FLOW (CFS)
			TOP OF GRATE @ FLOW LINE	INVERT IN	INVERT OUT	
1	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	-	689.10 (2)	-
2	BIORETENTION OUTLET STRUCTURE	NYLOPLAST STANDARD GRATE	694.25	689.25 (UD)	689.25	-
3	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	693.50	693.50	-
4	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.00	694.04	694.04	-
5	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	698.00	694.36	694.36	-
6	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.70	-	694.71	-
7	EXISTING AREA DRAIN	-	-	-	-	-
*8	SINGLE CURB INLET	3103	697.90	-	-	-

* CASTINGS TO BE JOHN BOUCHARD & SONS CO. OR APPROVED EQUAL UNLESS OTHERWISE NOTED

STORM DRAINAGE PIPES

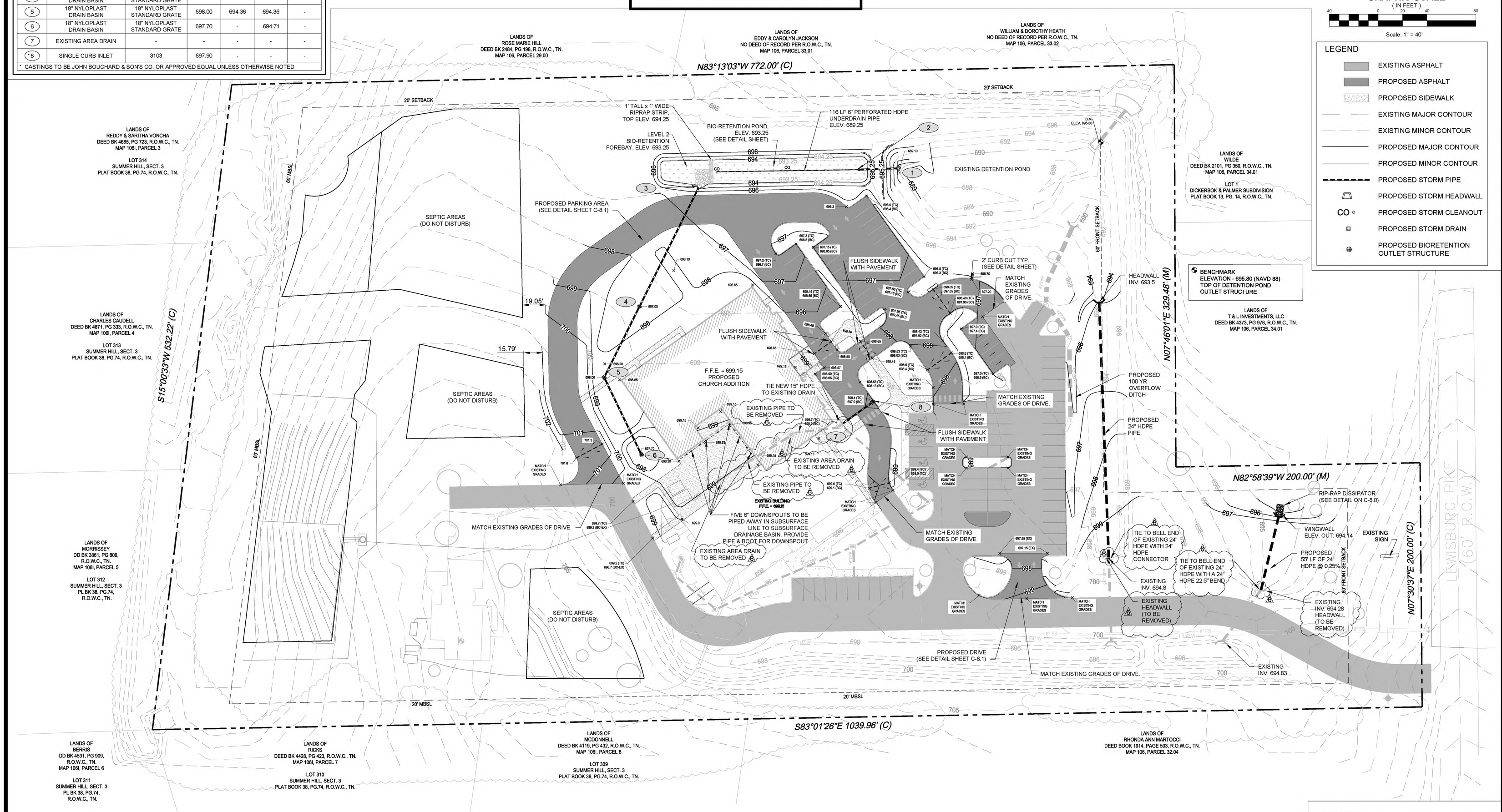
PIPE	SIZE (INCHES)	LENGTH (FEET)	SLOPE (%)	10-YEAR STORM FLOW (CFS)	FULL FLOW CAPACITY (CFS)	FULL FLOW VELOCITY (FPS)
* 2-1	18	30	0.5	7.23	7.4	4.2
* 4-3	15	108	0.5	2.28	4.6	3.7
* 5-4	15	64	0.5	0.76	4.6	3.7
* 6-5	15	70	0.5	0.64	4.6	3.7
* 8-7	15	32	0.5	0.72	4.6	3.7

* ADS N-12 PIPE

TOTAL PROPERTY AREA: 465,609 SQFT

EXISTING IMPERVIOUS: 69,761 SQFT
EXISTING PERVIOUS: 395,848 SQFT

PROPOSED IMPERVIOUS: 108,367 SQFT
PROPOSED PERVIOUS: 357,242 SQFT



GRAPHIC SCALE
(IN FEET)
40 0 20 40 80
Scale: 1" = 40'

LEGEND
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED SIDEWALK
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM PIPE
- PROPOSED STORM HEADWALL
- PROPOSED STORM CLEANOUT
- PROPOSED STORM DRAIN
- PROPOSED BIORETENTION OUTLET STRUCTURE

BENCHMARK
ELEVATION - 695.80 (NAVD 88)
TOP OF DETENTION POND OUTLET STRUCTURE

FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

WORK FULLY COMPLETED AS OF 10/4/2019

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
2	8/31/18	REVISED PER OWNERS COMMENTS
3	10/10/18	REVISED PER CITY/OWNER COMMENTS
4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS
6	01/25/19	REVISED STORM INLETS PER CONTRACTOR

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

GRADING & DRAINAGE PLAN
FULLY CONSTRUCTED
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
No. 101753
STATE OF TENNESSEE
01/25/19

PROJECT
16-0819

SHEET
C-5.0

STORM DRAINAGE STRUCTURES

NO.	TYPE	* CASTING	ELEVATIONS			10-YR STORM FLOW (CFS)
			TOP OF GRATE @ FLOW LINE	INVERT IN	INVERT OUT	
1	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	-	689.10 (2)	-
2	BIORETENTION OUTLET STRUCTURE	NYLOPLAST STANDARD GRATE	694.25	689.25 (UD)	689.25	-
3	ENERGY DISSIPATING CONCRETE HEADWALL	-	-	693.50	693.50	-
4	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.00	694.04	694.04	-
5	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	698.00	694.36	694.36	-
6	18" NYLOPLAST DRAIN BASIN	18" NYLOPLAST STANDARD GRATE	697.70	-	694.71	-
7	EXISTING AREA DRAIN	-	-	-	-	-
*8	SINGLE CURB INLET	3103	697.90	-	-	-

* CASTINGS TO BE JOHN BOUCHARD & SON'S CO. OR APPROVED EQUAL UNLESS OTHERWISE NOTED

STORM DRAINAGE PIPES

PIPE	SIZE (INCHES)	LENGTH (FEET)	SLOPE (%)	10-YEAR STORM FLOW (CFS)	FULL FLOW CAPACITY (CFS)	FULL FLOW VELOCITY (FPS)
* 2-1	18	30	0.5	7.23	7.4	4.2
* 4-3	15	108	0.5	2.28	4.6	3.7
* 5-4	15	64	0.5	0.76	4.6	3.7
* 6-5	15	70	0.5	0.64	4.6	3.7
* 8-7	15	32	0.5	0.72	4.6	3.7

* ADS N-12 PIPE

TOTAL PROPERTY AREA: 465,609 SQFT

EXISTING IMPERVIOUS: 69,761 SQFT
EXISTING PERVIOUS: 395,848 SQFT

PROPOSED IMPERVIOUS: 108,367 SQFT
PROPOSED PERVIOUS: 357,242 SQFT

GRAPHIC SCALE
(IN FEET)
40 0 20 40 80
Scale: 1" = 40'

LEGEND
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED SIDEWALK
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM PIPE
- PROPOSED STORM HEADWALL
- CO PROPOSED STORM CLEANOUT
- PROPOSED STORM DRAIN
- PROPOSED BIORETENTION OUTLET STRUCTURE

BENCHMARK
ELEVATION - 695.80 (NAVD 88)
TOP OF DETENTION POND
OUTLET STRUCTURE

LANDS OF ROSE MARIE HILL, DEED BK 2484, PG 198, R.O.W.C., TN., MAP 106, PARCEL 29.00
LANDS OF EDDY & CAROLYN JACKSON, NO DEED OF RECORD PER R.O.W.C., TN., MAP 106, PARCEL 33.01
LANDS OF WILLIAM & DOROTHY HEATH, NO DEED OF RECORD PER R.O.W.C., TN., MAP 106, PARCEL 33.02
LANDS OF REDDY & SARITHA VONCHA, DEED BK 4685, PG 723, R.O.W.C., TN., MAP 106I, PARCEL 3
LOT 314 SUMMER HILL, SECT. 3 PLAT BOOK 38, PG.74, R.O.W.C., TN.
LANDS OF WILDE, DEED BK 2101, PG 350, R.O.W.C., TN., MAP 106, PARCEL 34.01
LOT 1 DICKERSON & PALMER SUBDIVISION PLAT BOOK 13, PG. 14, R.O.W.C., TN.
LANDS OF CHARLES CAUDELL, DEED BK 4871, PG 333, R.O.W.C., TN., MAP 106I, PARCEL 4
LOT 313 SUMMER HILL, SECT. 3 PLAT BOOK 38, PG.74, R.O.W.C., TN.
LANDS OF T & L INVESTMENTS, LLC, DEED BK 4373, PG 976, R.O.W.C., TN., MAP 106, PARCEL 34.01
LANDS OF MORRISSEY, DD BK 3861, PG 809, R.O.W.C., TN., MAP 106I, PARCEL 5
LOT 312 SUMMER HILL, SECT. 3 PL BK 38, PG.74, R.O.W.C., TN.
LANDS OF BERRIS, DD BK 4531, PG 909, R.O.W.C., TN., MAP 106I, PARCEL 6
LOT 311 SUMMER HILL, SECT. 3 PL BK 38, PG.74, R.O.W.C., TN.
LANDS OF RICKS, DEED BK 4428, PG 423, R.O.W.C., TN., MAP 106I, PARCEL 7
LOT 310 SUMMER HILL, SECT. 3 PLAT BOOK 38, PG.74, R.O.W.C., TN.
LANDS OF MCDONNELL, DEED BK 4119, PG 432, R.O.W.C., TN., MAP 106I, PARCEL 8
LOT 309 SUMMER HILL, SECT. 3 PLAT BOOK 38, PG.74, R.O.W.C., TN.
LANDS OF RHONDA ANN MARTOCCI, DEED BOOK 1914, PAGE 503, R.O.W.C., TN., MAP 106, PARCEL 32.04

N83°13'03"W 772.00' (C)
S15°00'33"W 532.22' (C)
N07°46'01"E 329.48' (M)
N82°58'39"W 200.00' (M)
N07°30'37"E 200.00' (C)
S83°01'26"E 1039.96' (C)

20' SETBACK
60' FRONT SETBACK
60' MBSL
20' MBSL
1' TALL x 1' WIDE RIPRAP STRIP, TOP ELEV. 694.25
BIO-RETENTION POND, ELEV. 693.25 (SEE DETAIL SHEET)
LEVEL 2 BIO-RETENTION FOREBAY, ELEV. 693.25
116 LF 6" PERFORATED HDPE UNDERDRAIN PIPE ELEV. 689.25
EXISTING DETENTION POND
PROPOSED PARKING AREA (SEE DETAIL SHEET C-8.1)
SEPTIC AREAS (DO NOT DISTURB)
FLUSH SIDEWALK WITH PAVEMENT
2' CURB CUT TYP. (SEE DETAIL SHEET)
MATCH EXISTING GRADES OF DRIVE.
HEADWALL INV. 693.5
PROPOSED 100 YR OVERFLOW DITCH
PROPOSED 24" HDPE PIPE
F.F.E. = 699.15 PROPOSED CHURCH ADDITION
TIE NEW 15" HDPE TO EXISTING DRAIN
EXISTING PIPE TO BE REMOVED
EXISTING AREA DRAIN TO BE REMOVED
EXISTING BUILDING F.F.E. = 698.8
FIVE 6" DOWNSPOUTS TO BE PIPED AWAY IN SUBSURFACE LINE TO SUBSURFACE DRAINAGE BASIN. PROVIDE PIPE & BOOT FOR DOWNSPOUT
EXISTING AREA DRAIN TO BE REMOVED
MATCH EXISTING GRADES OF DRIVE.
PROPOSED DRIVE (SEE DETAIL SHEET C-8.1)
RIP-RAP DISSIPATOR (SEE DETAIL ON C-8.0)
WINGWALL ELEV. OUT. 694.14
EXISTING SIGN
PROPOSED 55' LF OF 24" HDPE @ 0.25%
TIE TO BELL END OF EXISTING 24" HDPE WITH 24" HDPE CONNECTOR
TIE TO BELL END OF EXISTING 24" HDPE WITH A 24" HDPE 22.5° BEND
EXISTING INV. 694.8
EXISTING HEADWALL (TO BE REMOVED)
EXISTING INV. 694.28 HEADWALL (TO BE REMOVED)
EXISTING INV. 694.83
LEWISBURG PIKE (60' R.O.W.)

FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # *47187C 0355 F* OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

WORK FULLY COMPLETED AS OF 10/4/2019

OWNER OF RECORD
GATEWAY CHURCH - NASHVILLE INC
ZONING MGA-1, MAP 106 PARCEL 029.01

APPLICANT
GATEWAY CHURCH, CHARLIE WEIR
1288 LEWISBURG PIKE
FRANKLIN, TN 37064
615-538-6040

T-SQUARE ENGINEERING
701 West Main St • Franklin, TN • 615-678-8212 • www.T2-eng.com

NO.	DATE	REVISIONS
1	3/20/18	REVISED PER WILLIAMSON COUNTY COMMENTS
2	8/31/18	REVISED PER OWNERS COMMENTS
3	10/10/18	REVISED PER CITY/OWNER COMMENTS
4	10/19/18	REVISED PER STATE FIRE MARSHAL COMMENTS
5	12/10/18	REVISED PER COUNTY COMMENTS
6	01/25/19	REVISED STORM INLETS PER CONTRACTOR

DATE: 01-24-2018
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

GRADING & DRAINAGE PLAN
FULLY CONSTRUCTED
1288 LEWISBURG PIKE
MAP 106 PARCEL 029.01 (10.6 AC.)
WILLIAMSON COUNTY, TENNESSEE

GATEWAY CHURCH PHASE 2

TIMOTHY E. TURNER, REGISTERED ENGINEER, AGRICULTURAL, No. 101142, STATE OF TENNESSEE
01/25/19

PROJECT
16-0819

SHEET
C-5.0

HISTORIC FRANKLIN TENNESSEE

City of Franklin

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

File #: 21-0701

DATE: June 10, 2025

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:

Franklin Ridge Subdivision, Final Plat, Section 1, Creating 14 Residential Lots And 2 Open Space Lots, And Dedicating Right Of Way, On 19.37 Acres, Located At 565 Jordan Road. (CONSENT AGENDA)

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8817
Applicant: Gray Harrison, Kimley-Horn
Owner: Toll Southeast LP Company, INC., Michael Burton (Representative)

BACKGROUND/STAFF COMMENTS:
The purpose of this plat is to create 14 new residential lots and 2 open space lots, and dedicate right of way. The creation of new lots on this final plat requires approval by the Franklin Municipal Planning Commission. The site plan for Franklin Ridge Subdivision, Section 1 was approved on the September 2024 FMPC agenda, and the most recent corresponding site plan amendment was approved on February 28, 2025. The final plat is consistent with the site plan.

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.

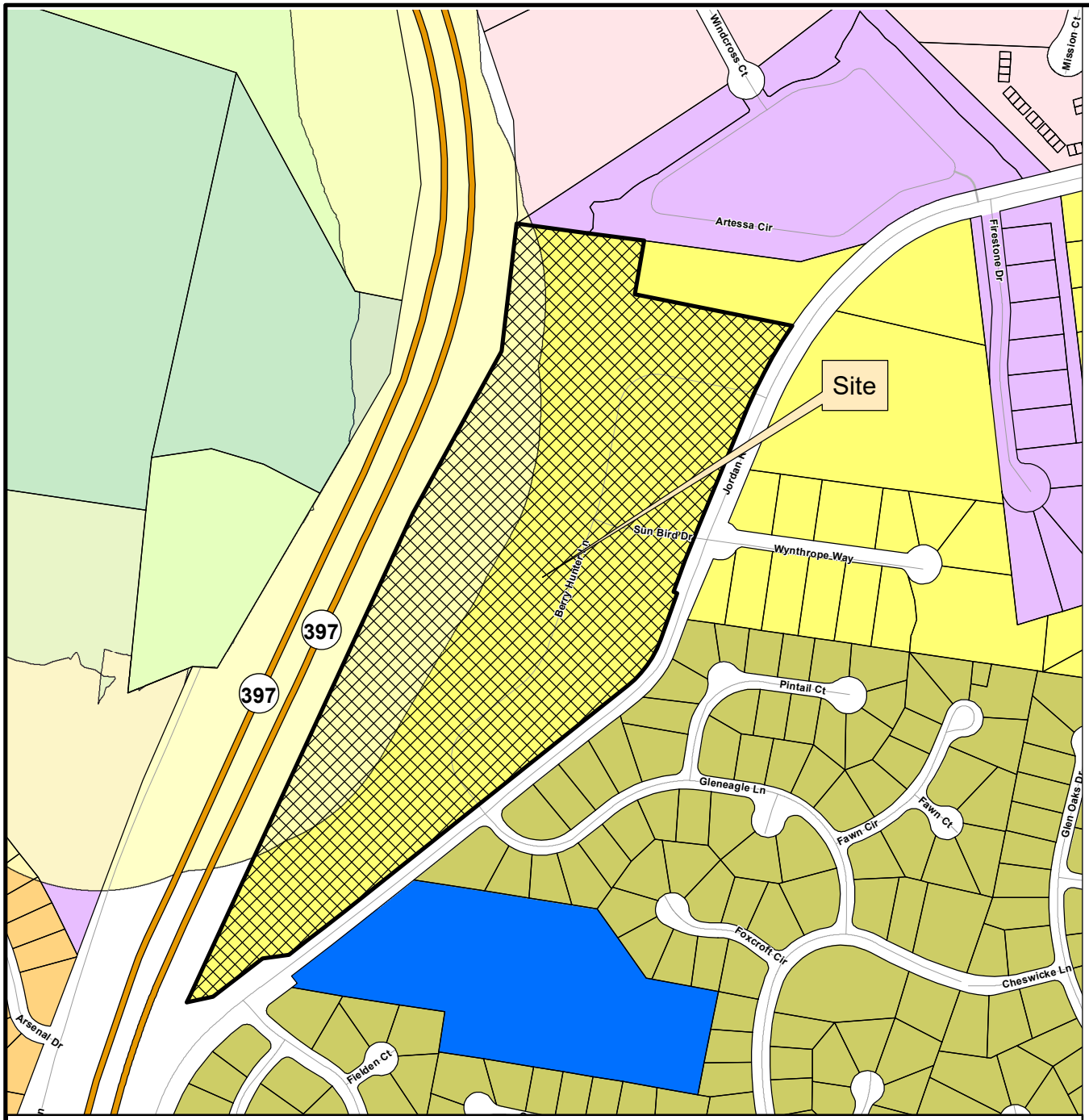
3. The applicant shall upload a .dwg copy of the final plat through the IDT system (link above) in Tennessee state plan coordinates, NAD 83, NAVD 88, zone 4100/5301 for incorporation of the plat into the Franklin GIS database.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Franklin Municipal Planning Commission approve the Franklin Ridge Subdivision, Final Plat, Section 1, with conditions.



FRANKLIN RIDGE SUBDIVISION, SECTION 1
FINAL PLAT

Project Information
Existing Zoning: R-2 Residential District
Overlay Districts: 500' Buffer of Hillside Overlay
Site Acreage: 19.37 acres
Total Number of Lots: 16

Legend

- Franklin Ridge 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 District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 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

NORTH

GRID NORTH
NAD83

GRAPHIC SCALE IN FEET

200 0 100 200 400

1" = 200' @ 24X36

LINE TYPE LEGEND

	BOUNDARY LINE
	ADJACENT PROPERTY LINE
	EASEMENT LINE
	BUILDING LINE
W	WATER LINE
SS	SANITARY SEWER LINE
SD	STORM SEWER LINE
GAS	UNDERGROUND GAS LINE
OHE	OVERHEAD UTILITY LINE
UGE	UNDERGROUND ELECTRIC LINE
UGT	UNDERGROUND TELEPHONE LINE
CBL	UNDERGROUND CABLE LINE
	FENCE
	BUILDING OUTLINE
	ASPHALT PAVEMENT

LEGEND

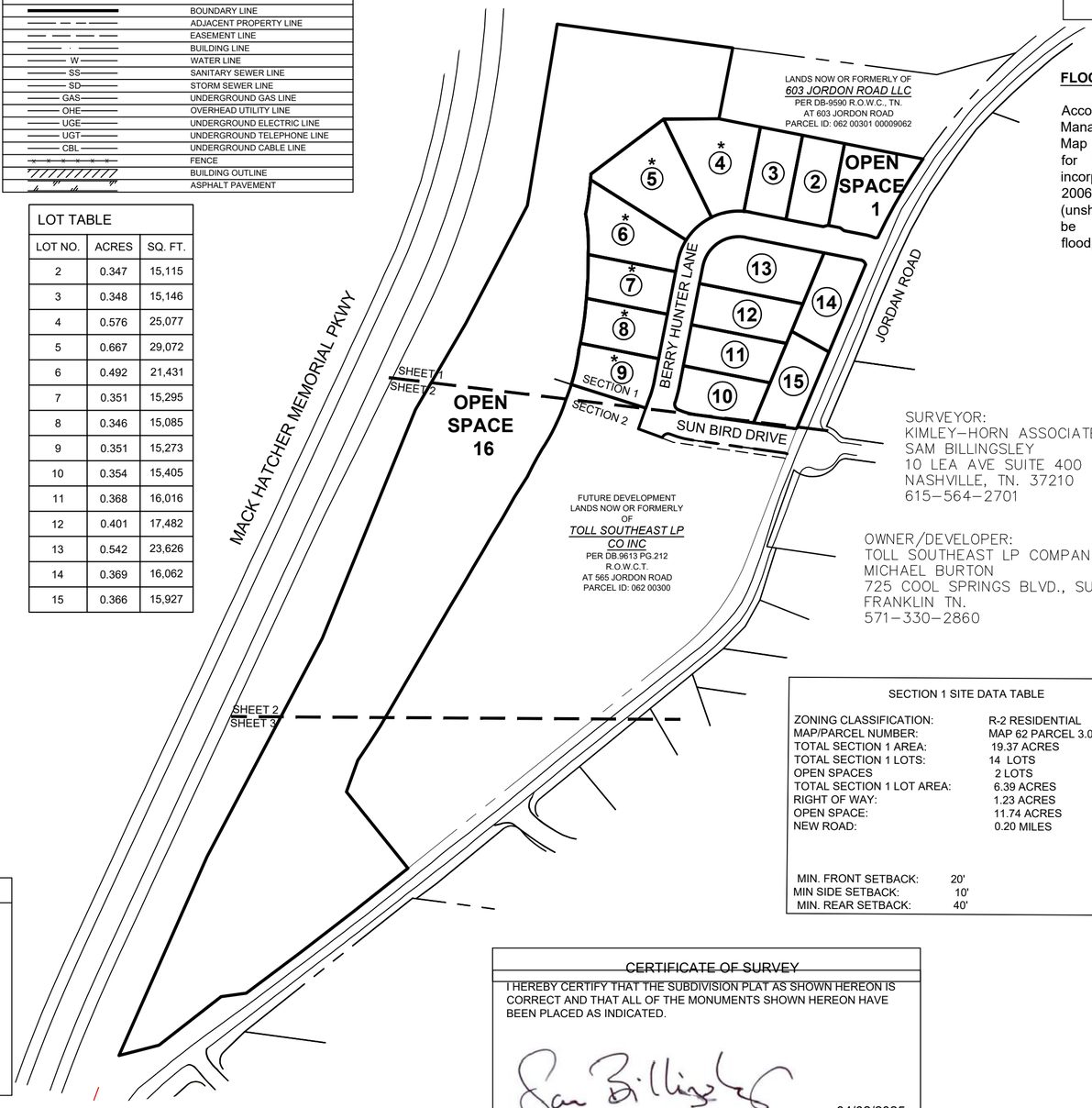
	BOX OR PEDESTAL	C	COMMUNICATIONS
	HANDHOLE	E	ELECTRIC OR POWER
	MANHOLE	F	FIBER OPTIC
	MARKER SIGN	G	NATURAL GAS
	METER	P	PETROLEUM OR PIPELINE
	MARKER PINFLAG	R	RAILROAD
	POLE	S	SAN. SEWER OR WASTEWATER
	STORAGE TANK	D	STORM SEWER
	VALVE (EXCEPT WATER)	T	TELEPHONE
	VAULT	TR	TRAFFIC
	WELL	U	UNIDENTIFIED
TV	CABLE TV	W	WATER
	FIRE SPRINKLER CONNECTION		SANITARY SEWER CLEAN OUT
	FIRE HYDRANT		SANITARY SEWER LIFT STATION
	WATER VALVE		STORM SEWER DRAIN
	WATER WELL		MONITORING WELL
	TRAFFIC BARRIER		FUEL TANK
	TRAFFIC BOLLARD		ELECTRIC SWITCH
	TRAFFIC CAMERA	T	ELECTRIC TRANSFORMER
	TRAFFIC SENSOR		RAILROAD SIGNAL
	TRAFFIC SIGNAL		RAILROAD SIGN
	PARKING METER		SIGN
	ROOF DRAIN		MARQUEE/BILLBOARD
	GOAL POST		TRASH BIN
GT	GREASE TRAP		TREE
	IRRIGATION VALVE		HANDICAPPED PARKING
	SECURITY CAMERA		FLAG POLE / MONUMENT
	MAIL BOX		BORE LOCATION
	A/C UNIT		ELEVATION BENCHMARK
	BASKET BALL GOAL	IRF	IRON ROD FOUND
	LAMP	IRFC	IRON ROD WITH CAP FOUND
	FLOOD LIGHT	MNF	MAG NAIL FOUND
	GUY ANCHOR	CMF	CONCRETE MONUMENT FOUND
	GUY ANCHOR POLE	ADF	ALUMINUM DISK FOUND
	UTILITY POLE	XF	"X" CUT IN CONCRETE FOUND
P.O.B.	POINT OF BEGINNING	IRSC	5/8" IRON ROD W/ "KHA" CAP SET
P.O.C.	POINT OF COMMENCING	MNS	MAG NAIL SET
P.U.D.E. PUBLIC UTILITY DRAINAGE EASEMENT			
P.U.D.A.E. PUBLIC UTILITY DRAINAGE ACCESS EASEMENT			
M.B.S.L. MINIMUM BUILDING SETBACK LINE			

LOT TABLE

LOT NO.	ACRES	SQ. FT.
2	0.347	15,115
3	0.348	15,146
4	0.576	25,077
5	0.667	29,072
6	0.492	21,431
7	0.351	15,295
8	0.346	15,085
9	0.351	15,273
10	0.354	15,405
11	0.368	16,016
12	0.401	17,482
13	0.542	23,626
14	0.369	16,062
15	0.366	15,927

OPEN SPACE TABLE

LOT NO.	ACRES	SQ. FT.
1	0.518	22,563
16	11.751	511,875



PARKLAND INFORMATION

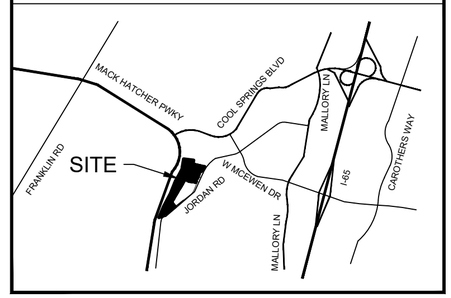
34 UNITS X $4,304 = $146,336 Due at First Plat

FLOOD STATEMENT

According to Federal Emergency Management Agency's Flood Insurance Rate Map No. 47187C0212G and 47187C0204F, for Williamson County, Tennessee and incorporated areas, dated September 29, 2006 this property is located within Zone X (unshaded) defined as "Areas determined to be outside the 0.2% annual chance floodplain"

VICINITY MAP

N.T.S.



SURVEYOR:
KIMLEY-HORN ASSOCIATES, INC.
SAM BILLINGSLEY
10 LEA AVE SUITE 400
NASHVILLE, TN. 37210
615-564-2701

OWNER/DEVELOPER:
TOLL SOUTHEAST LP COMPANY, INC
MICHAEL BURTON
725 COOL SPRINGS BLVD., SUITE 220
FRANKLIN TN.
571-330-2860

SECTION 1 SITE DATA TABLE

ZONING CLASSIFICATION:	R-2 RESIDENTIAL
MAP/PARCEL NUMBER:	MAP 62 PARCEL 3.00
TOTAL SECTION 1 AREA:	19.37 ACRES
TOTAL SECTION 1 LOTS:	14 LOTS
OPEN SPACES	2 LOTS
TOTAL SECTION 1 LOT AREA:	6.39 ACRES
RIGHT OF WAY:	1.23 ACRES
OPEN SPACE:	11.74 ACRES
NEW ROAD:	0.20 MILES
MIN. FRONT SETBACK:	20'
MIN SIDE SETBACK:	10'
MIN. REAR SETBACK:	40'

NOTES

1. The purpose of this plat is to create 14 lots, 2 open spaces and create public right of way.
2. The bearing system for this survey is based on the Tennessee Coordinate System of 1983, vertical relief based on North American Vertical Datum of 1988 Geoid18 USFT., based on observations made on January 9, 2025.
3. The recording of the plat void, vacates, and superseded the recording of lots 1-2 as shown on the final plat of Davis Subdivision, as of record in plat book 9, page 13, register's off for Williamson County, Tennessee.
4. This survey does not provide a determination or opinion concerning the location of existing wetlands, fault lines, toxic or hazardous waste areas, subsidence, subsurface and environmental conditions or geological issues. No statement is made concerning the suitability of the subject tract for any intended use, purpose or development.
5. The word "certify" or "certificate" as shown and used hereon means an expression of professional opinion regarding the facts of the survey and does not constitute a warranty or guarantee, expressed or implied.
6. Maintenance of all stormwater management features, including lot line swales, shall be the responsibility of the property owner(s) or the HOA. Details of these requirements are outlined in the Inspection and Maintenance Agreement of the Private Stormwater Management facilities recorded with the Williamson County Register of Deeds Office
7. Sidewalks & trails outside of public right-of-way shall be Public Access Easements and shall be maintained by the property owner(s) or the HOA.
8. 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.
9. 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.
10. 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.
11. 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 of 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 homeowner's lot at the homeowner's expense.
12. 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 as to policy on geometric design of highways and streets.
13. The ALTA/NSPS Land Title Survey by Wilson & Associates certifies the survey to be a Category IV and was conducted in accordance with rule 0820-03.11 (Global Position Systems Surveys) according to the current Tennessee State Board of Examiners for Land Surveyors. The survey was conducted using Trimble R10/R12 dual frequency RTK GNSS Base and Rover. the maximum RMS values for fixed positions at 1-sigma are 0.03 feet horizontal and 0.06 feet vertical.
14. Green Infrastructure Easements (GIE) 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 Malignance Agreement, shall be strictly prohibited without the written consent of the City Engineer or his designee
15. There was no evidence found in the records of the Williamson County Register of Deeds to indicate that the mineral rights have been severed from the surface rights of the surveyed parcel(s).
16. The property is zoned Residential (R-2).
Front setback 20' - Side setback 10' - Rear setback 40'.
17. A minimum of 1.1 acres of tree canopy is required to remain in perpetuity per the City of Franklin project #2254.
18. * denotes critical lot for drainage. These lots shall require submittal of a Critical Lot Site Plan with any future permit submittal.
19. All Open Spaces shall be Public Utility, Drainage and Access Easements and shall be maintained by the property owner(s) or HOA.
20. All street light locations and quantities are approximate. Final positioning and quantity shall be at the direction of MTEMC.
21. There shall be no access to any lots from Mack Hatcher Parkway.

CERTIFICATE OF APPROVAL FOR WATER SYSTEM

I HEREBY CERTIFY THAT THE FOLLOWING WATER SYSTEM OUTLINED OR INDICATED ON THE FINAL SUBDIVISION PLAT ENTITLED "FRANKLIN RIDGE SECTION 1, FINAL PLAT, HAS BEEN
1. INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND/OR STATE GOVERNMENT REQUIREMENTS
OR
2. A SURETY BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH MALLORY VALLEY UTILITY DISTRICT TO ASSURE COMPLETION OF ALL
REQUIRED IMPROVEMENTS IN CASE OF DEFAULT.

_____
MALLORY VALLEY UTILITY DISTRICT DATE
KAREN YORK, DIRECTOR OF DEVELOPMENT

MTEMC CERTIFICATE OF APPROVAL FOR ELECTRIC SERVICE

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION (MTEMC) WILL PROVIDE ELECTRIC SERVICE TO THE SUBJECT PROPERTY ACCORDING TO NORMAL OPERATING PRACTICES OF MTEMC AS DEFINED IN THE RULES AND REGULATION, 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 CORP. DATE

CERTIFICATION OF OWNERSHIP

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNERS OF THE PROPERTY SHOWN HERE-ON AS OF RECORD IN DB 9613 PG 212 R.O.W.C., TN., AND ADOPT THE PLAN OF SUBDIVISION OF THE PROPERTY AS SHOWN HEREON AND DEDICATED ALL 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. I (WE) FURTHER CERTIFY THAT THERE ARE NO LIENS ON THIS PROPERTY.

_____
MICHAEL BURTON , TOLL SOUTHEAST LP COMPANY LLC DATE

CERTIFICATE OF APPROVAL OF SEWER SYSTEMS

I HEREBY CERTIFY THAT:
(A) THE SEWER SYSTEMS DESIGNATED IN FRANKLIN RIDGE SECTION 1 FINAL PLAT, HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND/OR STATE GOVERNMENT REQUIREMENTS, OR
(B) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $_____ FOR THE SEWER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE THE COMPLETION OF SUCH IMPROVEMENTS.

_____ _____
DIRECTOR WATER MANAGEMENT DEPARTMENT DATE
CITY OF FRANKLIN, TENNESSEE

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 REGISTERS OFFICE OF WILLIAMSON COUNTY.

_____
SECRETARY FRANKLIN MUNICIPAL DATE
PLANNING COMMISSION

CERTIFICATE OF SURVEY

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT AS SHOWN HEREON IS CORRECT AND THAT ALL OF THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED AS INDICATED.

04/02/2025
SAM BILLINGSLEY TN. REG. NO. 2652 DATE

APPROVAL FOR 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 DATE
MANAGEMENT AGENCY

_____
CITY OF FRANKLIN DATE

CERTIFICATE OF APPROVAL STREETS, DRAINAGE, SIDEWALKS, AND GREEN INFRASTRUCTURE

I HEREBY CERTIFY THAT:
A.THE STREETS, DRAINAGE, SIDEWALKS, AND GREEN INFRASTRUCTURE IN "FRANKLIN RIDGE SECTION 1 " HAS BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR
B. A PERFORMANCE AGREEMENT AND A SURETY BOND IN THE AMOUNT OF $_____ 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



COF #8817

FINAL PLAT

FRANKLIN RIDGE SUBDIVISION

SECTION 1

LANDS NOW OR FORMERLY OF

TOLL SOUTHEAST LP CO INC

PER DB 9613 PG 212
PARCEL ID: 062 00300
565 JORDAN ROAD
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Kimley»Horn

10 Lea Ave Suite 400
Nashville, Tennessee 37210
Tel. No. (615) 564-2701
www.kimley-horn.com

Drawn by	Checked by	Date	Project No.	Sheet No.
DDB	SCB	Jun. 5, 2025	118665004	1 of 4

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DWG NAME: V:\NSH_SURVEY\PROJECTS\118665004 (JORDON ROAD\FRANKLIN RIDGE)\PROCESSING\FRANKLIN RIDGE PLAT\20250408 SECTION 1\20250529 SECOND SUBMITTAL\118665004SEC1.DWG PLOTTED BY:BRILEY, DAVID 6/5/2025 11:53 AM LAST SAVED 6/5/2025 11:52 AM

CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	2°09'43"	11017.10'	415.73'	N52°20'21"E	415.71'
C2	2°28'14"	1966.78'	84.81'	N33°23'24"E	84.80'
C3	3°59'41"	1360.75'	94.87'	N30°19'02"E	94.85'
C4	5°57'11"	642.75'	66.78'	N28°23'48"E	66.75'
C5	9°11'30"	345.88'	55.49'	N28°43'51"E	55.43'
C6	9°35'23"	321.71'	53.84'	N21°28'11"E	53.78'
C7	4°26'00"	397.96'	30.79'	N19°44'41"E	30.79'
C8	92°45'03"	12.00'	19.43'	S66°12'08"W	17.37'
C9	14°33'52"	176.00'	44.74'	N74°42'17"W	44.62'
C10	16°47'09"	18.00'	5.27'	N73°35'39"W	5.25'
C11	33°11'57"	12.00'	6.95'	N81°24'49"E	6.86'
C12	16°29'06"	124.00'	35.68'	S73°44'40"E	35.55'
C13	83°49'38"	12.00'	17.56'	S23°35'18"E	16.03'
C14	7°12'50"	276.00'	34.75'	S14°43'06"W	34.73'
C15	90°00'00"	74.00'	116.24'	N56°06'41"E	104.65'
C16	90°00'00"	74.00'	116.24'	S56°06'41"W	104.65'
C17	67°23'46"	12.00'	14.12'	N45°11'26"W	13.32'
C18	11°34'19"	1206.79'	243.74'	S28°33'51"W	243.32'
C19	2°43'12"	1206.79'	57.29'	N24°16'01"E	57.29'
C20	43°21'51"	12.00'	9.08'	N89°28'30"E	8.87'
C21	10°03'50"	101.00'	17.74'	S73°51'24"E	17.72'
C22	90°00'00"	126.00'	197.92'	S56°06'41"W	178.19'
C23	30°51'17"	126.00'	67.85'	N79°30'10"E	67.04'
C24	31°49'31"	126.00'	69.99'	N48°09'46"E	69.09'
C25	21°08'20"	126.00'	46.49'	N21°40'51"E	46.22'
C26	8°42'56"	224.00'	34.07'	N15°28'09"E	34.04'
C27	10°01'52"	397.96'	69.67'	S12°30'45"W	69.58'
C28	8°45'39"	655.24'	100.19'	N08°40'45"E	100.09'
C29	1°23'38"	655.24'	15.94'	S12°21'45"W	15.94'
C30	6°10'53"	126.00'	13.59'	S81°58'45"E	13.59'
C31	12°21'19"	364.71'	78.65'	S03°56'39"E	78.49'
C32	6°23'34"	630.36'	70.33'	S08°13'51"W	70.29'
C33	7°26'47"	630.36'	81.92'	N07°42'15"E	81.87'
C34	1°03'14"	630.36'	11.59'	S04°30'28"W	11.59'

LINE TABLE		
NO.	BEARING	LENGTH
L1	N52°19'25"W	10.06'
L2	N78°53'19"W	25.07'
L3	N74°32'47"E	10.06'
L4	N19°49'37"E	23.55'

MACK HATCHER MEMORIAL PKWY
(RIGHT OF WAY VARIES-URBAN ARTERIAL)

S82°19'09"E 359.81'

S11°03'24"W 146.80'

LANDS NOW OR FORMERLY OF
603 JORDON ROAD LLC
PER DB-9590 R.O.W.C., TN.
AT 603 JORDON ROAD
PARCEL ID: 062 00301 00009062

S89°42'35"W 112.17'

86.19'

87.00'

S78°51'44"E 422.71'
87.00'

162.52'

N9°22'16"E 373.61'

30' RIPARIAN BUFFER ZONE 1

30' RIPARIAN BUFFER ZONE 2

500' HILLSIDE OVERLAY BUFFER

WETLAND

30'

30'

MTE EASEMENT

GREEN INFRASTRUCTURE EASEMENT
DETENTION POND 2

ASPHALT DRIVE

24"RCP

15"RCP

18"RCP

12"PVC

OPEN SPACE 16

OPEN SPACE 1
GREEN INFRASTRUCTURE EASEMENT
DETENTION POND 1

20' P.U.D.E RETAINING WALL EASEMENT

RETAINING WALL MAINTAINED BY HOA.

S52°57'19"W 185.31'

N25°55'29"W 222.18'

15' P.U.D.A.E.

15' M.B.S.L.

10' M.B.S.L./P.U.D.E.(TYP.)

40' M.B.S.L.

20' M.B.S.L.

10' M.B.S.L./P.U.D.E.

5' M.T.E. EASEMENT

N11°06'41"E 174.80'

N11°06'41"E 174.03'

N11°06'41"E 169.49'

N57°44'59"W 229.96'

N78°53'19"W 150.62'

N78°53'19"W 43.55'

S78°53'19"E 238.65'

S78°53'19"E 214.30'

S78°53'19"E 197.05'

S78°53'19"E 179.80'

N78°53'19"W 181.33'

N78°53'19"W 167.78'

N78°53'19"W 162.26'

N0°36'02"E 52.17'

N4°25'16"E 49.04'

N27°37'10"E 270.13'

TVA EASEMENT

S72°28'19"E 159.15'

S19°49'37"W 45.06'

STREET TO BE EXTENDED BY AUTHORITY OF CITY OF FRANKLIN

N81°59'13"W 202.58'

120.11'

82.48'

73.43'

77.18'

0.82'

162.63'

238.65'

4.13'

21.70'

36.00'

112.24'

172.44'

191.98'

88.00'

92.00'

85.00'

60.19'

26.54'

86.73'

201.34'

165.12'

46.07'

41.77'

88.06'

BERRY HUNTER LANE
(52' RIGHT OF WAY-LOCAL)

JORDAN ROAD
(RIGHT OF WAY VARIES-LOCAL)

SUN BIRD DRIVE

N22°35'01"E 373.77'

S61°09'10"E 86.70'

S22°49'41"W 558.31'

231 237 243 249 225 219 213 207 201 200 1000 220 214 208 250

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

SHEET 1
SHEET 2
SECTION 1
SECTION 2

NORTH
GRID NORTH
NAD83

GRAPHIC SCALE IN FEET
50 0 25 50 100
1" = 50' @ 24X36

SAM BILLINGSLEY
REGISTERED LAND SURVEYOR
AGRICULTURE
COMMERCE
TENNESSEE NO. 2652

COF #8817

FINAL PLAT

FRANKLIN RIDGE SUBDIVISION

SECTION 1

LANDS NOW OR FORMERLY OF

TOLL SOUTHEAST LP CO INC

PER DB 9613 PG 212
PARCEL ID: 062 00300
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Nashville, Tennessee 37210
Tel. No. (615) 564-2701
www.kimley-horn.com

Drawn by	Checked by	Date	Project No.	Sheet No.
KHA	SCB	Jun. 5, 2025	118665004	2 of 4

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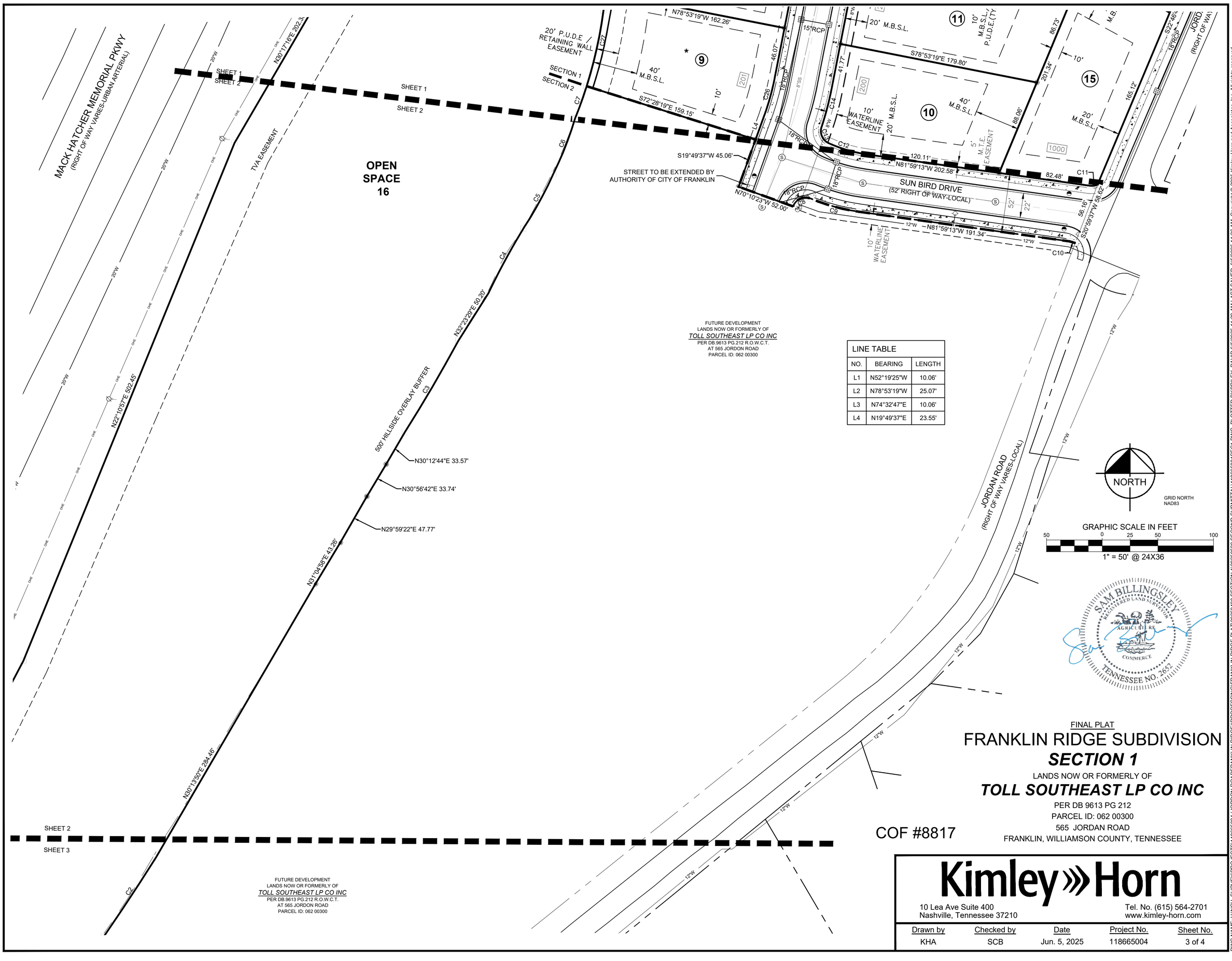
DWG NAME: V:\NSH_SURVEY\PROJECTS\118665004 (JORDON ROAD\FRANKLIN RIDGE)\PROCESSING\FRANKLIN RIDGE PLAT\20250408 SECTION 1\20250529 SECOND SUBMITTAL\118665004SEC1.DWG PLOTTED BY:BRILEY, DAVID 6/5/2025 11:29 AM LAST SAVED 6/5/2025 11:26 AM



LINE TABLE		
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SAM BILLINGSLEY
REGISTERED LAND SURVEYOR
AGRICULTURE
COMMERCE
TENNESSEE NO. 2652

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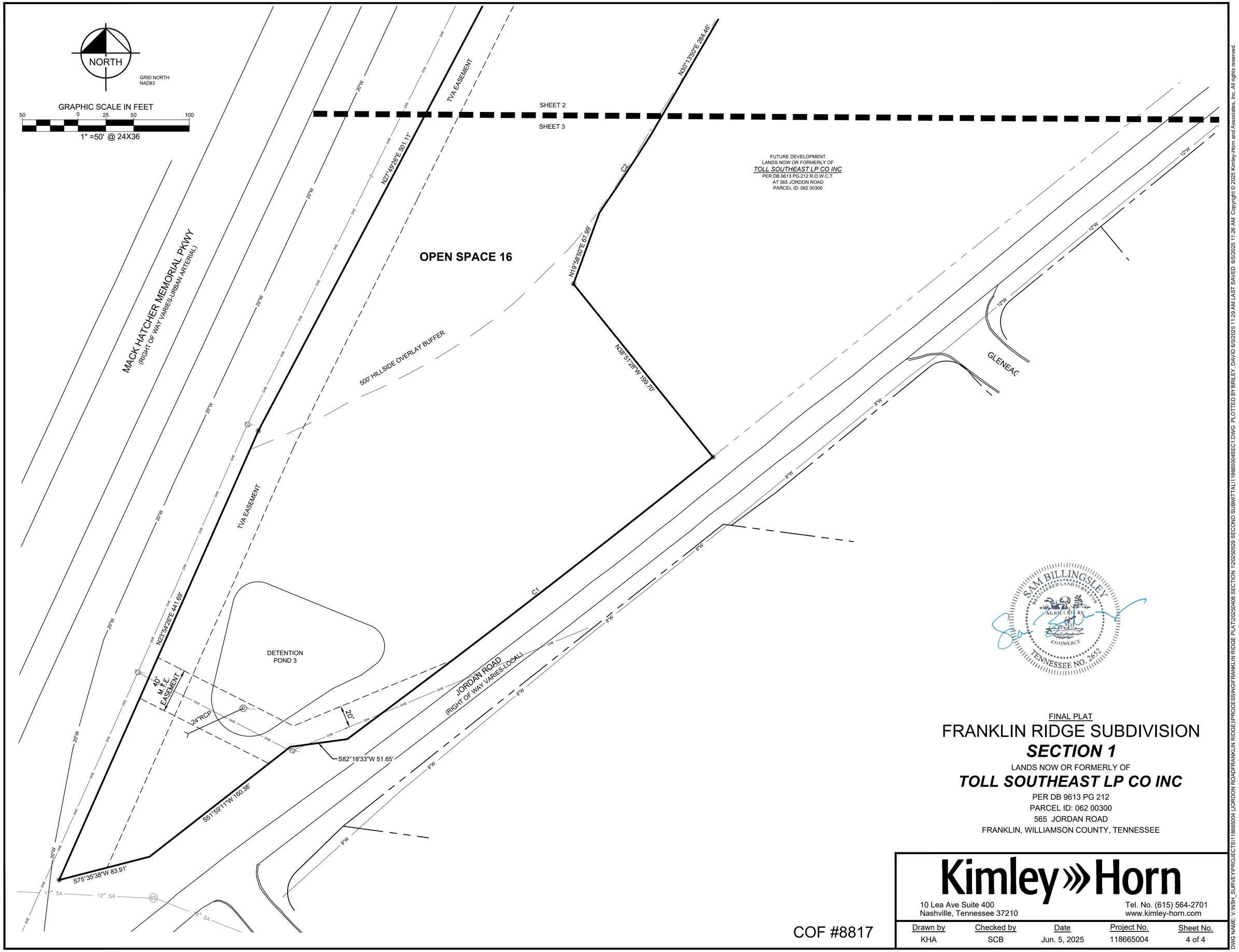
Drawn by	Checked by	Date	Project No.	Sheet No.
KHA	SCB	Jun. 5, 2025	118665004	3 of 4

DWG NAME: V:\NSH_SURVEY\PROJECTS\118665004 (JORDON ROAD\FRANKLIN RIDGE\PROCESSING\FRANKLIN RIDGE PLAT\20250408 SECTION 1\20250529 SECOND SUBMITTAL\118665004SEC1.DWG PLOTTED BY:BRILEY, DAVID 6/5/2025 11:29 AM LAST SAVED 6/5/2025 11:26 AM Copyright © 2025 Kimley-Horn and Associates, Inc. All rights reserved.



FINAL PLAT

FRANKLIN RIDGE SUBDIVISION

SECTION 1

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KHA	SCB	Jun. 5, 2025	118665004	4 of 4

DWG NAME: V:\NSH_SURVEY\PROJECTS\118665004 (JORDON ROAD\FRANKLIN RIDGE)\PROCESSING\FRANKLIN RIDGE PLAT\20250408 SECTION 1\20250529 SECOND SUBMITTAL\118665004SEC1.DWG PLOTTED BY BRILEY, DAVID 6/5/2025 11:29 AM LAST SAVED 6/5/2025 11:26 AM

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COF no: 8817

CONDITIONS OF APPROVAL:

Open Issues: 6 These issues are currently being filtered

Engineering - Final Plat Checklist

General Issues

11. 0. General Information

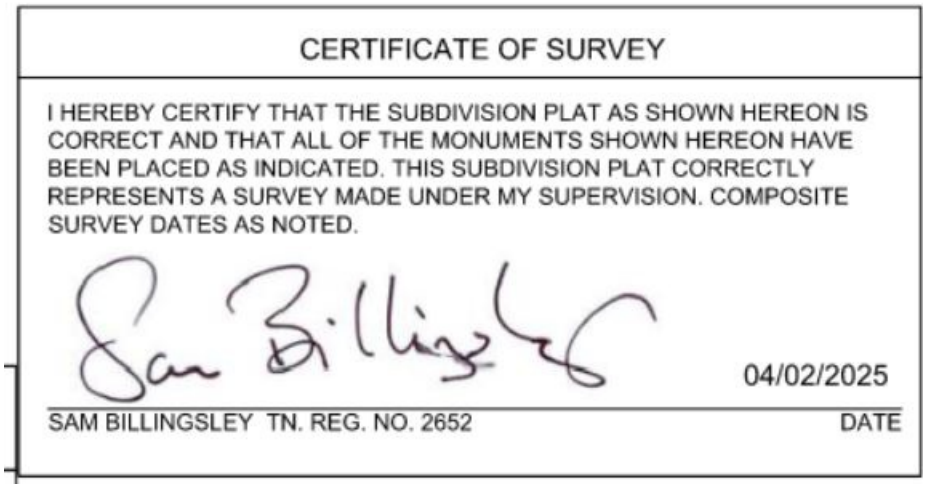
lance.fittro@franklintn.gov	Applicant shall ensure that any modifications to the site plan [COF #8549] are reflected on the final plat. The final plat shall match the site plan. This comment to remain as a condition of approval in the event the site plan is modified prior to One Stop submittal of the final plat.

12. 0. General Information

lance.fittro@franklintn.gov

The previous comment has not been properly addressed. *The statement in General Note 12 and the Certificate of Survey appear to be in conflict. Please clarify who performed the survey that is the basis of the submitted plat, and clarify the survey date, method and closure error on the plat.*

12. The ALTA/NSPS Land Title Survey by Wilson & Associates certifies the survey to be a Category IV and was conducted in accordance with rule 0820-03.11 (Global Position Systems Surveys) according to the current Tennessee State Board of Examiners for Land Surveyors. The survey was conducted using Trimble R10/R12 dual frequency RTK GNSS Base and Rover. the maximum RMS values for fixed positions at 1-sigma are 0.03 feet horizontal and 0.06 feet vertical.



CERTIFICATE OF SURVEY

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT AS SHOWN HEREON IS CORRECT AND THAT ALL OF THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED AS INDICATED. THIS SUBDIVISION PLAT CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION. COMPOSITE SURVEY DATES AS NOTED.

04/02/2025

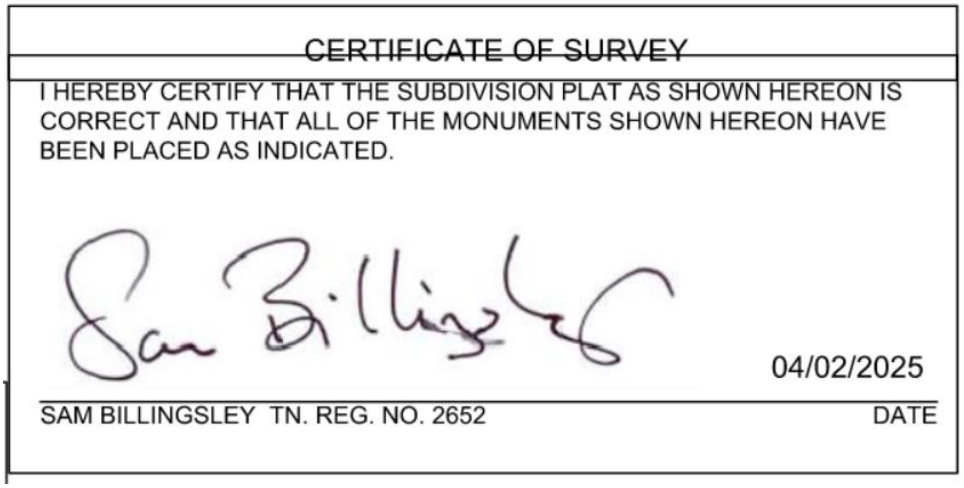
SAM BILLINGSLEY TN. REG. NO. 2652 DATE

Applicant shall provide standard certificate of survey that is signed and survey sealed by the surveyor of record who is responsible for the survey performed. Removing the statement of who performed the survey from the Certificate of Survey is not an acceptable means of addressing this issue.

5.3 Certificate of Survey

I (we) hereby certify that the subdivision plat as shown hereon is correct and that all of the monuments shown hereon have been placed as indicated. This subdivision plat correctly represents a survey made under my supervision on the _____ day of _____, 20____.

Surveyor Date



CERTIFICATE OF SURVEY

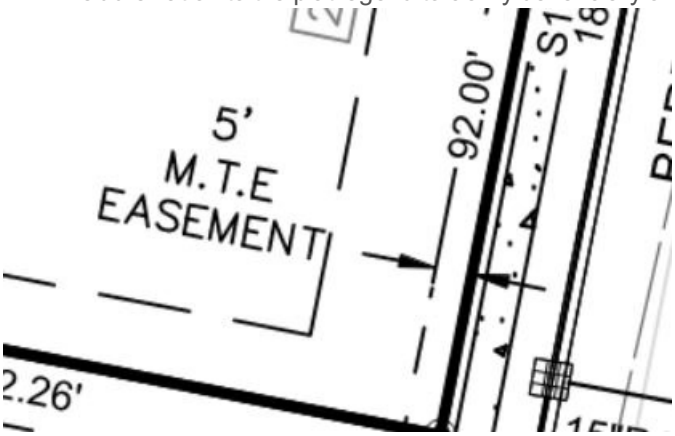
I HEREBY CERTIFY THAT THE SUBDIVISION PLAT AS SHOWN HEREON IS CORRECT AND THAT ALL OF THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED AS INDICATED.

04/02/2025

SAM BILLINGSLEY TN. REG. NO. 2652 DATE

19. C. Final Plat

lance.fittro@franklintn.gov With the 5' utility easement now clarified on the plat (thank you), Applicant shall add M.T.E. abbreviation to the plat legend to clarify beneficiary of the easement.



Parks

General Issues

2. Fees required at plat

kevinl@franklintn.gov Parks:
The Parkland Fees are due at the final plat.

Until these fees are collected, "*Conditional Approval*" will be the comment, and the plat cannot be recorded. It will be held at One Stop or *"Failed"* until fees are received.

Please contact Alex Bearden for an appointment in Building and Neighborhood Services to make payment.
***Applicant shall bring the Parkland Invoice with the payment to BNS at City Hall,**
alex.bearden@franklintn.gov 615-721-9103

The invoice has been uploaded to IDT for review.

Performance Agreement and Surety

General Issues

4. Engineering Sureties

melodie.brady@franklintn.gov Any unposted sureties associated with this development from site plan:
COF #8549 (Franklin Ridge Subdivision, Site Plan, Section 1)
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.)

Sureties have not been posted on COF 8549

Planning

General Issues

8. Void and Vacate note

ariella.stanford@franklintn.gov	Does this plat include lot 2 from the original Davis Subdivision plat? Applicant shall ensure the void and vacate note accurately represents the lot(s) being replatted.

HISTORIC FRANKLIN TENNESSEE

City of Franklin

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

File #: 21-0702

DATE: June 10, 2025

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:

Lincoln Southeast Subdivision, Final Plat, Creating 1 Lot And Establishing Easements, On 14.93 Acres, Located At 117 Southeast Parkway. (CONSENT AGENDA)

PURPOSE:

PROJECT INFORMATION
COF Project Number: 8820
Applicant: Zac Davis
Owner: Andy VanPelt, Lincoln Property Company

BACKGROUND/STAFF COMMENTS:
The purpose of this plat is to create 1 new lot and establish easements. This property has not previously been platted, so the creation of a new lot on this final plat requires approval by the Franklin Municipal Planning Commission. The corresponding site plan was approved on the April 2025 Administrative Agenda. The final plat is consistent with the site plan.

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)

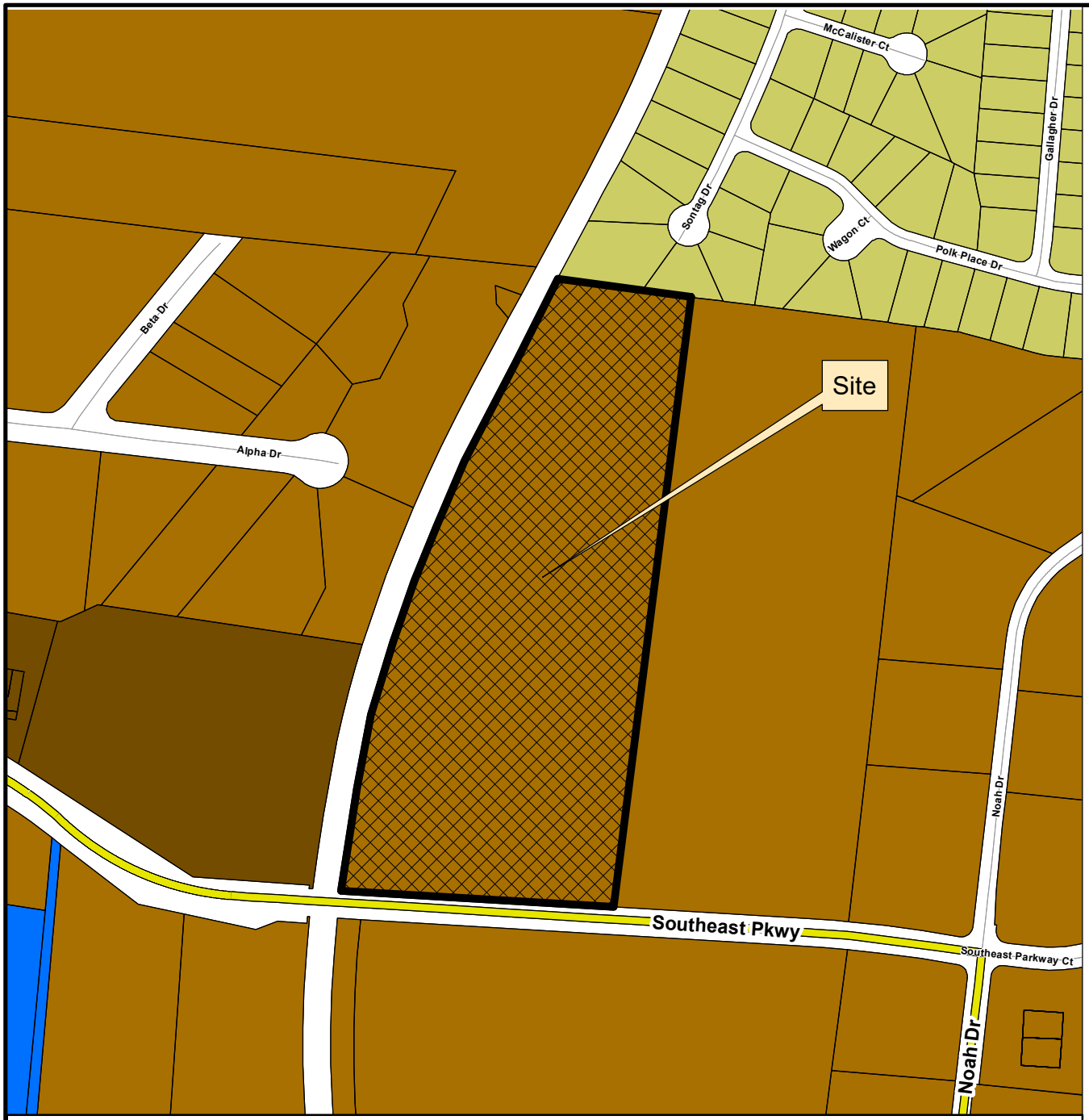
in Tennessee state plan coordinates, NAD 83, NAVD 88, zone 4100/5301 for incorporation of the plat into the Franklin GIS database.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Franklin Municipal Planning Commission approve the Lincoln Southeast Subdivision, Final Plat, with conditions.



LINCOLN SOUTHEAST SUBDIVISION
FINAL PLAT

Project Information
Existing Zoning: LI Light Industrial District
Overlay Districts: None
Site Acreage: 14.93 acres
Total Number of Lots: 1

Legend

- Lincoln Southeast Subdivision
- 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 District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 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

NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 1 LOT AND EASEMENTS.

2. PARCEL NUMBERS SHOWN AS THUS (00) REFER TO WILLIAMSON COUNTY TAX MAP 90.

3. ALL DISTANCES WERE MEASURED WITH E.D.M. EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.

4. THE PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD PLAIN AND IS DETERMINED TO BE IN ZONE "X" AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM NUMBER 47187C0213G, DATED DECEMBER 12, 2016.

5. THIS SURVEYOR WAS NOT PROVIDED WITH A TITLE COMMITMENT, THEREFORE THE PROPERTY IS SUBJECT TO THE FINDINGS OF A DETAILED TITLE SEARCH.

6. PRIOR TO ANY CONSTRUCTION, EXCAVATION OR ANY DISTURBANCE OF THE EXISTING GROUND ELEVATION, THE OWNER AND / OR CONTRACTOR SHOULD ASSUME RESPONSIBILITY OF CONTACTING THE LOCAL UTILITY AUTHORITIES FOR EXACT LOCATION OF UNDERGROUND GAS LINES, TELEPHONE LINES, ELECTRIC CABLES, WATER LINES, ETC. TO AVOID ANY HAZARD OR CONFLICT. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR EXCAVATION TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. DIAL 811 FOR A ONE CALL CENTER.

7. UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATIONS THAT WERE APPARENT AND COPIED FROM APPROPRIATE GOVERNING AGENCIES MAPS AND ARE APPROXIMATE AT BEST. THERE MAY BE UTILITIES, THE EXISTENCE OF WHICH IS UNKNOWN TO THE SURVEYOR.

8. THE TENNESSEE STATE PLANE COORDINATE SYSTEM IS THE BASIS FOR THIS SURVEY, AND WAS ESTABLISHED USING RTK-GPS POSITIONAL DATA THAT WAS ACQUIRED ON THE DATE OF MAY 24, 2022, UTILIZING TRIMBLE R8S OR R10 DUAL FREQUENCY RECEIVERS. THE GRID COORDINATES OF THE SURVEY CONTROL POINT SHOWN HEREON WERE DERIVED USING A VRS NETWORK OF MULTIPLE TDOT CORS STATIONS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, NAD 83 (2011) (EPOCH 2010) GEOID 12B. THE POSITIONAL ACCURACY OF THE GPS VECTORS DOES NOT EXCEED: H=0.2'/V=0.2'. THE COMBINED GRID FACTOR OF 0.99992057 WAS CALCULATED AT SURVEY CONTROL POINT #2 AS SHOWN HEREON.

9. ALL DEED & PLAT REFERENCES ARE MADE TO THE REGISTER'S OFFICE OF WILLIAMSON COUNTY, TN (ROWC).

10. DEED REFERENCE(S): BK. 9060, PG. 744.

11. SUBJECT PROPERTY IS CURRENTLY ZONED "LI": LIGHT INDUSTRIAL DISTRICT.

12. NO INFORMATION WAS FOUND THAT WOULD INDICATE ANYONE OTHER THAN THE CURRENT OWNERS' OF THE PROPERTY HAVING THE MINERAL RIGHTS TO THESE PROPERTY.

13. 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.

14. NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITH 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 WITH EASEMENTS.

15. THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT AND MALLORY VALLEY UTILITY DISTRICT 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.

16. GREEN INFRASTRUCTURE EASEMENTS (GIE) 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. MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES, INCLUDING LOT LINE SWALES, SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA. DETAILS OF THESE REQUIREMENTS ARE OUTLINED IN THE INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITES RECORDED WITH THE WILLIAMSON COUNTY REGISTER OF DEEDS OFFICE.

OWNER INFO: AG-LC 117 SE PARKWAY
OWNER, LLC
424 CHURCH SRT. SUITE 2100
NASHVILLE, TN 37219
BK. 9060, PG. 744

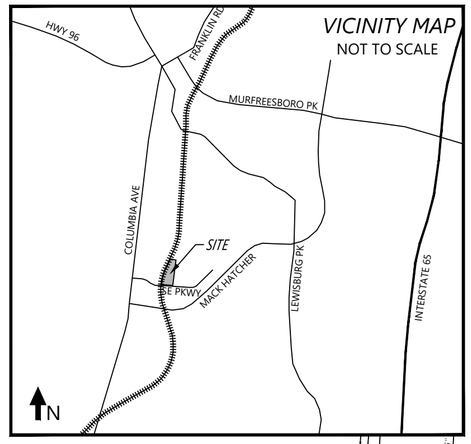
DEVELOPER INFO: KIMLEY-HORN
10 LEA AVE, SUITE 400
NASHVILLE, TN 37210

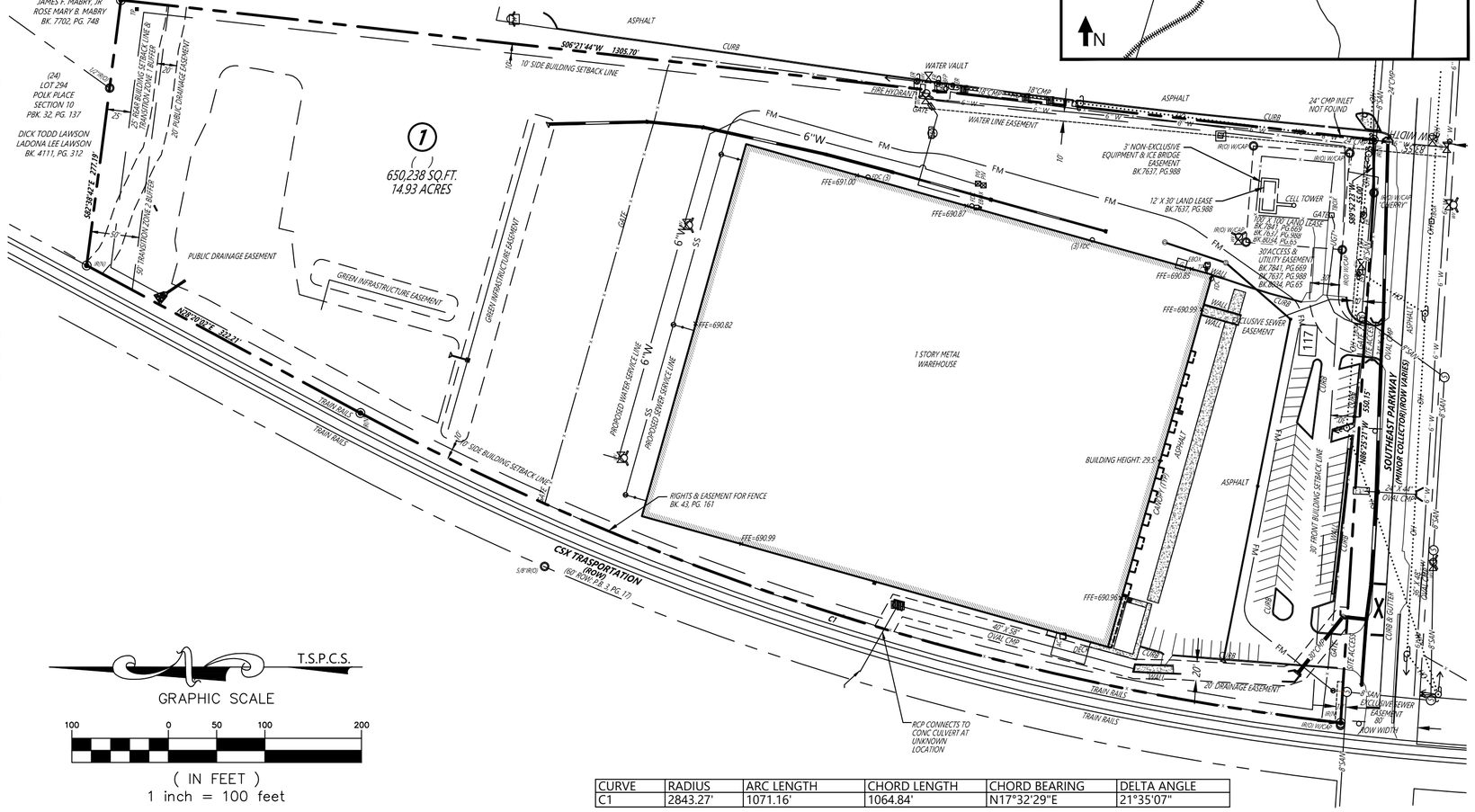
L. BRANDON LAMBERT REGISTERED LAND SURVEYOR XVI AGRICULTURE ARCHITECTURE COMMERCE TENNESSEE NO. 2828
L. Brandon Lambert 6/5/25

LEGEND

PARCEL NO.	(xx)	TELEPHONE PEDESTAL	TP	PROPERTY LINE	
IRON ROD (OLD)	IR(O)	TELEPHONE BOX	TBOX	FENCE LINE	x
IRON ROD (SET)	IR(N)	TELEPHONE RISER	TR	OVERHEAD POWER LINE	OH
CONCRETE MON (OLD)	MON(O)	ELECTRIC BOX	EBOX	SANITARY SEWER LINE	8"SAN
FIRE DEPARTMENT CONNECTION	FDC	ELECTRIC RISER	ER	STORM SEWER LINE	15"ST
BACKFLOW PREVENTER	BFP	UTILITY POLE		WATER LINE	8"W
POST INDICATOR VALVE	PIV	GUY WIRE		UNDERGROUND TELEPHONE LINE	UGT
WATER MANHOLE	W	SANITARY SEWER MANHOLE	S	NOTE: UTILITIES WITH AN "*" WERE MARKED ON SITE WITH PAINT BY OTHERS	
GAS METER	G	CATCH BASIN		WATER VALVE	WV
GAS VALVE	GV	FIRE HYDRANT		CONCRETE	
SIGN POST		WATER METER	W		

VICINITY MAP
NOT TO SCALE





T.S.P.C.S.

GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch = 100 feet

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	2843.27'	1071.16'	1064.84'	N17°32'29"E	21°35'07"

CERTIFICATE OF APPROVAL OF WATER AND SEWER SYSTEMS
I hereby certify that:
A. The water and sewer systems designated in "117 Southeast Parkway" 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
CITY OF FRANKLIN, TENNESSEE — 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 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 _____, 2022, and this plat has been approved for recording in the Register's Office of Williamson County.

Secretary, Franklin Municipal Planning Commission — Date

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME, STREET NAMES, AND ADDRESSING
Subdivision name and street names approved by the Williamson County Emergency Management Agency and the City of Franklin.

Williamson County Emergency Management Agency — Date

City of Franklin — Date

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, SIDEWALKS, AND GREEN INFRASTRUCTURE
I hereby certify that:
A. The streets, drainage, sidewalks, and green infrastructure designated in "117 Southeast Parkway" 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, City of Franklin, Tennessee — Date

CERTIFICATE OF OWNERSHIP
I (we) hereby certify that I am (we are) the owner(s) of the property shown hereon as of record in Bk. 9060, Pg. 744, 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.

AG-LC 117 SE PARKWAY OWNER, LLC — Date

CERTIFICATE OF SURVEY
I (we) hereby certify that the subdivision plat as shown hereon is correct and that all of the monuments shown hereon have been or will be placed as indicated. This subdivision plat correctly represents a survey made under my supervision on the 7th day of April, 2025.

L. Brandon Lambert, Tenn. License No. 2828 — 6/5/25 Date

ChastainSkillman
DCCM
215 CENTERVIEW DRIVE, SUITE #113 BRENTWOOD, TN 37027 (863) 646-1402
© 2022 CHASTAIN SKILLMAN C.A. NO. 262

117 SOUTHEAST PARKWAY
FINAL PLAT

C.O.F. NO. 8820

FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

TOTAL ACRES: 14.93 — TOTAL LOTS: 1
ACRES NEW PUBLIC STREETS: 0.00 — DISTRICT: 8TH
LFT NEW PUBLIC STREETS: 0 — CLOSURE ERROR: 1:10000

DATE: 05/12/2025
DATE: 06/05/2025

CS PROJECT #1017714 — SHEET 1 OF 1

DRAWING PATH: P:\1017714\CAD\Survey\1017714_2025-05-05_Final Plat.dwg

COF no: 8820

CONDITIONS OF APPROVAL:

Open Issues: 5 These issues are currently being filtered

Addressing

General Issues

18. Subdivision and Street Name Approval

nathan.hollingsworth@franklintn.gov	All documents in the submittal must reflect the approved subdivision name of Lincoln Southeast Subdivision. [Edited By Ariella Stanford]

Engineering - Final Plat Checklist

General Issues

14. C. Final Plat

lance.fittro@franklintn.gov	Applicant shall ensure that any modifications to the site plan [COF #8706] 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.

Performance Agreement and Surety

General Issues

1. Engineering Sureties

melodie.brady@franklintn.gov	Any unposted sureties associated with this development from site plan: **COF #8706 (117 Southeast Parkway Subdivision, Site Plan, Revision 2)** 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.)*** ***Sureties have not been posted to COF 8706***

Water/Sewer

General Issues

2. Existing utility lines

ben.mcneil@franklintn.gov	The applicant has added the water line along Southeast Parkway, the line along the south side of the street shall be labeled as a 12" water line, not 6".

File #: 21-0687

DATE: June 5, 2025

TO: Franklin Municipal Planning Commission

FROM: Emily Wright, Director of Planning and Sustainability
Andrew Orr, Long Range Planning Supervisor

SUBJECT:

PUBLIC HEARING: Consideration Of Resolution 2025-39, A Resolution By The Franklin Municipal Planning Commission To Amend Envision Franklin To Incorporate Approved Changes To The Urban Growth Boundary.

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning a resolution to adopt an Envision Franklin plan amendment to incorporate changes to the adopted Urban Growth Boundary.

BACKGROUND/STAFF COMMENTS:

The Franklin Municipal Planning Commission (FMPC) adopted a comprehensive update to Envision Franklin on May 23, 2024. Later in the year, on November 13, 2024, the Williamson County Growth Plan was finalized. This was a multi-year process to amend the Urban Growth Boundaries (UGBs) and Planned Growth Areas for each jurisdiction within Williamson County. Franklin added territory in the Goose Creek Basin and removed territory in the West Basin, along Carters Creek Pike and Southall Road, and south along US 31 Columbia Pike. Additionally, in some locations along the edges, the UGB shifted to align with parcel lines, rather than splitting parcels. The staff seeks to amend Envision Franklin based upon the adoption of the Williamson County Growth Plan. The most notable change includes updating Figure 4.1 Design Concepts Map for recently added and removed parcels from Franklin's UGB. Secondly, this update includes recommended Special Considerations pertaining to corridor setbacks for newly added parcels in the Goose Creek Basin. All document maps throughout the plan have also been updated to reflect the newly adopted UGB.

The parcels east of I-65 in the Goose Creek Basin that have been added into the UGB need to be assigned Design Concepts. The recommendations are largely the same as those presented in the 2023 Envision Franklin Public Draft. A slight change from Single Family Residential to Mixed Residential has been proposed for properties impacted by the adopted Carothers Parkway alignment near Peytonsville Road. The staff also recommends extending the Conservation Design Concept where existing floodplains are located and steep slopes occur in order to protect hillsides and hillcrests. The staff primarily utilized a combination of contour data to identify steep slopes, conducted a slope analysis using GIS with updated topographical data, examined tree cover, and

used aerial and drone imagery to help demarcate the areas of conservation in a consistent fashion as other areas of the City have been evaluated in the past. Moreover, the City's consultant for the Goose Creek Coordinated Study, Rundell Ernstberger and Associates, also reviewed and concurred with the Conservation recommendations for the Pratt Lane area.

The staff also recommends Special Considerations related to corridor setbacks for properties along future Carothers Parkway and Peytonsville Road be added to ensure an appropriately sized landscaped setback is provided in the following Design Concepts to create community character: Mixed Residential, Neighborhood Green, Neighborhood Mixed Use, Single-Family Residential, and Rural Reserve. The setback along Peytonsville Road should gradually widen as one travels away from the commercial uses near I-65, to the edge of the UGB which is consistent with the guidance from the Goose Creek Study. The recommended setbacks are generally comparable in size to other developments along Lewisburg Pike such as Berry Farms, Stream Valley, Southvale, and Southbrooke.

All maps and exhibits showing the UGB throughout the document have been updated with the new boundary. This includes the maps in the Introduction, in Appendix A: Existing Conditions and Trends, Appendix B: Development Suitability Analysis, and in Appendix C: Annexation Analysis.

The City staff sent out mailers to impacted property owners as well as those within 500 feet and held open office hours with interested citizens on April 28, 2025 from 8:00 AM to 5:00 PM at the Eastern Flank Rental Facility to discuss the proposed changes to Envision Franklin. Approximately 20 citizens attended throughout the day. Overall, it was a productive forum for citizens to ask questions and discuss their unique situations, but a few concerns were raised. One property owner shared a concern about the location of the Conservation Design Concept and inquired how it could be reduced or eliminated from his property and another property owner raised a concern about the realignment of the future Carothers Parkway.

Lastly, a statement was added to the Natural Beauty Guiding Principle supporting the use of native Tennessee wildflowers, grasses, shrubs, and trees to support pollinators, contribute to the overall community character, and support Franklin's participation as a Bee City USA affiliate.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends approval of Resolution 2025-39.

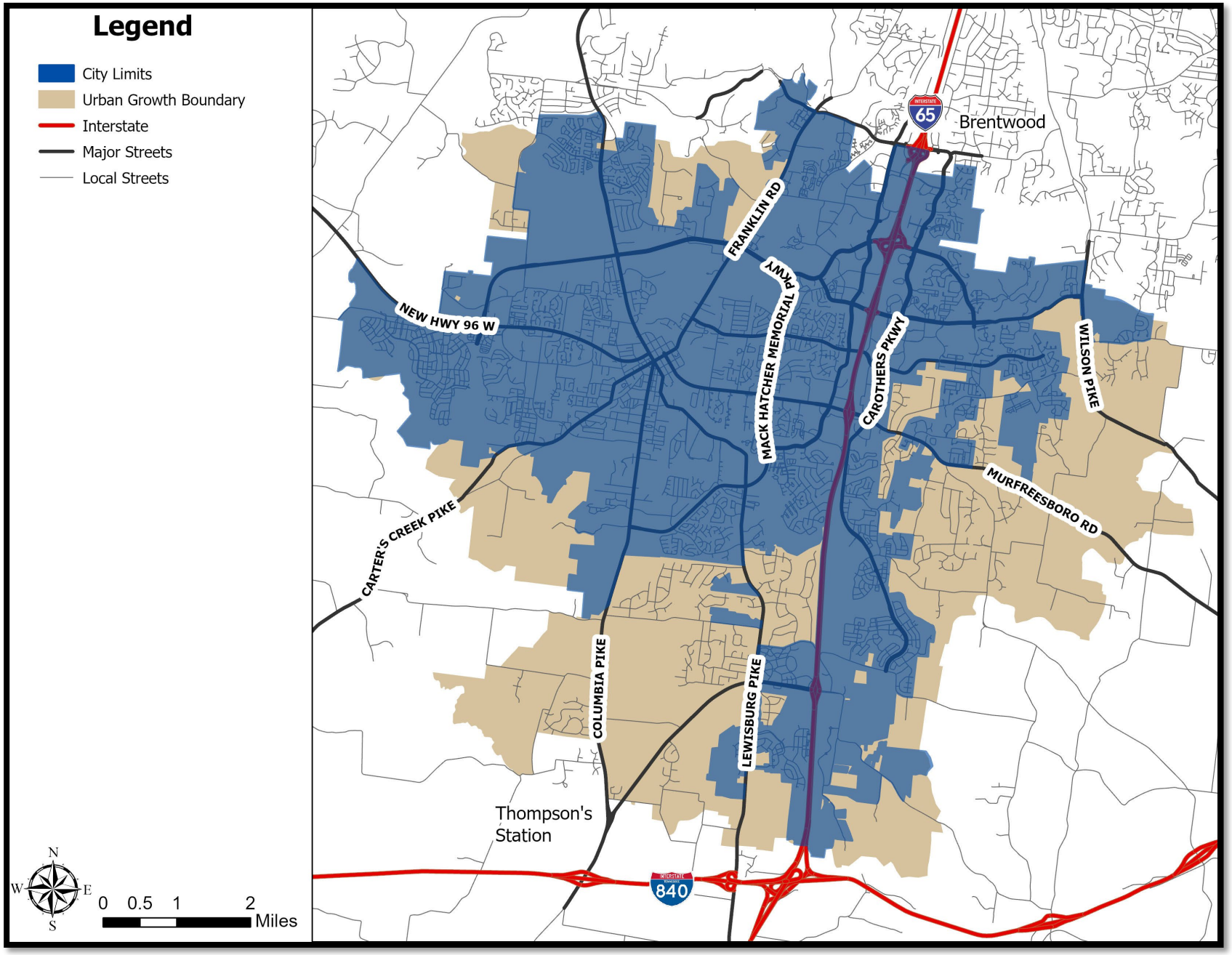
Envision Franklin

City-Sponsored Amendment for Adopted UGB

May 22, 2025 Joint Conceptual Workshop

City/UGB Map

- UGB Adopted on November 13, 2024.
- 2,534 acres removed from the UGB (West Harpeth, Carters Creek Pike/Southall Road, and south along US 31).
- 2,173 acres added to the UGB (mostly in the Goose Creek area)



Proposed Changes to Envision Franklin

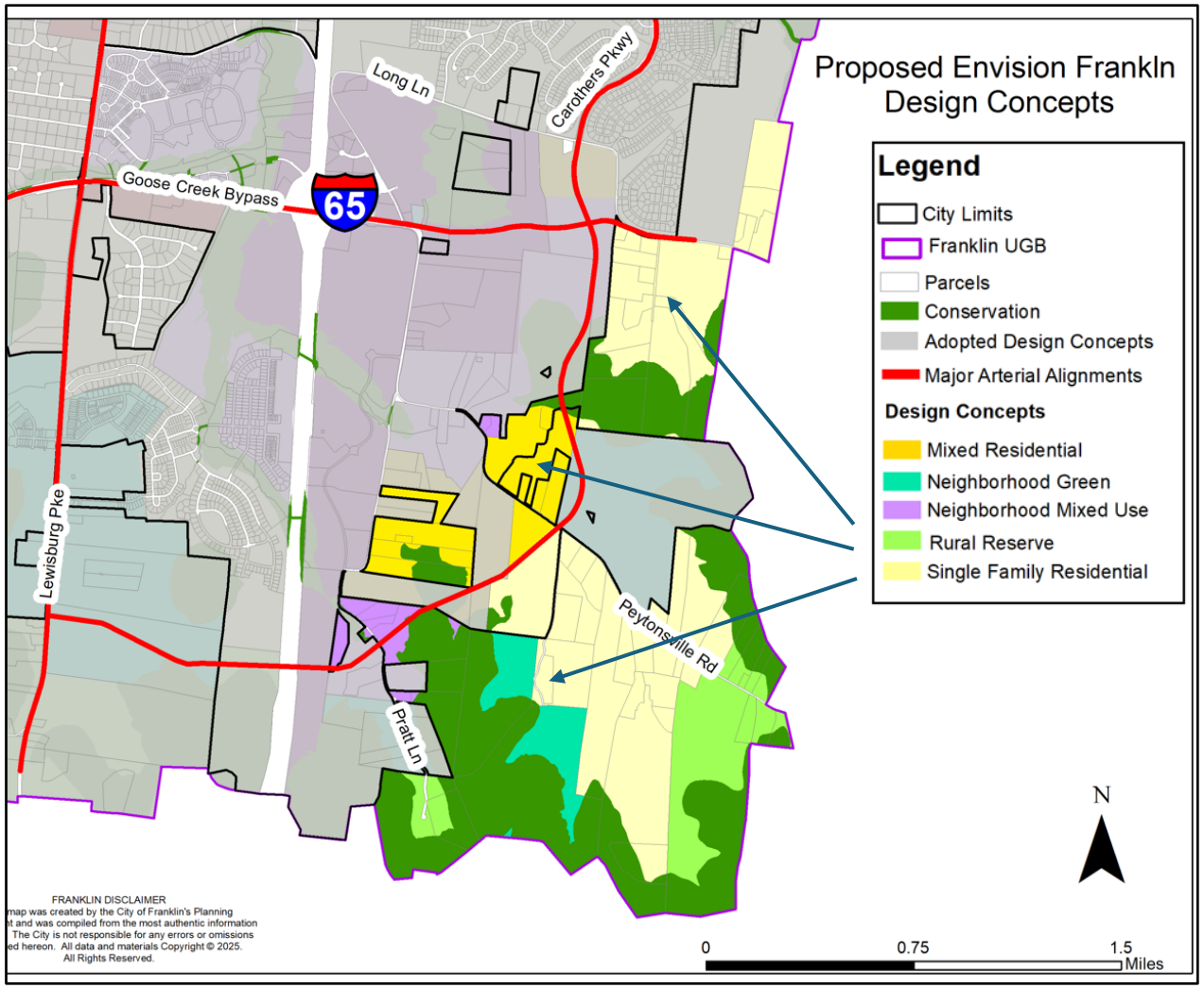
- Providing Design Concepts for newly added parcels into Franklin's UGB.
- Extending Design Concepts for parcels that were previously only partially within the UGB.
- Recommendations are consistent with the 2023 Public Draft Release, except for five parcels previously recommended for Single Family Residential now being recommended for Mixed Residential Design Concept due to the Connect Franklin amendment to future Carothers Parkway.
- New Special Considerations for landscaped setbacks along the future Carothers Parkway Extension and along Peytonsville Road.
- Appendix A, B, and C and Introductory maps updated to show adopted UGB.

*Statement added to Natural Beauty to support the Bee City USA initiative, too.

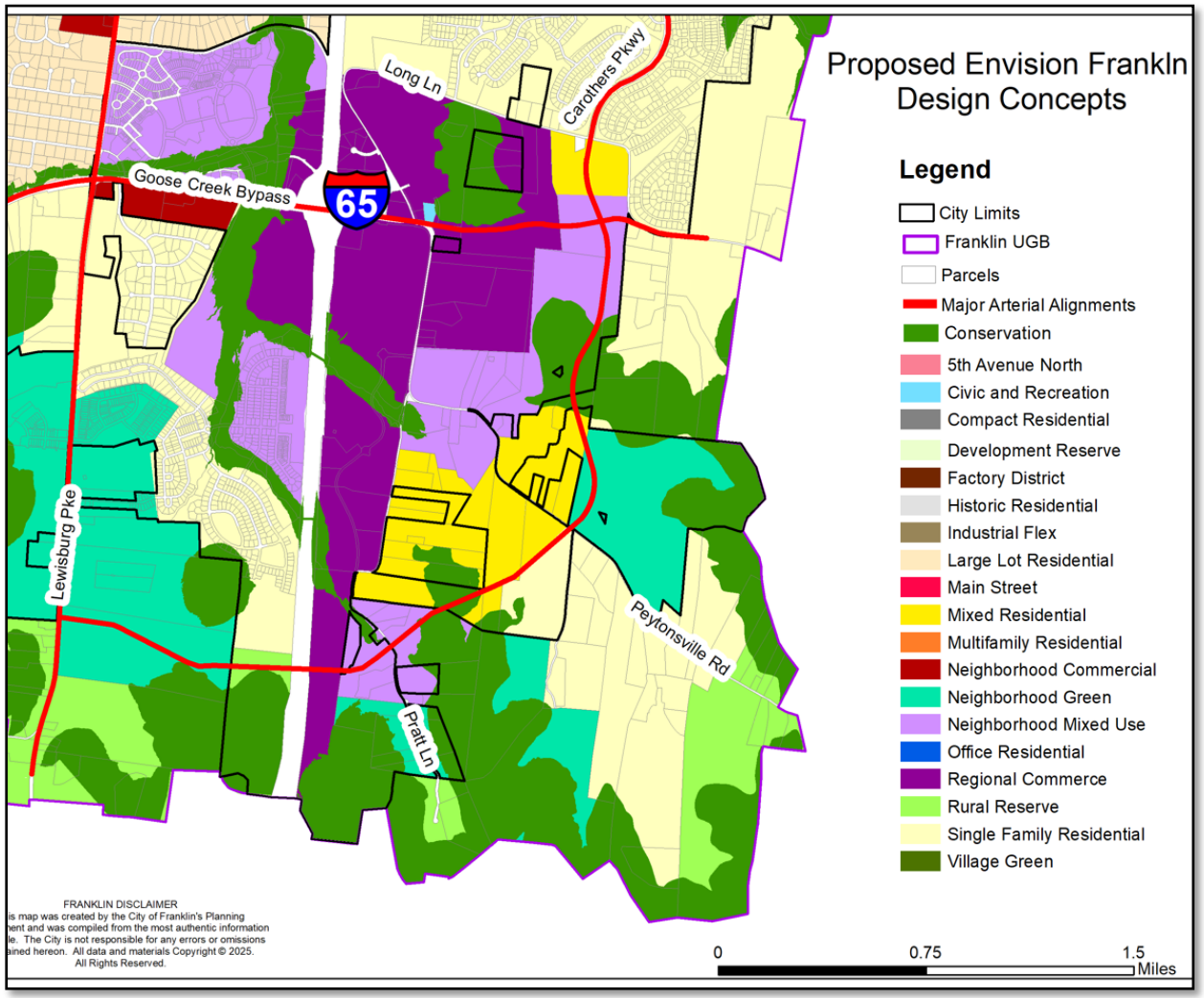
Citizen Engagement

- Numerous community meetings from 2021-2023 with the Goose Creek Study and the Envision Franklin Updates
- Created a project webpage at www.franklintn.gov/envisionfranklinupdate
- Staff sent mailers to impacted property owners as well as those within 500’ in early April.
- Held Open Office hours on 4/28/25 from 8:00 to 5:00 PM

Proposed Design Concepts (in color)

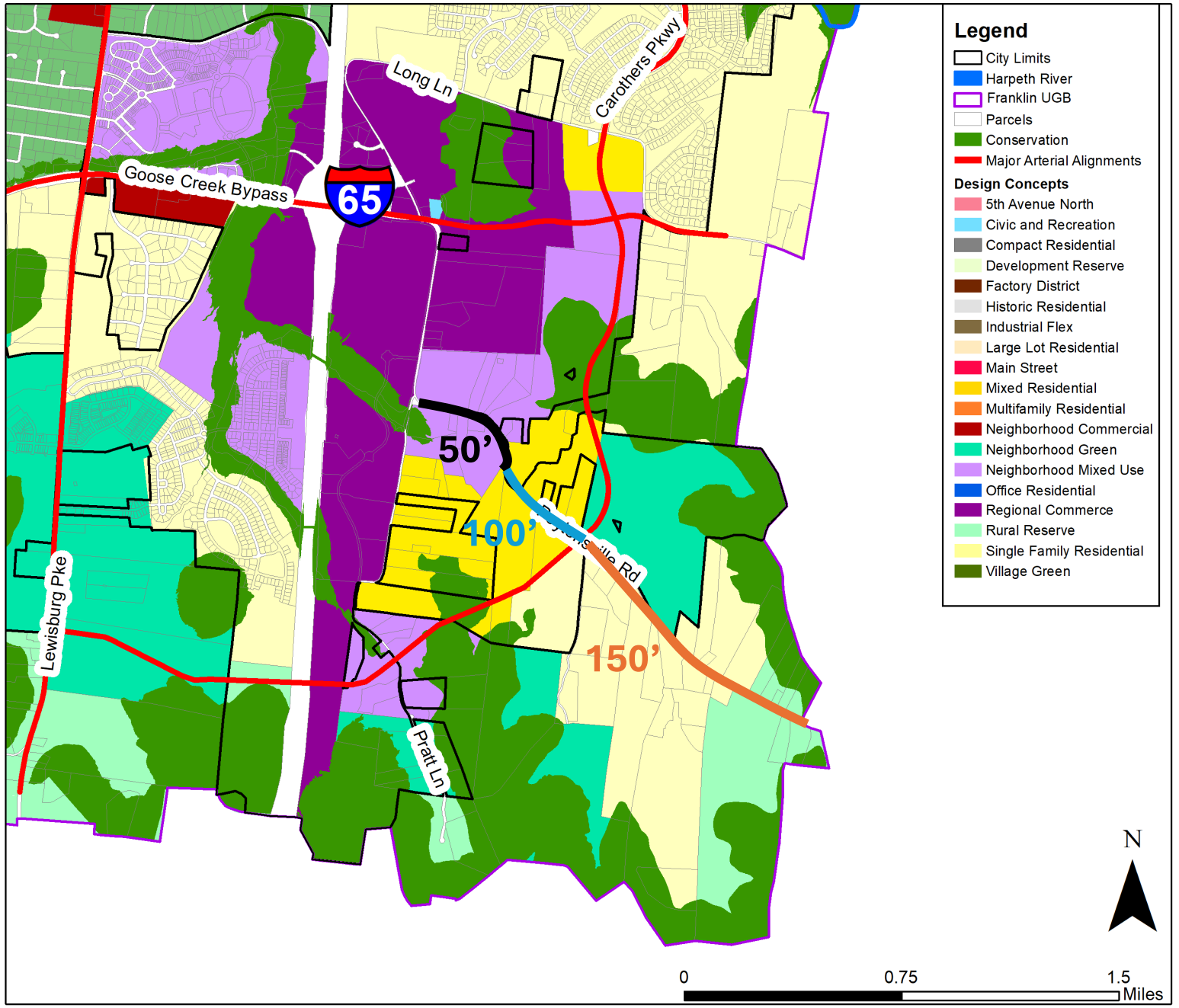


Overall Map with Proposed Design Concepts



Proposed Special Considerations for Peytonsville Road

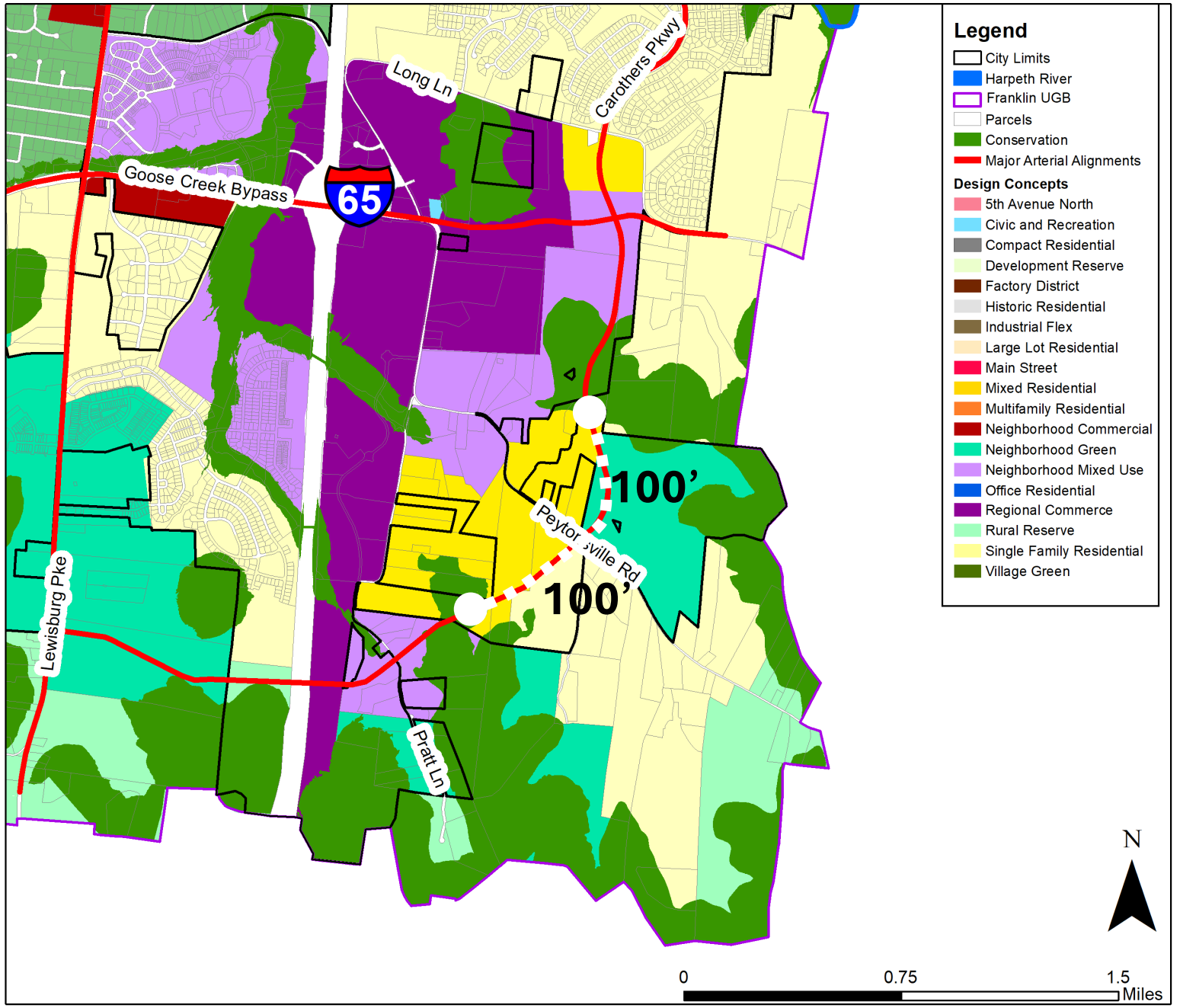
The purpose is to achieve an urban to rural transition along Peytonsville Road going from 50’ minimum setback near Berry Farms Reams-Fleming to 150’ at the edge of the UGB.



Proposed Special Considerations for Future Carothers Parkway Extension

Minimum setback of 100’ should be provided along the future Carothers Parkway Extension, between the conservation areas, in order to provide enhanced landscaping through residential areas.

This setback is comparable to Southbrooke, Southvale, Stream Valley, and Berry Farms along Lewisburg Pike.



Next Steps

- The FMPC will hold a public hearing and vote on June 26, 2025
- Questions/Comments?

RESOLUTION 2025-39

A RESOLUTION BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION TO AMEND ENVISION FRANKLIN TO INCORPORATE APPROVED CHANGES TO THE URBAN GROWTH BOUNDARY

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, Envision Franklin 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 the FMPC adopted a comprehensive update to Envision Franklin on May 23, 2024; and

WHEREAS, the Williamson County Growth Plan was adopted on November 13, 2024, and the City of Franklin's Urban Growth Boundary was expanded in the Goose Creek area east of I-65 and reduced in the West Harpeth area, along Carters Creek Pike and Southall Road, and along the Thompson's Station city limits; and

WHEREAS, this amendment updates Envision Franklin to reflect the adopted Urban Growth Boundary changes, including establishing design concepts, revising maps and exhibits in the Introduction and the appendix, and adding new Special Considerations to address the character of future roadway improvements in the expanded planning territory; and

WHEREAS, *Envision Franklin* should work in partnership with Connect Franklin, the Parks Master Plan, the Capital Improvements Plan, the Integrated Water Resources Plan, and other City planning documents as an interconnected, comprehensive approach to guiding the future growth of the City; and

WHEREAS, as part of this amendment, the City staff mailed letters to impacted property owners as well as those within 500 feet and hosted a community open house on April 28, 2025; 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 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 June 26, 2025, the health, safety, and welfare of the citizens requiring it.

ATTEST:

By:_____
Emily Wright
Secretary

CITY OF FRANKLIN, TENNESSE

By:_____
Roger Lindsey
Chair

Approved as to Form:

By: _____
Shauna R. Billingsley
City Attorney

ENVISION FRANKLIN



PRESERVING THE PAST, PLANNING THE FUTURE

ADOPTED MAY 23, 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.

BOARD OF MAYOR AND ALDERMEN

Dr. Ken Moore, Mayor

Beverly Burger, Ward 1

Matt Brown, Ward 2

Jason Potts, Ward 3

Patrick Baggett, Ward 4

Clyde Barnhill, At-Large

Brandy Blanton, At-Large

Greg Caesar, At-Large

Ann Petersen, At-Large

FRANKLIN MUNICIPAL PLANNING COMMISSION

Roger Lindsey, Chair

Michael Orr, Vice Chair

Marcia Allen

Jimmy Franks

Scott Harrison

Nick Mann

Alma McLemore

Jennifer Williamson

Ann Petersen, Alderman

DEPARTMENT OF PLANNING AND SUSTAINABILITY

Emily Wright, Director

Kelly Dannenfelser

Andrew Orr

Annette Dalrymple

Eric Conner

Teresa Anderson

Jason Arnold

Amy Diaz-Barriga

Melodie Brady

Joey Bryan

Susan Coleman

Emily Huffer

Chelsea Randolph

Ariella Stanford

Photography Assistance From Stephen Price

Consultant Assistance Provided By

RUNDELL ERNSTBERGER ASSOCIATES

URBAN DESIGN + LANDSCAPE ARCHITECTURE | www.reaslto.com

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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.

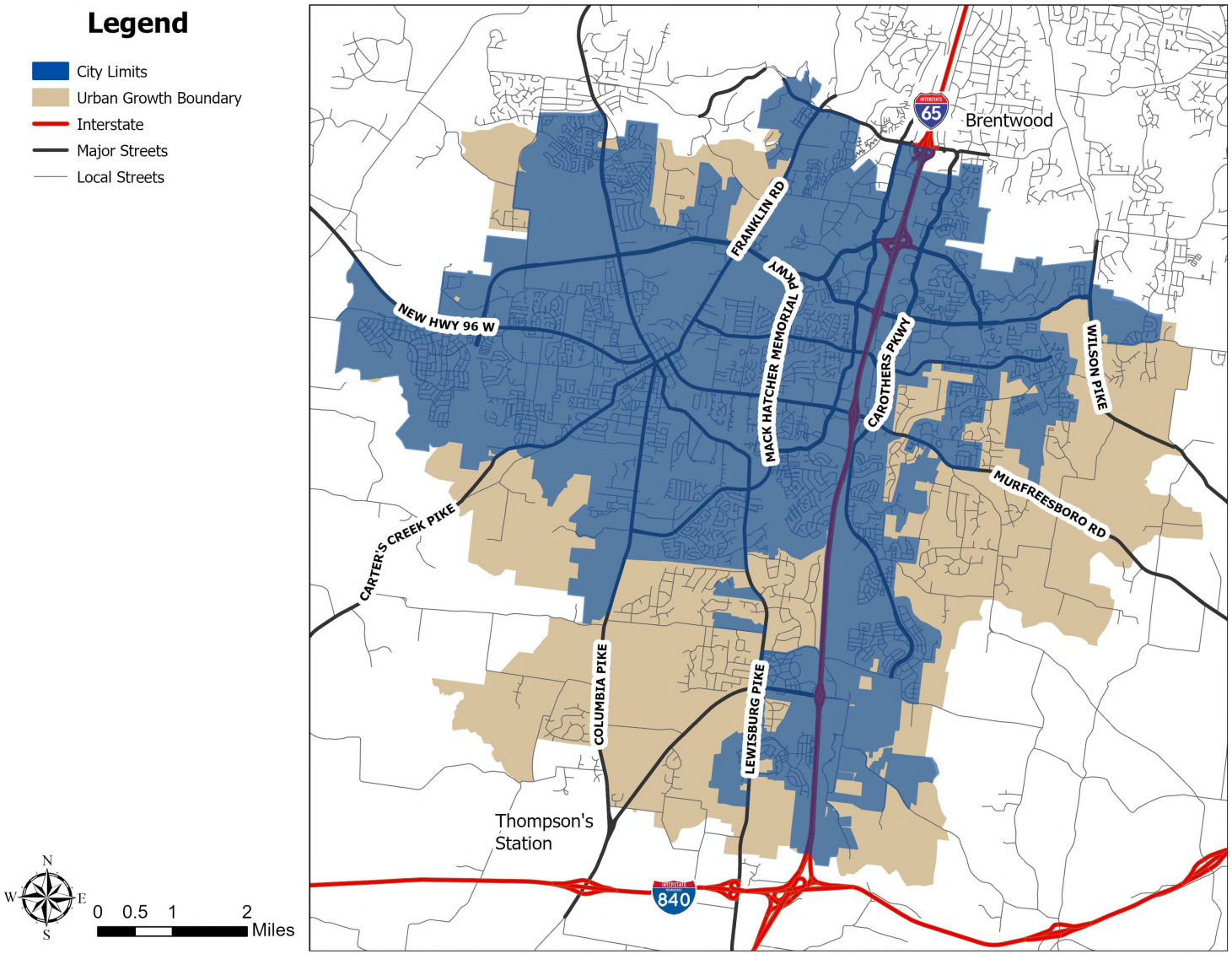
The Plan sets forth the framework that provides direction in making land-use decisions, managing the quality of development, determining the timing and location of future growth, and directing investment and development activity. It is meant to be a dynamic tool that responds to changes and is updated 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's UGB was updated in 2024 as part of the larger Williamson County Growth Plan Update. 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

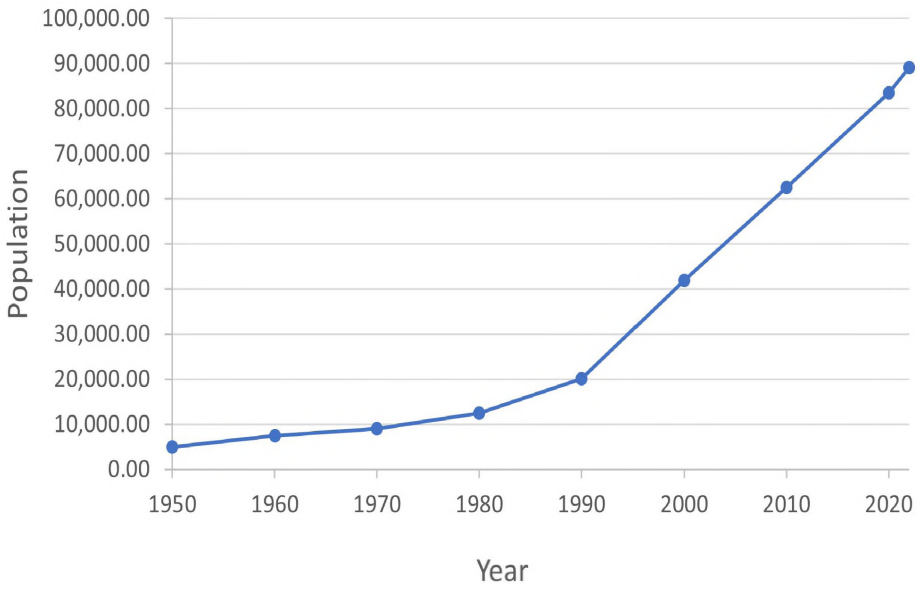
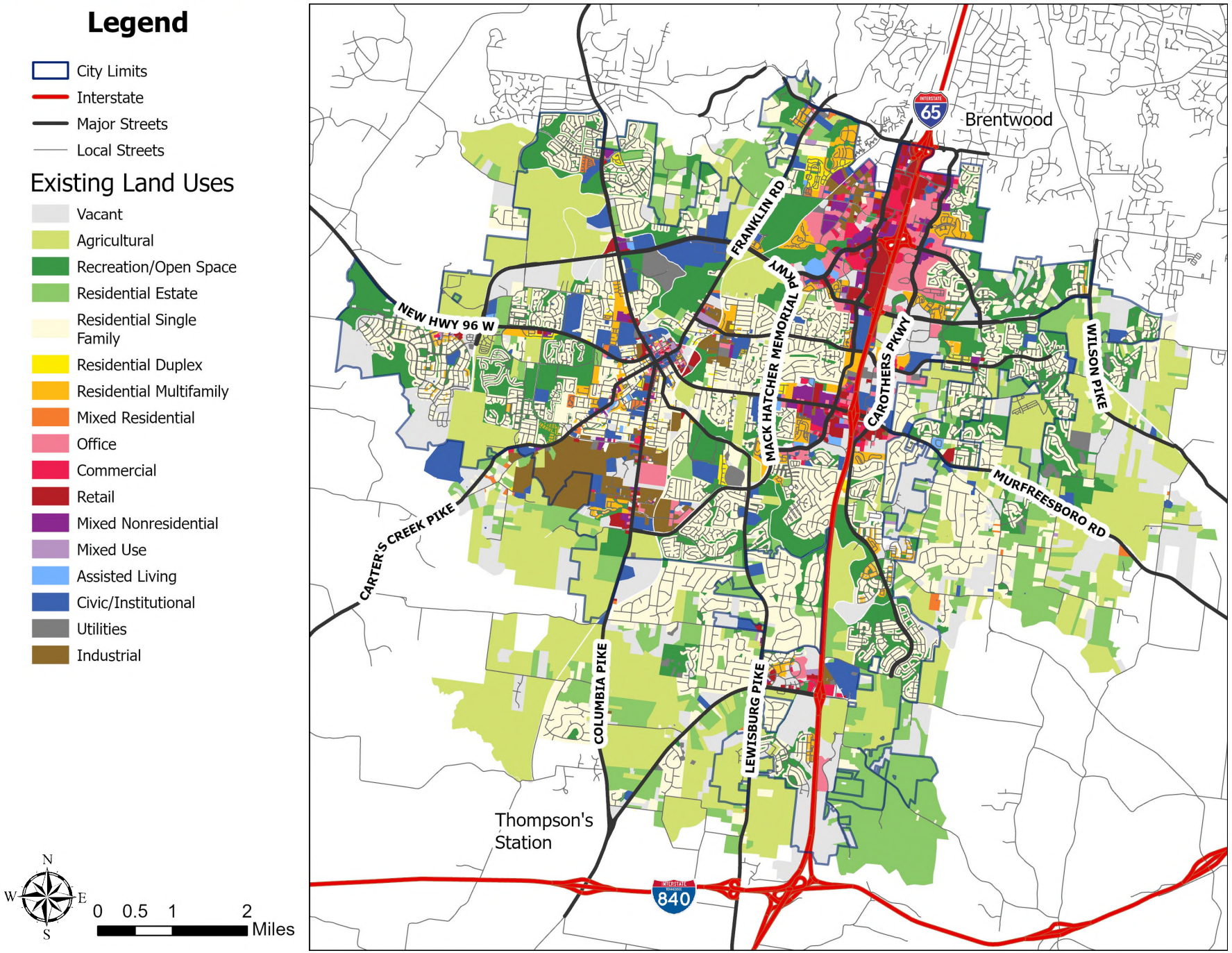


FIGURE 1.4: CITY OF FRANKLIN POPULATION AND EMPLOYMENT PROJECTION SUMMARY

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.

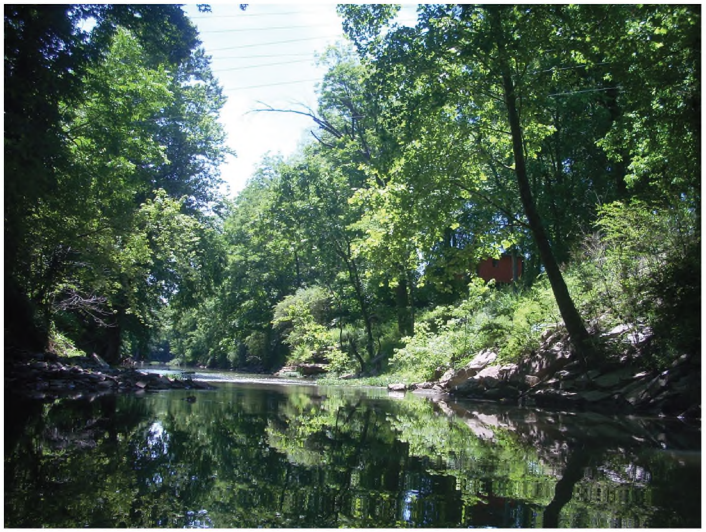
B. Regional commercial and employment centers should be focused along regional transportation facilities and at intersections of arterial streets. These areas should have a more compact land-use pattern to support the efficient use of resources and alternative transportation.

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.

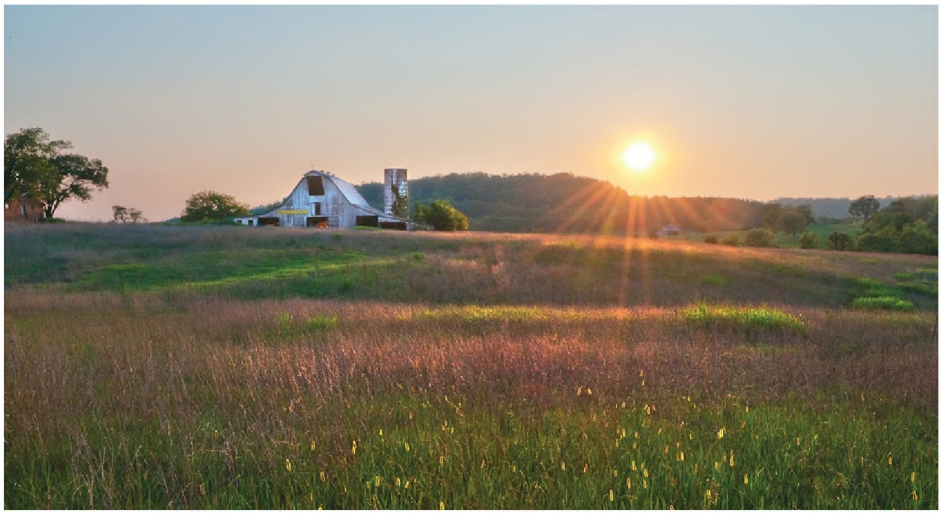
C. The Harpeth River and its tributaries should be protected through significant riparian buffers. Riparian buffer restoration is encouraged to provide wildlife habitat, slow stormwater runoff, improve air quality, reduce soil erosion, and reduce flooding.

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.

F. Native plant species enhance the environment by providing habitat for pollinators and contribute to the overall community character of Franklin. Ideal pollinator-friendly habitat is comprised mostly of native wildflowers, grasses, vines, shrubs, and trees blooming in succession throughout the growing season. The City encourages the creation of new pollinator gardens and meadows consisting of native Tennessee plants and tree species. New installations should be strategically planted to ensure long-term viability year after year and appropriately sized for the location. Franklin became a Bee City USA affiliate in 2024 and encourages pollinator-friendly practices in new development.





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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DESIGN CONCEPTS

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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

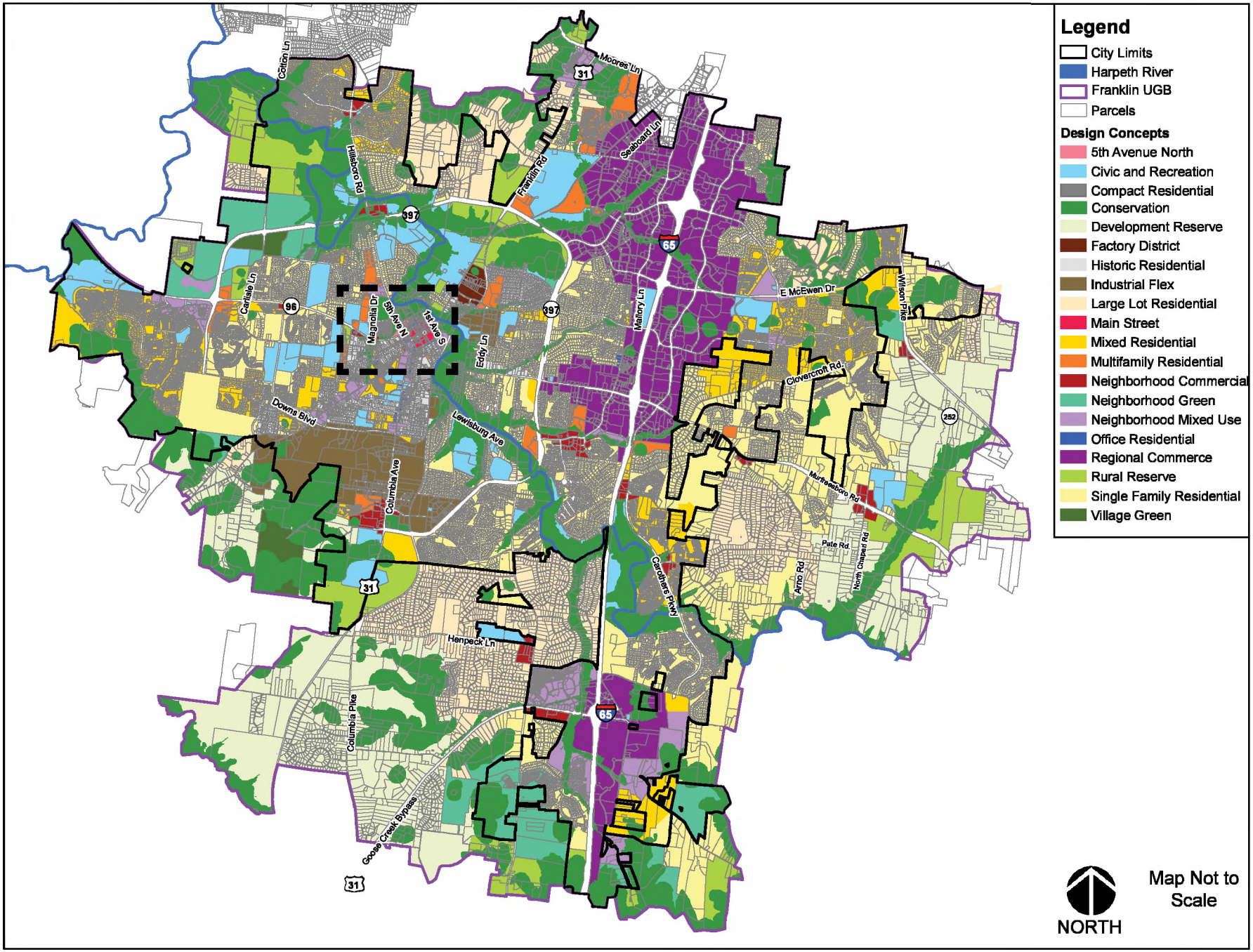


FIGURE 4.2: DESIGN CONCEPTS MAP - DOWNTOWN DETAIL

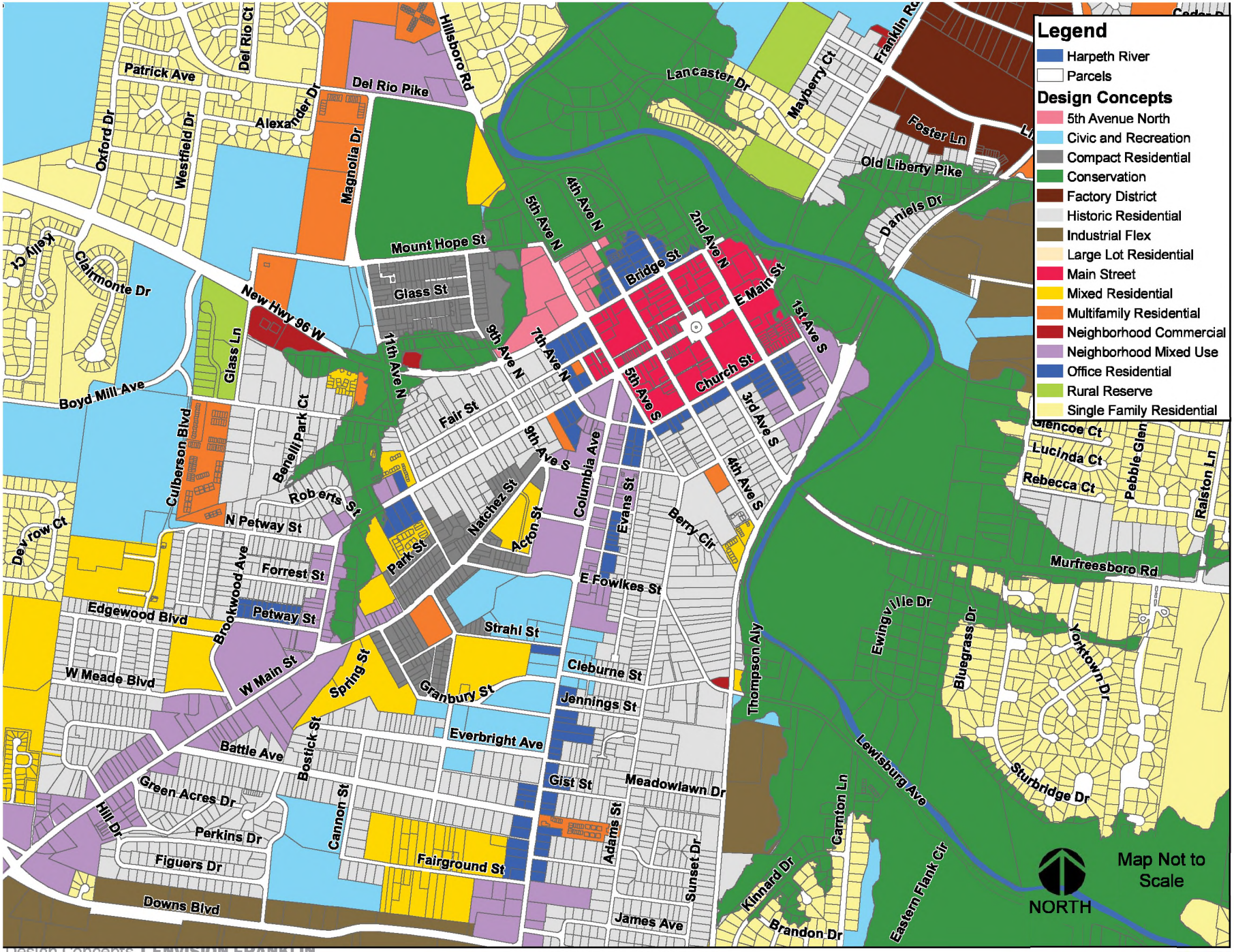


TABLE 4.1: DESIGN CONCEPTS FUTURE LAND USE TABLE

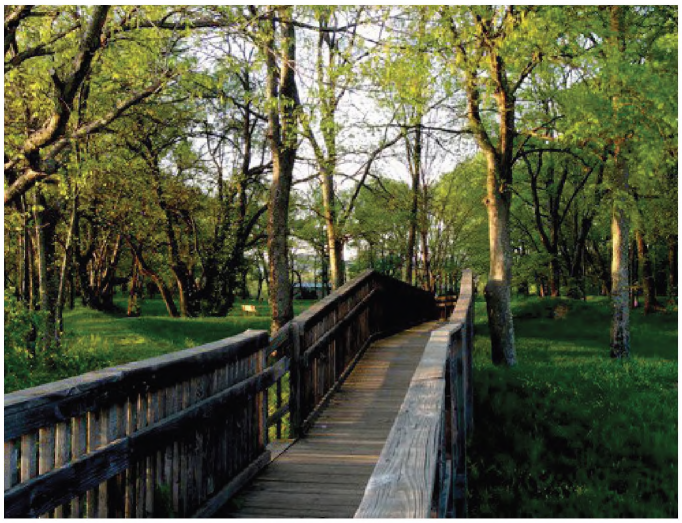
DESIGN CONCEPT	FUTURE LAND USE															
● Future Land Use ◑ Future Land Use Subject to Additional Criteria	Accessory Dwellings	Continuum of Care	Duplexes	Farmstead Residential	Hotels	Institutional	Light Industrial	Live-Work	Local Commercial	Multifamily Residential	Multiplexes	Regional Commercial	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

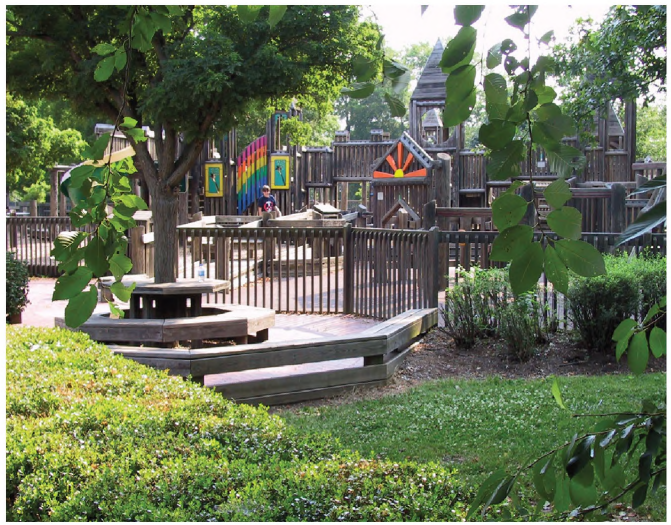
The Civic and Recreation design concept comprises areas of public parks, public schools, and facilities that are publicly-owned. Golf courses across the City are also included in this design concept. These places are intended to provide recreational and enjoyment opportunities for citizens, enhance the 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. 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.





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. Courtyard designs, where several residential units front a common Courtyard, are encouraged 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"

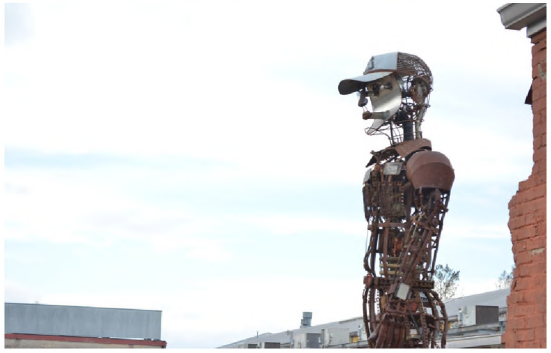


FACTORY DISTRICT

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.
	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.

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

	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.
SPECIAL CONSIDERATION	Property north and east of Morningside Drive	To preserve the rural character along the Franklin Road corridor, future development should be situated behind the hill to obscure visibility and maintain a rural viewshed. This should be defined as 500 feet from Franklin Road right-of-way. In order to maintain the low-scale character of the Franklin Road corridor, building heights should gradually increase, with structures located between 500 feet and 700 feet from Franklin Road being limited to a maximum height of two stories then transitioning to a maximum height of three stories. Additional landscape buffering should also be implemented as necessary to maintain the rural viewshed along Franklin Road. In addition to residential uses, development behind the hill could include mixed-use buildings featuring neighborhood commercial spaces on the ground floor and residential units above to support and activate businesses. The conservation area should be preserved. Information about the site's history should be included as part of the amenities provided in the conservation area. The developable area of the site should largely correspond to the Infill Character Map (in Appendix D of Envision Franklin and as shown on Page 6 of the Applicant's submittal package).

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.
	South Berry's Chapel Road	The scenic corridor fronting South Berry's Chapel Road should have setbacks of at least 150 feet for new development in order to preserve its rural character. 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. New development within the South Berry's Chapel Corridor should consist of single-family residential uses with a minimum lot size of two acres to fit contextually with the surrounding rural character 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.

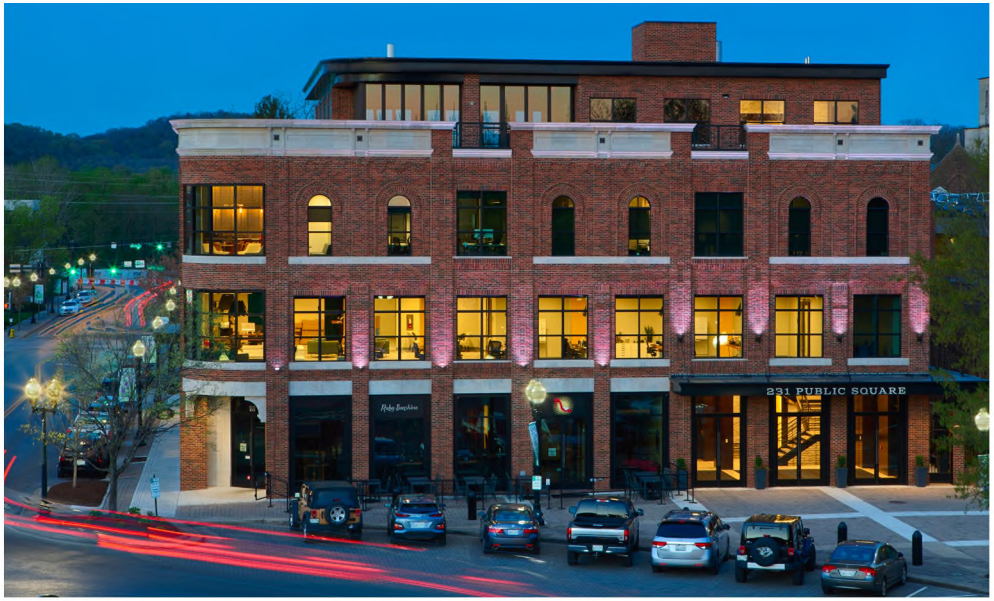
MAIN STREET

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. Courtyard designs, where several residential units front a common Courtyard, are encouraged 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.
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.

MIXED RESIDENTIAL

SPECIAL CONSIDERATIONS	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.
	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.
	East of Pratt Lane	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.
	Future Carothers Parkway Near Peytonsville Road	New development along the future Carothers Parkway extension should have setbacks of at least 100 feet from the right-of-way and include wood-plank fencing or stone walls, enhanced landscaping with multiple rows of trees, and masonry entrance signs to help create community character along this corridor. The integration of multi-use paths within the setback should be included to form a comprehensively connected network.
	Peytonsville Road Between Pratt Lane and Future Carothers Parkway	New development along Peytonsville Road should provide a transition from the shallower setbacks of the neighborhood mixed-use areas to the deeper corridor setbacks along Peytonsville Road to the east of this area. Moderately deep setbacks of at least 100 feet from the right-of-way should generally be provided but tapering may be appropriate at the western edge to blend with the surrounding recommended minimum setbacks or the newly created development pattern. The corridor should include wood-plank fencing or stone walls, enhanced landscaping with multiple rows of trees, and masonry entry walls at intersections to help create community character. The integration of multi-use paths within the setback should be included to form a comprehensively connected network.

MIXED RESIDENTIAL

	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.
	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.
	Franklin Housing Authority	Franklin Housing Authority properties may include a limited number of multifamily residential in accordance with their master plans.
	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. Courtyard designs, where several residential units front a common Courtyard, are encouraged 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 Area to the End of the UGB and Future Carothers Parkway	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. The integration of multi-use paths within the setback should be included to form a comprehensively connected network. New development along the future Carothers Parkway extension should have setbacks of at least 100 feet from the right-of-way and include wood-plank fencing or stone walls, enhanced landscaping with multiple rows of trees, and masonry entrance signs to help create community character along this corridor. The integration of multi-use paths within the setback should be included to form a comprehensively connected network. 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

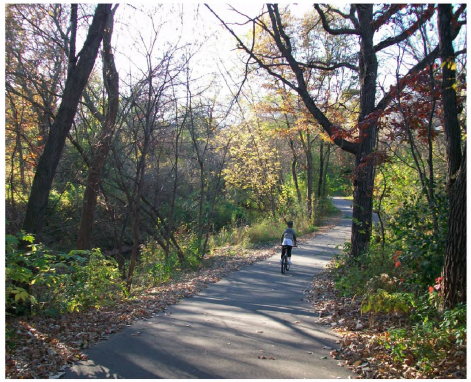
SITE DESIGN	Landscape	Ornamental plantings, parking-lot islands, and street trees should be provided. Landscape buffers should be provided where adjacent to residential development. Historic site features such as cemeteries, barns, accessory structures, and agriculturally related features should be preserved 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.

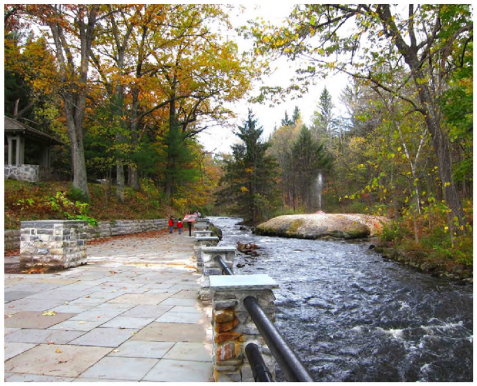
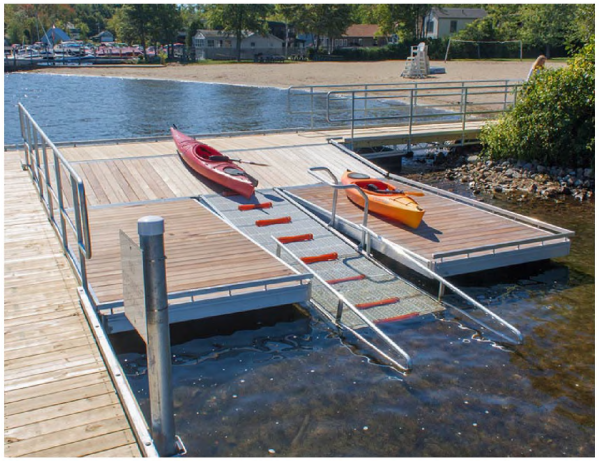
NEIGHBORHOOD MIXED-USE

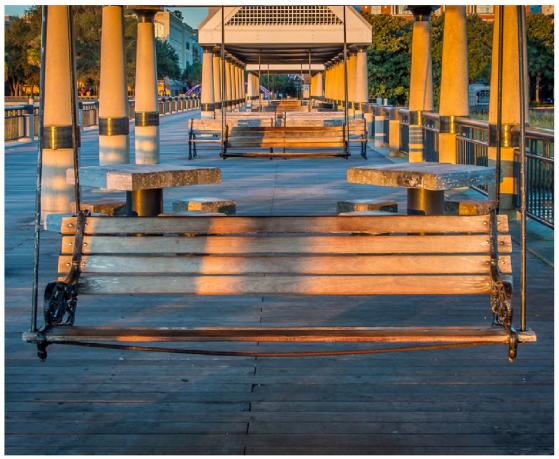
SPECIAL CONSIDERATIONS	Columbia Avenue between Five Points to Fowlkes Street	New development at the northwest corner of Columbia Avenue and Fowlkes Street, known as the HG Hill property, should be two stories in height along Columbia Avenue and West Fowlkes Street, but three stories in height is appropriate 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 as well as along Peytonsville Road, east of Pratt Lane, should have moderate setbacks of at least 50 feet from the right-of-way and include enhanced landscaping and masonry entrance walls to help create community character along the corridor. Multiple rows of trees should be provided. The integration of multi-use paths within the setback should be included to form a comprehensively connected network. Wood-plank fencing or stone walls may be appropriate depending on the building types and how they are located on the site. 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.



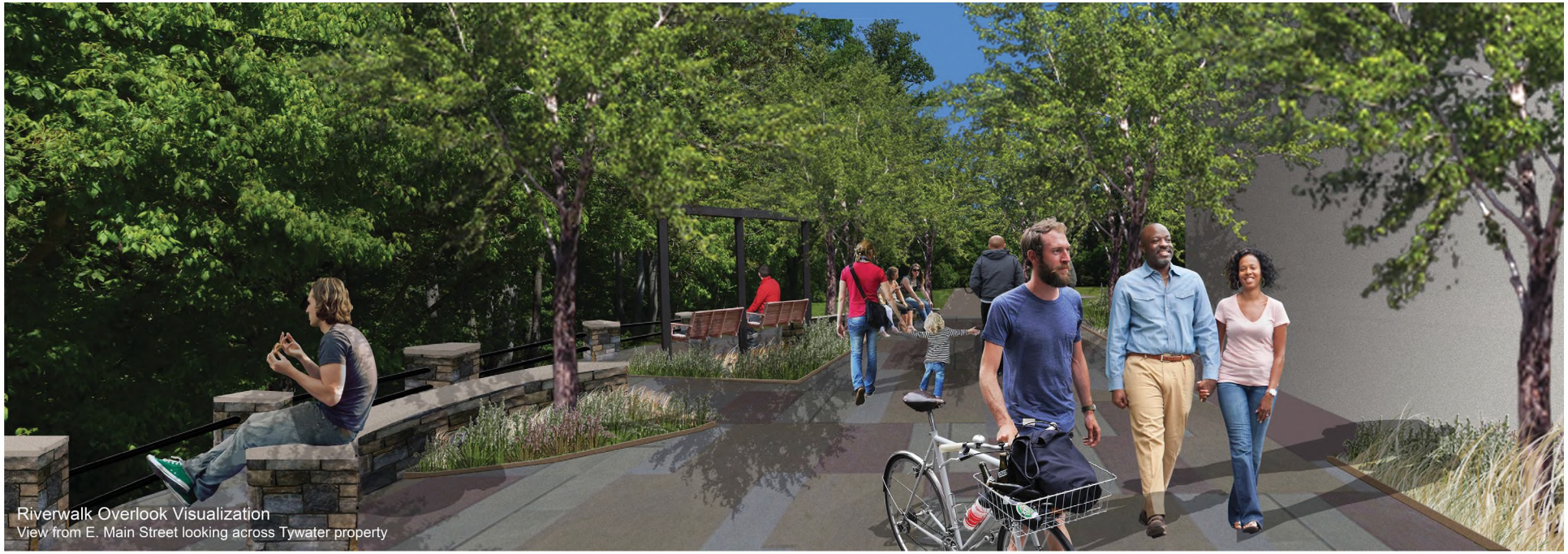


NEIGHBORHOOD MIXED-USE

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

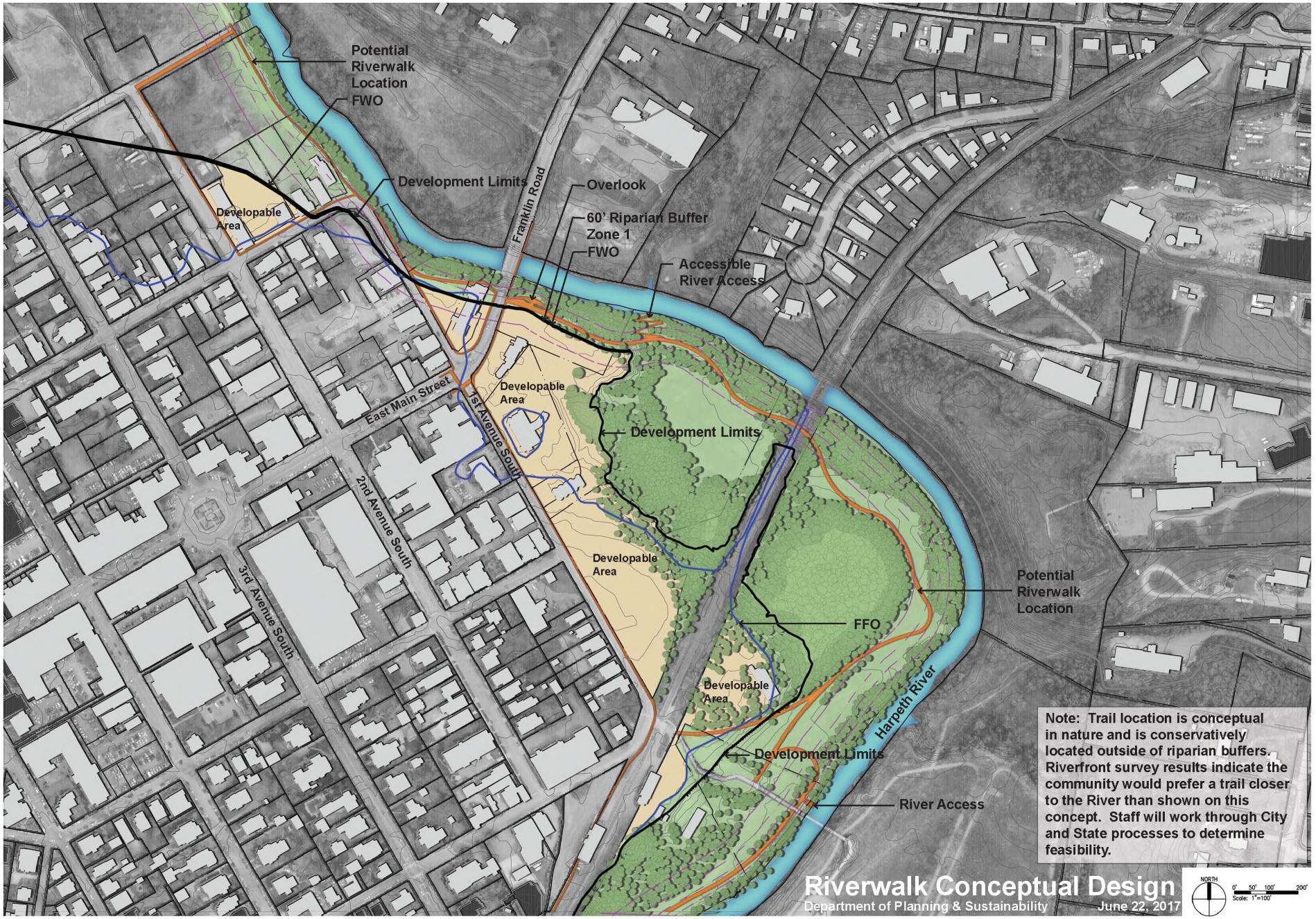
SPECIAL CONSIDERATIONS	
First Avenue, East Main Street, Bridge Street Area along the Harpeth River	• A distinctive and unique feature of the skyline is the grain silos of the historic Lillie Mills Flour Company. Efforts should be made to repurpose this structure instead of demolishing it. These structures 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

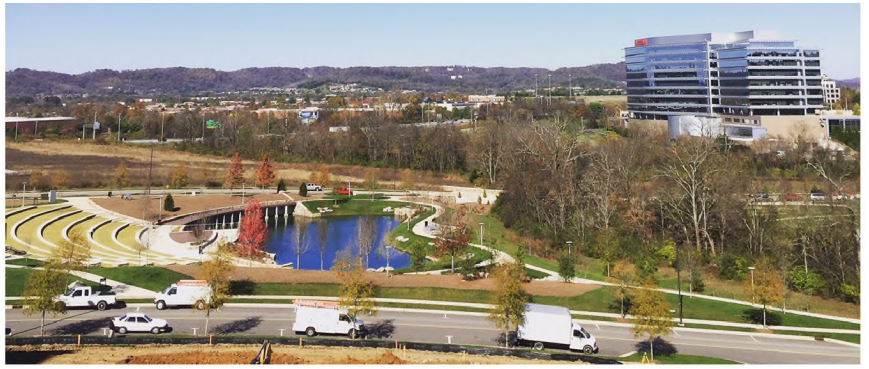
USES	Uses	Uses should be Regional Commercial, Local Commercial, Continuum of Care, Hotels, Institutional, and Multifamily Residential when part of a master planned, mixed-use development. Multifamily residential should be vertically mixed with ground floor commercial and upper story residential. Additional 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 Five Mile Creek, South of Five Mile Crossing, North of Goose Creek Bypass, and West of Interstate 65	For the property located east of Five Mile Creek, south of Five Mile Crossing, north of Goose Creek Bypass, and west of Interstate 65, a standalone multifamily development is appropriate along the frontage of Goose Creek Bypass and Interstate 65 frontage due to restricted access from Goose Creek Bypass, the proximity to commercial uses, and the availability of pedestrian infrastructure to the Berry Farms Town Center retail and office uses. The maximum height for a standalone multifamily building in this location should be six stories.
	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

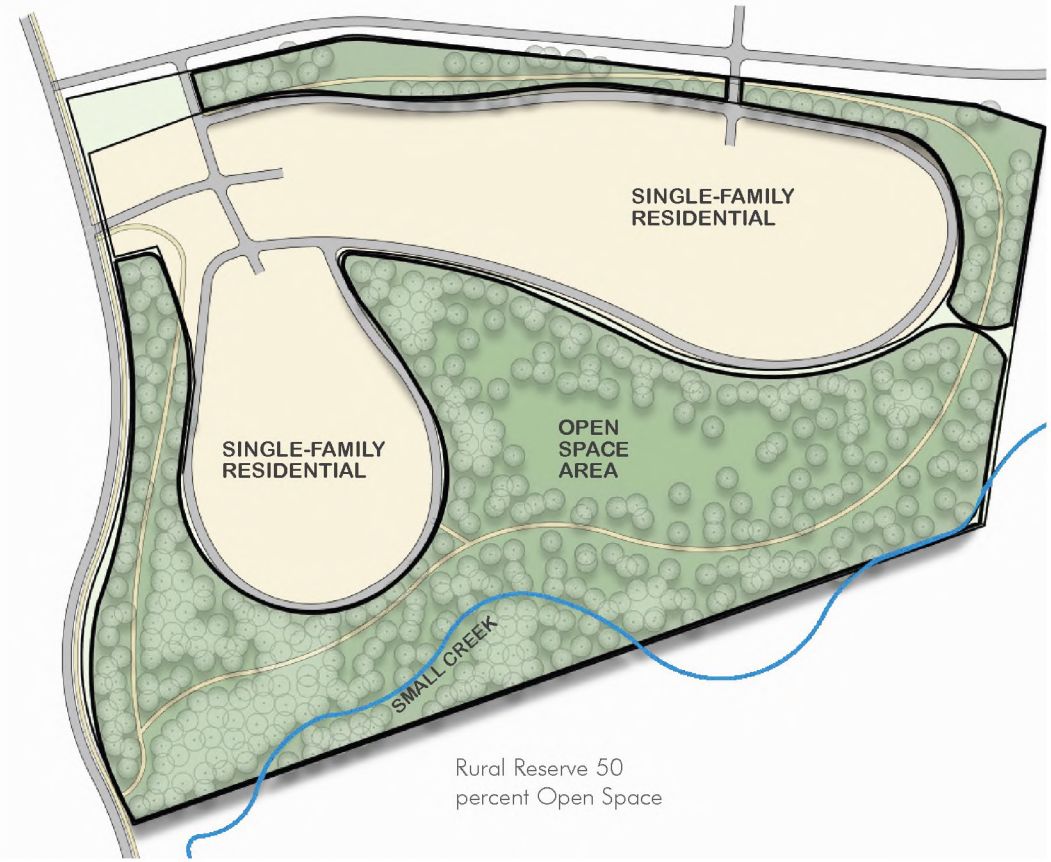
SPECIAL CONSIDERATIONS	Mallory Lane and McEwen Drive Intersection	Building heights may be up to eight stories on sites around the intersection if the massing and scale is graduated and 20-foot building stepbacks are utilized by the top of the fourth story. The vacant parcel located between Centennial 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.
	NW Quadrant of Mack Hatcher Pkwy, between Hillsboro Road and New Hwy 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.
	Peytonsville Road	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. The integration of multi-use paths should be included within the setbck to form a comprehensively connected network.
	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. Courtyard designs, where several residential units front a common Courtyard, are encouraged 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.
SPECIAL CONS.	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.

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.
	Peytonsville Road Area and Future Carothers Parkway	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. The integration of multi-use paths within the setback should be provided to form a comprehensively connected network. New development along the future Carothers Parkway extension should have setbacks of at least 100 feet from the right-of-way and include wood-plank fencing or stone walls, enhanced landscaping with multiple rows of trees, and masonry entrance signs to help create community character along this corridor. The integration of multi-use paths within the setback should be included to form a comprehensively connected network.
	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. Courtyard designs, where several residential units front a common Courtyard, are encouraged 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.
	South of Incinerator Road and West of Hillview Lane (Harlin Farm)	A neighborhood village may consist of designated areas for commercial uses established in a "Main Street" form and/or at significant intersecting streets within the neighborhood. Commercial Areas are intended to be comprised of neighborhood-scale uses as well as boutique uses that are complementary to the neighborhood. Neighborhood-scale commercial is encouraged to utilize residential above the commercial to activate and support the retail environment. Small-Scale Multifamily Buildings and Townhomes within the neighborhood village may be up to three stories in height. All proposed buildings will have the proposed heights indicated on the Development Plan, prior to approval. Civic uses may also be appropriate in the neighborhood village. Hospitality uses are appropriate as a Secondary Use within Village Green if sized appropriately and the building massing is in keeping with the location and design as indicated on the Development Plan. Hospitality uses are appropriate as a secondary use if the Traffic Impact Analysis provided with the proposed development plan shows minimal traffic impacts to the surrounding road network. A boutique hotel may include traditional hotel suites and rooms within an inn, or could include stand-alone cottages (cottages could be a single unit or could include up to 4 suites per building) for a total of up to 80 keys. A boutique hotel is assumed to be a mixed-use building(s) that may also include accessory uses such as: a café, restaurant, retail, meeting space, health/ wellness, indoor/ outdoor wedding venue and other accessory uses. These accessory uses could be within the inn building itself or as standalone buildings. Development should strive for dark sky compliance and should utilize low light levels rather than typical commercial lighting standards.
	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

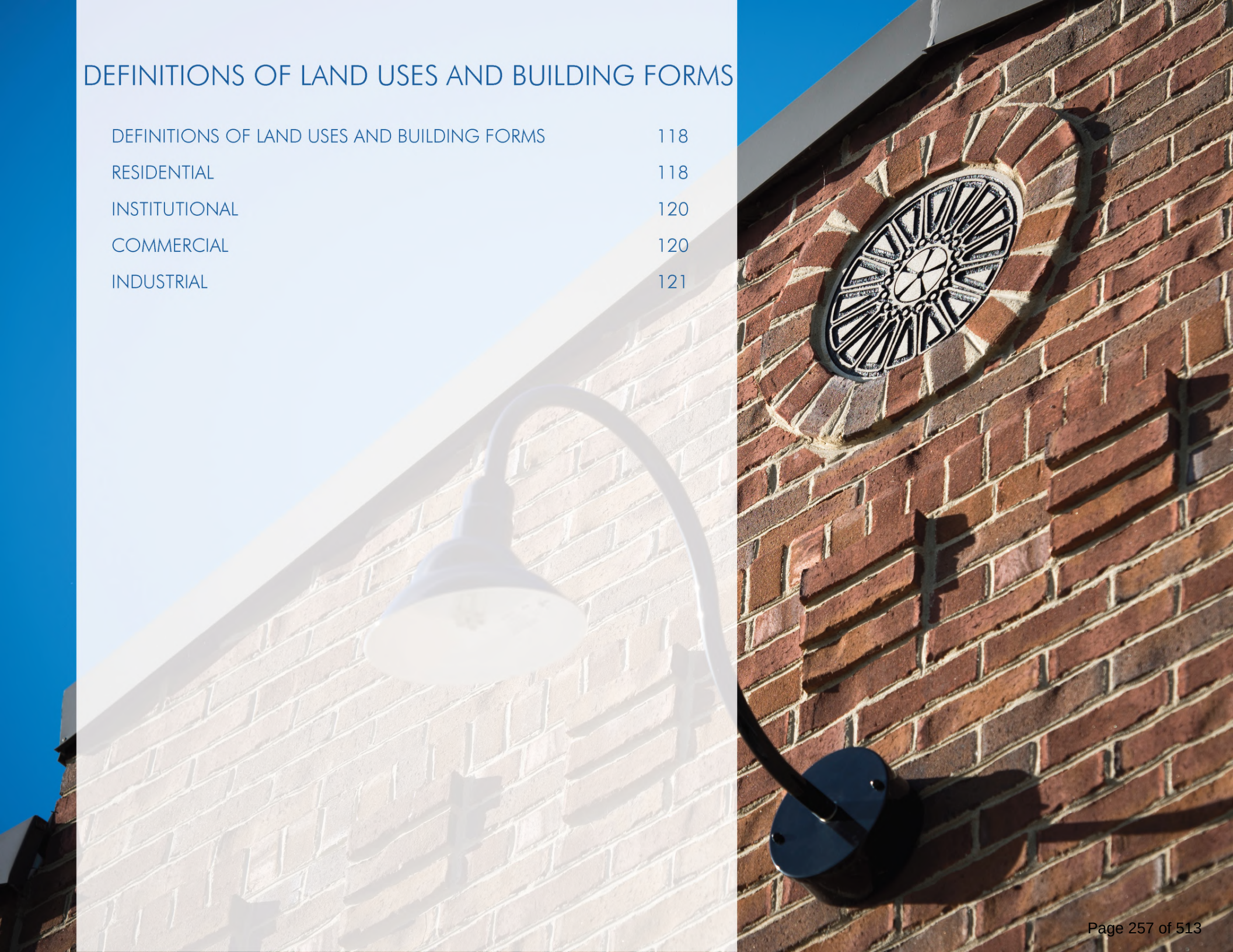
DEFINITIONS OF LAND USES AND BUILDING FORMS 118

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.	
	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.	
	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.	

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.	 © OPTICOS DESIGN, INC
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 Local Government Planning Advisory Committee approved the Plan on November 13, 2024 and Envision Franklin was updated on June 26, 2025.



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.

APPENDIX

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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.

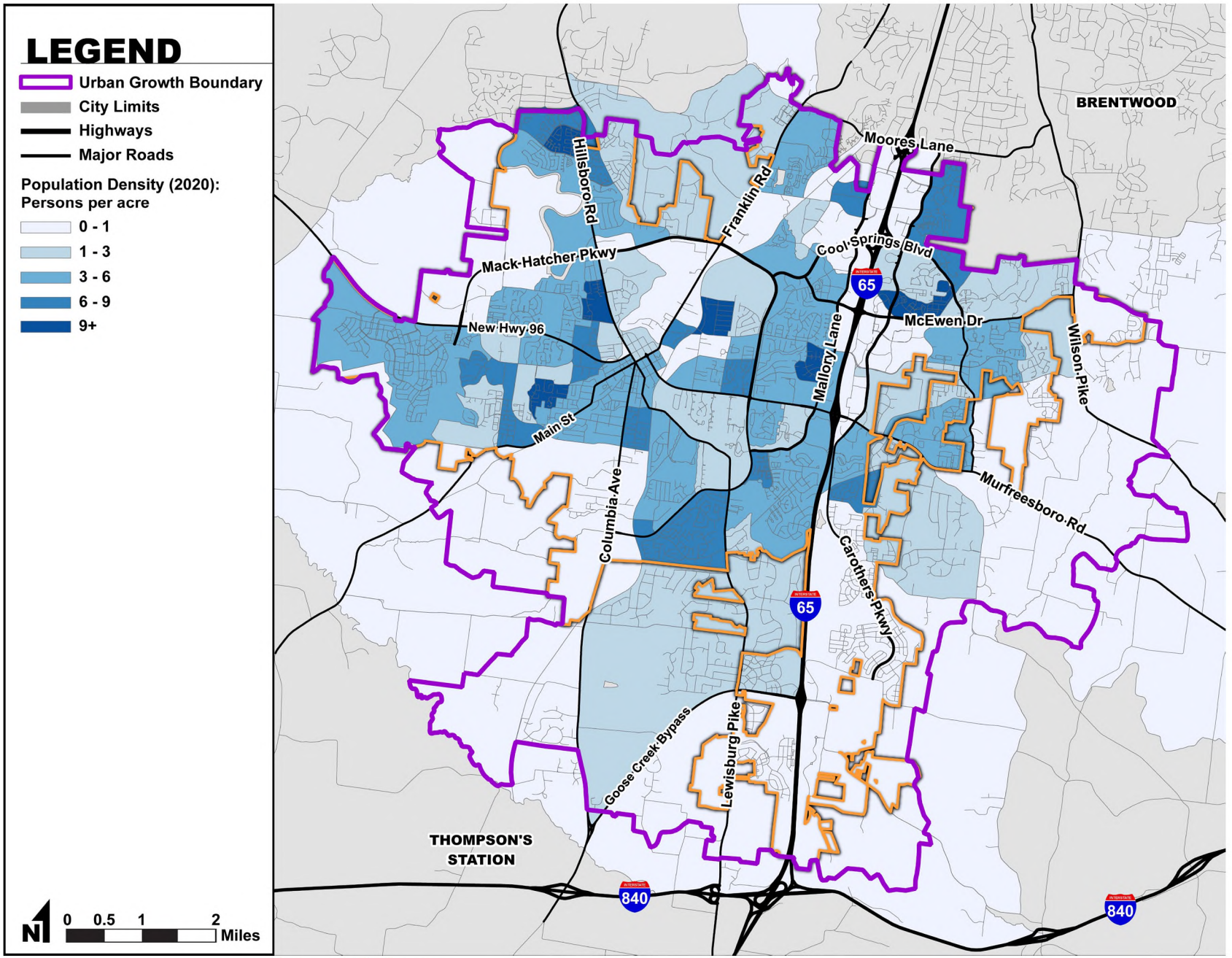
By 2040, it is projected that 133,647 will live in the City of Franklin / Franklin UGB area. This is a 52 percent increase in population from the 2015 estimate of 87,921. Projected employment within the study area for 2040 is 126,667, a 49 percent increase from the 2015 estimate of 84,995 jobs.

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.

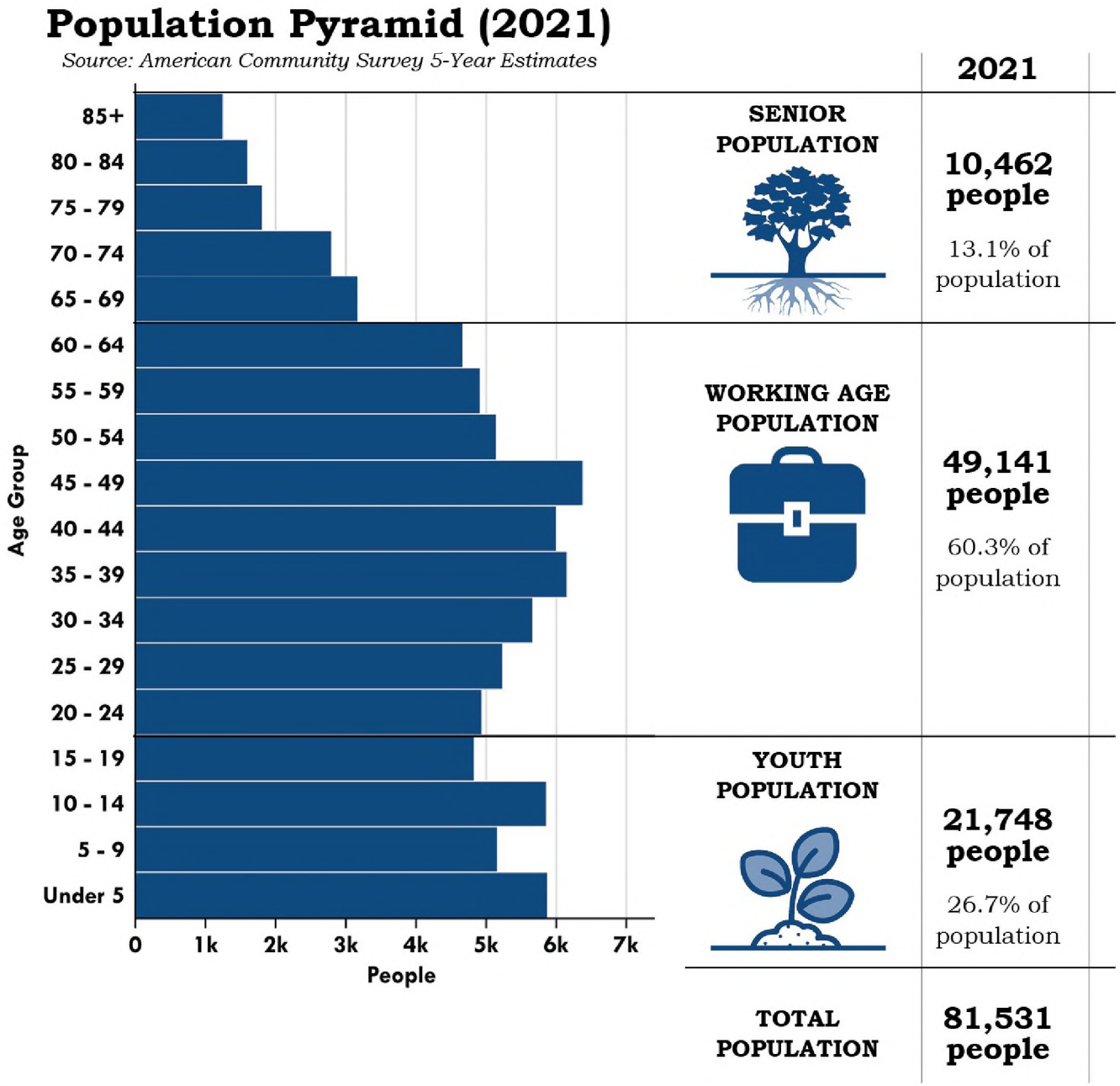
APPENDIX A: EXISTING CONDITIONS AND TRENDS

FIGURE A.1: 2020 POPULATION DENSITY



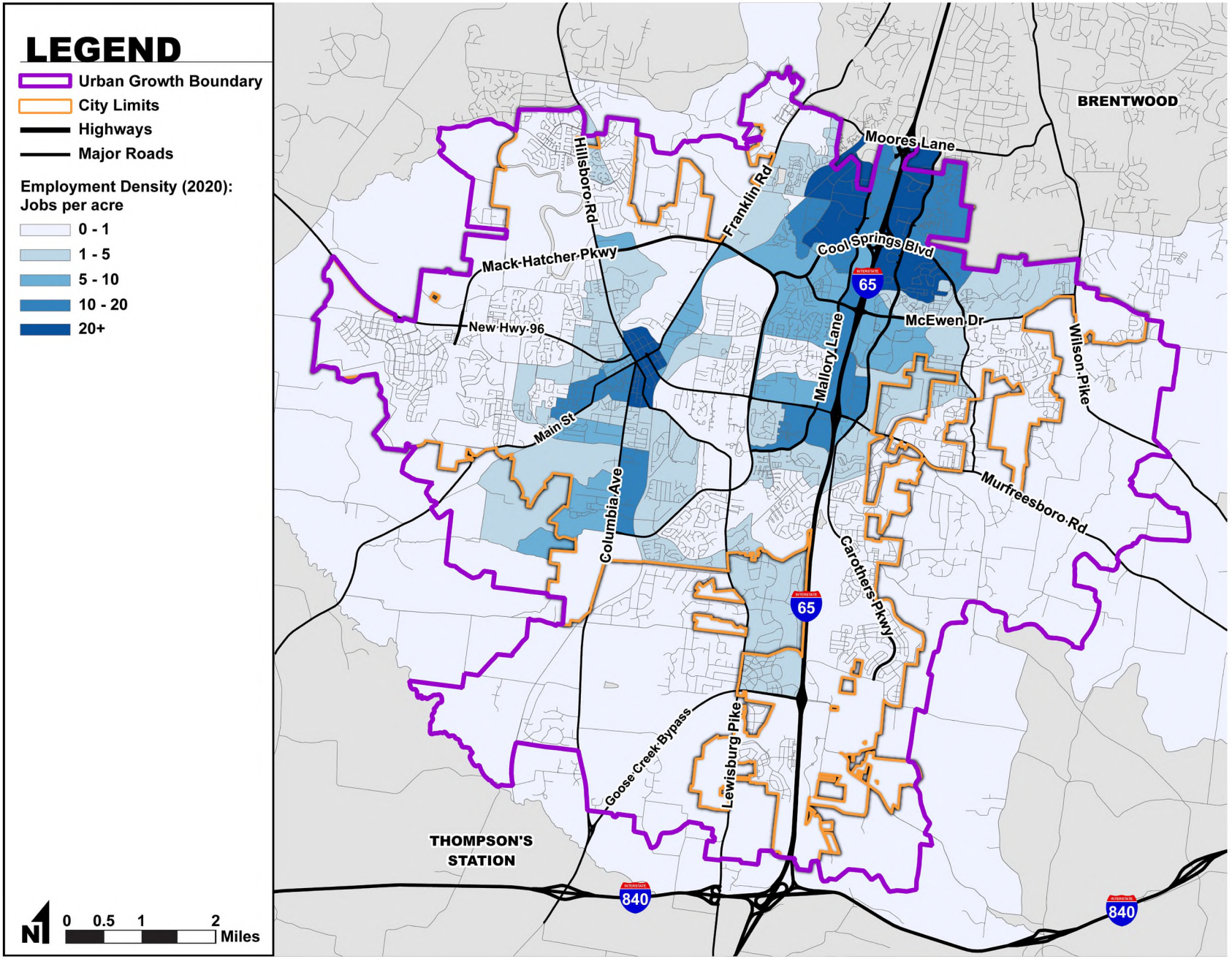
Source: U.S. Census

FIGURE A.2: 2021 POPULATION PYRAMID



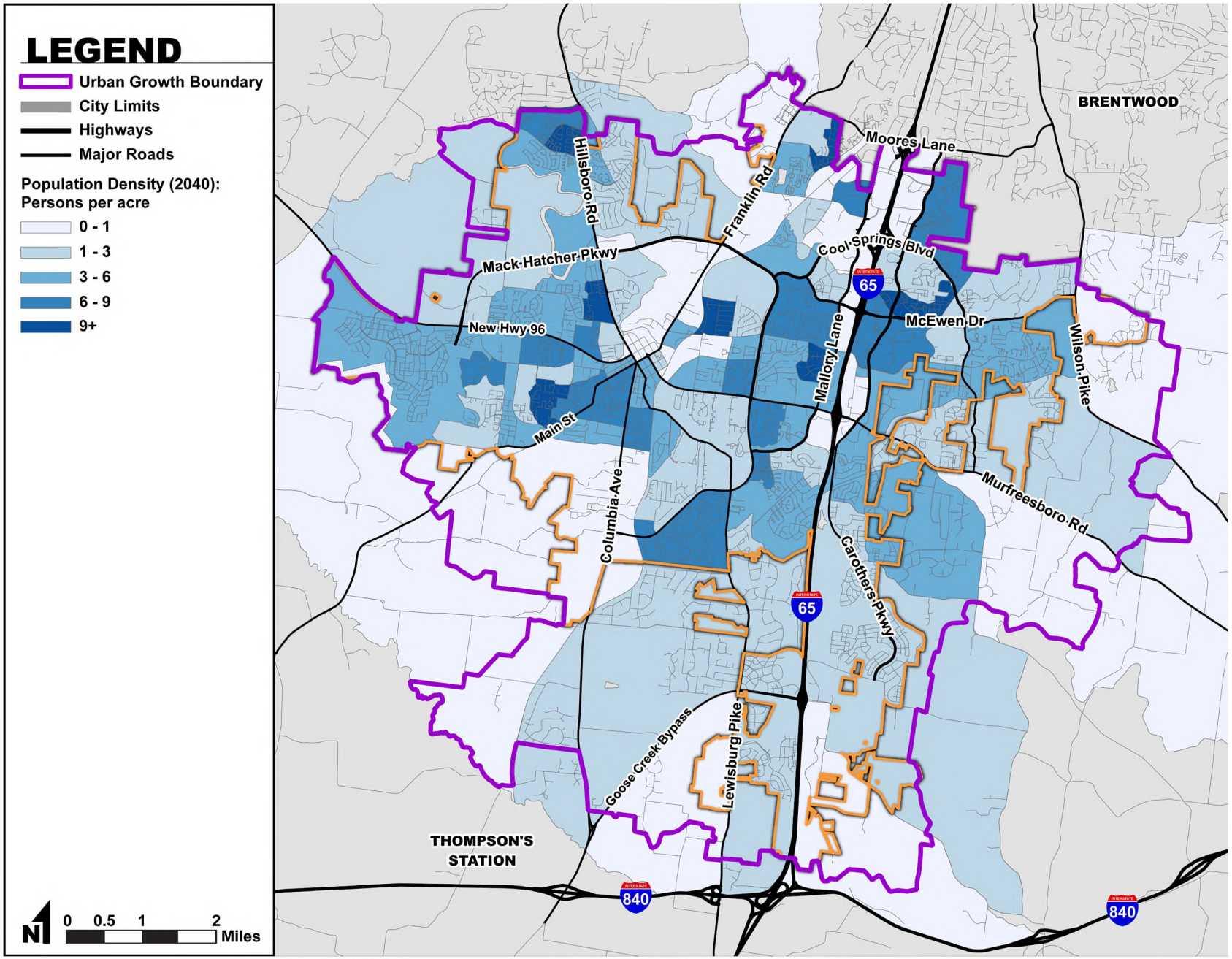
APPENDIX A: EXISTING CONDITIONS AND TRENDS

FIGURE A.3: 2020 EMPLOYMENT DENSITY



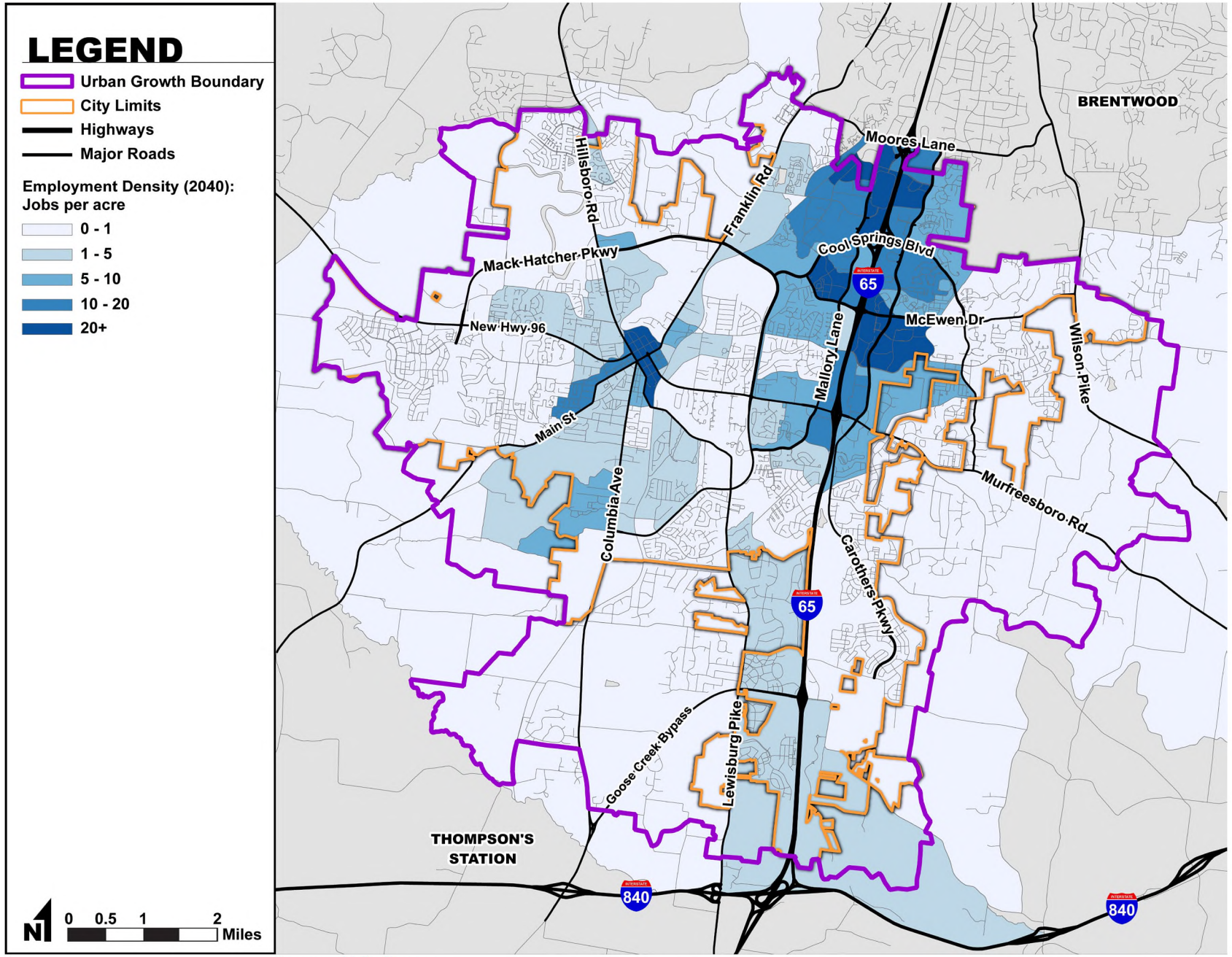
Source: U.S. Census

FIGURE A.4: 2040 POPULATION DENSITY



Source: U.S. Census

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

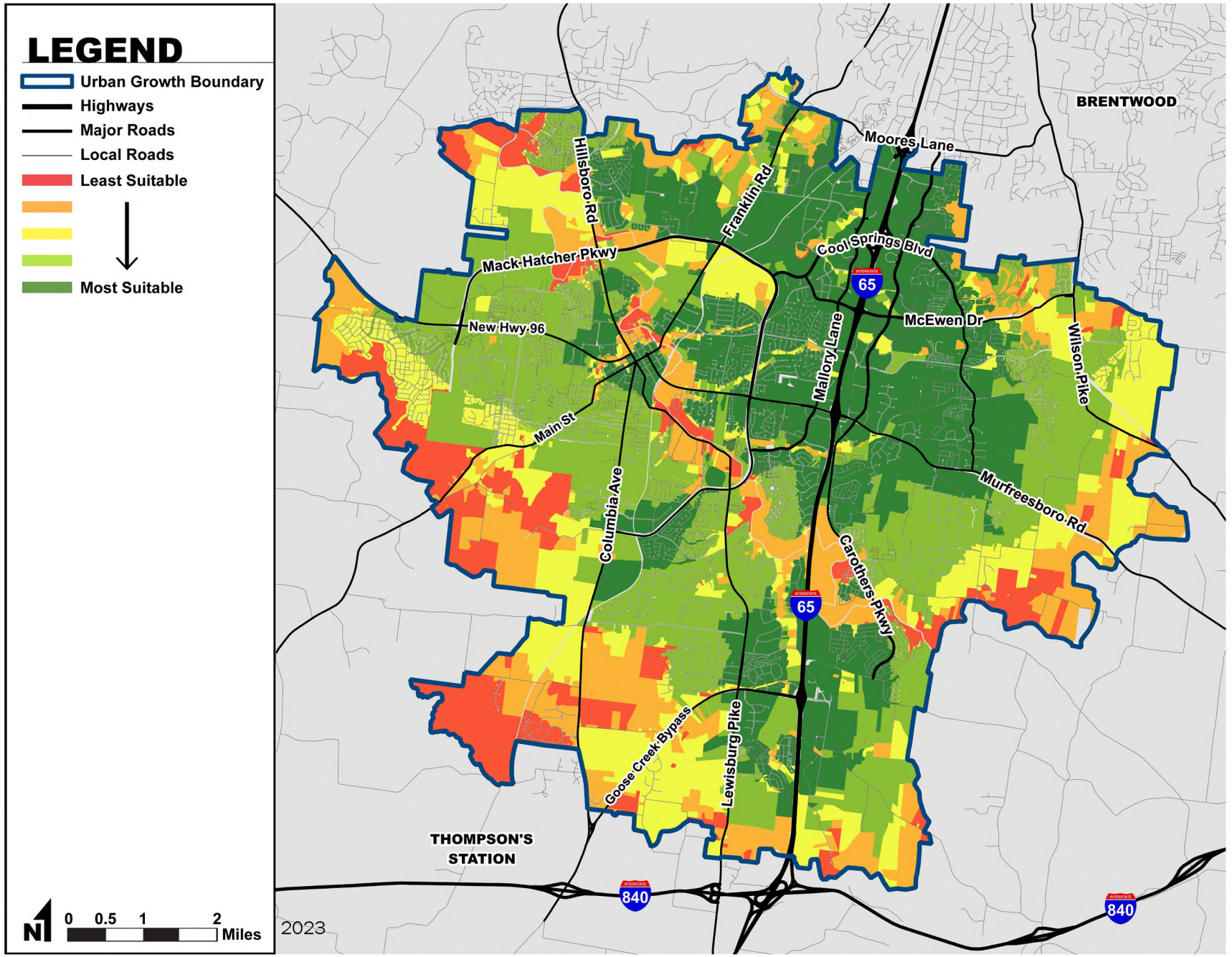
Changes to Suitability Analysis from 2016:

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

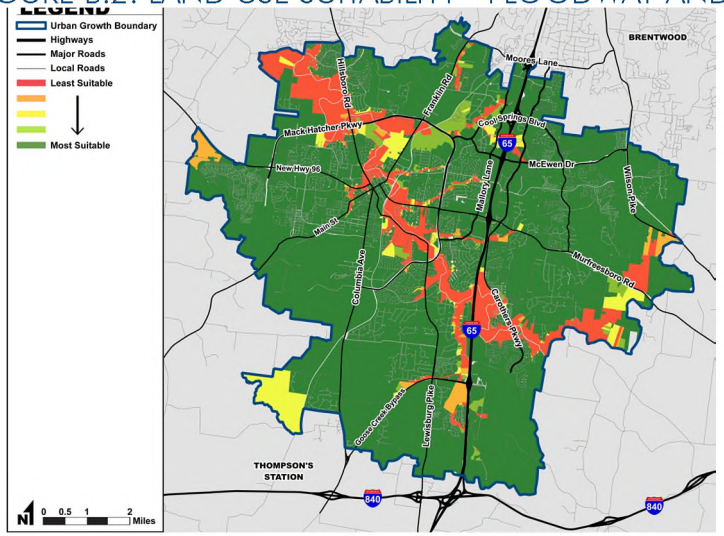
APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FIGURE B.1: LAND USE SUITABILITY MAP (INCLUDES ALL FACTORS AND REFLECTS FACTOR WEIGHTING)



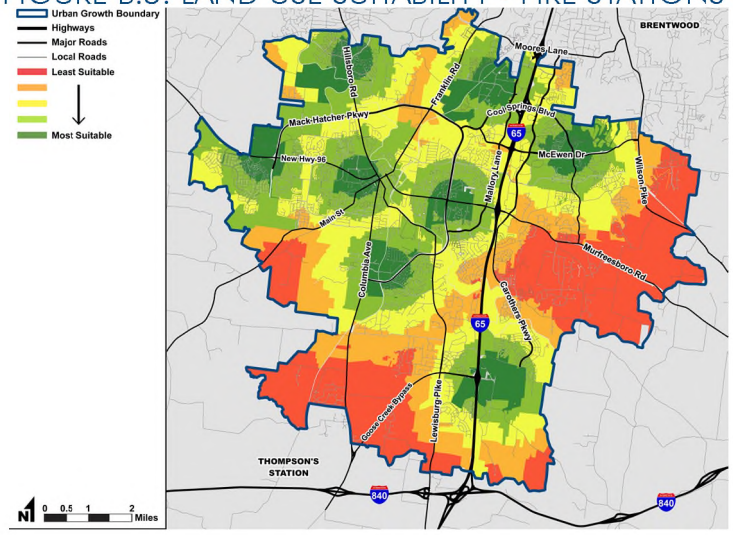
APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FIGURE B.2: LAND USE SUITABILITY - FLOODWAY AND FLOODPLAIN



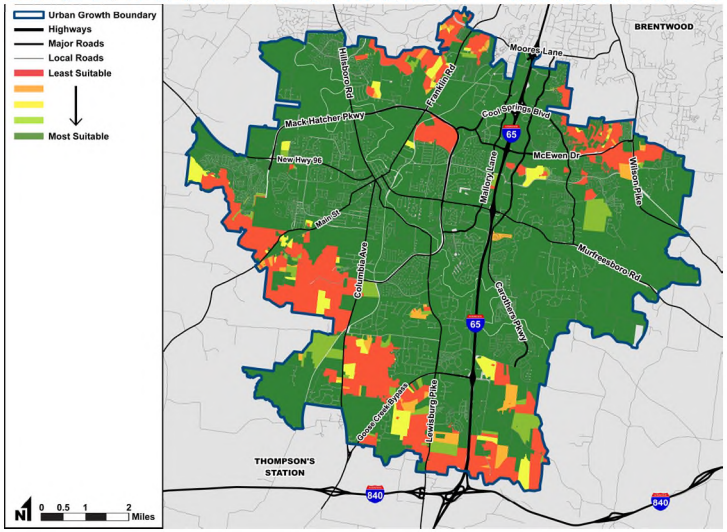
2023

FIGURE B.3: LAND USE SUITABILITY - FIRE STATIONS



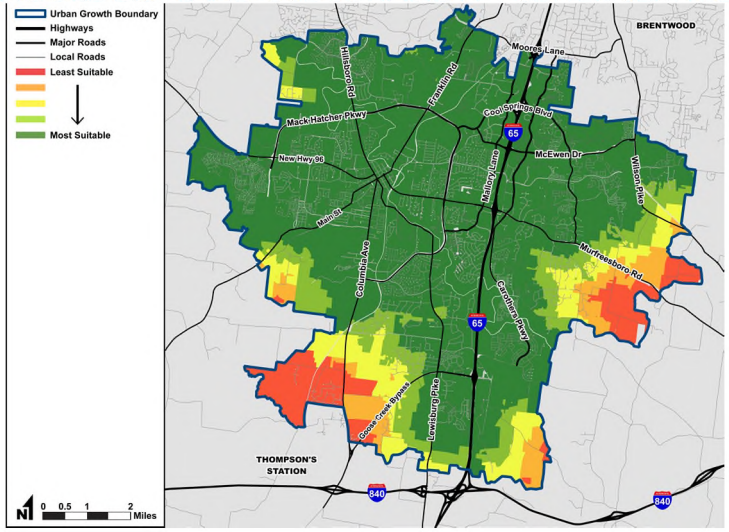
2023

FIGURE B.4: LAND USE SUITABILITY - HILLSIDES AND HILLTOPS



2023

FIGURE B.5: LAND USE SUITABILITY - SEWER SERVICE



2023

APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FIGURE B.6: LAND USE SUITABILITY - EMPLOYMENT CENTERS

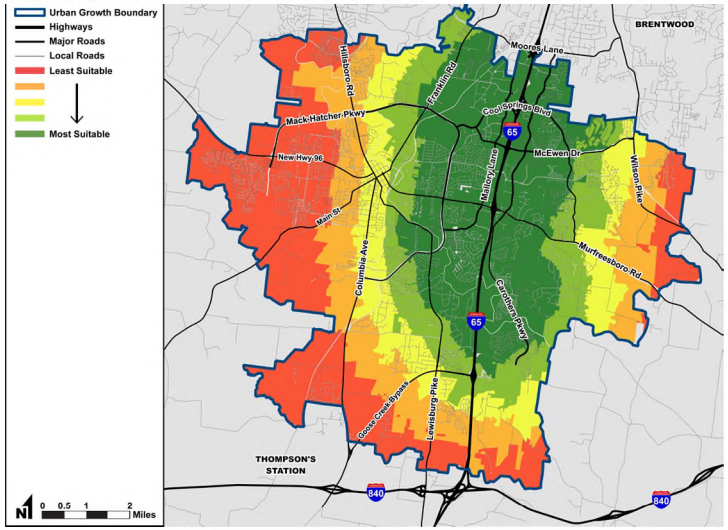


FIGURE B.7: LAND USE SUITABILITY - RIPARIAN BUFFERS

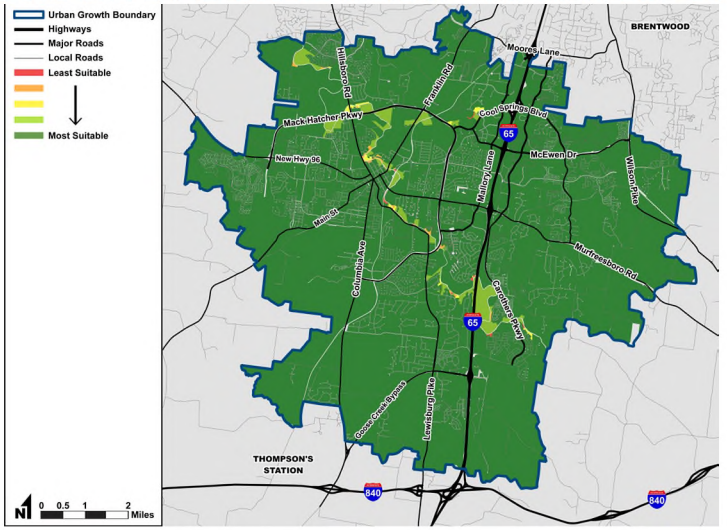
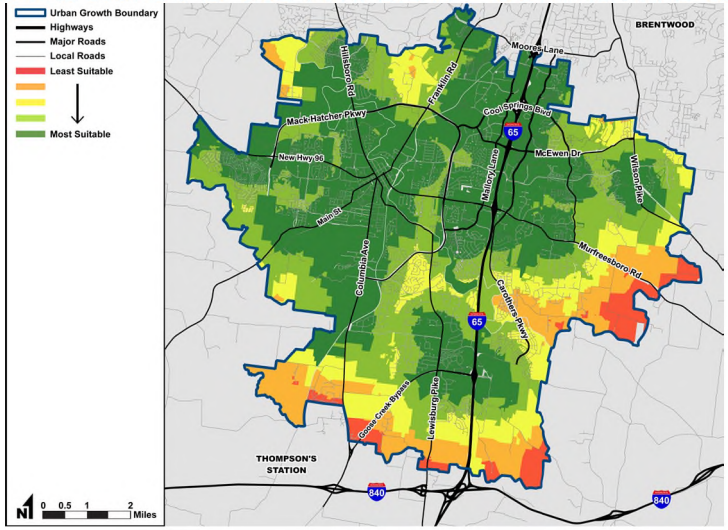
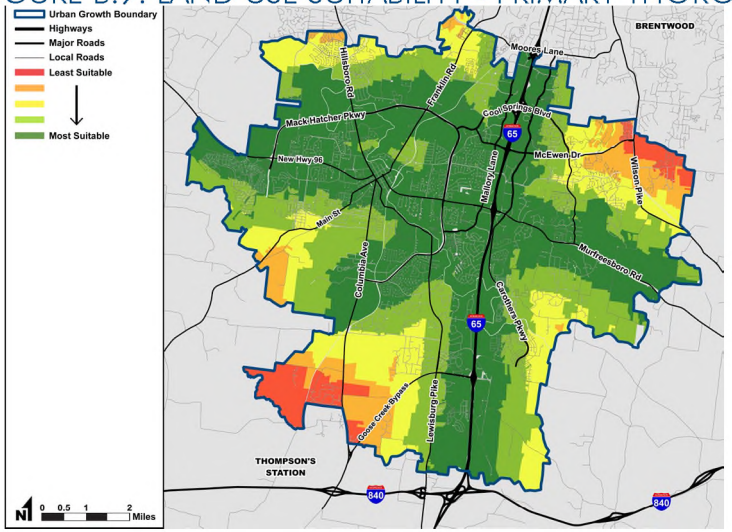


FIGURE B.8: LAND USE SUITABILITY - COMMERCIAL CENTERS



2023

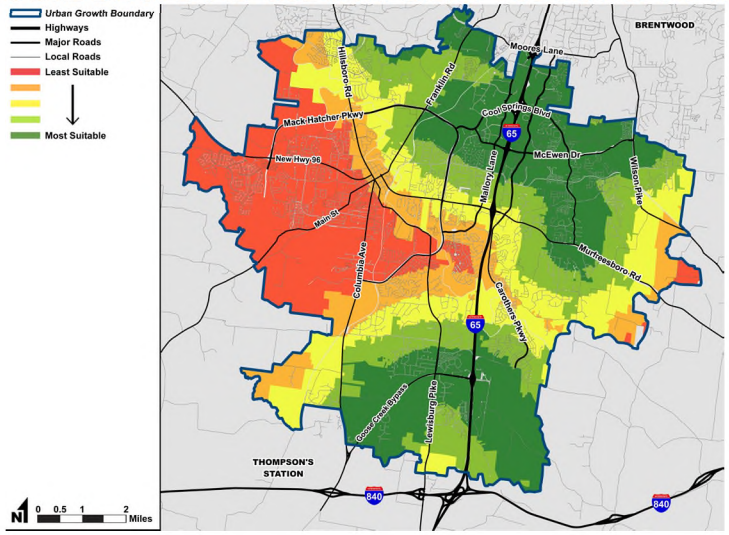
FIGURE B.9: LAND USE SUITABILITY - PRIMARY THOROUGHFARES



2023

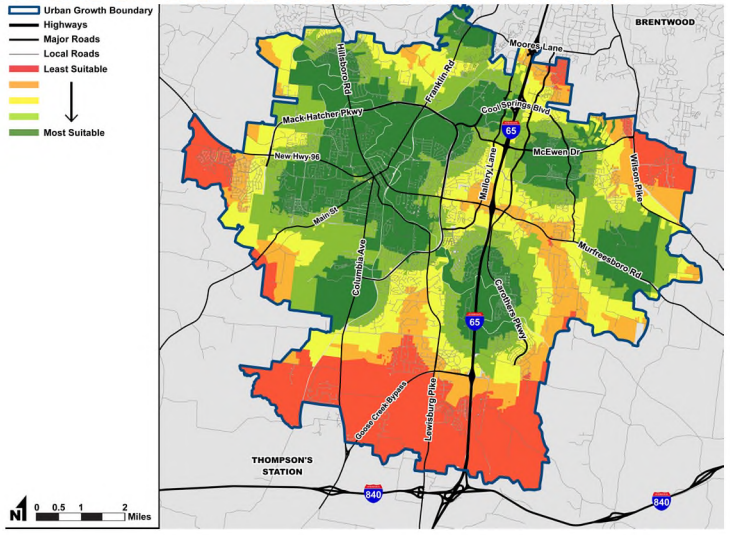
APPENDIX B: DEVELOPMENT SUITABILITY ANALYSIS

FIGURE B.10: LAND USE SUITABILITY - SECONDARY THOROUGHFARES



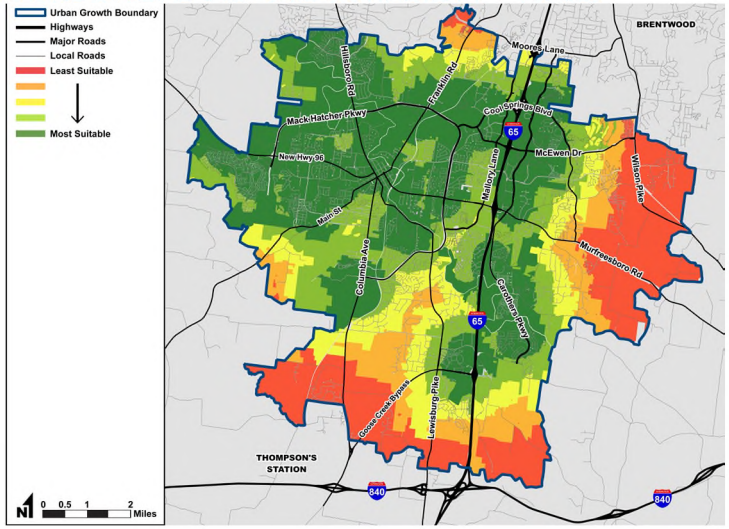
2023

FIGURE B.11: LAND USE SUITABILITY - PARKS



2023

FIGURE B.12: LAND USE SUITABILITY - TRAILS



2023

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.

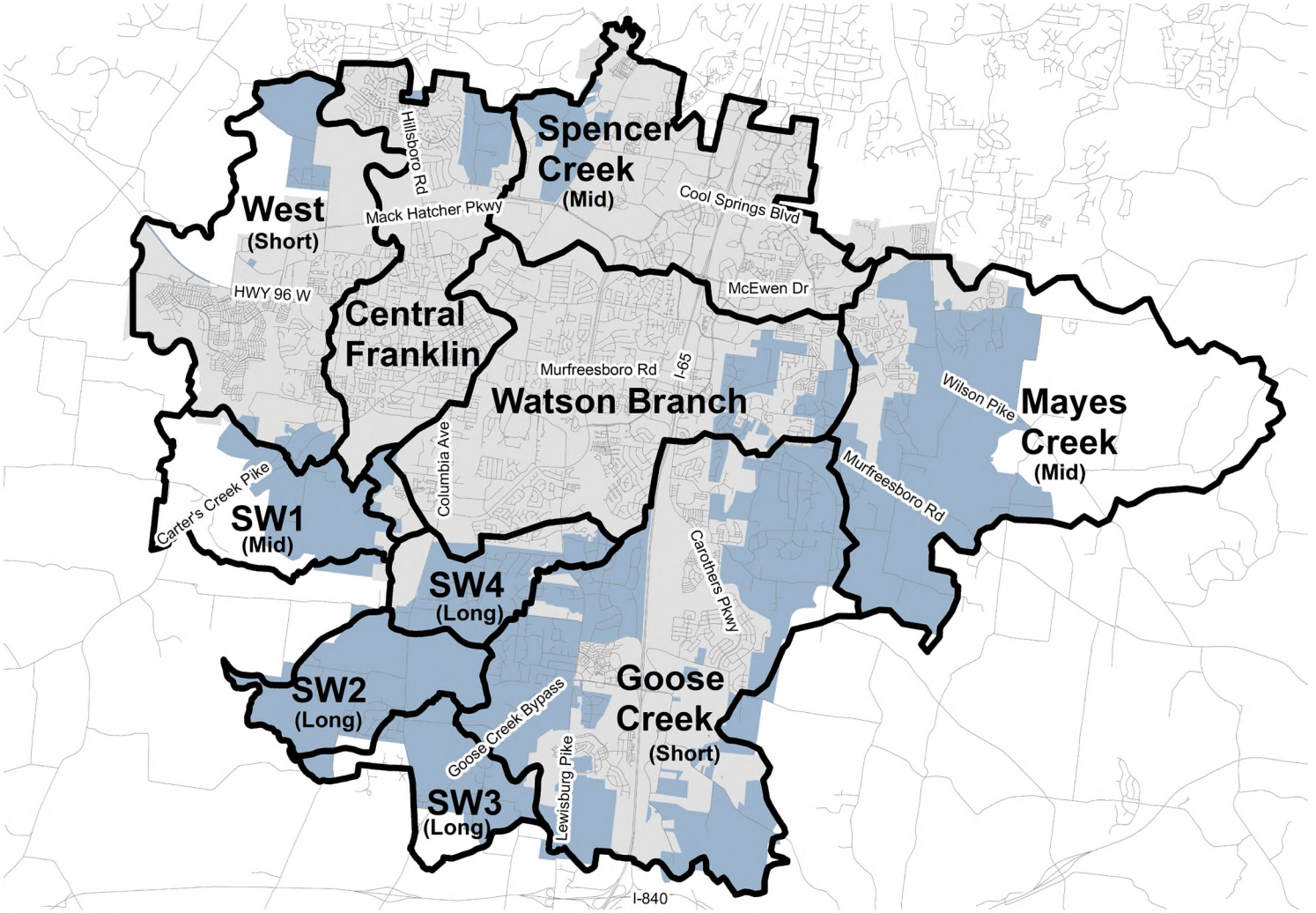
Annexation suitability was assessed as a part of the Envision Franklin comprehensive 5-year update and each drainage basin across the Urban Growth Boundary was reviewed using the following information:

- 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.

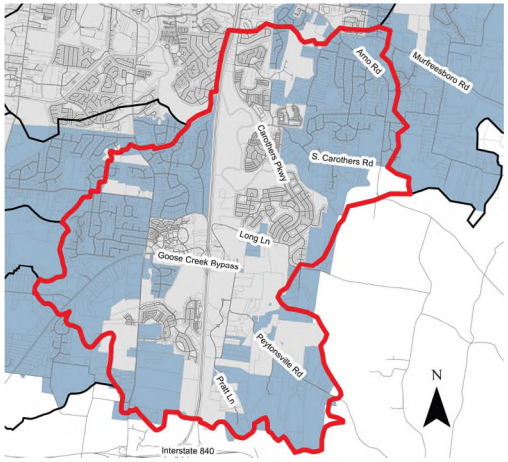
APPENDIX C: ANNEXATION ANALYSIS

FIGURE C.1: FRANKLIN'S DRAINAGE BASINS & ANNEXATION CAPABILITIES



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

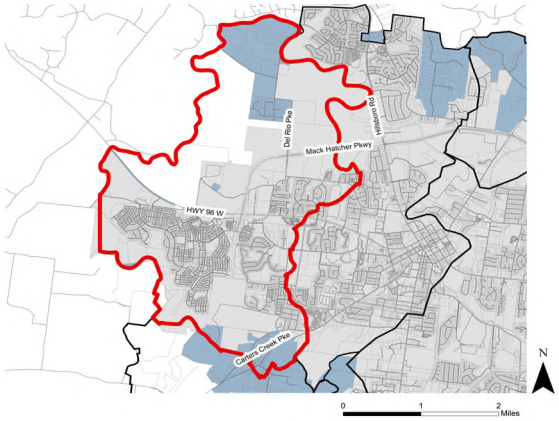
Franklin has recently improved fire service in the area with the construction and opening of Franklin Fire Station #7 near the corner of I-65 and Goose Creek Bypass. This new fire station will reduce service times to the entirety of the basin, especially the southern portion of the basin which has recently 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

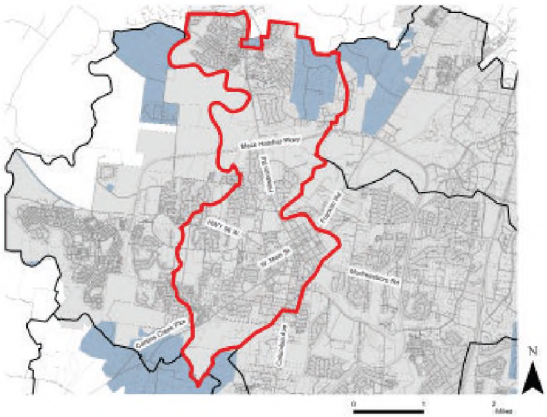
Fire service within the West Basin will be handled by a combination of existing fire stations in Fieldstone Farms and Westhaven, thus no new fire station is required to adequately serve any portion of the basin that is currently unserved.

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 Large-Lot Residential, 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

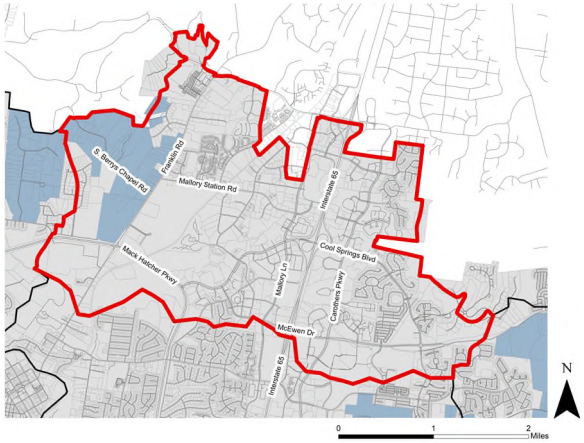
Fire service within the Central Basin will be handled by a combination of existing fire stations, thus no new fire station is required to adequately serve any portion of the basin that is currently unserved.

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, Rural Reserve, 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

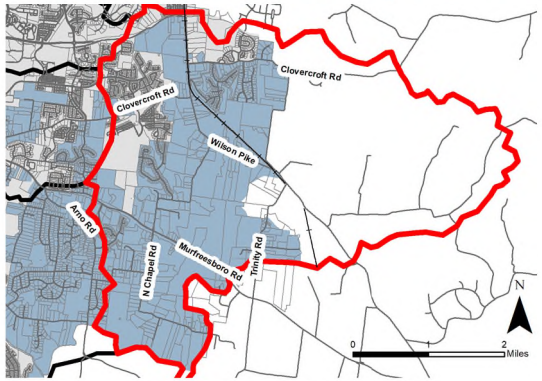
The City of Franklin currently is able to serve this basin with emergency response with the existing fire stations; however due to the increased setbacks in this area, especially along Franklin Road, response time may be increased and hydrant availability may be limited.

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

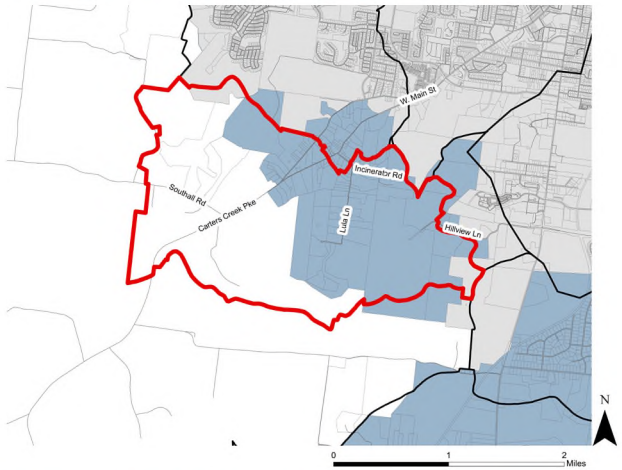
If the Mayes Creek Basin is annexed and developed, a new fire station will likely be required at a potential commercial node on North Chapel Road to serve the area. The extended travel distance and high activity of Fire Station 2 would necessitate the construction of a new station, which should be opened 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

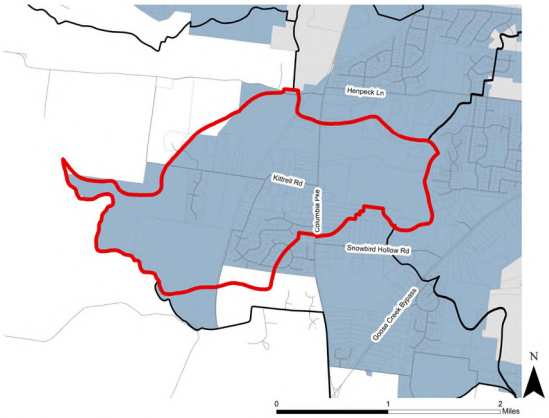
Southwest Basin 1 (Mid-Term)

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

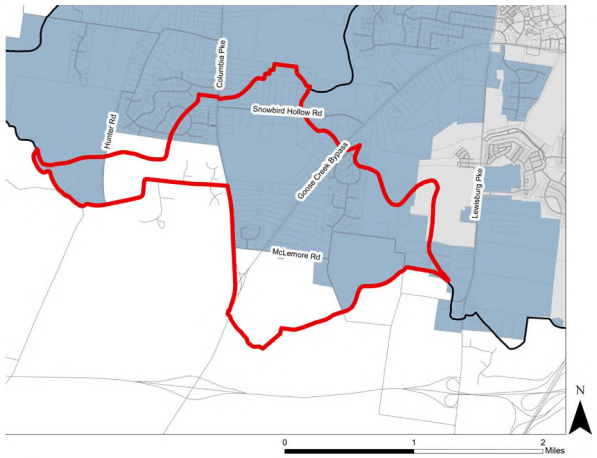
Fire service within Southwest Basin 2 will be handled by a combination of existing fire stations, until such a time where development has caused service timing to be inadequate and a new station will be constructed.

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

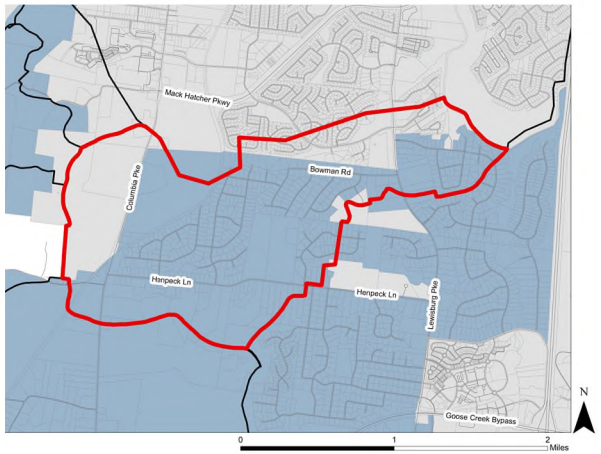
Fire service within Southwest Basin 3 will be handled by a combination of existing fire stations, until such a time where development has caused service timing to be inadequate and a new station will be constructed.

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.

APPENDIX C: ANNEXATION ANALYSIS

Southwest Basin 4 (Long-Term)

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.

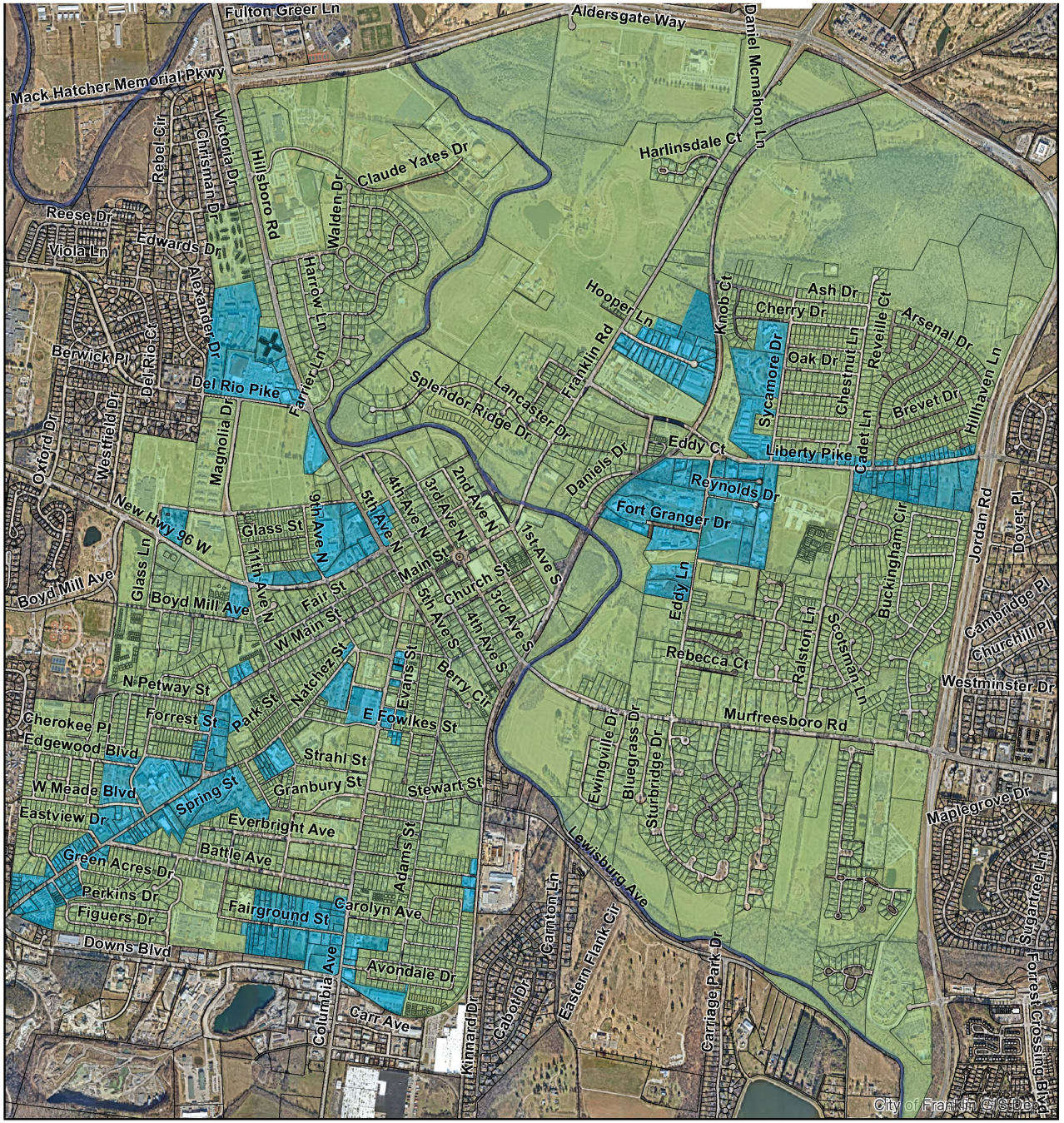
Established Areas are places where the existing character is desired to be preserved. These areas include historic neighborhoods, established neighborhoods, and certain streets within Central Franklin. In these areas, the current established pattern of development is expected to remain. If there is sufficient 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

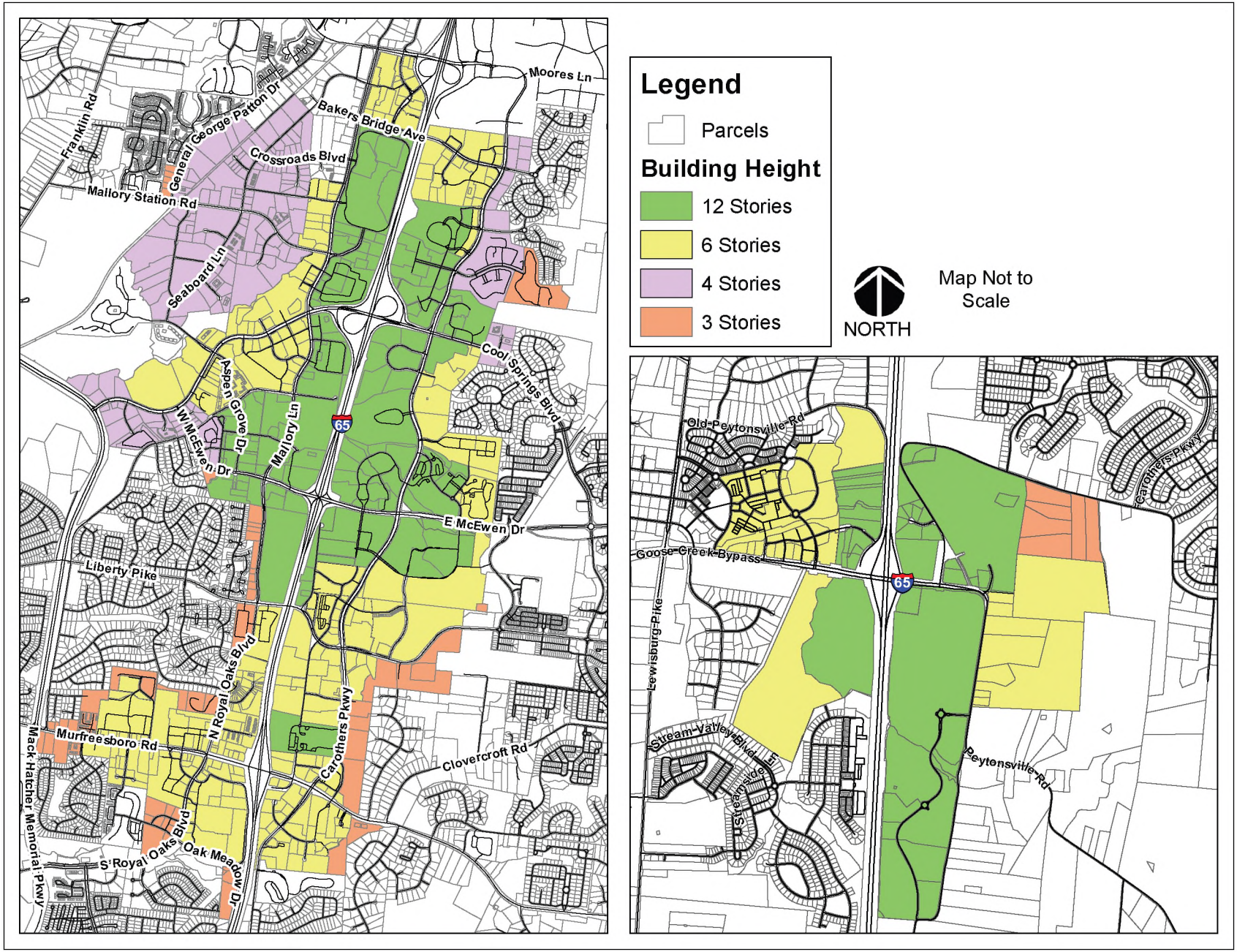
NORTH

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-35bd0308/640968957540206 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

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
Emily Wright
Secretary

FRANKLIN MUNICIPAL PLANNING COMMISSION:

By: Roger D. Lindsey
Roger Lindsey
Chair

Approved as to Form:

By: Shauna R. Billingsley
Shauna R. Billingsley
City Attorney

Law Dept approved 02.28.24

Law Dept approved 02.28.24

APPENDIX H: RECORD OF AMENDMENTS

THE CITY OF FRANKLIN ADOPTED ENVISION FRANKLIN ON MAY 23, 2024.

RESOLUTION 2024-78 - SEPT. 26, 2024	A RESOLUTION TO ADOPT AN ENVISION FRANKLIN AMENDMENT FOR A PARCEL LOCATED AT 318 FRANKLIN ROAD, KNOWN AS MAP 063 PARCEL 03300 TO ADD A SPECIAL CONSIDERATION TO THE FACTORY DISTRICT DESIGN CONCEPT.
RESOLUTION 2024-77 - SEPT. 26, 2024	A RESOLUTION TO ADOPT AN ENVISION FRANKLIN PLAN AMENDMENT FOR A PARCEL LOCATED AT 1247 HILLVIEW LN, KNOWN AS MAP 091 PARCEL 09900 TO CHANGE THE DESIGN CONCEPTS MAP FROM DEVELOPMENT RESERVE TO VILLAGE GREEN AND ADD A SPECIAL CONSIDERATION.
RESOLUTION 2024-95 - DEC. 12, 2024	A RESOLUTION TO ADOPT AN ENVISION FRANKLIN PLAN AMENDMENT TO ESTABLISH A "PROPERTY LOCATED EAST OF FIVE MILE CREEK, SOUTH OF FIVE MILE CROSSING, NORTH OF GOOSE CREEK BYPASS, AND WEST OF INTERSTATE 65" SPECIAL CONSIDERATION FOR THE REGIONAL COMMERCE DESIGN CONCEPT.

File #: 21-0686

DATE: June 5, 2025

TO: Franklin Municipal Planning Commission

FROM: Emily Wright, Director of Planning and Sustainability
Andrew Orr, Long Range Planning Supervisor
Joel Aguilera, Planner

SUBJECT:

*PUBLIC HEARING: Consideration Of Resolution 2025-41, A Resolution To Adopt An Envision Franklin Plan Amendment For 4468 And 4417 Murfreesboro Road And 151 Trinity Road And Surrounding Parcels Located East Of North Chapel Road And Encompassing Map 088 Parcel 01801, Map 088 Parcel 01802, Map 088 Parcel 01805, Map 088 Parcel 01806, MAP 087 03800 And A Portion Of Map 088 Parcel 01900 To Change The Design Concepts Map From Rural Reserve To Village Green And To Add Special Considerations To The Village Green Design Concept.

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Municipal Planning Commission (FMPC) concerning Resolution 2025-41.

BACKGROUND/STAFF COMMENTS:

*Please note, the title has changed since the public hearing for this item was noticed in the *Williamson Herald* on May 22, 2025. The applicant is no longer requesting a Special Consideration for the Neighborhood Commercial Design Concept for the properties at the corner of N Chapel Road and Murfreesboro Road so the title has been revised to account for this change.

This application is to amend the Envision Franklin Design Concepts Map for parcels located along Murfreesboro Road, east of N Chapel Road, and west of Trinity Road, as shown on the corresponding Location Map. The request is to amend the Design Concepts Map from Rural Reserve to the Village Green Design Concept as well as to add a new Special Consideration for the Village Green Design Concept. The property currently has the Rural Reserve Design Concept with portions of the site marked for Conservation due to the floodplain. Of the total 494.21 acres, approximately 138 acres of the site is within the FEMA designated floodplain.

The current Design Concept of Rural Reserve supports single-family residential uses with a minimum one-half acre lot size, accessory dwellings, and potentially institutional uses. Within Rural Reserve, developments should preserve at least 50% of the site as permanent open space. The proposed Village Green Design Concept recommends that 70% of the site should be set aside as permanent open space with multi-use trails and encouraged public access. Village Green supports a variety of

housing options as primary uses, including single-family residential, townhouses, duplexes, small-scale multifamily, farmstead residential, live-work units, and accessory dwellings, while prioritizing the preservation of open space. Village Green also supports local commercial uses that serve the community and nearby areas and potentially institutional uses. It is intended that Village Green developments will be exceptionally designed communities surrounded by nature.

The purpose of this request is so that the applicant may develop the site with a master-planned development consisting of single-family houses, townhouses, duplexes, small-scale multifamily, live-work units, and supporting commercial uses consistent with the vision of Village Green. The applicant is also proposing a Special Consideration request for the purposes of permitting two secondary uses: a rural retreat hospitality use with an event venue and continuum of care use(s).

The Special Consideration would allow for a rural retreat use (and the hospitality's ancillary uses) to be supported within Village Green. As stated by the applicant in their Envision Franklin pattern book the intent behind this request is "*to create an entryway feature near the existing barns that reflects the farmstead theme for the overall community. The existing dairy barn should be preserved and renovated as an anchor feature. Open pastureland should be preserved along the northern side of Hwy. 96 to the limit of the TVA easement crossing the property (approx. 700 feet min. distance) except for the hospitality node. It should also allow the hospitality use to not exceed 80 hospitality suites and should architecturally reflect the desired farmstead design vernacular for the development with a maximum height of three stories for the main portion of the structure housing guest accommodations. The guest registration portion of the structure fronting Hwy. 96 should be two stories in height.*"

The size and scale of the proposed rural retreat use is comparable to the hospitality uses supported by Envision Franklin for the Armistead PUD Subdivision as well as for the Harlin PUD Subdivision. The location of the use along Murfreesboro Road and away from existing residential uses seems appropriate.

In addition to the rural retreat hospitality use, the special consideration would also allow for continuum of care as a secondary use. As stated in the pattern book, "*The vision for the continuum of care use is to provide both assisted and independent living options for residents. The Assisted Living portion of the facility should be designed architecturally to fit contextually into the neighborhood and should not exceed two-stories in height with a maximum development square footage of 95,000 square feet. Independent Living residences (a maximum of 30% of the total residences) may be accommodated in stand-alone two-story, 12-unit maximum buildings. These independent buildings may be connected with open air, covered walkways to the main building as long as the walkways are located to the rear of the structures, away from street views, and have supplemental landscaping provided between the walkway and building*".

The applicant seeks a building maximum of 95,000 square feet which is comparable to other neighborhood-scale continuum of care uses in Franklin such as the facilities located at the corner of New Highway 96W and Mack Hatcher Parkway near Westhaven and the facility located adjacent to the Williamson County Recreational Center on Fulton Greer Lane.

Envision Franklin states that applicant-requested Plan amendments must demonstrate its need and justification for the following criteria:

1. Significant changes have occurred since the adoption of the Plan and necessitate the proposed amendment;
2. 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.

The applicant has provided responses to these criteria, which are included as part of their submittal package as an attachment to this item in Civic Clerk. Staff responses to these criteria are as follows:

1. There have been significant changes since the adoption of the recent Envision Franklin update. The Urban Growth Boundary was ratified on November 13, 2024 which included a large portion of the Mayes Creek Basin signaling the City's interest in growing into this basin over the next 20 years. The applicant then submitted an Annexation Initiation request to the Board of Mayor and Aldermen which was approved on February 11, 2025. The Draft Plan of Services was included with Resolution 2024-102 to provide information on how the territory could be served by municipal services upon annexation. This affirmative vote signaled an interest to further study the annexation request. Secondly, the State of Tennessee Residential Infrastructure Development Act (RIDA) of 2024 and the Real Estate Infrastructure Development Act of 2025 both recently passed which assist with the extension of public utility infrastructure to properties through the creation of development districts which represents a new way of funding infrastructure in the state through the creation of a property assessment on the future property owners of the development. The applicant intends to utilize this tool and the City has expressed interest in learning more about it and how to implement it.

2. The provided proposal for Village Green is consistent with the overall Vision and Guiding Principles of Envision Franklin, as it preserves over 300 acres of floodplain, forested areas, and meadows while also providing a mix of housing options in a unique development that encourages a strong sense of place and character. The plan generally meets the guiding principles of Envision Franklin, specifically Housing Choices, Vibrant Neighborhoods, and Natural Beauty. While the staff recommends the City grow in an orderly, contiguous, and efficient manner, consistent with the Managed Growth guiding principle of Envision Franklin, it may not be possible for that occur in the Mayes Creek Basin due to the prevalence of existing county subdivisions, established estate lots, and the long distance required for the extension of sewer into the basin and this property encompasses the largest tract of undeveloped land in the City's eastern UGB and serves as the linchpin for annexation into this area.

The Development Suitability Analysis located in Appendix B of Envision Franklin highlights the overall development suitability of land within the City's UGB. The primary challenges to growth in the Mayes Creek Basin include lack of sewer service, inadequate fire coverage, presence of floodplain along Mayes Creek, lack of multi-use trails, and distance from commercial centers. Many of these challenges would be addressed by the future development through the extension of sewer, a site for a new fire station, 70% open space preservation, and the inclusion of neighborhood commercial uses.

Furthermore, the Annexation Analysis located in Appendix C of Envision Franklin identifies the Mayes Creek Basin as a Mid-Term Growth Area (10-19 years). Although this plan amendment application is not a request for annexation, the Planning Commission should still consider the factors identified in Envision Franklin's Annexation Analysis, as well as the long-term vision for the city's growth in this area.

In response to staff comments regarding these factors, the applicant has provided the following

information in its application:

For fire service, sufficient land will be dedicated to the City, at no cost to the City, to construct a future fire station to serve the eastern sector of the City of Franklin. Although final location, design, and construction will be determined by the City, the applicant has agreed to this dedication of land for the City of Franklin to be used to service this development and future city residents.

For roadway infrastructure, and improvements, the applicant has acknowledged and adjusted the North Chapel Road corridor to match the alignment shown in the Connect Franklin Major Thoroughfare Plan. However, the concept plan does not show street connectivity east to west, between the North Village and East Village. The staff has requested this connection which will likely cause changes to the conceptual plan.

For land uses, with the widening of Murfreesboro Road now complete to a 4-lane section, the improved roadway can now better support local commercial uses and a variety of housing options. The applicant has stated that local commercial uses within the village corridors, as well as at the intersection of Murfreesboro Road and North Chapel Road will be able to support neighborhood services and retail uses and generate less impact to traffic than larger regional commercial uses. The City recognizes that congestion exists at peak hours at the I-65 interchange and that will need to be further evaluated if this Plan Amendment is approved and if the applicant submits an Annexation Request and Development Plan for approval.

For water and sewer availability, the applicant has stated that with the passage of RIDA by the Tennessee General Assembly in 2024, public utility infrastructure, including water, streets, bridges, wastewater, and electric facilities, can be financed and extended in order to support residential housing development. The applicant has stated that this legislation will help with the overall funding and extension of public infrastructure without bearing any considerable cost to the City of Franklin. However, for sewer, additional information, review of designs, and jurisdictional approvals must still be given in order to serve this master-planned development.

3. The conceptual design of the proposed neighborhood and the Village Green Design Concept generally does not cause an abrupt change in massing, form, or architecture. There are some existing houses adjacent to the subject property and transitions should be used such as additional landscaping or spatial buffering between established uses seeking to remain and any new development. Village Green requires significant open space preservation and the conceptual plan shows the vast majority of the property preserved which allows for ample, uninterrupted space between the development and neighboring properties. Additionally, the conceptual plan on the north side of Murfreesboro Road shows the developed areas predominantly nestled within the valley between the wooded hillsides, significantly blocking viewsheds of new construction from nearby properties.

4. The proposal would not damage the natural environment or scenic quality of the area, as it does not intend to disturb or change any of the Conservation area on-site, or the floodplain areas. Staff does not believe that the development would negatively impact the health and safety of residents. The applicant has been in communication with the City of Franklin Fire Department on dedicating space for a future fire station to be a part of this master planned development. This new fire station would serve in answering and assisting with any emergency service calls for this development, and any potential future developments.

5. Staff believes that this amendment could lead to quality of life improvements for citizens by providing a variety of new housing options and the opportunity for passive outdoor recreation opportunities that highlight natural features. Additionally, the Village Green Design Concept

introduces local commercial land uses that provide nearby residents the opportunity to walk to goods and services in their neighborhood or simply enable a reduction in daily vehicle trips and miles traveled. The Special Consideration proposed to add continuum of care uses will also support aging in place and provide additional housing options for seniors.

Project Considerations

A virtual neighborhood meeting was held on May 6, 2024. A recording of the meeting is located on the City's website at www.franklintn.gov/neighborhoodmeetings. The staff has also met with nearby residents who have raised concerns about the overall vision for this development and the potential increase in density it would bring, flooding in the area, inadequate County roads for increased trip generation, traffic, and safety concerns at the intersection of North Chapel Road and Murfreesboro Road.

The Planning Commission is only reviewing the applicant's requested land use change, from Rural Reserve to Village Green, and the Special Consideration to add a rural retreat hospitality use and the continuum of care use. The master plan shown as part of this application is conceptual and has not been fully reviewed for compliance with Franklin's Zoning Ordinance. The applicant is required to provide a conceptual plan to show their vision and design intent and to allow staff to identify any major issues. Several issues have been identified by the Planning staff and communicated to the applicant. The Engineering staff has identified issues with the proposed layout, including but not limited to connectivity, designation of public vs. private streets and alleys, minimum centerline radius, substandard intersection spacing, cul-de-sac / eyebrow design, and dead-end alleys and street stubs without cul-de-sac turnaround. Moreover, a Traffic Impact Analysis will be required upon submittal of a Development Plan. The staff will ensure all requirements are met on any future Development Plan submittals.

Additionally, the applicant has provided a sanitary sewer exhibit with a proposed lift station location and force main routing. The requirement for sanitary sewer is to meet the Mayes Creek basin requirements as it relates to lift station and force main routing. To date, no preliminary engineering has taken place to verify force main routing and whether the lift station location can meet all City of Franklin sanitary sewer requirements. At the Development plan stage, preliminary routing will be verified to ensure sanitary sewer can be established to serve the development.

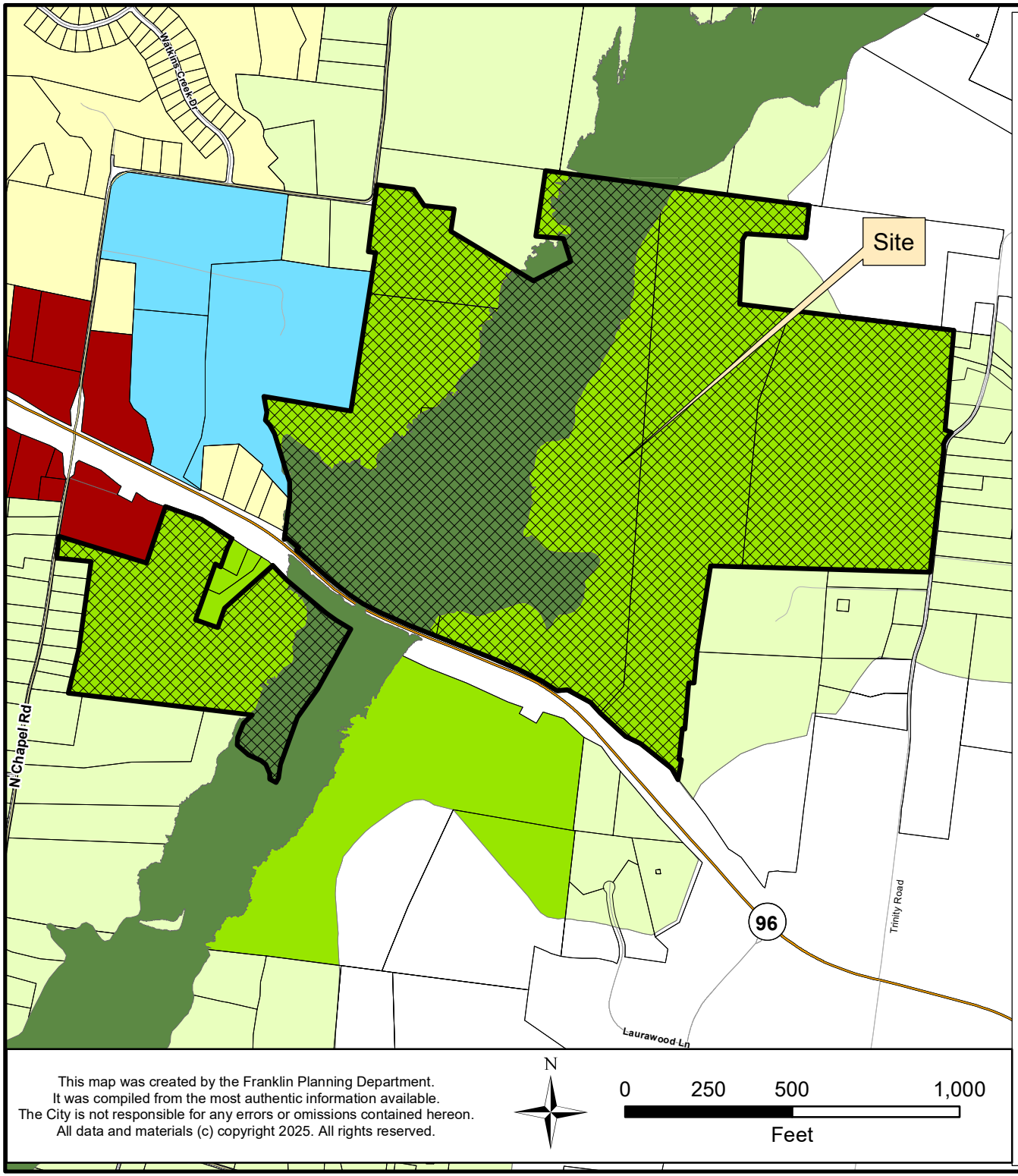
For this plan amendment request, the staff has worked with the applicant closely to ensure that the application provides a clear vision of the proposed master-planned development and ample justification for requesting the Village Green Design Concept, as well as rationale for the requested Special Consideration. Although nearby residents have expressed concerns with the overall vision and land uses proposed with the development, the staff believes the amendment request meets the review criteria and recommends approval of the Envision Franklin amendment request.

FINANCIAL IMPACT:

The Financial Impact is unknown at this time and will be further studied if the applicant pursues annexation into the City of Franklin.

RECOMMENDATION:

Staff recommends approval of Resolution 2025-41.



RESOLUTION 2025-41
ENVISION FRANKLIN PLAN AMENDMENT

TAX MAP 088, PARCEL 01900
TAX MAP 088, PARCEL 01806
TAX MAP 088, PARCEL 01801
TAX MAP 088, PARCEL 01805
TAX MAP 088, PARCEL 01802
TAX MAP 087, PARCEL 03800

Project Information
Existing Design Concept: Rural Reserve
Proposed Design Concept: Village Green
Current Land Use: Agriculture
Site Acreage: 474.94 acres

Legend

Subject Property

Design Concepts

- Conservation
- Civic and Recreation
- Development Reserve
- Neighborhood Commercial
- Rural Reserve
- Single Family Residential

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2025. All rights reserved.

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HISTORIC FRANKLIN TENNESSEE

RESOLUTION 2025-41

A RESOLUTION TO ADOPT AN ENVISION FRANKLIN PLAN AMENDMENT FOR 4468 AND 4417 MURFREESBORO ROAD AND 151 TRINITY ROAD AND SURROUNDING PARCELS LOCATED EAST OF NORTH CHAPEL ROAD AND ENCOMPASSING MAP 088 PARCEL 01801, MAP 088 PARCEL 01802, MAP 088 PARCEL 01805, MAP 088 PARCEL 01806, MAP 087 03800 AND A PORTION OF MAP 088 PARCEL 01900 TO CHANGE THE DESIGN CONCEPTS MAP FROM RURAL RESERVE TO VILLAGE GREEN AND TO ADD SPECIAL CONSIDERATIONS TO THE VILLAGE GREEN DESIGN CONCEPT

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* on May 23, 2024, 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

WHEREAS, the amendment request, as depicted in the attached map, is to change the design concept for the parcels located east of North Chapel Road and along Murfreesboro including 4468 Murfreesboro Road, 151 Trinity Road, and a portion of 4417 Murfreesboro Road from Rural Reserve to Village Green; and

WHEREAS, a new Special Consideration be established for the properties in the proposed Village Green Design Concept, located along Murfreesboro Road and East of North Chapel Road, as shown in the attached section of *Envision Franklin*; and

WHEREAS, the FMPC finds that the Plan amendment request has demonstrated its need and justification in accordance with the Implementation Chapter of *Envision Franklin*; and

WHEREAS, the FMPC held a public hearing and the Plan amendment 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. The attached Location Map shall serve the purpose of further delineating the geographical boundaries as described by this Resolution.

SECTION II. The Envision Franklin Design Concepts Map is hereby amended as shown by the attached Location Map.

SECTION III. That *Envision Franklin* is hereby amended to include the attached Special Considerations for the Village Green Design Concept

SECTION IV. 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 V. That this Resolution shall take effect upon approval by the FMPC on June 26, 2025, the health, safety, and welfare of the citizens requiring it.

ATTEST:

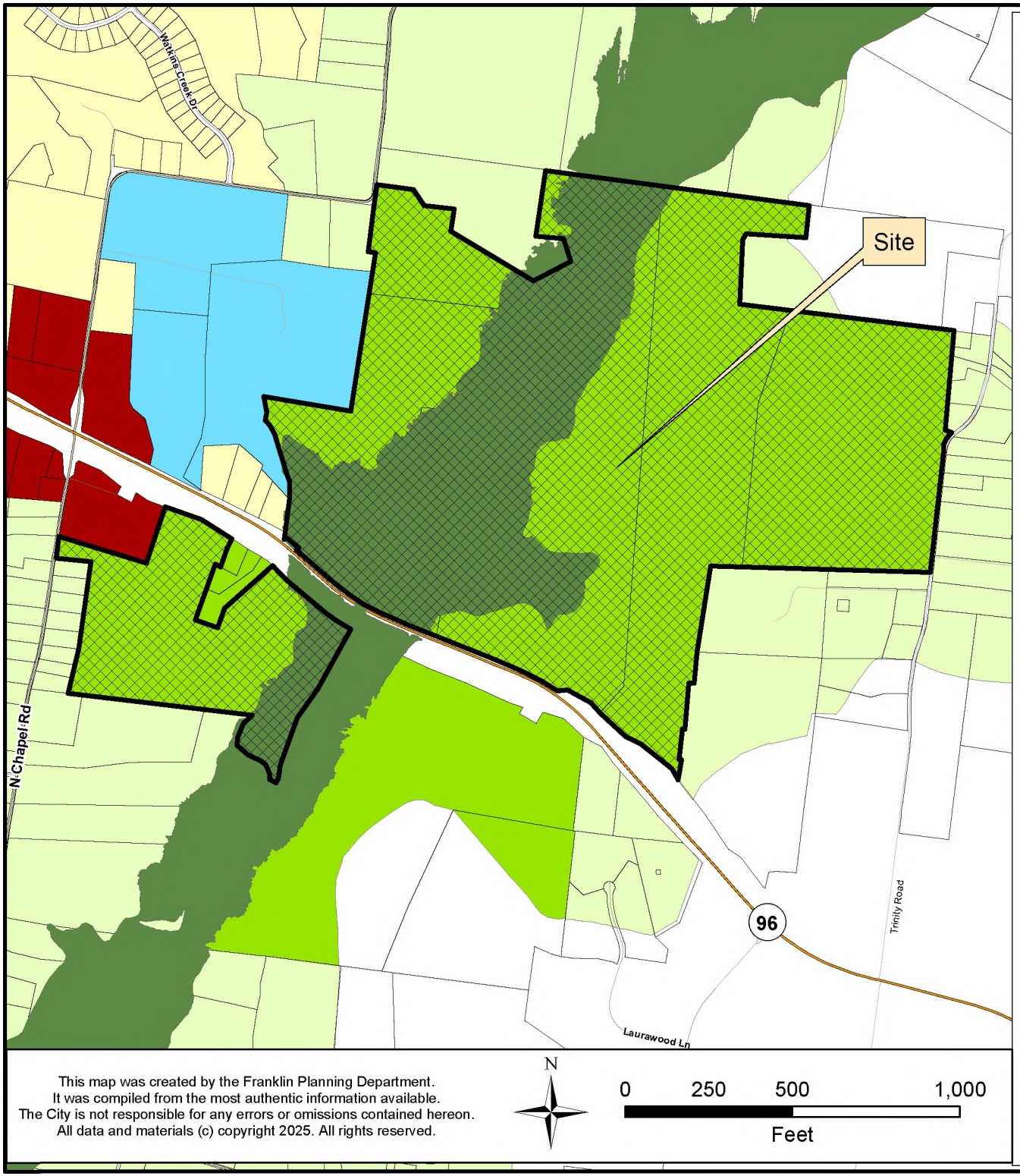
By:_____
Emily Wright
Secretary

CITY OF FRANKLIN, TENNESSE

By:_____
Roger Lindsey
Chair

Approved as to Form:

By: _____
Shauna R. Billingsley
City Attorney



RESOLUTION 2025-41
ENVISION FRANKLIN PLAN AMENDMENT

TAX MAP 088, PARCEL 01900
TAX MAP 088, PARCEL 01806
TAX MAP 088, PARCEL 01801
TAX MAP 088, PARCEL 01805
TAX MAP 088, PARCEL 01802
TAX MAP 087, PARCEL 03800

Project Information
Existing Design Concept: Rural Reserve
Proposed Design Concept: Village Green
Current Land Use: Agriculture
Site Acreage: 474.94 acres

Legend

Subject Property

Design Concepts

- Conservation
- Civic and Recreation
- Development Reserve
- Neighborhood Commercial
- Rural Reserve
- Single Family Residential

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
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N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

VILLAGE GREEN

SPECIAL CONSIDERATIONS	East of N Chapel Road and Along Murfreesboro Road (East and South Villages)	A Rural Retreat hospitality use with an event venue are appropriate secondary uses within Village Green. The desire with this single element is to create an entryway feature near the existing barns that reflects the farmstead theme for the overall community. The existing dairy barn should be preserved and renovated as an anchor feature. Open pasture land should be preserved along the northern side of Highway 96 to the limit of the TVA easement crossing the property (approximately 700 feet minimum distance) except for the hospitality node located within the eastern village. The Rural Retreat element should architecturally reflect the desired farmstead design vernacular for the development with a maximum height of three stories for the main portion of the structure housing guest accommodations. The guest registration portion of the structure fronting Highway 96 should be two stories in height. The total number of hospitality suites should not exceed 80 keys. Additionally, Continuum of Care is an appropriate secondary use. The vision for the continuum of care village is to provide both assisted and independent living options for residents. The assisted living portion of the facility will be designed architecturally to fit contextually into the neighborhood and should not exceed two stories in height with a maximum development square footage of 95,000 s.f. Independent Living residences (a maximum of 30% of the total residences) may be accommodated in stand-alone two-story, twelve unit maximum buildings. These independent buildings may be connected with open air, covered walkways to the main building as long as the walkways are located to the rear of the structures, away from street views, and have supplemental landscaping provided between the walkway and buildings.



SMITH FAMILY PROPERTY

FRANKLIN, TENNESSEE

Submitted: April 28, 2025
Resubmitted: May 12, 2025; June 05, 2025

Envision Franklin Amendment

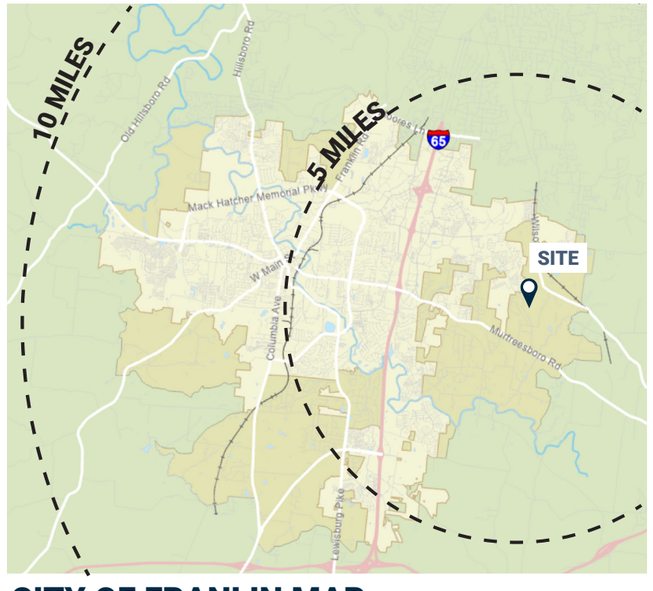
Catalyst DESIGN GROUP

SITE LOCATION

The Ravenswood Farm has been held within the Smith Family for over forty years. During this time, it has served as a working farm with family members residing on the property. The property consists of 494.21 total acres.

With time comes transition within families. The elders of the Smith Family, Reese, Steve and Mark, have a vision for this property to be developed in a manner reflective of their stewardship for the land and as a testament to forward-thinking development practices.

The family welcomes partnering with the City of Franklin to create a memorable gateway to the community on its eastern corridor. This proposal offers the opportunity to create a legacy project for the Smith family that would also establish a revenue generating base for the City within its' eastern growth boundary. Given that this is one of the largest remaining undeveloped properties within the Mayes Creek basin, it presents a unique opportunity to assist with the extension of utility infrastructure to the area that will be capable of supporting future growth along one of Franklin's major arterial corridors for years to come.

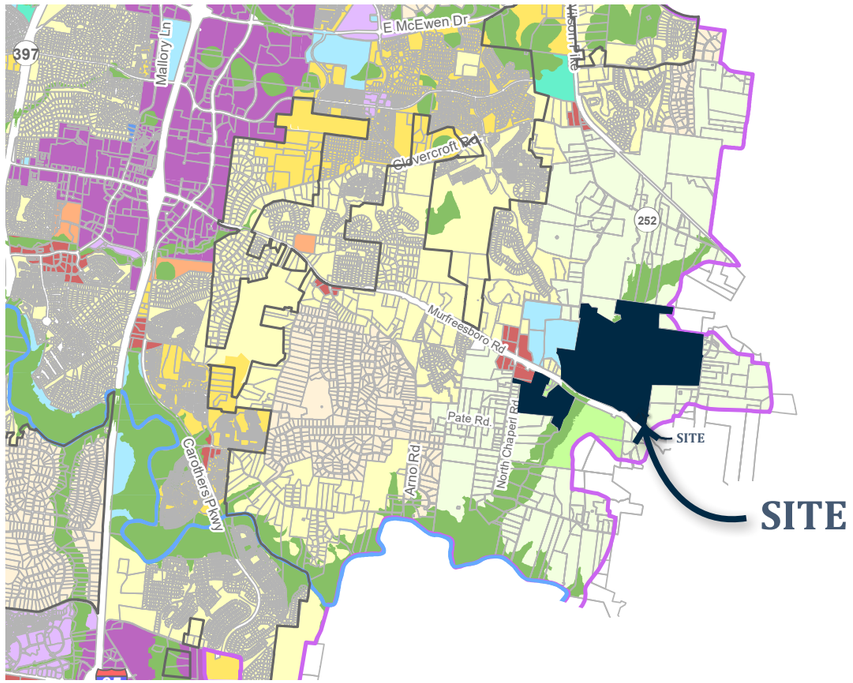


CITY OF FRANLIN MAP

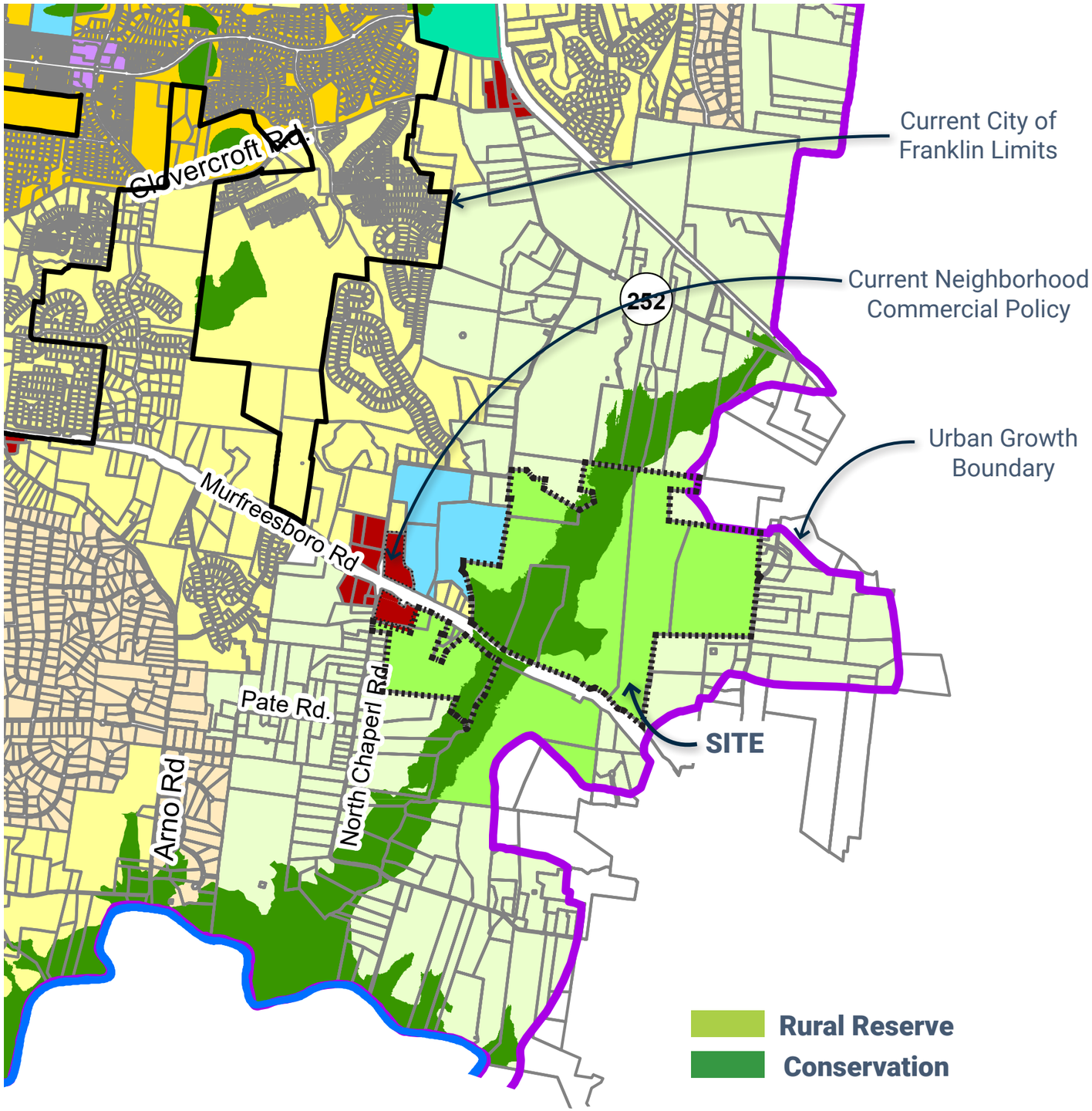


SITE MAP

CURRENT LAND USE POLICY



LAND USE MAP



CURRENT ENVISION FRANLIN LAND USE POLICY MAP

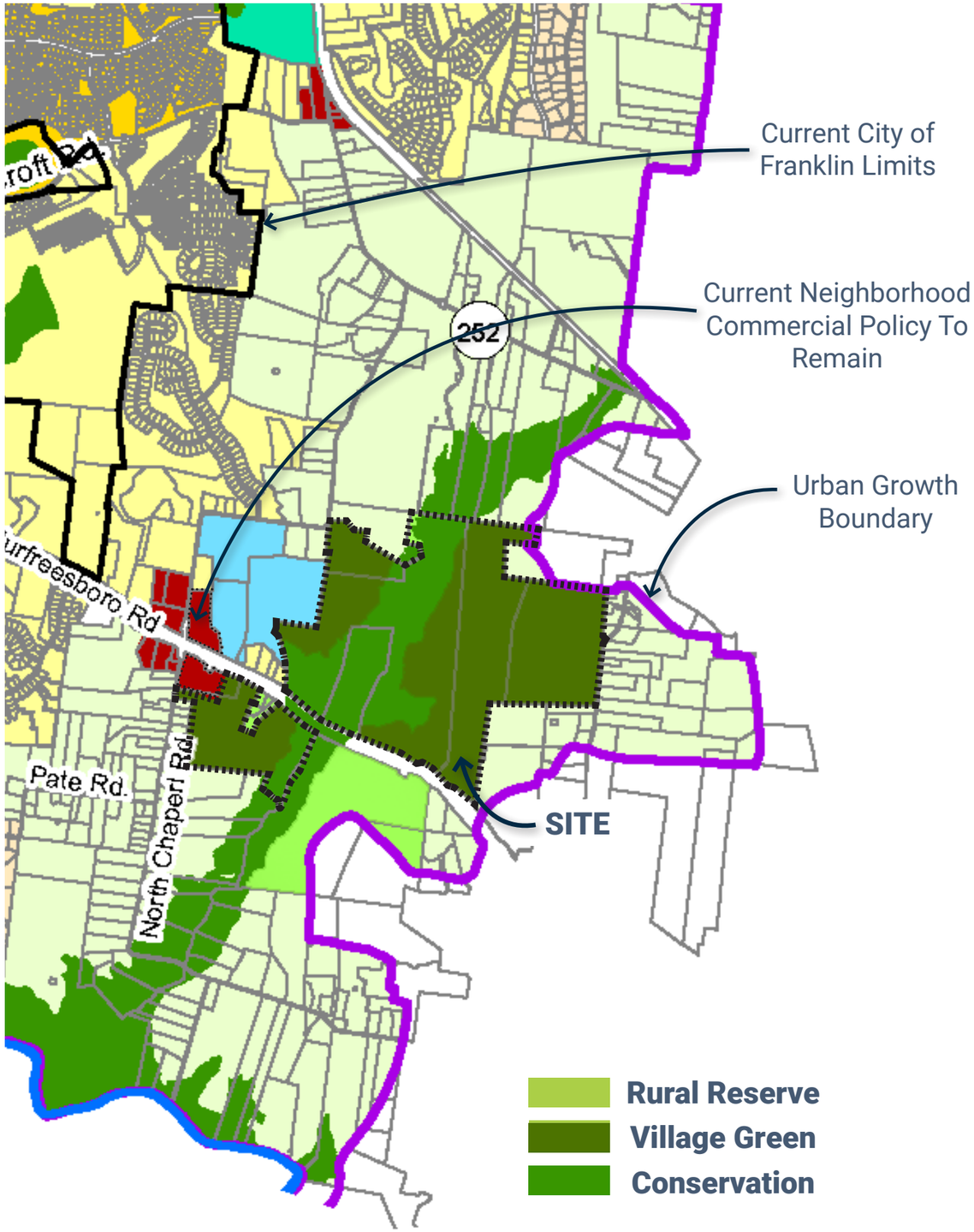
PROPOSED LAND USE POLICY

JUSTIFICATION FOR AMENDING TO VILLAGE GREEN POLICY

- We are proposing to amend the Envision Franklin land use plan for the property area to Village Green from Rural Reserve. This amendment would permit the development of a mixed-residential community accommodating various residential styles, pricing ranges and neighborhood-scale commercial uses that embrace a rural transect, Serenbe-style development pattern. We certainly recognize the uniqueness of these parcels as part of an eastern gateway to the City of Franklin and commit to preserving a farmstead aesthetic along the Hwy. 96 frontage as a gateway element to the city.
- The proposal would preserve 70% of the land as open space, both a combination of preserved natural area and programmed common areas within the community fabric, all in accordance with the Village Green land use policy. The common areas would engage walking trails, pathways and golf cart access to offer connectivity throughout the property and access to the neighborhood commercial node through the trail system. There is already a pedestrian access culvert placed beneath Hwy. 96 to accommodate the pathway connectivity.
- This plan reflects a complete opposite development pattern than planning under the County's zoning directive, wherein 73% of the total site would see development and 27% of the site, located within the Mayes Creek floodplain, being preserved. This aligns with two of Envision Franklins Guiding Principles -
  1. Emphasize active transportation for both destinations and recreation by connecting land uses through multi-use paths, sidewalks, and trails, and
  2. Protect Franklin's natural beauty by preserving scenic corridors and viewsheds

SIGNIFICANT CHANGES HAVE OCCURRED SINCE THE ADOPTION OF THE ENVISION FRANKLIN UPDATE

- The State of Tenn. has since adopted a statute pertaining to the creation of Infrastructure Development Districts (IDDs) to assist with the extension of public utility infrastructure to remote properties in the interest of increasing the availability of housing within the marketplace. Additional information will be provided relative to this specifically as the annexation process progresses forward. The utilities would serve the eastern segment of the City of Franklin's UGB located to the north of Hwy. 96 and unlock the ability for future growth to extend into this area. Without the participation of the Smith property as the single largest land holding within the eastern UGB, it would be extremely difficult for the funding of sewer extension to be justifiable at a future date.
- Additionally, the Village Green land use policy has now been explored further by several other developments since it's adoption and all parties are more familiar with the nuances of the policy application. Given that Village Green policy was the original recommendation for these land parcels by the City's planning consultant, we believe that it is appropriate to reconsider the long-range planning policy given these events.



PROPOSED ENVISION FRANLIN LAND USE POLICY MAP

GUIDING PRINCIPLES

THE PROPOSED AMENDMENT IS COMPATIBLE WITH THE DESIGN CONCEPTS OF THE SURROUNDING AREA AND PROVIDES A TRANSITION FROM THE HWY. 96 CORRIDOR TO THE RURAL RESERVE PROPERTIES FURTHER TO THE NORTH & SOUTH

- The first guiding principle of Envision Franklin is to “Create exceptional places for people through the design of new development...” The opportunity to capture 494+ acres at the City’s eastern gateway to establish a rural farmstead themed development with preservation of vast land area is certainly unique. It is also an appropriate use of this land given that it adjoins a 4-lane, median divided highway with 20,000+ daily trips.

- The proposal involves establishing a transitional land use policy from the parcels fronting along Hwy. 96, a major arterial roadway, to the Development Reserve policy located a farther distance from the highway. The land use transition centers around the commercial activity node at the intersection of St. Route 96 and North Chapel Road. This intersection has been identified within the current version of Envision Franklin to serve as a Neighborhood Commercial node to provide convenience commercial type services to the surrounding area of the community. What this proposal entails is enhancing the potential for that commercial node to be successful by introducing a transitional land use policy surrounding it. By doing so, the viability of commercial investment is enhanced by increasing the residential rooftops proximal to the neighborhood retail. Furthermore, the concept of ringing the commercial node allows for other needed civic and institutional uses to be sited within a suburban village node (i.e. an existing elementary school, a future fire station to serve the eastern sector of the City of Franklin, active-adult transitional housing for seniors, smaller-scale professional office venues, etc.). It is our contention that the variety of housing choices, inclusive of a component that would allow for senior family members to remain in close proximity within the area, fulfills another of Envision Franklins principles -

1. Provide a variety of housing options for citizens in every stage of life.

THE PROPOSAL DOES NOT ADVERSELY AFFECT THE HEALTH, SAFETY & WELFARE OF THE PUBLIC

- The proposal will preserve significant open space for use by the general public (inclusive of trails, walking paths, etc.). The 332 acres of land to be preserved would greatly exceed the design requirements for any other land use policy or County zoning requirement.

- Furthermore, the extension of infrastructure sewer to the area will allow for both existing residences and new development to tie onto the system and avoid the further use of septic sewage systems.

SUBSTANTIAL IMPROVEMENTS IN THE QUALITY OF LIFE FOR FRANKLIN CITIZENS WILL BE ACHIEVED

- The proposed development will be introducing local-scale commercial services at the neighborhood commercial policy node located at the intersection of Hwy. 96 and No. Chapel Rd. Providing these types of services at this location will minimize the need for local residents to travel approx. 2.5 miles to the closest drug store, restaurant, dry cleaners, etc. for these type services.This too is one of the Guiding Principles of Envision Franklin - Strategically locate neighborhood commercial and mixed use nodes to serve surrounding residential neighborhoods and help reduce traffic and trip length.

- The development would also provide recreational opportunities for residents within the eastern UGB in terms of walking trails, biking, and interaction with nature in preserved areas. The intent is to introduce a trail connection from the development to Trinity Elem. School to allow for resident children to provide access to the school via a means other than vehicular drop-offs.

- Lastly, the eastern gateway into Franklin would be anchored with a development that is committed to maintaining the rural character and natural view shed along Hwy. 96. This visual benefit would become an asset to all Franklin citizens traversing the roadway.

GUIDING PRINCIPLES

VIBRANT NEIGHBORHOODS

- Neighborhoods remain vibrant when the residents are encouraged, through the design of their spatial environment, to talk with one another, engage new friends, and work collaboratively toward making their community a better place.
- Planners can assist with the encouragement aspect by providing interactive spaces where people can meet, enjoy recreational adventures, engage with interaction between children, and actively pursue everyday life.
- The master plan for the Smith Property incorporates these community assets within the context of a preservation guided overview.

HOUSING CHOICES

- A diversity of housing choices will serve the wide spectrum of prospective homeowners from first-time buyers through seasoned homeowners seeking a new lifestyle.
- The blended community formed by these individuals/ families at different stages of life is what creates a neighborhood that is both vibrant and engaging. Add into this mix the ability to offer housing choices for seniors, wherein they may remain in touch with local family members and take advantage of the outdoor lifestyle being offered, and you achieve an even stronger community.







NATURAL BEAUTY

- Murfreesboro Road/State Route 96 is one of the last undefined gateways into the City of Franklin. The following iconic developments currently anchor other arterial gateways to the City - Westhaven, Berry Farms, and Fieldstone Farms.
- Create an ‘Eastern Gateway’ into the City of Franklin that embraces its agrarian heritage – similar to Westhaven on the City’s western border.
- Preserve and enhance the rural aesthetic of the area.
- Maintain a minimum setback along Hwy. 96 to preserve trees and meadows within the immediate view shed.
- The Village Green policy would require the preservation of 70% of the property in conservation area combined with passive and activated open space.
- The development would maintain the vast majority of the tree cover existing throughout the property.

CONNECTED COMMUNITY

- Create neighborhoods that are vibrant and pedestrian friendly with an interconnected trail system open to public use.
- Over 4-miles of trails, sidewalks and multi-use trails.
- Connection to neighborhood commercial via pedestrian pathway crossing below Murfreesboro Road/ Hwy 96.
- Approximately 332.45 acres of natural preservation area, open space, common areas and amenities.

VISION AND DESIGN DESCRIPTION

DESIGN CONCEPT NARRATIVE

The overarching principle with the requested amendment to apply the Village Green land use policy is to allow for development of this key property while equally balancing environmental preservation. The Village Green policy mandates environmental stewardship with it's requirement that 70% of the site remain as preserved natural area, in combination with a 10% allowance for programmed open space. The policy would allow for a creative mix of housing types within the areas to be developed, thereby offering the ability to create a mixed-use, multi-generational living environment.

The site design focuses on inter-connectivity with the preserved natural areas, introducing accessibility to nature trails, biking paths, and golf cart access throughout the community. The vision being that a resident would be able to access the neighborhood commercial venue and Trinity Elementary School without ever having to enter a vehicle and add vehicular trips to Hwy. 96. In turn, the residential lifestyle is enhanced with this commitment to outdoor activity and interaction with the natural environment.

NARRATIVE REGARDING THE RURAL RETREAT INN & EVENT VENUE

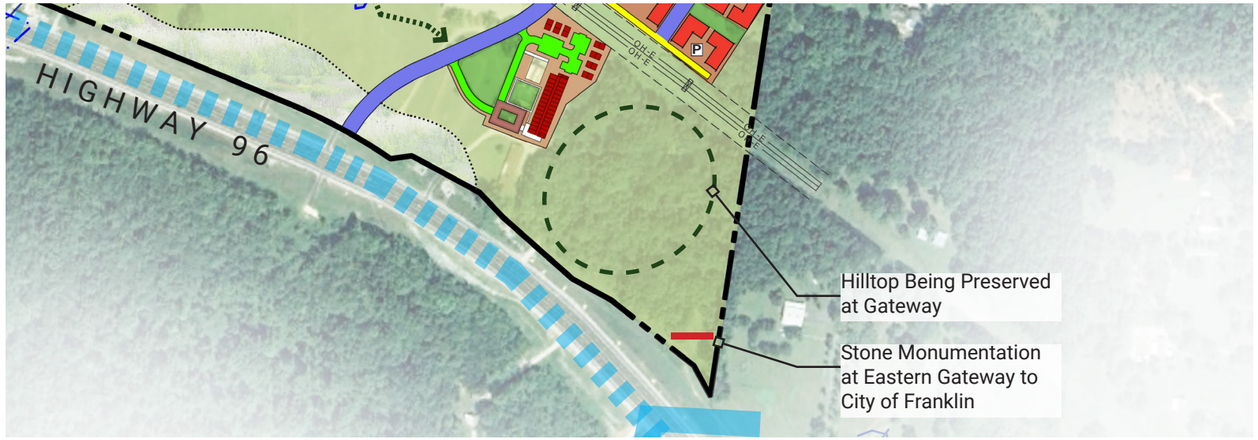
The vision for the boutique hospitality venue is to engage the arrival to the eastern village with an element that establishes the connective theme for the overall community. The existing 'milk barn' will be preserved and restored with the development, which is the most architecturally interesting of the existing farmstead structures. This element being coupled with a farmstead inn concept would provide a front-doorway statement as to the development's character. A boutique hospitality venue that could serve both the residents of the community, along with visitors to the local area, would provide an added amenity. Further, the vision includes renovating the barn to be able to serve as a small event-venue for family gatherings, wedding parties, business events, etc. so that the barn has a long-term purpose.

ENVISIONED USES FOR NEIGHBORHOOD COMMERCIAL AREAS

The Neighborhood Commercial policy will allow for the creation of a commercial retail village meeting the local scale, service commercial needs of the residents and surrounding area. This commercial node is envisioned to accommodate farmstead themed architecture similar to what has been accomplished at the Berry Farms commercial area. Creative architecture will involve adding elements to standard commercial architecture to reflect the farmstead theme (e.g. shutters, accent metal roofing, roof pitches, themed murals, modified materials palette, etc.). The types of uses that we envision will be service commercial uses that address the everyday needs of local residents and minimize vehicular trips on Hwy. 96 (i.e. dry cleaner, drug store, market, barber, etc.). This aligns with one of the overarching goals for Envision Franklin - to "Strategically locate neighborhood commercial and mixed use nodes to serve surrounding residential neighborhoods and help reduce traffic and trip length".

It is envisioned that residential uses will be accommodated on the second and third floors of some buildings to enhance the height of some building placement and to aid with increasing the support for the commercial uses. The architecture for these multi-level buildings will be specifically detailed to reflect a rural farmstead vernacular.

DESIGN ASPECTS





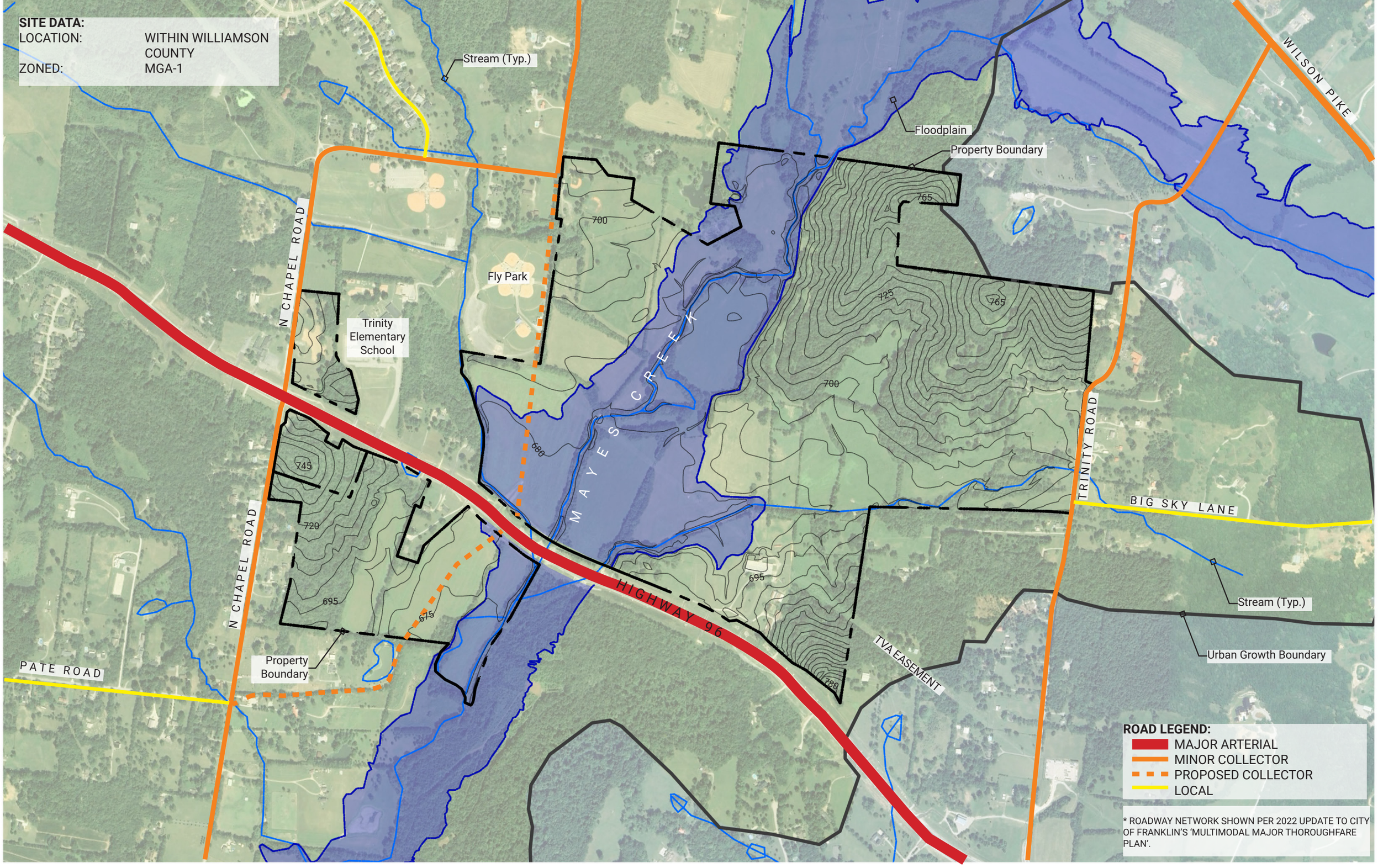


GATEWAY

- Create an ‘Eastern Gateway’ into the City of Franklin that embraces its agrarian heritage.
- Preserve and enhance the rural aesthetic of the area.
- Maintain a minimum setback along Hwy. 96 to preserve trees and meadows within the immediate view shed.
- The plan commits to maintaining open pasture land along the northern side of Hwy. 96 to the limit of the TVA easement crossing the property (approx. 700 feet) except for the farmstead node located within the eastern village.
- Murfreesboro Road/State Route 96 is one of the last undefined gateways into the City of Franklin. The following iconic developments currently anchor other arterial gateways to the City - Westhaven, Berry Farms, and Fieldstone Farms.
- This proposal commits to anchoring the eastern gateway with an agri-hood community that preserves the aesthetics along this stretch of Murfreesboro Pike.

OPEN SPACE

- Create neighborhoods that are vibrant and pedestrian friendly with an interconnected trail system open to public use. The Village Green policy would require the preservation of 70% of the property in conservation area combined with passive and activated open space.
- Approximately 332.45 acres of parks, open space, common areas and amenities.
- Over 4-miles of trails, sidewalks and multi-use trails to promote an active lifestyle and interconected community.
- Connection to neighborhood commercial via pedestrian pathway



EXISTING CONDITIONS PLAN



70% CONSERVATION PLAN

SITE DATA:

Neighborhood Commercial Policy

Building Breakdown:

Single Family Residential:

- Single Family Lots (55'-65' x130' Front Load Lots)
- Single Family Lots (45'x105' Alley Loaded)
- Single Family Cottage (Mew Accessed) (65'x36'-40'; 2 Story)

Duplexes:

- Duplex Units (65'x48'; 2 Story)
- Duplex Units (62'x50'; 2 Story)

Townhouses:

- Townhomes (40'x20'; 2 Story)

Small Scale Multifamily

- Condo Flats Above Retail (3 Story)
- Condo Flats (70'x85'; 2 Story)

Live/Work:

- Live/Work Venues

Institutional/ Special Consideration:

- Independent/ Assisted Living Residences (Continuum of Care Village)
- 80 Key Rural Retreat Venue

STREET LEGEND:

- Public Street (50' Right of Way)
- Private Street (24' Pavement Width)
- Alley (20' Width)

SITE DATA:

TOTAL SITE ACREAGE:	494.21 +/- AC.
VILLAGE GREEN DEVELOPMENT ACREAGE:	474.94 +/- AC.
CONSERVATION/ OPEN SPACE ACREAGE:	332.45 +/- AC. (70% CONSERVATION AREA)

10% OF INTERNAL DEVELOPMENT OPEN SPACE TO CONTRIBUTE TOWARDS TOTAL 70% CONSERVATION AREA

NORTH VILLAGE

SOUTH VILLAGE

EAST VILLAGE

CONSERVATION AREA

N CHAPEL RD

HIGHWAY 96

MAXES CREEK

TVA EASEMENT

TRINITY ROAD

Neighborhood Commercial Policy (Typ.)

Fly Park

Trinity Elementary School

Walking Trail Access (Typ.)

Trail

Walking Trail Access (Typ.)

Sidewalk Connection

Commons (Typ.)

Plaza (Typ.) Commons (Typ.)

60' Stream Buffer Stream

Pedestrian/Golf Cart Bridge Crossing

Existing Stables Barn

Special Consideration: Independent/ Assisted Living (Continuum of Care Village)

Community Park

Trail underpass beneath Highway 96

Walking Trail Access (Typ.)

Future Roadway Extension Per Franklin Thoroughfare Plan

Special Consideration: 80 Key Rural Retreat Venue

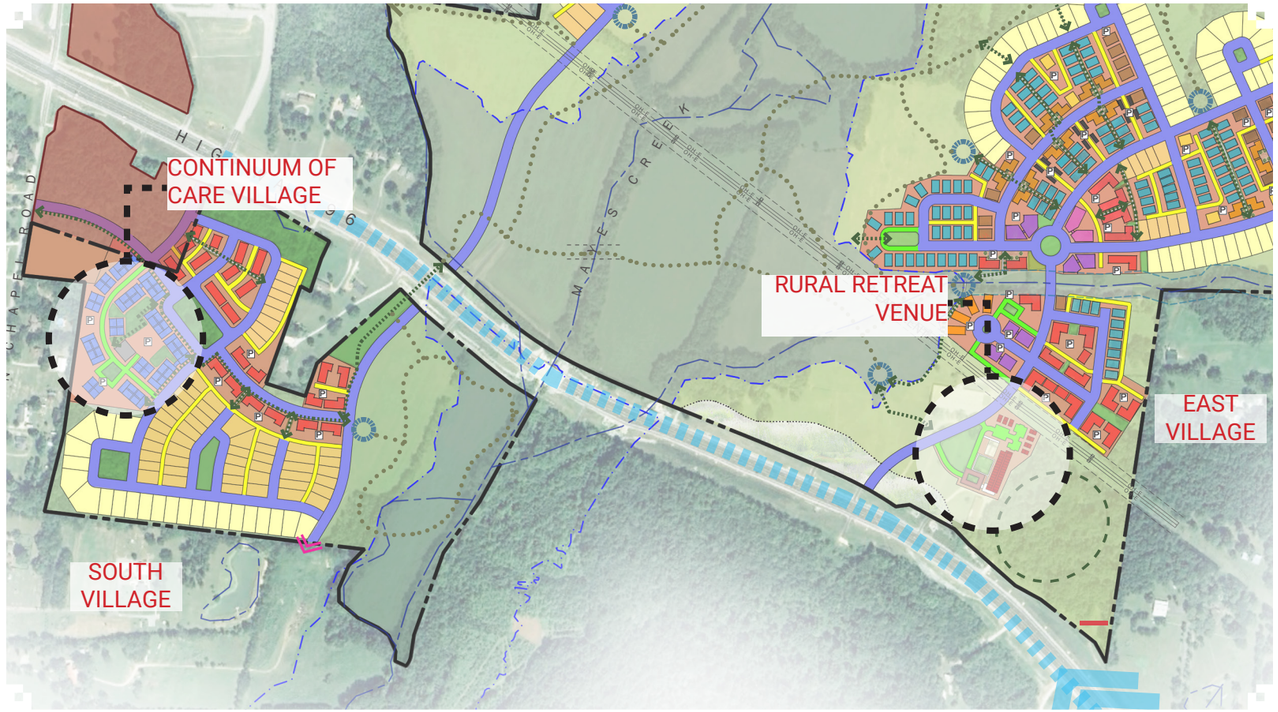
Farmstead Meadow

Hilltop Being Preserved at Gateway

Stone Monumentation

Eastern Gateway to City of Franklin (with Stone Monumentation)

SITE PLAN



SPECIAL CONSIDERATION REQUEST (EAST & SOUTH VILLAGES - PHASES TWO & THREE)

- A Rural Retreat hospitality use with an event venue are appropriate Secondary Uses within Village Green.
  - The desire with this single element is to create an entryway feature near the existing barns that reflects the farmstead theme for the overall community. The existing dairy barn should be preserved and renovated as an anchor feature. Open pasture land would be preserved along the northern side of Hwy. 96 to the limit of the TVA easement crossing the property (approx. 700 feet min. distance) except for the hospitality node located within the eastern village. The Rural Retreat element would architecturally reflect the desired farmstead design vernacular for the development with a maximum height of three stories for the main portion of the structure housing guest accommodations. The guest registration portion of the structure fronting Hwy. 96 would be two stories in height. The total number of hospitality suites would not exceed 80 keys.
- Additionally, 'continuum of care' is an appropriate secondary use.
  - The vision for the continuum of care village is to provide both assisted and independent living options for residents. The Assisted Living portion of the facility will be designed architecturally to fit contextually into the neighborhood and should not exceed two-stories in height with a maximum development square footage of 95,000 s.f.
  - Independent Living residences (a maximum of 30% of the total residences) may be accommodated in stand-alone two-story, 12 unit maximum buildings. These independent buildings may be connected with open air, covered walkways to the main building as long as the walkways are located to the rear of the structures, away from street views, and have supplemental landscaping provided between the walkway and buildings.


EXAMPLE OF CONTINUUM OF CARE SHARED COURTYARD AMENITY


EXAMPLE OF RURAL RETREAT BUILDING TYPE


EXAMPLE OF RURAL RETREAT BUILDING TYPE

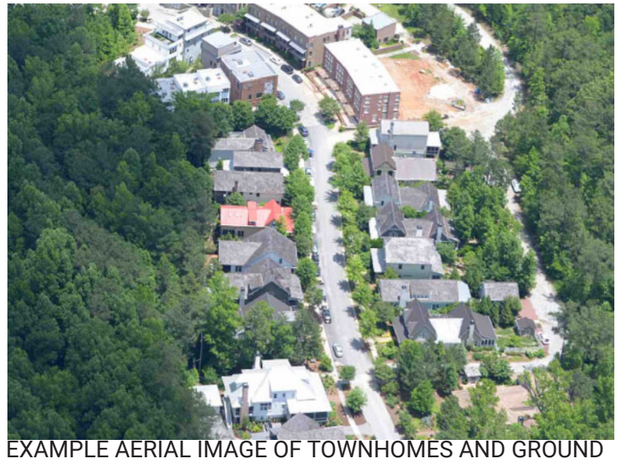

EXAMPLE OF CONTINUUM OF CARE BUILDING TYPE FOR EITHER ASSISTED OR INDEPENDENT LIVING


EXAMPLE OF RURAL RETREAT BUILDING TYPE


EXAMPLE OF RURAL RETREAT FREE-STANDING COTTAGE BUILDING TYPE


EXAMPLE OF RURAL RETREAT EVENT VENUE WITH MODIFIED BARN STRUCTURE





EXAMPLE AERIAL IMAGE OF TOWNHOMES AND GROUND LEVEL RETAIL VENUES ANCHORING KEY NODES WITHIN THE EAST VILLAGE



EXAMPLE IMAGE OF ACTIVATED STREETSCAPE WITH ARCHITECTURAL DETAILS SUCH AS AWNINGS, OVERHANGING SECOND FLOOR LEVELS, ETC. FOR INTEREST

Building Breakdown:

Single Family Residential:

- Single Family Lots (55'-65' x130' Front Load Lots)
- Single Family Lots (45'x105' Alley Loaded)
- Single Family Cottage (Mew Accessed) (65'x36'-40'; 2 Story)

Duplexes:

- Duplex Units (65'x48'; 2 Story)
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Townhouses:

- Townhomes (40'x20'; 2 Story)

Small Scale Multifamily

- Condo Flats Above Retail (3 Story)
- Condo Flats (70'x85'; 2 Story)



EXAMPLE IMAGE OF RESIDENTIAL LOCATED ABOVE RETAIL OR LIVE/WORK STYLE ARCHITECTURE



EXAMPLE IMAGE OF TOWNHOME CLUSTER TO ANCHOR THE END OF THE PEDESTRIAN WALKWAYS WITH A SMALL COURTYARD FEATURE



EXAMPLE IMAGE OF ALLEY-LOADED RESIDENTIAL STYLE ARCHITECTURE

EAST VILLAGE_NORTH



Building Breakdown:

Single Family Residential:

- Single Family Cottage (Mew Accessed) (65'x36'-40'; 2 Story)

Duplexes:

- Duplex Units (65'x48'; 2 Story)
- Duplex Units (62'x50'; 2 Story)

Townhouses:

- Townhomes (40'x20'; 2 Story)

Small Scale Multifamily:

- Condo Flats Above Retail (3 Story)
- Condo Flats (70'x85'; 2 Story)

Live/Work:

- Live/Work Venue

STREET LEGEND

- Public Street (50' Right of Way)
- Private Street (24' Pavement Width)
- Alley (20' Width)



EXAMPLE IMAGE OF RESIDENTIAL STYLE ARCHITECTURE



EXAMPLE IMAGE OF RESIDENTIAL STYLE ARCHITECTURE

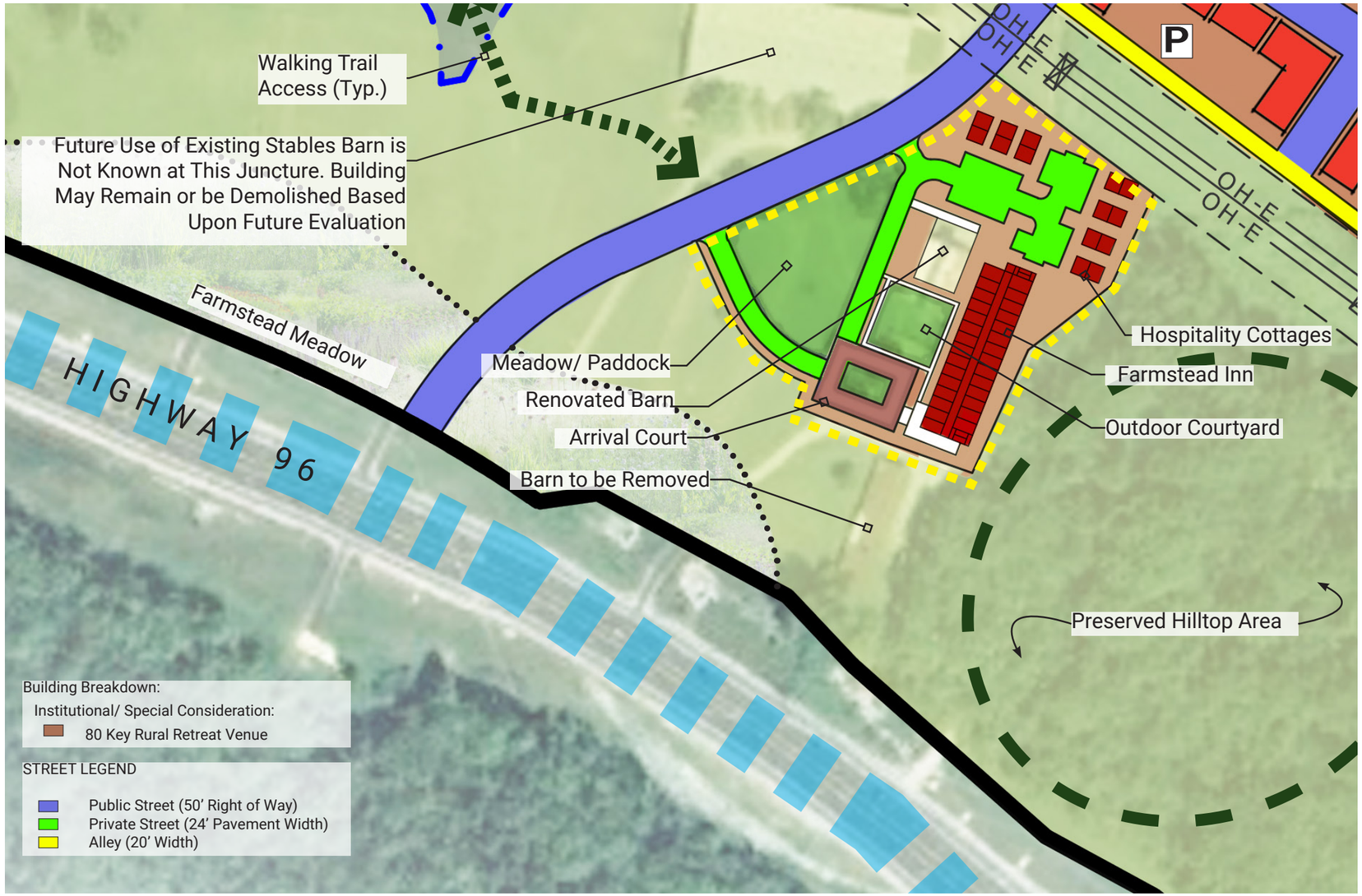


EXAMPLE IMAGE OF RESIDENTIAL UNITS LOCATED ABOVE RETAIL OR LIVE/ WORK UNITS



EXAMPLE IMAGE OF SMALL COMMERCIAL RETAIL PADS ADJACENT TO THE TVA EASEMENT OR LIVE/WORK VENUES IN THIS AREA

EAST VILLAGE_SOUTH





EXAMPLE IMAGE OF OUTDOOR EVENTS VENUE AT THE COURTYARD


EXAMPLE IMAGE OF RESTORED BARN BY THE INN AS AN EVENTS DESTINATION

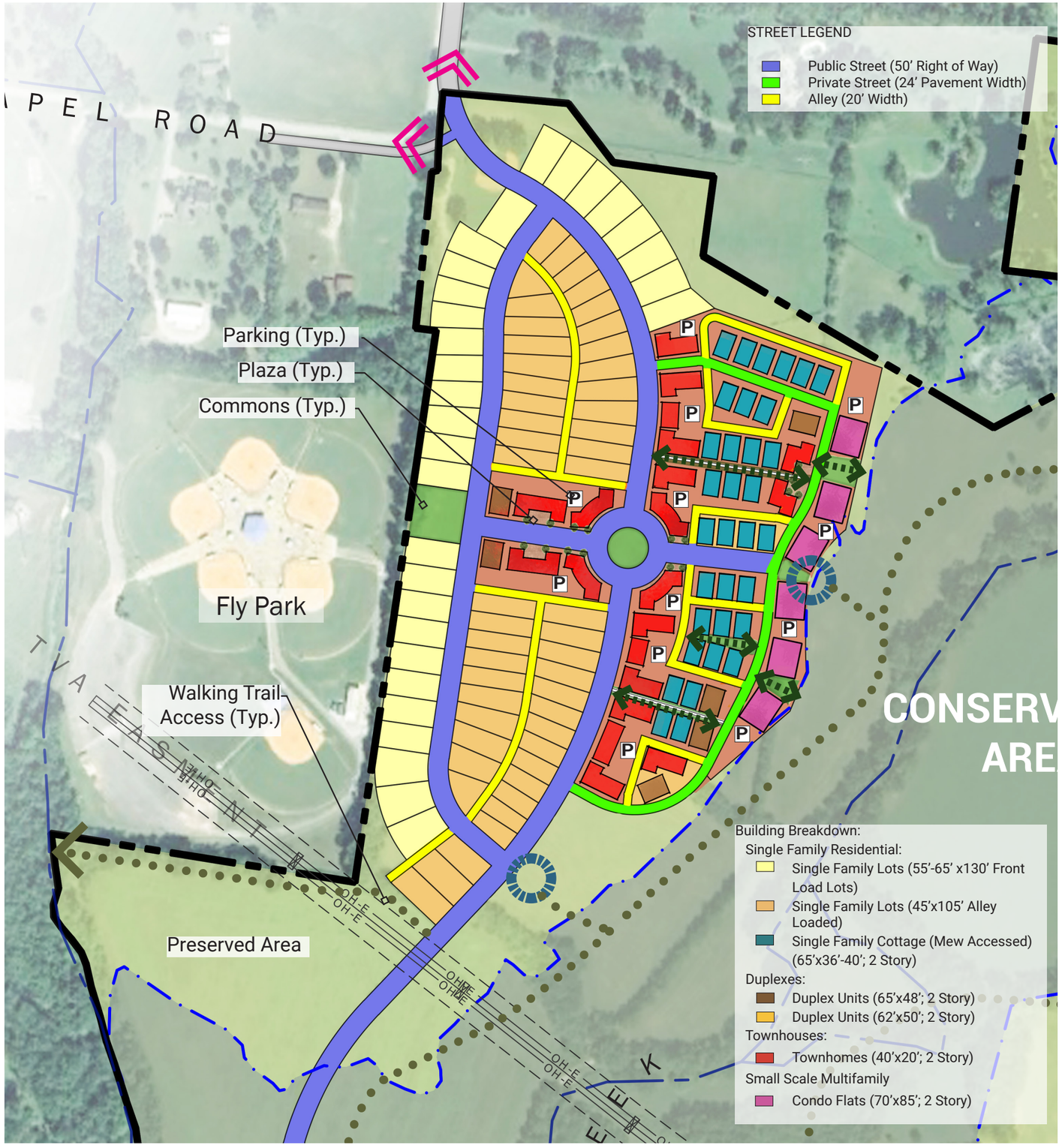

EXAMPLE IMAGE OF OUTDOOR STYLE AMENITIES


EXAMPLE IMAGE OF ARRIVAL COURT AREA


EXAMPLE IMAGE OF OUTDOOR COURTYARD RELATIONSHIP TO INN


EXAMPLE IMAGE OF HOSPITALITY COTTAGES

EAST VILLAGE_FARMSTEAD BOUTIQUE HOTEL AND COTTAGES





EXAMPLE IMAGE OF RESIDENTIAL STYLE ARCHITECTURE



EXAMPLE IMAGE OF OUTDOOR AMENITY AREAS

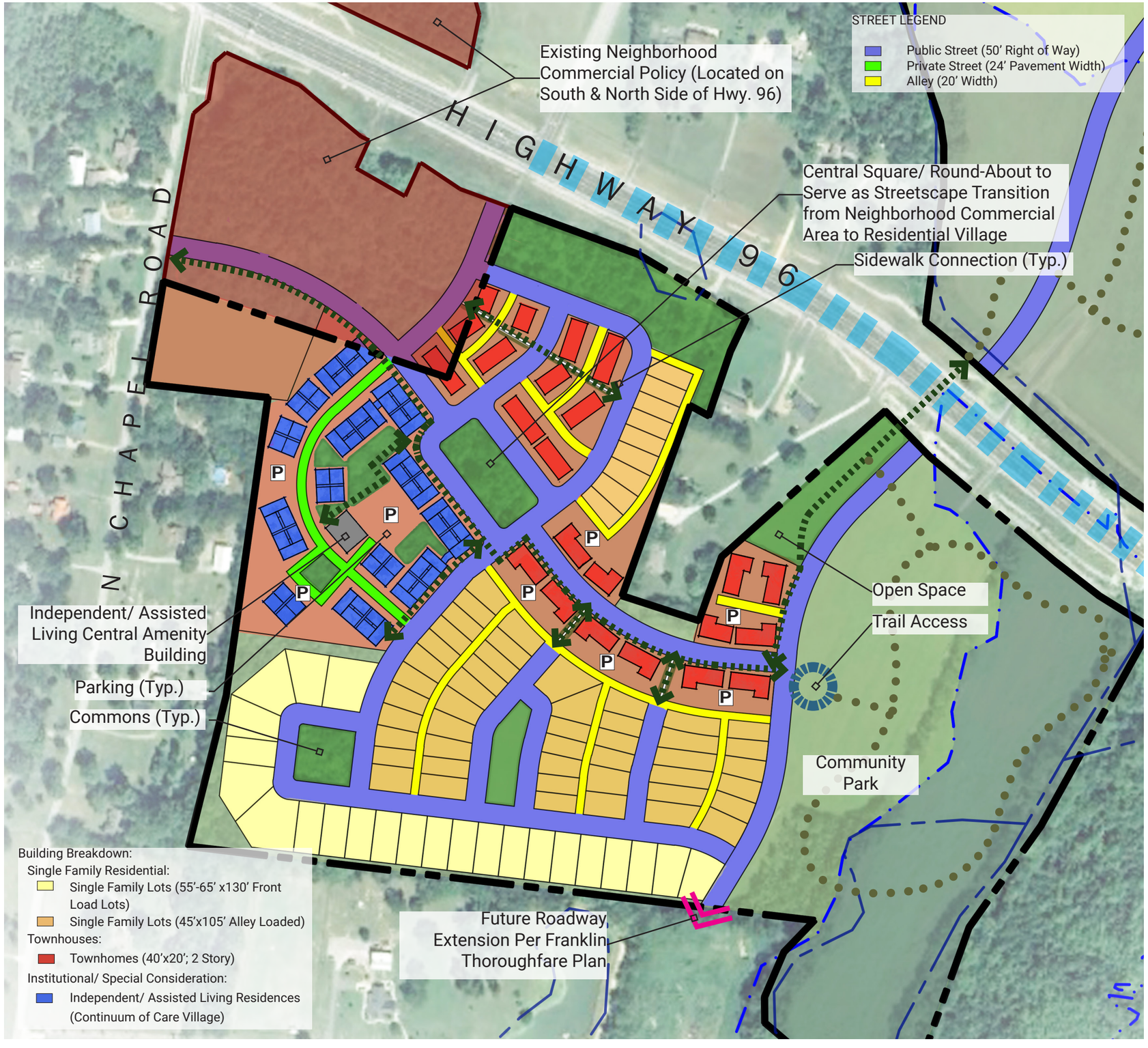


EXAMPLE IMAGE OF RESIDENTIAL STYLE ARCHITECTURE



EXAMPLE IMAGE OF TOWNHOME CLUSTER TO ANCHOR THE END OF PEDESTRIAN WALKWAYS WITH A SMALL COURTYARD FEATURE

NORTH VILLAGE





EXAMPLE IMAGES OF STREET EDGE TREATMENTS WITH LANDSCAPING, FENCING, ETC. IN SOME AREAS OF THE COMMUNITY

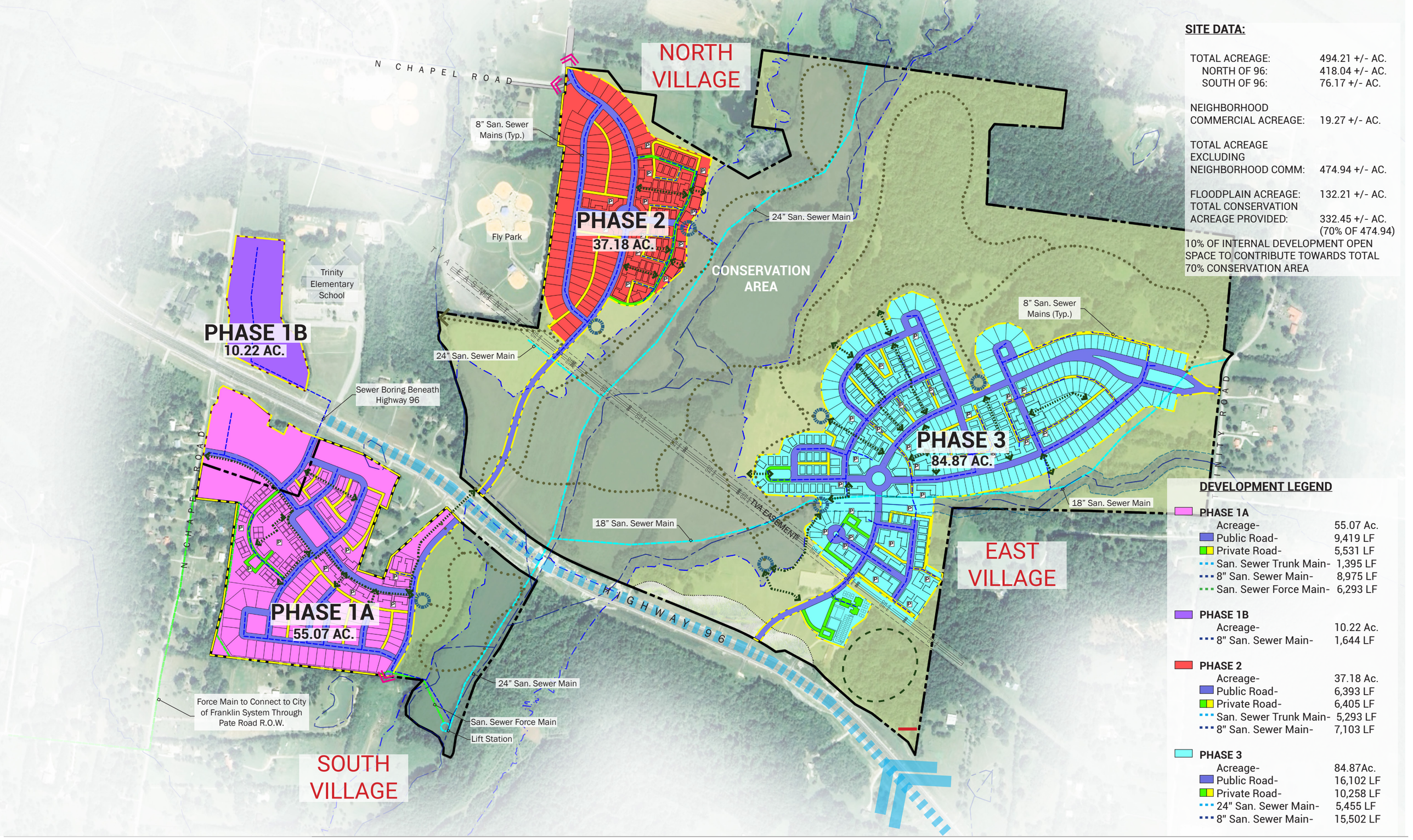


EXAMPLE IMAGE OF TRANSITION FROM NEIGHBORHOOD COMMERCIAL STREETSCAPE TO RESIDENTIAL AREAS (EG. On-Street Parking with Street Tree Plantings)



EXAMPLE IMAGE OF COMMUNITY WALKING PATHS AND TRAILS

SOUTH VILLAGE



SITE DATA:

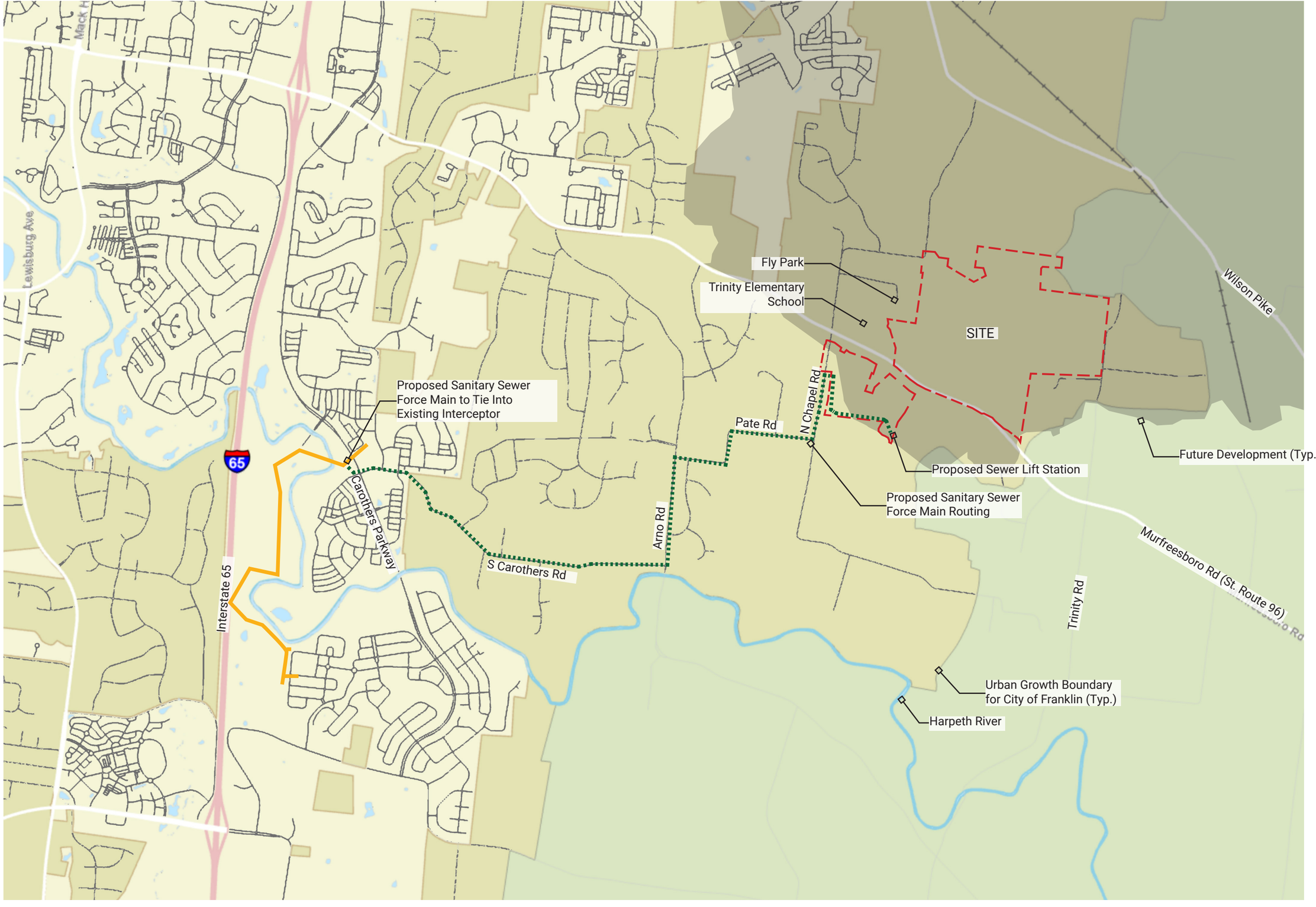
TOTAL ACREAGE:	494.21 +/- AC.
NORTH OF 96:	418.04 +/- AC.
SOUTH OF 96:	76.17 +/- AC.
NEIGHBORHOOD COMMERCIAL ACREAGE:	19.27 +/- AC.
TOTAL ACREAGE EXCLUDING NEIGHBORHOOD COMM:	474.94 +/- AC.
FLOODPLAIN ACREAGE:	132.21 +/- AC.
TOTAL CONSERVATION ACREAGE PROVIDED:	332.45 +/- AC. (70% OF 474.94)

10% OF INTERNAL DEVELOPMENT OPEN SPACE TO CONTRIBUTE TOWARDS TOTAL 70% CONSERVATION AREA

DEVELOPMENT LEGEND

PHASE 1A	
Acreage-	55.07 Ac.
Public Road-	9,419 LF
Private Road-	5,531 LF
San. Sewer Trunk Main-	1,395 LF
8" San. Sewer Main-	8,975 LF
San. Sewer Force Main-	6,293 LF
PHASE 1B	
Acreage-	10.22 Ac.
8" San. Sewer Main-	1,644 LF
PHASE 2	
Acreage-	37.18 Ac.
Public Road-	6,393 LF
Private Road-	6,405 LF
San. Sewer Trunk Main-	5,293 LF
8" San. Sewer Main-	7,103 LF
PHASE 3	
Acreage-	84.87Ac.
Public Road-	16,102 LF
Private Road-	10,258 LF
24" San. Sewer Main-	5,455 LF
8" San. Sewer Main-	15,502 LF

INFRASTRUCTURE PLAN



PROPOSED SEWER INFRASTRUCTURE PLAN - OFF SITE

SITE DATA:

Neighborhood Commercial Policy

Building Breakdown:

Single Family Residential:

- Single Family Lots (55'-65' x130' Front Load Lots)
- Single Family Lots (45'x105' Alley Loaded)
- Single Family Cottage (Mew Accessed) (65'x36'-40'; 2 Story)

Duplexes:

- Duplex Units (65'x48'; 2 Story)
- Duplex Units (62'x50'; 2 Story)

Townhouses:

- Townhomes (40'x20'; 2 Story)

Small Scale Multifamily

- Condo Flats Above Retail (3 Story)
- Condo Flats (70'x85'; 2 Story)

Live/Work:

- Live/Work Venues

Institutional/ Special Consideration:

- Independent/ Assisted Living Residences (Continuum of Care Village)
- 80 Key Rural Retreat Venue

STREET LEGEND:

- Public Street (50' Right of Way)
- Private Street (24' Pavement Width)
- Alley (20' Width)

SITE DATA:

TOTAL SITE ACREAGE:	494.21 +/- AC.
VILLAGE GREEN DEVELOPMENT ACREAGE:	474.94 +/- AC.
CONSERVATION/ OPEN SPACE ACREAGE:	332.45 +/- AC. (70% CONSERVATION AREA)

10% OF INTERNAL DEVELOPMENT OPEN SPACE TO CONTRIBUTE TOWARDS TOTAL 70% CONSERVATION AREA

N CHAPEL RD

HIGHWAY 96

MAYES CREEK

TVA EASEMENT

TRINITY RD

Neighborhood Commercial Policy (Typ.)

Fly Park

Trinity Elementary School

CONSERVATION AREA

Walking Trail Access (Typ.)

Trail

Walking Trail Access (Typ.)

Sidewalk Connection

Commons (Typ.)

Plaza (Typ.) Commons (Typ.)

60' Stream Buffer

Stream

Pedestrian/Golf Cart Bridge Crossing

Existing Stables Barn

Special Consideration: Independent/ Assisted Living (Continuum of Care Village)

Community Park

Trail underpass beneath Highway 96

Walking Trail Access (Typ.)

Future Roadway Extension Per Franklin Thoroughfare Plan

Special Consideration: 80 Key Rural Retreat Venue

Farmstead Meadow

Hilltop Being Preserved at Gateway

Stone Monumentation

Eastern Gateway to City of Franklin (with Stone Monumentation)

MAYES CREEK DEVELOPMENT | Masterplan Concept

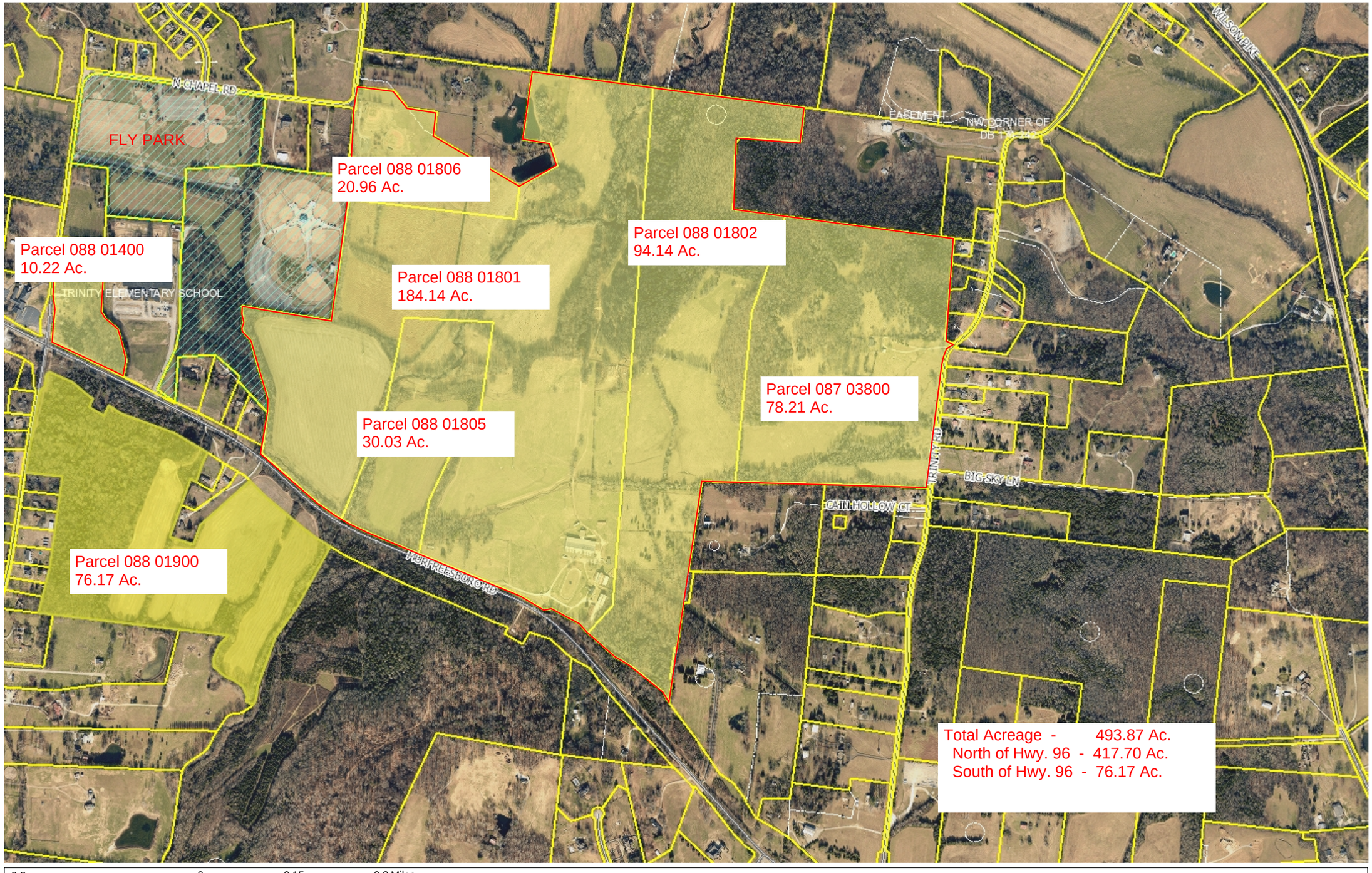
JUNE 2025

0 250 500 750

Catalyst DESIGN GROUP

Geocortex Essentials for ArcGIS Server

Tools & Features Demonstration Site



Legend

- Parcels
- Notes
- Miscellaneous
- Easement
- Exemptions
- Conflicts
- Lines
- Corporate Limits
  - BRENTWOOD
  - FAIRVIEW
  - FRANKLIN
  - NOLENSVILLE
  - SPRING HILL
  - THOMPSONS STATION
- Parks
- Centerlines
  - <all other values>
  - INTERSTATE
  - ACCESS
  - LOCAL STREETS
  - MAJOR ARTERIAL
  - MAJOR COLLECTOR
  - MINOR ARTERIAL
  - MINOR COLLECTOR
  - NO NAME
  - UNCLASSIFIED
  - PRIVATE
- Rivers
- Aerial Photo.sid
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3

1: 9,453

0.3 0 0.15 0.3 Miles

NAD_1983_StatePlane_Tennessee_FIPS_4100_Feet

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

This map was automatically generated using Geocortex Essentials.

From:	Heather Bulan
To:	Roger Lindsey; Scott Harrison; Alma McLemore; Alma McLemore; mdadst@aol.com; annpetersen@comcast.net; mdadst@aol.com; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	I oppose land use change #27
Date:	Wednesday, June 25, 2025 10:15:20 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.

I'm writing today as a resident of Watkins Creek to strongly oppose item #27, a land use change near my home that would greatly increase traffic, density and impact the beautiful rural charm our area still possesses. We need to focus on limiting these high density areas before we turn into Murfreesboro. I strongly support homes with space between them and preserving green spaces and trees. Please deny this change and help our community keep its old fashioned, traditional, suburban charm.

Many thanks,
Heather Bulan

3133 Lorena Ct

From:	Lauren Johnson
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Concern For Land Use Plan Change Item #27 on June 26th Agenda
Date:	Tuesday, June 24, 2025 5:39:32 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.

To Commissioners of the Planning Board:

My name is Lauren Johnson, and I have lived around the Wilson Pike area for several years. My husband and I live on his family's land, which has been in their family for over 100 years. We love living out here because of the peaceful, rural lifestyle. I am writing to voice my sincere concern about the proposed land use plan change.

What makes this community special is at risk. We and so many others enjoy the quiet that comes with living away from dense traffic and big-box stores. Development, like the plans you are working on, may seem like progress, but to us, it feels like we're being pushed out of the place we've grown to love.

One of my biggest concerns is the impact on infrastructure and safety. Our roads already feel overcrowded during peak hours. The number of cars traveling on Murfreesboro Road has increased from 24,878 in 2024 to 31,636 in 2025. If more homes and businesses are added, we could see more noise, traffic congestion, increased accidents, and strain on schools and emergency services. It also means losing the open land and wildlife habitats that are part of our daily lives.

Please know that I understand growth, but I urge you to pause and consider how much is too much, what kind of development truly serves our community long-term, and how you would feel if you were in our shoes with these new plans potentially affecting you. I hope residents like me can have a voice in the future of the place we call home.

Thank you for taking the time to listen.

Lauren Johnson

From:	Laura Nasca
To:	Roger Lindsey; Scott Harrison; Alma McLemore; Alma McLemore; mdadst@aol.com; annpetersen@comcast.net; mdadst@aol.com; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Keep East Franklin livable
Date:	Wednesday, June 25, 2025 10:28:36 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.

Re: the proposed new development near Trinity

1) I live in Watkins Creek. The traffic getting across I65 in the morning is atrocious. It takes me 30 minutes to get to Forrest Crossing area

2) I have sat through 5 light rotations exiting S65 during evening commute times

3) Fix that interchange (install a clover leaf) before you keep adding homes along East96

4) Don't let Franklin become Ca traffic. Your job is to preserve the area

5- if you haven't driven during commute hours then you have no right voting to increase traffic

6) if you are going to add homes- give us a restaurant or walkable area like Berry Farms so we get something out of this.

Laura Nasca
Watkins Creek Resident
Sent from my iPhone

From:	Personal Gmail
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Mayes Creek Basin
Date:	Wednesday, June 25, 2025 12:13:25 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.

To Commissioners of the Planning Board:

My wife and I are concerned about the Land Use Plan Change Item #27 on the June 26 Agenda for multiple reasons:

1. A traffic light was originally proposed along with turn lanes at the intersection of North Chapel and 96 that were never installed. Traffic continues to increase the amount of cars traveling on 96. It has increased from 2024 – car count 24,878 to 2025 – car count 31,636. As it stands now, every time we try to turn onto 96, it gets increasingly more dangerous with the continued increase in the volume of traffic. Building another large community in that area will only make the likelihood of accidents on that stretch of 96 a more regular occurrence.

2. Schools - Trinity Elementary and Page Middle are at capacity and Page HS near capacity. What's the plan to alleviate the overcrowding that will be inevitable in the school system?

3. The overall quality of life for those of us in the Mayes Creek basin will decrease with the additional development. We all moved to that area because of it being a slower pace, less crowding and a strong sense of community. The community of Watkins Creek respectfully asks that you NOT allow this development to pass and that you allow our community to remain uncrowded and retain the character of living in the county rather the city.

Thank you for your time and consideration, and we truly hope that you will do the right thing for the constituents of the community.

Sincerely,

Jake and Meredith Zeller

From:	Jeff McDaniel
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Land Use Plan Change Item #27
Date:	Wednesday, June 25, 2025 12:14:25 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.

To Commissioners of the Planning Board:

I disagree with the Land Use Plan Change Item #27 on the June 26 Agenda because:

1. Traffic - already a problem and continuing to get worse with no solution

2. Schools - all zoned schools at capacity or over already

3. this does not align with the appeal and established standards of the community and its residents

From: Ann BEARD
To: Planning Intake
Subject: Land Use Plan Change #27 on June 26 Agenda:
Date: Wednesday, June 25, 2025 11:50:01 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.

To Commissioners of Planning Board:
I am concerned about the Land Use Plan Change Item #27 on the June 26 Agenda because:
1. Traffic - Murfreesboro Road and North Chapel Road.

2. Schools - Trinity Elementary and Page Middle are at capacity or near capacity now.

3, This will affect my well-being due to loss of character of the area:
Our residence and farm are within proposed plan. Being retired residents we do not want or can afford being in the City of Franklin.

Thank you,
Doyl and Ann Beard
3727 North Chapel Road
Franklin, TN 37067

From:	Barb Cramer
To:	Planning Intake
Subject:	Opposition to Changing Rural Reserve to Village Green
Date:	Wednesday, June 25, 2025 11:35:44 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.

Hi there,
Hope you are doing well. Just wanted to send this letter to you regarding my concerns about the Planning Commission Amendment changing the Mayes Creek area from Rural Reserve to Village Green. If you would please add this to your files for the upcoming Franklin Municipal Planning Commission meeting. I very much appreciate it. And please let me know if you have any questions. Thank you. Barb Cramer

Resolution 2025-41: Amendment to Envision Franklin Plan (Rural Reserve to Village Green)

Franklin Municipal Planning Commission Meeting
June 26, 2025

Dear Members of the Planning Commission,

I respectfully urge the Planning Commission to reject Resolution 2025-41, which proposes changing nearly 500 acres from Rural Reserve (low-density, larger-lot) to Village Green (high-density, mixed-use) in the Mayes Creek Basin. This amendment presents significant concerns that affect housing affordability, neighborhood character, public infrastructure and environmental sustainability, all of which must be fully addressed before any action is taken.

1. Impact on Housing Affordability and the Working Class
The use of the Tennessee Real Estate Infrastructure Development Act of 2025 (REIDA), in this development, allows the developer to bypass upfront infrastructure costs, is a troubling issue. The burden of financing will fall on future homeowners through long-term special assessments. While REIDA aims to reduce immediate costs, it will likely increase monthly housing expenses for working-class families, including teachers, firefighters, and office workers, who may already be struggling with home affordability. This approach raises significant questions about the long-term sustainability of this development for families that this project claims to support.

2. Disrupts Existing Neighborhood Character
The proposed higher density for the Village Green design — with multi-family homes, townhouses, and commercial spaces — is a stark contrast to the existing character of the area of all single-family homes on larger lots. The transition between high-density housing and existing, larger-lot homes could hurt property values and the overall character of the surrounding neighborhoods.

The absence of buffer zones or landscaping transitions means the existing residents could be

negatively impacted by hurting the surrounding community's character, property values, and overall quality of life. The proposed plan claims open space, but it is not integrated into housing areas. Instead, the homes are pushed to the outskirts of the property and the 'natural space' is inside the property in the floodplain area, reducing its practical benefit.

3. Environmental and Floodplain Risks
The development is planned on land that includes sensitive floodplains and conservation areas. While the developer claims that conservation areas will remain protected, much of the proposed development will occur within flood-prone areas. While staff states that conservation zones will be protected, the development still threatens to disrupt the land's natural state by placing housing within valleys and on hillsides, areas prone to increased flooding and erosion risks. The potential for increased flooding and erosion has not been adequately addressed. Furthermore, NO independent engineering studies or flood mitigation plans have been provided, leaving many unanswered questions about the sustainability of such a development in these sensitive areas.

4. Traffic and Public Safety Concerns
The proposed development will lead to a dramatic increase in traffic, particularly at the already congested intersection of Murfreesboro Road and North Chapel Road. This intersection is already facing safety concerns, and the current infrastructure is not equipped to handle the additional volume of traffic, especially with the addition of multi-family housing and commercial spaces. Staff acknowledges that traffic congestion will require 'further evaluation' after approval, making it clear that approving this project without a clear traffic management plan would be premature. A traffic study should be done before any determination is made regarding this request.

5. Adds Burden Without Benefit to current Residents
While the proposed development includes plans for a new fire station, it would only serve the new development, not the surrounding county residents, who would be left without any benefit from the infrastructure. It would create noise and disruption for nearby rural county residents without offering them service, raising fairness concerns. Additionally, the proposed continuum-of-care facility and hospitality venue would add strain to local services without directly benefitting nearby communities.

6. Inappropriate Commercial Intensity in Rural Zone
The inclusion of a hospitality venue (with 80 overnight suites), continuum-of-care senior housing, and commercial spaces raises concerns about the intensification of commercial use in an area currently zoned as rural. This significant change has not been fully evaluated in terms of its impact on traffic, infrastructure and local services. The lack of transparency and public input regarding these key components of the development is troubling. These issues should be more thoroughly examined before any change from Rural Reserve to Village Green is made.

7. Working Class Affordability Issues
The City and the private developer talk about building homes that working-class families can purchase, however, statistics say otherwise.
The U.S. Dept. of Housing and Urban Development identifies working-class families as those who often earn modest incomes including teachers, factory workers, retail employees, nurses, police officers, firefighters and EMS workers. While their income is usually sufficient for basic living, having the money to purchase a home is more difficult due to high housing costs, lower savings and limited access to credit, especially for a first-time home buyer. HUD rates any household spending 30% or more of its pre-tax income on housing as being cost-burdened

and those spending 50% or greater are rated severely cost-burdened. The Tennessee Advisory Commission on Intergovernmental Relations staff extended this concept to look at whether a teacher earning the median salary could afford the median-priced home in the county where they worked. In all but nine counties, the median-priced home costs three times the median salary of a local teacher, and in 15 counties it is more than six times as much as the median teacher salary. According to TACIR, in 2025, the median family income in the Statistical Metropolitan Area (including Nashville and several surrounding counties) is $98,700.

The price of a single-family home in the proposed new development is estimated at about $600,000, but looking at federal data, working class families may not be able to afford those homes.

A breakdown of costs for a $600,000 home:

- Home Price: $600,000
- Down Payment (3.5%): $21,000
- Loan Amount: $579,000
- Upfront Mortgage Insurance (1.75%): $10,132.50 (added to loan balance)

Interest rate of 6.8% and a 30-year fixed-rate mortgage:

Total Monthly Payment Estimate:

- Principal & Interest: $3,749.36
- Property Taxes: $500 - $625
- Homeowners Insurance: $125 - $167
- Mortgage Insurance: $411.21
- **Total monthly payment: $4,785.57 to $5,152.57.**

A starting Williamson County teacher makes about $56,000 a year or about $4,666 a month, so that teacher could not begin to pay for the home, taking up more than half of her monthly income. As a married couple, two firefighters would have a yearly income before taxes of $130,000. That would be about $10,833 monthly income. With a monthly home cost with insurance, taxes, etc, of $5,152.27, nearly half their monthly income would go toward home ownership.

Or look at the $300,000 price of a townhome or a flat single-family home in the proposed new development, (a price point the developer has said would be available.

Example – **$300,000 Home**:

- Home Price: $300,000
  Down Payment:(3.5%): $10,500
- Loan Amount: $289,500
- Upfront MIP (1.75%): $5,066.25 (added to the loan balance)

Interest rate of 6.8% and a 30-year fixed-rate mortgage:

Total Monthly Payment Estimate for principal and interest: $1876.97.

In addition to the mortgage payment, there are other typical costs:

- Property Taxes: (1-1.25% of the home's value): $3,000 to $3,750 annually, or about $250 - $312.50 per month.
- Homeowners Insurance: around $1,200 annually, or $100 per month.
- Mortgage Insurance Premium (MIP (typically 0.85%).: $205.31 per month

- Principal & Interest: $1,876.97
- Property Taxes: $250 - $312.50
- Homeowners Insurance: $100
- Mortgage Insurance Premium (MIP): $205.31

Monthly Payment: $2,432.28 to $2,494.78.

Potential Downsides of Tennessee's Real Estate Infrastructure Development Act of 2025 (REIDA)

REIDA enables municipalities to establish Infrastructure Development Districts (IDDs) of at least $5 million investment or at least 5 acres with at least 50% residential use. wjhl.com+10bassberry.com+10news.bloombergtax.com+10.
These districts allow special assessments on properties within the district to finance infrastructure like roads, utilities, sewer systems and storm drains. jdsupra.com+4billtrack50.com+4billtrack50.com+4.

Reducing community input on development
While speeding up infrastructure approvals, IDDs (Infrastructure Development Districts) can limit public involvement. Critics argue this may sideline neighbors who want greater transparency or safer planning. For example, a Chattanooga-area report notes concerns about curtailing public comment periods during development approvals. reddit.com+5wjhl.com+5reddit.com+5.

Increasing the risk of sprawling, cookie-cutter growth and loss of rural character
Reddit users from Middle Tennessee express anxiety over the automatic suburbanization that can follow new infrastructure districts: "It's all starting to blend together… I feel like… a great majority of our farms and forests will be gone to houses shoved right on top of each other." reddit.com Such rapid expansion may erode rural character and increase car-dependency.

Overloading roads, utilities and schools
Even though infrastructure is funded via assessments on new homeowners, many residents worry existing services could be strained. One Knoxville commenter summed it up: "Traffic is a nightmare already… [roads] can't handle the cars… erosion and runoff issues… septic systems fail… we literally CANNOT HANDLE THE RATE OF GROWTH." reddit.com+1reddit.com+1

Shifting the cost burden to homeowners
Special assessments are paid by residents in the district, not through general taxes. Yet that means burdening homeowners with long-term fees: "Homeowners will have to pay a $1000 fee for the next 25 years… feels like a crappy solution to not raising property tax." reddit.com Even if lot prices drop upfront, ongoing costs can add up significantly over time.

Lessens environmental oversight & privatized inspections
The Act is part of broader deregulation trends in Tennessee development policy. Critics have flagged that reduced state oversight might lead to under-regulated environmental impacts, such as wetland loss - reddit.com. Additionally, Tennessee's recent move allowing private building inspectors has raised red flags on safety — one local redditor warned: "This is why building safety is so corrupt… They traced it back to their version of this very policy." reddit.com+2reddit.com+2reddit.com+2

Equity concerns including risk of exclusion
Because IDDs require multi-million-dollar investments or large acreage, smaller or lower-density developments may not qualify. Critics say that leaves out less affluent neighborhoods, potentially worsening equity gaps - reddit.com+4citizenportal.ai+4jdsupra.com+4.

While the Real Estate Infrastructure Development Act promotes quick residential growth by offloading infrastructure costs from developers and municipalities**,** it also raises concerns: reduced transparency, sprawl, infrastructure strain, homeowner cost shifts, environmental risk, and potential equity exclusions.

Utilizing the Real Estate Infrastructure Development Act of 2025, developers avoid paying for roads, sewer lines and utilities upfront, but homeowners must repay those costs over 20-30 years via special assessments. Residents having to pay back impact fees or infrastructure costs, can significantly affect working-class residents by increasing both the upfront and long-term cost of buying and maintaining a home. For working-class families living paycheck to paycheck, this extra recurring cost can **be a financial strain**. Example: A $15,000 infrastructure assessment over 30 years at 5% interest = ~$80–$90/month.

The Real Estate Infrastructure Development Act of 2025 can also affect mortgage eligibility. Lenders factor in all housing costs (mortgage +taxes) when determining loan approval. High assessments can push borrowers above qualifying debt-to-income (DTI) limits, reducing their mortgage eligibility, even if the home's sticker price is technically "affordability."

Working-class buyers, especially first-time homeowners, might not fully understand special assessments buried in HOA docs or closing disclosures, which creates a risk of payment shock later on, especially if fees escalate.

Unlike traditional impact fees paid by the developer at closing, these assessments are ongoing (up to 30 years), are subject to interest, and are tied to the property, meaning they continue with resale. Over time, the total paid can exceed the actual infrastructure value – a bigger deal for families with tight budgets.

Use of the Real Estate Infrastructure Development Act of 2025 funding, enables developers to avoid upfront costs by shifting infrastructure financing (water, sewer, roads, electricity) onto future homeowners via special assessments.

While REIDA spares the city from upfront costs, it shifts the financial burden to future homeowners, who will pay off bonds through long-term special assessments—potentially hundreds per month for 20–30 years. This undermines workforce housing affordability, especially for teachers, firefighters, EMS workers, and office staff, despite claims the project helps affordability.

REIDA Problems in Other States

“Power and profit: Developers gained government status, then got bonds to build big”: In Florida, a developer utilized a Community Development Districts (RIDA-similar) to finance a large-scale residential development with tax-exempt municipal bonds, imposing payment obligations on future homeowners. During a housing market crash in 2008, projects stalled or collapsed before construction began**. Developers defaulted on bond payments and abandoned development responsibilities, homeowners were still legally obligated to repay the infrastructure debt, through annual assessments, even when their communities remained incomplete or poorly maintained.** https://suncoastsearchlight.org/developers-cdd-special-daistrict-bonds-sarasota-manatee/

A boom, a bust, and the bonds left behind

Commercial developer Tim Morris and his business partners had grandiose plans in 2005 to bring more than 1,000 new homes and condos to more than 200 acres in Palmetto their companies purchased for $15 million.

Demand for Florida housing was flirting with record highs, as droves of under-qualified buyers rushed to take out loosely-regulated mortgages on homes commanding well-above asking prices in mere days.

To accelerate construction, the developers asked the city of Palmetto for a local ordinance that created a new special government called the Sanctuary Cove Community Development District.

Establishing the CDD allowed them to seek public bonds and assess fees on future homeowners who would pay it back. The CDD’s governing board — controlled by Morris and his associates — were authorized for $43 million of municipal bonds in February 2008, court records show.

The district used the money to build the neighborhood’s roads, sewers and street lights. But Wall Street crashed before a single model home in Sanctuary Cove broke ground.

Thousands of homebuyers who drove the frenzy just years earlier were underwater on mortgages they could no longer afford. Construction projects across the Suncoast were left unfinished. With a plethora of foreclosures available at rock-bottom prices, there were just no buyers for new home communities like Sanctuary Cove.

By 2009, Morris and his partners stopped making payments on the bond, facing the largest foreclosure in Manatee County history at the time. It wasn’t until almost a decade later — after another builder stepped in to buy the distressed property — that construction resumed.

“We were able to work out a suitable agreement between our lenders and the buyer in which we avoided the foreclosure action and the lenders received an acceptable sales price to satisfy our financial obligations as the project developers,” Morris said in a statement at the time. He did not respond to phone calls seeking comment for this story. “Given all the turmoil in the real estate marketplace these past few years, I believe it is a collective win-win.”

Florida Officials warn: Buyer beware as developer districts spread across the Suncoast https://www.wusf.org/text/politics-issues/2025-05-11/florida-officials-warn-buyer-beware-developer-districts-spread-suncoast

“Power and profit: Developers gained government status, then got bonds to build big.” https://www.wusf.org/economy-business/2025-05-04/power-profit-developers-gained-government-status-then-got-bonds-build-big

Among the findings:

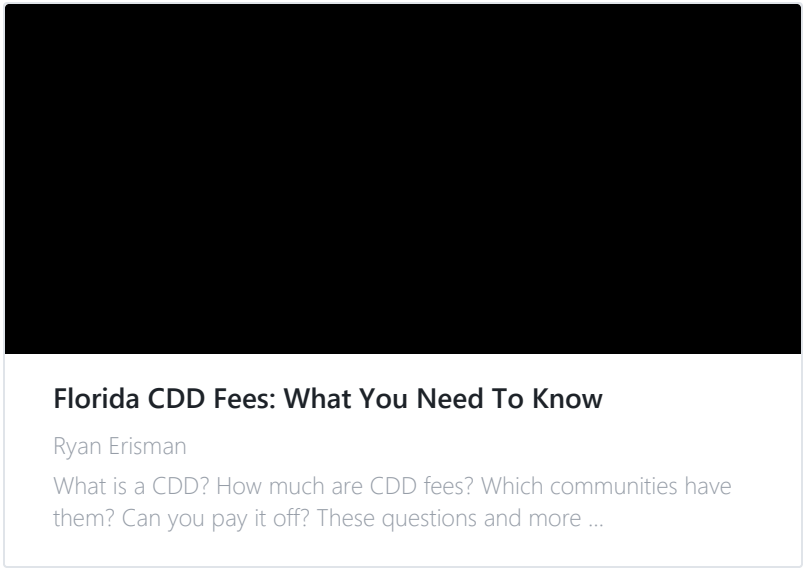
Special districts across the Suncoast faltered during the Great Recession under the weight of

substantial bond debt. But since then, more developers are turning to these districts for municipal bonds than ever before, leaving tens of thousands of homeowners on the hook if the market sinks.
During the past five years alone, local districts bonded out $2.9 billion in public bond money. That gave the real estate developers behind these entities nine times more cumulative spending power than the city of Sarasota over that same period. One district went on to take a string of 10 bonds to fuel future growth.
With the authority of a municipality, these development districts set levy assessments, enforce rules and process liens on those who don't pay. But, unlike a city, people in the district go years with no say over who represents them. Even through a project's final stages, builders sometimes take extreme measures to keep control out of the hands of residents.
The steady flow of capital allows developers in special districts to advance massive projects much faster than traditional subdivisions, bringing droves of new homes and booming the region's population — a strain on public infrastructure outside these districts.
During the recession, delinquent CDDs across the Suncoast faced a similar fate on hundreds of millions of dollars in bonded projects, prompting a tsunami of developer defaults.
Homeowners living on roads to nowhere in districts left half empty were forced to continue paying thousands of dollars each year in assessments — getting no maintenance — or they would lose their homes. https://suncoastsearchlight.org/developers-cdd-special-district-bonds-sarasota-manatee/

Florida officials sound alarm on special development district: higher taxes and limited resident control

https://veravitare.com/blog/florida-officials-sound-alarm-on-special-develoopment-districts-higher-taxes-and-limited-resident-control/

Florida CDD Fees: What you need to know.
Florida CDD Fees: What You Need To Know



This raises a critical policy question:

Should private developers be granted government-like powers to issue public debt, especially when risks are ultimately borne by future homeowners?

Conclusion

In light of these concerns, I respectfully request that the Franklin Municipal Planning Commission deny the request to change the Mayes Creek area from Rural Reserve to Village Green. The proposed development does not align with the long-term needs of the community, and it threatens to undermine the character, affordability, and sustainability of this area.
The lack of a full environmental impact study, traffic analysis and robust community consultation means that this proposal is not ready for approval.
Decision making regarding issues such as traffic and infrastructure are just a few of the unanswered questions that you should be thinking about.

Also, it appears that Large Lot Residential or Development Reserve (according to Envision Franklin) is a better land use plan or by keeping the area designated as Rural Reserve, we can preserve the character of surrounding neighborhoods and ensure that any development is done in a way that respects the natural environment, infrastructure capacity, and the financial well-being of residents.

By denying the change from Rural Reserve to Village Green request, you will ensure proper handling of the needs and well-being of all Franklin and Williamson County residents, and ensure compatibility with existing neighborhoods, preserving rural character and scenic integrity.

Thank you for your attention to these important issues.

Barb Cramer
1035 John Williams Road
Franklin, Tn 37067
615-473-5847

From:	gnieszc148@aol.com
To:	Planning Intake
Cc:	Roger Lindsey; Scott Harrison; annpetersen@comcast.net; Alma McLemore; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; jimmy@tennesseevalleyhomes.com
Subject:	Project Plan for 96/North Chapel Road - #27 on the 6/26/25 Planning Commission Meeting Agenda
Date:	Wednesday, June 25, 2025 11:18:39 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.

Dear Planning Board Commissioners,

Our family has lived in Watkins Creek since 2011. We located to Watkins Creek to escape the overcrowding in other areas of Franklin. We originally moved to Franklin in 1998. The amount of growth since then has been phenomenal and although growth can be good it can also be problematic.

Construction Vehicles:
The Tap Root construction (Poplar Farms on Clovercroft) has already impacted us. Construction vehicles have been using North Chapel Road as a cut through to 96 on a daily basis. If you are familiar with North Chapel, it is a very winding, unforgiving, narrow road. These vehicles regularly are on the wrong side of the road as we approach from the opposite direction and have narrowly missed our vehicles time and time again. More local construction will mean more construction vehicles which will increase the danger. This road is also used by bike riders and causes a safety issue for the bikers.

General Traffic:
As the population grows more traffic will gravitate to North Chapel as a cut through. There are many children in our subdivision who walk to Trinity Elementary and have to cross North Chapel to get to the recently completed (in the past few years) entrance to the school from Fly Park. More traffic will increase safety issues for these children and their families. The roads already will not be able to handle the Poplar Farms vehicle increase. Adding to the population will only cause more issues. My understanding is that the number of vehicles that use 96 has increased from the time that the construction was completed (2024 - 24,878 vehicles) to 2025 where over 31,000 are using this road.

County Character:
Adding another high density subdivision with hundreds of new residents will change the character of our area and the reason we moved to Watkins Creek. Not all growth is good growth and adding more stress on this already stressed area due to more houses and traffic is concerning. We need to maintain the character of this area. So many who have visited us from other states have commented on how beautiful and peaceful it is out here. We moved here for just that reason and want to ensure that it

stays that way. Surely there must be another area that would be able to host this project.

Please do not change this parcel designation from Rural Reserve to Village Green.

We very much appreciate your consideration.

Keith and Gina Nieszczur
615-482-0306

From:	Rachel Burnett
To:	Roger Lindsey; Scott Harrison; Alma McLemore; mdadst@aol.com; annpeterson@comcast.net; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Planning Commission Meeting Concern June 26th
Date:	Wednesday, June 25, 2025 10:40:19 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.

Hello!

My name is Rachel Burnett and I have lived in Franklin, TN since I was in the 5th grade. I have grown up here and lived here the majority of my life. I went to Franklin High School and grew up driving on the back roads with friends. I am married to Grant Burnett, a local realtor who has also grown up in Franklin. I am raising my own family here, a 3 year old and a 5 year old. We just recently moved into Watkins Creek neighborhood with a big future in mind for our children. One that included more space, less traffic and that old school feel of Franklin. Franklin has changed a lot over the years, some for the great, some for the not so great. Being married to a realtor I understand the importance of grown, but in a responsible way. I am concerned about the changes for "Smith Properties". I haven't sent in a letter like this before, but wanted my voice to be heard on this matter! Please oppose the change and do not affect my young families future in a negative way!

*I was also not able to send this email to Marcia Allen if it could be passed along

This is in regards to item # 27 on the June 26, 2025 Planning Commission meeting:

27. *PUBLIC HEARING: Consideration Of Resolution 2025-41, A Resolution To Adopt An Envision Franklin Plan Amendment For 4468 And 4417 Murfreesboro Road And 151 Trinity Road And Surrounding Parcels Located East Of North Chapel Road And Encompassing Map 088 Parcel 01801, Map 088 Parcel 01802, Map 088 Parcel 01805, Map 088 Parcel 01806, MAP 087 03800 And A Portion Of Map 088 Parcel 01900 To Change The Design Concepts Map From Rural Reserve To Village Green And To Add Special Considerations To The Village Green Design Concept.

I am writing to ask that you oppose the change from Rural Reserve to Village Green for these parcels known as the "Smith Properties".

The reasons are:

1. Traffic congestion is getting unbearable trying to get into Franklin or trying to get to Hwy 65 to head into Nashville. The traffic on Hwy 96 at 8:00am is backed up from Hwy 65 all the way back past Arno Rd. There are 600 new homes being built on Poplar Farms that you have already approved and will add to the traffic soon. Hwy 96 will be so backed up that many will cut through Oxford Glenn / McKays Mill to avoid the Hwy 96 / Hwy 65 interchange. This will

shift more congestion further North and through many residential neighborhoods. The quality of life and safety for many Franklin residents will continue to decline when this happens.

2. Density. Much of the land being touted as “Open Space” is wetland / flood plain that cannot be built on. But since you include that in the overall density calculation, it appears to be lower density than it actually is. Look at the lot sizes and multifamily units being proposed for this property. Wile this is not a review of an actual proposed development, we have all seen what the plan is if you change this to Village Green.

3. Envision Franklin talks about new developments fitting in with the character of the area. This is near larger lot County neighborhoods and Rural Reserve is a much better fit for this area.

4. Infrastructure costs. The city just passed a 30% tax rate increase at the BOMA meeting this week. The city is asking current residents to shoulder more and more of the infrastructure costs of these new developments and growth. Changing this to Village Green will necessitate substantial infrastructure costs for sewer. Then to pay for this new sewer you will need even more rooftops in this area so the pressure will be to keep adding more developments. That traffic problem I mentioned earlier will become impossible to manage.

5. Schools. Nearby schools are nearing capacity. How will this development impact the schools.

Please do not vote to change this from Rural Reserve to Village Green.

Thank you,
Rachel Burnett

From:	Ashley Hedge
To:	Roger Lindsey; Scott Harrison; Alma McLemore; mdadst@aol.com; annpetersen@comcast.net; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Item #27 Land Use Plan
Date:	Wednesday, June 25, 2025 10:34:30 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.

I am concerned about the Land Use Plan Change Item #27 on the June 26 Agenda due to the following:

1. Traffic - the amount of cars traveling on Murfreesboro has increased from 2024 - car count 24,878 to 2025 - car count 31,636

2. Schools - Trinity Elementary and Page Middle at capacity Page HS near capacity

3. This will affect my well-being due to loss of character for the area (example- more noise, children being put at risk when riding bikes due to traffic.

Please take these concerns into consideration when addressing this issue.

Thanks-
Ashley

Ashley Hedge

Cell (615) 939 6313

From:	John Morss
To:	Planning Intake
Cc:	JKMorss
Subject:	Mayes Creek Basin - Smith Farm Development
Date:	Wednesday, June 25, 2025 8:55:32 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.

Thank you for taking time to review this email and think of the future impact a large development like the proposed change of the Smith Property to a Village Green designation.

Over the last 5-7 years now, we have been going to the meetings, filled out surveys along with all our neighbors to push back against the growth in the " Mayes Creek Basin" of East Williamson County. All the surveys since the beginning of this proposed change show the vast majority of the area residents to NOT want a development like this. There are plenty of other areas with in the existing City of Franklin limits for this type of development.

The plan for the Smith farm to change to a Village Green concept is too large and too congested. Moving it back off 96 and splitting it into 3 areas, doesn't help. You are still overloading streets.

This is the size as Berry's Farm and the Design team agreed with that assessment and there no immediate connection to the interstate, like Barry's Farm.

Based on the 2022 updated CONNECT the following roads do not get updated until 2040. That is 15 years from now.

1. Pate Rd
2. North Chapel Rd
3. Trinity Rd
4. Arno Rd
5. Wilson Pike (2035)
6. Hwy 96 / 65 Interchange Widening… shows with in 5 years, but is not listed on TDOT's 10 plan updated this year. Your own traffic engineer thinks 2035 is a possible construction time frame. This is 10 years from now.

I have recently reached out to the Director of Bridge construction at TDOT for a time line on the 96 / 65 bridge.

If approved, we all know construction will start ASAP and cars will be on these streets with in 2-3 years. Well ahead of any update.

Listening to the 6/24/25 BOMA meeting it sounds like traffic is one of the most complained about

items in the City of Franklin. Doing this Smith Farm development prior to any of these project will only increase traffic in this area.

The traffic counts by your own study are up 29% at peak time after widening. East side of the intersection is 2749 cars AM..... 3221 PM Peak.
As noted by your traffic engineers a portion of this traffic uptick is from people on 840 not going alway to 65. They use 96 instead. It will only get worse.

Adding 1500 units... will probably equate to 2000-2500 more cars in the area, pushing these peak numbers higher.

The upcoming restriping project might help some, but people already drive like the striping is done. It just move the bottleneck to the next light... SO, really not helpful. It will also block the ability for cars to manuver for emergency vehicles, as was mentioned at the meeting today.

If approved make the stipulation it can connect only to 96, not North Capel Rd or any of the other streets. That way the back streets will not take the traffic impact. The puts everyone on the major arterial road and hold traffic in the development they came from.

It just does not make sense, the area is not ready.

Thanks for your consideration

John & Kris Morss

4419 Russem Lane

Franklin TN 37064

615-642-0278

From:	Margie Weiss
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Land Use Plan Change Item #27
Date:	Wednesday, June 25, 2025 8:30:13 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.

To Commissioners of the Planning Board:

My husband and I just moved to Franklin two weeks ago and I am concerned about the Land Use Plan Change Item #27 on the June 26 Agenda because:

1. Traffic - the amount of cars traveling on Murfreesboro has increased from 2024 - car count 24,878 to 2025 - car count 31,636
2. Schools - Trinity Elementary and Page Middle at capacity
   Page HS near capacity
3. This will affect the quality of life for the area due to higher density, increased traffic, pollution, noise pollution, a higher risk to children riding their bikes and a generally diminished character for the area.

Because this project will have such a negative impact on this area, I ask you not to approve it.

Sincerely,
Margie Weiss

Sent from my iPhone

From:	Ira Weiss
To:	Ira Weiss
Cc:	Roger Lindsey; Scott Harrison; Alma McLemore; AnnPetersen@comcast.net; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Re: Land Use Plan Change Item #27
Date:	Wednesday, June 25, 2025 8:47:42 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.

To Commissioners of the Planning Board:

My wife and I just moved to Franklin two weeks ago from Brentwood. I am concerned about the Land Use Plan Change Item #27 on the June 26 Agenda because:

1. Traffic - the amount of cars traveling on Murfreesboro has increased from 2024 - car count 24,878 to 2025 - car count 31,636
2. Schools - Trinity Elementary and Page Middle at capacity Page HS near capacity
3. This will affect the quality of life for the area due to higher density, increased traffic, pollution, noise pollution, a higher risk to children riding their bikes and a generally diminished character for the area.

Because this project will have such a negative impact on this area, I ask you not to approve it.

Irresponsible growth is not a direction you should be embracing.

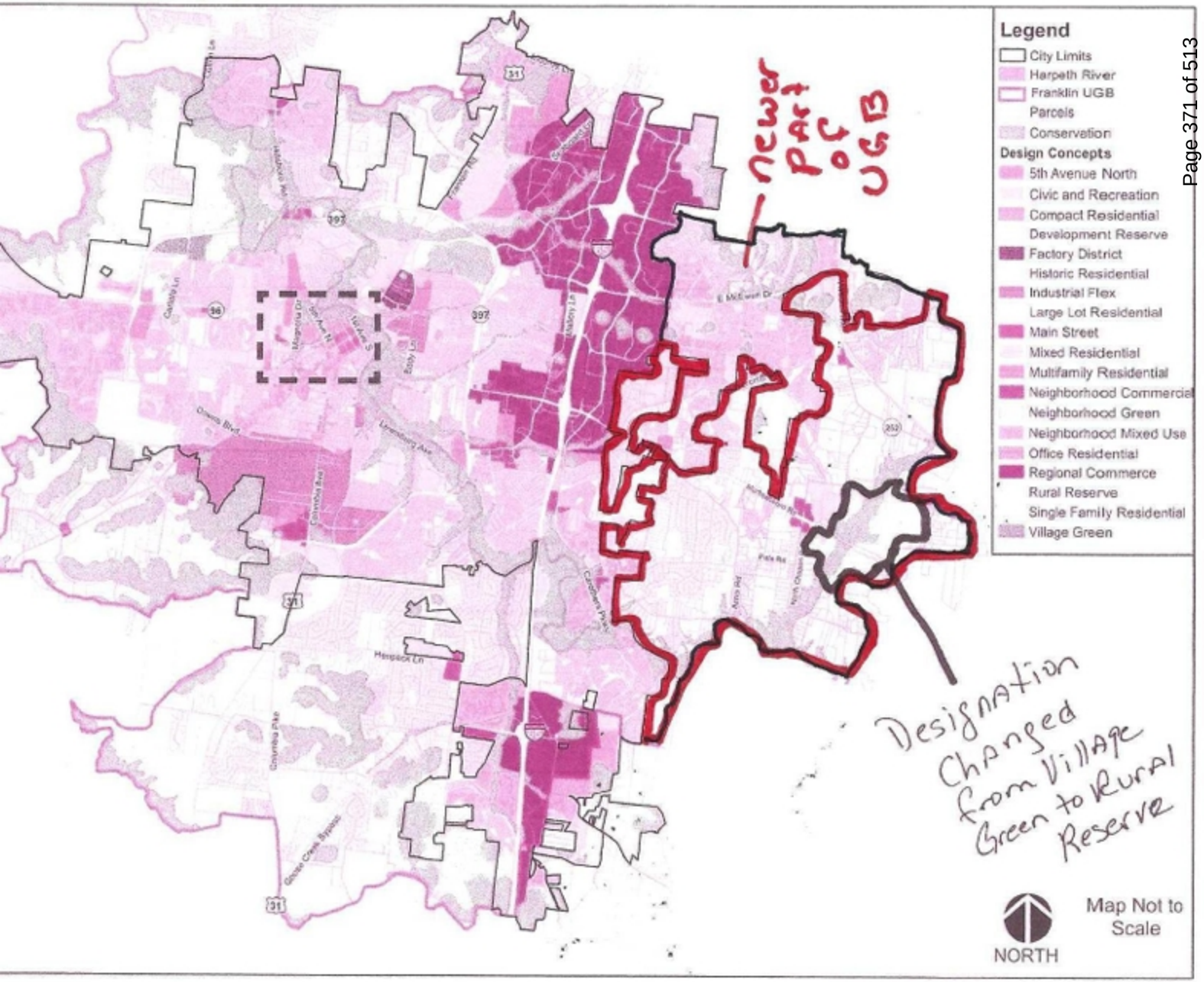
Sincerely,
Ira Weiss

Sent from my iPhone

From: Janet Tiarsmith Varrin Curtis
To: Planning Intake
Subject: June 26 Agenda Item #27
Date: Wednesday, June 25, 2025 6:09:59 AM
Attachments: 62625 Sent MPC ltr.docx
6.26.25 5 ac Maps.pdf
6.18.25 Acreage 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.

Please make this a part of the record for the June 25, 2025 record for the Board of Mayor and Alderman Thank you



Updated July 2024

(Red)
Smith Property (495 ac)

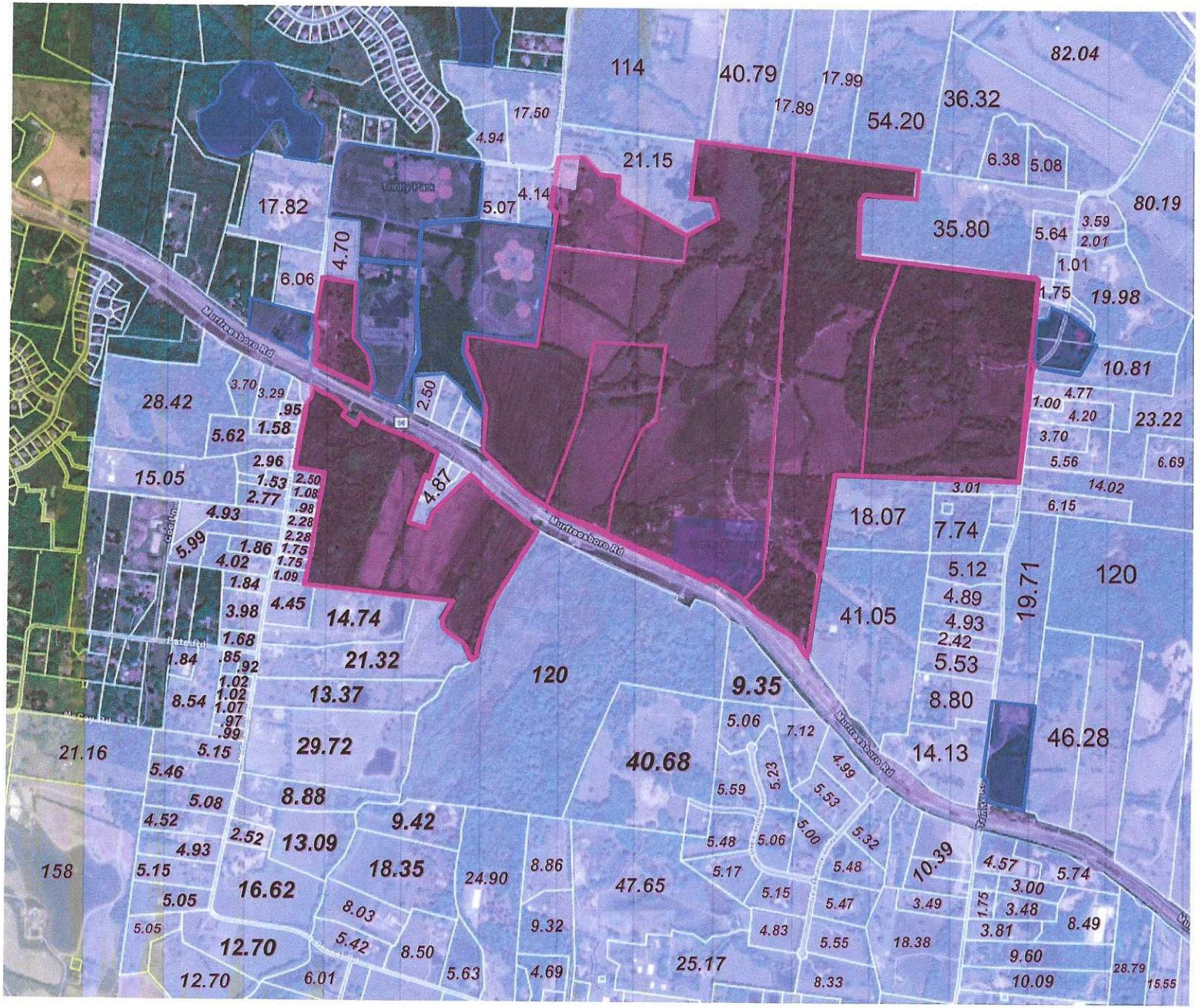
Blue)
Wilco / Church / School / Wastewater

2173.45 residential ac
149 residential lots
14.59 lot average size

Lot 1 - 19.98 acres
Lot 2 - 80.19 acres
Lot 3 - 120 acres
Lot 4 - 41.05 acres

ALL LOTS 1-4 AND ALL PROPERTIES LISTED AS RDD-5 ARE RURAL DEVELOPMENT DISTRICT - 5 WHICH MEANS THEY ARE IN THE COUNTY AND THEY ARE DEVELOPED AT 1 UNIT PER 5 ACRES

ALL PROPERTIES OUTLINED IN GREEN ARE DESIGNATED AS RDD-5 (RESIDENTIAL DEVELOPMENT DISTRICT 5 IN THE COUNTY



(Red)
Smith Property (495 ac)

Blue)
Wilco / Church /
School / Wastewater

2173.45 residential ac
149 residential lots
14.59 lot average size

From:	Randall Fosler
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; Jimmyjimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Planning Commission Jun 26, 2025 Item 27
Date:	Tuesday, June 24, 2025 9:53:55 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.

This is in regards to item # 27 on the June 26, 2025 Planning Commission meeting:

27. *PUBLIC HEARING: Consideration Of Resolution 2025-41, A Resolution To Adopt An Envision Franklin Plan Amendment For 4468 And 4417 Murfreesboro Road And 151 Trinity Road And Surrounding Parcels Located East Of North Chapel Road And Encompassing Map 088 Parcel 01801, Map 088 Parcel 01802, Map 088 Parcel 01805, Map 088 Parcel 01806, MAP 087 03800 And A Portion Of Map 088 Parcel 01900 To Change The Design Concepts Map From Rural Reserve To Village Green And To Add Special Considerations To The Village Green Design Concept.

I am writing to ask that you oppose the change from Rural Reserve to Village Green for these parcels known as the “Smith Properties”.

The reasons are:

1. Traffic congestion is getting unbearable trying to get into Franklin or trying to get to Hwy 65 to head into Nashville. The traffic on Hwy 96 at 8:00am is backed up from Hwy 65 all the way back past Arno Rd. There are 600 new homes being built on Poplar Farms that you have already approved and will add to the traffic soon. Hwy 96 will be so backed up that many will cut through Oxford Glenn / McKays Mill to avoid the Hwy 96 / Hwy 65 interchange. This will shift more congestion further North and through many residential neighborhoods. The quality of life for many Franklin residents will continue to decline when this happens.

2. Density. Much of the land being touted as “Open Space” is wetland / flood plain that cannot be built on. But since you include that in the overall density calculation, it appears to be lower density than it actually is. Look at the lot sizes and multifamily units being proposed for this property. Wile this is not a review of an actual proposed development, we have all seen what the plan is if you change this to Village Green.

3. Envision Franklin talks about new developments fitting in with the character of the area. This is near larger lot County neighborhoods and Rural Reserve is a much better fit for this area.

4. Infrastructure costs. The city just passed a 30% tax rate increase at the BOMA meeting this week. The city is asking current residents to shoulder more and more of the infrastructure costs of these new developments and growth. Changing this to Village Green will necessitate

substantial infrastructure costs for sewer. Then to pay for this new sewer you will need even more rooftops in this area so the pressure will be to keep adding more developments. That traffic problem I mentioned earlier will become impossible to manage.

5. Schools. Nearby schools are nearing capacity. How will this development impact the schools.

Please do not vote to change this from Rural Reserve to Village Green.

Thank You,

Randy Fosler
3475 Stagecoach Drive
Franklin, TN

From:	Angela Haile
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; Planning Intake; jimmy@tennesseevalleyhomes.com
Subject:	June 26, 2025 meeting, Item #27-Land Use Plan Change in Mayes Creek Basin
Date:	Tuesday, June 24, 2025 2:09:22 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.

To Commissioners of the Planning Board:

Re: Possible designation change/Land Use Plan for Item #27 on the June 26
Agenda

We are concerned about the designation change to Village Green for the Smith properties. Traffic is becoming untenable already. The 96/I-65 area has become a big problem and will only get exponentially worse when Poplar Farms traffic pours onto 96. Much less any additional from a large apartment, condo, and commercial build/complex. Every corridor is quickly becoming overwhelmed with traffic from over-building. If you live here, you know this.
Schools - Trinity Elementary and Page Middle are at capacity. Page HS is near capacity.
Do you all live here? If you do, surely you see this and experience this yourselves? If this is the case and you care about what's happening here, I'm confident you will decisively vote "NO".

Thank you in advance for doing what's right for Franklin and preserving the charm of the area.

Angela & Vincent Haile
Franklin, TN

From:	Israel Holliday
To:	Planning Intake
Subject:	June 26 meeting - Mayes Creek
Date:	Tuesday, June 24, 2025 1:47:52 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.

To whom it may concern,

I am writing to express my concerns regarding the proposed Village Green Designation for the Smith property, which is scheduled to be reviewed at your meeting on June 26. I urge the commission to consider designating this property as Large Lot Residential instead.

The Smith property is currently designated as Rural Reserve. In line with the principles of Envision Franklin, a Large Lot Residential designation would be a more appropriate fit for this site. Envision Franklin describes Large Lot Residential as:

"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."

This property encompasses approximately 132 acres of floodplain and is rich in natural water resources, including Mayes Creek, Seward Creek, and numerous blue-line streams and tributaries. Its landscape also features hillsides, hilltops, tree rows, and forested areas. These characteristics align perfectly with the description of Large Lot Residential in Envision Franklin.

Furthermore, the surrounding area consists of only three other neighborhoods within approximately three-quarters of a mile, all of which feature large lots (approximately 1 acre). There is no commercial development nearby, reinforcing the need for this new development to harmonize with the existing character of the area.

This request to change the designation of the Smith property from Rural Reserve back to Village Green has been previously denied in both 2018 and 2024. I believe that nothing has changed since those prior considerations to warrant a different outcome. Therefore, if any change in designation is to be voted upon, it should be from Rural Reserve to Large Lot Residential.

Thank you for your time and consideration of this matter.

--

Israel Holliday

Cell 615-414-6605

From:	Jeff Goodspeed
To:	Roger Lindsey; Alma McLemore; Planning Commission Williamson; Planning Commission Williamson; Jennifer Williamson; Michael Orr; Nick Mann; Planning Commission Williamson; Scott Harrison; Planning Intake
Subject:	Planning Commission Board Meeting item 27 on 6-26-25
Date:	Tuesday, June 24, 2025 11:31:44 AM
Attachments:	Open-Zoned-Schools-25-26.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.

Hello, Commissioners,

I am writing this email in reference to the upcoming board meeting. Specifically the land use plan change item #27. I have serious concerns about the infrastructure shortfalls, and the impact it will have on the surrounding community. I will address my three biggest concerns.

The first item is the lack of water pressure for this planned community. I have used the NFPA (National Fire Protection Agency) guidelines. This is the most recognized resource in the country for this matter.
Below is a chart on the acceptable water pressure at a fire hydrant for fighting fires. The county and City of Franklin have both color coded the tops of all fire hydrants so, all fire fighters know what pressure they will be expecting.

BLUE	1500 GPM or more	Very good flows
GREEN	1000-1499 GPM	Good for residential areas
ORANGE	500-999 GPM	Marginally adequate
RED	Below 500 GPM	Inadequate

A quick drive around a neighborhood will tell you the expected water pressure. Blue is considered necessary for fighting commercial structure fires. Green is considered “acceptable” for most single family home fires. However, the surrounding area of the proposed development has only RED fire hydrants = unacceptable.
This is not uncommon in a rural setting, and rural folks try to mitigate those risks. This is not common, or acceptable, in a planned community similar to what is being proposed. Especially, when they’re proposing residential dwellings on top of commercial buildings, and extremely unacceptable for a 75 bed hotel.
For over a year I have asked Franklin BOMA what their solution was to this problem in person, and via email. I have received only one response, and that response is “we don’t know.”
Just for additional clarification, we have completely lost two houses to fires in communities within 2 miles of this new planned development, and the death of one person in a house fire. During those fires the water pressure became unusable after 10 minutes of fighting the fires. So, not only do we have little water pressure, but we also have a very, very limited resource of

water.
On the new planned community proposal, there is a fire station set to be built in that area. However, if the firefighters do not have water or water pressure, they will not be able to fight the fire. A perfect example of this is the recent fires in Los Angeles. I have also seen proposals for putting in fire, sprinklers. However, that would be tied into the same water system, and would have the exact same results of limited water, pressure, and a very finite resource of water.
A quick drive around a neighborhood will tell you the expected water pressure. Blue is considered necessary for fighting commercial structure fires. Green is considered "acceptable" for most single family home fires. However, the surrounding area of the proposed development has only RED fire hydrants = unacceptable.
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On the new planned community proposal, there is a fire station set to be built in that area. However, if the firefighters do not have water or water pressure, they will not be able to fight the fire. A perfect example of this is the recent fires in Los Angeles. I have also seen proposals for putting in fire, sprinklers. However, that would be tied into the same water system, and would have the exact same results of limited water, pressure, and a very finite resource of water.

The second item I would like to speak on is the lack of schools for children. Current school enrollment shows schools in the area at or close to maximum student population. This maximum population is not even including the full build out of the Poplar Farms housing development. This means there is no room to put any of the children, and the proposed development is meant for new families, which would feed directly into this type of infrastructure problem.
Attached below is the zoning and approval bar graph of maximum students for each elementary school, middle school, and high school in our area.

The third item I'd like to bring up is the impact of local community. The local community has put together a website and a robust sign campaign in order to get a true representation of what the surrounding community wanted reference this development. Included in this community outreach was a survey specifically aimed at how the local area residents felt about the proposed community development, and development in general of the land in question. The results were an overwhelming 70% for using the land as currently zoned.
Local residence said that they were already overwhelmed by the traffic issues from Murfreesboro Road, which was after the construction had finished. They were also overwhelmed by traffic issues on Wilson Pike, Chapel Rd., and Arno Road.
The plan development calls for more residences than the entire Goose Creek

development. This obviously equates to more traffic, school population, and general area usage. All of these were concerns brought up to the local residents in the online surveys that were put out.
The local residents are not opposed to the property owners developing their land, but they are opposed to developing it so that it impacts the surrounding community so severely; especially when it doesn't even take into account the most basic planned community need of fire protection.

Thank you for your time, and if you have any questions, please feel free to reach out to me .

Sincerely,
Jeff Goodspeed

Open Zoned Schools 2025-26
Available Only to Students Residing in Williamson County Schools' District
Out of Zone Request Portal Open from February 4 - April 15
All Open-Zoned School Lottery Applications Processed Starting 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 2025-26
Elementary Schools and Hillsboro Elementary/Middle School																					
104 - Allendale ES	0	0	70	71	96	94	97	110	0	0	0	0	0	0	0	538	890	60%	352	200	**152**
105 - Bethesda ES	0	0	85	90	100	89	123	94	0	0	0	0	0	0	0	581	760	76%	179	150	**29**
119 - Creekside ES	0	0	95	97	117	145	145	136	0	0	0	0	0	0	0	735	890	83%	155	140	**15**
120 - College Grove ES	0	0	55	52	63	74	55	71	0	0	0	0	0	0	0	370	570	65%	200	150	**50**
122 - Clovercroft ES	0	0	110	112	119	110	113	129	0	0	0	0	0	0	0	693	890	78%	197	150	**47**
123 - Chapman's Retreat ES	0	16	80	82	93	93	89	108	0	0	0	0	0	0	0	561	790	71%	229	150	**79**
127 - Edmondson ES	0	0	80	76	84	107	99	110	0	0	0	0	0	0	0	556	790	70%	234	150	**84**
128 - Crockett ES	117	0	82	80	89	97	100	115	0	0	0	0	0	0	0	680	850	73%	170	140	**30**
130 - Fairview ES	50	0	65	68	60	65	73	94	0	0	0	0	0	0	0	475	660	68%	185	150	**35**
134 - Amanda H. North ES	0	15	70	70	90	77	108	104	0	0	0	0	0	0	0	534	890	60%	356	250	**106**
138 - Arrington ES	86	0	105	116	120	121	126	124	0	0	0	0	0	0	0	798	890	85%	92	92	**0**
145 - Grassland ES	0	0	70	67	67	71	63	89	0	0	0	0	0	0	0	427	780	55%	353	150	**203**
148 - Heritage ES	0	0	80	83	118	102	108	104	0	0	0	0	0	0	0	595	760	78%	165	150	**15**
250 - Hillsboro EMS	0	0	20	16	24	16	31	30	93	126	126	0	0	0	0	482	597	81%	115	75	**40**
157 - Hunters Bend ES	0	0	45	45	55	59	67	79	0	0	0	0	0	0	0	350	760	46%	410	150	**260**
158 - Jordan ES	0	15	85	82	93	91	114	117	0	0	0	0	0	0	0	597	890	67%	293	200	**93**
159 - Kenrose ES	0	0	105	107	121	114	145	118	0	0	0	0	0	0	0	710	850	84%	140	100	**40**
160 - Lipscomb ES	0	0	80	74	84	93	93	90	0	0	0	0	0	0	0	514	760	68%	246	150	**96**
161 - Longview ES	120	0	80	83	92	88	101	110	0	0	0	0	0	0	0	674	890	69%	216	150	**66**
164 - Pearre Creek ES	76	0	90	92	90	111	107	101	0	0	0	0	0	0	0	667	890	71%	223	200	**23**
165 - Nolensville ES	0	0	150	155	150	146	148	145	0	0	0	0	0	0	0	894	850	105%	-44	0	**0**
168 - Oak View ES	64	0	70	70	76	82	71	81	0	0	0	0	0	0	0	514	640	75%	126	100	**26**
171 - Mill Creek ES *	0	0	75	77	88	106	109	120	0	0	0	0	0	0	0	575	760	76%	185	185	**0**
176 - Scales ES	0	0	80	77	94	103	127	128	0	0	0	0	0	0	0	609	830	73%	221	150	**71**
177 - Sunset ES	0	10	85	93	100	105	106	113	0	0	0	0	0	0	0	612	780	78%	168	150	**18**
180 - Trinity ES	0	13	105	109	129	140	134	106	0	0	0	0	0	0	0	736	830	89%	94	94	**0**
181 - Thompson's Station ES	0	0	100	106	125	120	147	143	0	0	0	0	0	0	0	741	760	98%	19	19	**0**
183 - Walnut Grove ES	0	0	75	72	90	107	93	113	0	0	0	0	0	0	0	550	830	66%	280	150	**130**
188 - Westwood ES	0	19	75	80	86	101	98	103	0	0	0	0	0	0	0	562	760	74%	198	175	**23**
189 - Winstead ES	0	20	75	72	85	78	113	107	0	0	0	0	0	0	0	550	700	79%	150	125	**25**

Open Zoned Schools 2025-26
Available Only to Students Residing in Williamson County Schools' District
Out of Zone Request Portal Open from February 4 - April 15
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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 2025-26
Middle Schools																					
233 - Fairview MS	0	0	0	0	0	0	0	0	158	191	172	0	0	0	0	521	764	68%	243	200	**43**
241 - Page MS	0	0	0	0	0	0	0	0	503	520	475	0	0	0	0	1,498	1,500	100%	2	2	**0**
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278 - Sunset MS	0	0	0	0	0	0	0	0	235	233	248	0	0	0	0	716	869	82%	153	125	**28**
282 - Thompson's Station MS	0	0	0	0	0	0	0	0	206	193	201	0	0	0	0	600	800	75%	200	150	**50**
284 - Woodland MS	0	0	0	0	0	0	0	0	338	310	317	0	0	0	0	965	975	99%	10	10	**0**
High Schools																					
312 - Brentwood HS	0	0	0	0	0	0	0	0	0	0	0	362	389	361	409	1,521	2,000	76%	479	379	**100**
317 - Centennial HS	0	0	0	0	0	0	0	0	0	0	0	337	306	340	359	1,342	1,758	76%	416	200	**216**
335 - Fairview HS	0	0	0	0	0	0	0	0	0	0	0	180	170	174	180	704	1,042	68%	338	300	**38**
340 - Franklin HS	0	0	0	0	0	0	0	0	0	0	0	409	394	412	453	1,668	2,000	83%	332	275	**57**
342 - Page HS	0	0	0	0	0	0	0	0	0	0	0	398	431	396	319	1,544	2,000	77%	456	400	**56**
352 - Independence HS	0	0	0	0	0	0	0	0	0	0	0	514	534	523	476	2,047	2,200	93%	153	125	**28**
366 - Nolensville HS	0	0	0	0	0	0	0	0	0	0	0	440	384	368	395	1,587	1,671	95%	84	70	**14**
374 - Ravenwood HS	0	0	0	0	0	0	0	0	0	0	0	473	491	484	513	1,961	2,200	89%	239	190	**49**
379 - Summit HS	0	0	0	0	0	0	0	0	0	0	0	434	404	389	415	1,642	2,200	75%	558	400	**158**

** Mill Creek Elementary and Mill Creek Middle are not open zoned due to combined enrollment*

Per School Board Policy 1.703, the following schools have Priority Open Zoning:

Freedom Middle 8th grade students residing in the Franklin High zone are eligible for Priority Open Zoning to Centennial High

Heritage Middle 8th grade students residing in the Summit High zone are eligible for Priority Open Zoning to Independence High

Page Middle 8th grade students residing in the Centennial High zone are eligible for Priority Open Zoning to Page High

From: hilarycregg@gmail.com
To: Hilary Cregg
Subject: Land Use Plan Change #27, June 26 Agenda
Date: Monday, June 23, 2025 6:15:46 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.

Dear Commissioner of the Planning Board,

I am writing to you as a concerned resident of Watkins Creek subdivision regarding the Land Use Plan Change Item #27 on the June 26 Agenda. Our subdivision is off North Chapel Road where this planned land use change has been proposed.

My concerns are:

1. Traffic - the number of cars traveling on highway 96 (Murfreesboro Road) in the proposed area has increased, particularly since the road was widened, and will get considerably worse if the designated area is developed. Exiting North Chapel onto Murfreesboro Road heading west can already take 3-5 minutes during morning and evening rush hour.
2. Schools – increased pressure would be placed on our local schools, Trinity Elementary, Page Middle and Page HS that are near capacity.
3. Safety – Many children in our subdivision ride their bikes to school and cross North Chapel to do so. An increase in traffic on this rural road could put our children at risk.
4. Rural Franklin – this part of Franklin, is a beautiful rural area, loved and appealing to many, free from city commercialism, hustle and bustle. I would encourage you to consider preserving one of the few places left in Franklin that has not been spoilt by overcrowding. Estate lots on an acre would help to preserve the character of the area and address some of the safety and traffic concerns of current residents and eventual buyers of such homes.

Thank you for considering the above concerns.

Hilary Cregg
Resident of Watkins Creek Subdivision

From: Kimberly Davidson
To: Planning Intake
Subject: Mayes Creek Basin Smith Development
Date: Monday, June 23, 2025 4:44:35 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.

Please consider the following issues while contemplating the change of designation of the Smith Property. Putting another 1300 houses really destroys the rural nature of our area. Since I realize that he is going to develop this land one way or another, I truly believe it should be classified as Large Lot residential.

1) Dramatically changes the rural atmosphere of our area
2) Overcrowds our already overcrowded schools
3) Increases traffic on already crowded roads
4) Flooding is already a problem in our area due to development

Thank you for your consideration. I believe the people of this area need to be heard. I understand that Smith is a deep pocket, but you are forcing good people out of thr area and importing city problems such as crime and transient folks with the construction of apartments and businesses.
It does not fit in our area!

Kim Davidson
4115 Trinity Rd, Franklin, TN 37067

From:	Ginger Shirling
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; Mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; Jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Land use plan #27
Date:	Sunday, June 22, 2025 2:54:19 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.

Ginger Shirling
Osburn Road
Arrington. TN
District 5

Greetings commissioners
On June 26 you will consider issues related to the Smith property off 96E. Since this proposal surfaced in 2018 or earlier I have been concerned.
There seems to be strong resistance to the development from the existing neighbors. THEY CHOSE TO LIVE IN A RURAL AREA. This type of mixed use would radically change this area. Increased traffic…crowded schools …plus increased demand for public services such as police, fire and trash removal. WHO would pay for these services? It would fall unfairly on the current citizens who never wanted the population increase. Please consider our wishes and the huge costs involved.



GROWTH DOES NOT PAY FOR ITSELF.
Thank you for your consideration.

From:	Ginger Shirling
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; Mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; Jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Re: Land use plan #27
Date:	Sunday, June 22, 2025 9:50:26 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.

On Sun, Jun 22, 2025 at 2:54 PM Ginger Shirling <mrshirling@gmail.com> wrote:

> Ginger Shirling
> Osburn Road
> Arrington. TN
> District 5
>
> Greetings commissioners
> On June 26 you will consider issues related to the Smith property off 96E. Since this proposal surfaced in 2018 or earlier I have been concerned.
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>
> 
>
> GROWTH DOES NOT PAY FOR ITSELF.
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From:	Ginger Shirling
To:	Roger Lindsey; Scott Harrison; Alma McLemore; annpetersen@comcast.net; Mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; Jimmy@tennesseevalleyhomes.com; Planning Intake
Subject:	Land use plan #27 June 26
Date:	Monday, June 23, 2025 8:20:09 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.

Ginger Shirling
Osburn Road
Arrington TN



Greetings commissioners

On June 26 you will consider issues related to the Smith property off 96E. Since this proposal surfaced in 2018 or earlier I have been concerned.
There seems to be strong resistance to the development from the existing neighbors. THEY CHOSE TO LIVE IN A RURAL AREA. This type of mixed use would radically change this area. Increased traffic…crowded schools …plus increased demand for public services such as police, fire and trash removal. WHO would pay for these services? It would fall unfairly on the current citizens who never wanted the population increase. Please consider our wishes and the huge costs involved.

GROWTH DOES NOT PAY FOR ITSELF

From: Cyndi Torres
To: Planning Intake
Subject: Smith property proposal
Date: Saturday, June 21, 2025 9:44:11 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.

To Whom It May Concern,

A requested change to designate the Smith property from Rural Reserve back to Village Green is again on the table. The infrastructure in the area has changed little and the changes that have taken place cannot handle the current population, so to add a significant number of residential homes to the existing infrastructure is foolish to me.

Trying to get on I65 from Murfreesboro Road during rush hour now entails sitting on Hwy 96 through 4 or 5 traffic lights.

I can get to Music Row in Nashville more quickly than I can get from East Hwy 96 to West Hwy 96.

The traffic congestion on N Chapel Road caused by students being dropped off at Trinity Elementary is outrageous.

Anytime sporting events are happening at Trinity Park the traffic for people living on the southern side of N Chapel Road is a variation of a Mad Max movie.

There are generations of wildlife that call the rural areas of Mayes Creek home, that will be lost by the massive increase of new homes in the area.

All of the new schools that will need to be built for the influx of new residents will be a burden on the people who are already trying to make-ends-meet in Hollywood, Tennessee.

I cannot understand why elected officials who are given the power and authority to make decisions for all of the citizenry can so often vote in favor of land development that hurts the many and only benefits the few.

Say NO to this old, renewed, and rehabilitated proposal.

Sincerely,
Cynthia Torres
N Chapel Road, Franklin

From:	Rebecca Obarski
To:	Planning Intake; Alma McLemore; Scott Harrison; Roger Lindsey; annpetersen@comcast.net; mdadst@aol.com; Jennifer Williamson; Michael Orr; Nick Mann; jimmy@tennesseevalleyhomes.com
Cc:	Janet Tiarsmith Varrin Curtis
Subject:	Land Use Change Item #27 on June 26 Agenda
Date:	Friday, June 20, 2025 1:17:00 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.

Dear Commissioners:

I write today regarding Land Use Plan Change Item #27 on the June 26 Agenda. I ask that you vote **no** to changing the land use plan back to Village Green. I ask that you instead vote to recommend designating the Mayes Creek Basin area as **Large Lot Residential**.

I do not live in Mayes Creek Basin. I became aware of the proposed changes to its zoning (and future use) through a friend and began following the matter.

There are several reasons that the Mayes Creek Basin is not suitable for the type of development that the Smith Family has proposed, among them:

- Overcrowding in schools (already at or near capacity)
- Mayes Creek itself overflows and floods nearby properties already.
- Traffic near the Highway 96 and I-65 interchange is already horrendous and worsening each year, a huge development would necessitate expensive changes to that intersection and its feeders.
- Development as proposed would require significant additional public spending – police, fire, roads, sewer, power, etc. (not all would be captured by development fees)
- The majority of Franklin residents do not want more development, particularly large, dense development.

Franklin is a charming city. Please consider the charm and uniqueness of Franklin as you recommend the parameters of development of its eastern border. Please do not allow cookie-cutter copycat development that could be found in numerous similar sized cities across the country. Development is not easily undone. Consider the value of the wide-open spaces, the rural vistas, and enduring history of agriculture in the region. Please vote to preserve that charm.

Development is inevitable – but it can be managed. The people of Mayes Creek Basin and many Franklin residents that have become aware of this issue ask you to manage the

development consistent with the topography, ecology, and current uses of the land.

Please recommend the Mayes Creek Basin be zoned Large Lot Residential.

Thank you,

Rebecca Obarski
303 Canton Stone Drive
Franklin, TN 37067
Rebecca.obarski@gmail.com

From: ELIZABETH BRUNSON
To: Planning Intake
Subject: The Land Use Plan Change Item #27 on the June 26 Agenda
Date: Friday, June 20, 2025 10:00:25 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.

Commissioners:
I feel compelled to share my personal experience with the increased traffic on Murfreesboro Road (Rte 96). Wednesday morning, June 18, I left my home in Nestledown Farms at 9:32 am. Because of traffic, no weather issuess/no school zone/no accident/no closed lanes, I finally entered the on-ramp of I-65 N at 9:53am. That is 4.5 mies in 21 minutes! And not at rush hour! I am told the increased traffic on Murfreesboro Rd since the completion of the expansion has increased some 6000 cars a day. Please do not approve the Land Use change that could add upwards of 10,000 more cars a day. The west bound bottle neck that starts near Arno Road and continues through to Mallory Lane, is a much more important project than flooding east Williamson County with unneccesary development.

Pleases correct the existing problems instead of creating new ones.

Sincerely,
Elizabeth Brunson
4008 Nestledown Dr
Franklin, TN 37067

From:	Lynn Smith
To:	Planning Intake
Subject:	TAX PAYER COST - SCHOOLS - SMITH DEVELOPMENT
Date:	Thursday, June 19, 2025 9:37:20 PM
Attachments:	Williamson County 2025-2026 Budget.pdf Open-Zoned-Schools-25-26.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

Williamson County Residents are responsible for paying for the cost of building, staffing, and maintaining schools. With continued large-scale developments from projects like Village Green, our taxes continue to increase to fund more schools to accommodate this growth. We are tired of being saddled with more taxes to fund more schools and more unwanted growth.

WC Schools are currently almost at building capacity (See attached 2025-26 Open Zone Schools Chart)
And all this is BEFORE the addition of Poplar Farms +550 Homes, BEFORE Coretta Park +232 Homes & 32 Townhomes, and BEFORE the possibility of Village Green +1,320 Units. Can our current schools manage these new students?

Williamson County Schools 2025-26 Building Capacity

- Creekside ES - 83%
- Clovercroft ES -78%
- Arrington ES – 85%
- Trinity ES – 89%
- Page MS – 100%
- Page HS – 77%

The Williamson County 2025-26 Budget - $900,756,130 (attached)

- **School Budget – 62.5%** - School debt should be paid down before adding more to it.
- **Road Budget – 1.76%** - There is very little money to fix current infrastructure or to build any new infrastructure, yet we continue to add development - more traffic, more wear and tear on county roads.

With the current developments already in the works, we need to assess our current school needs first BEFORE adding more development that will require the building of more new

schools. Building one school is estimated at $40-$45 million dollars and this does not include the cost of the land. **PLEASE VOTE NO TO VILLAGE GREEN. SCHOOL ASSESSMENT NEEDS, COST ANALYSIS, and FUNDING -- SHOULD BE COMPLETED FIRST.**

Respectfully,

Lynn Smith
N. Chapel Resident

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Elementary Schools and Hillsboro Elementary/Middle School																					
104 - Allendale ES	0	0	70	71	96	94	97	110	0	0	0	0	0	0	0	538	890	60%	352	200	**152**
105 - Bethesda ES	0	0	85	90	100	89	123	94	0	0	0	0	0	0	0	581	760	76%	179	150	**29**
119 - Creekside ES	0	0	95	97	117	145	145	136	0	0	0	0	0	0	0	735	890	83%	155	140	**15**
120 - College Grove ES	0	0	55	52	63	74	55	71	0	0	0	0	0	0	0	370	570	65%	200	150	**50**
122 - Clovercroft ES	0	0	110	112	119	110	113	129	0	0	0	0	0	0	0	693	890	78%	197	150	**47**
123 - Chapman's Retreat ES	0	16	80	82	93	93	89	108	0	0	0	0	0	0	0	561	790	71%	229	150	**79**
127 - Edmondson ES	0	0	80	76	84	107	99	110	0	0	0	0	0	0	0	556	790	70%	234	150	**84**
128 - Crockett ES	117	0	82	80	89	97	100	115	0	0	0	0	0	0	0	680	850	73%	170	140	**30**
130 - Fairview ES	50	0	65	68	60	65	73	94	0	0	0	0	0	0	0	475	660	68%	185	150	**35**
134 - Amanda H. North ES	0	15	70	70	90	77	108	104	0	0	0	0	0	0	0	534	890	60%	356	250	**106**
138 - Arrington ES	86	0	105	116	120	121	126	124	0	0	0	0	0	0	0	798	890	85%	92	92	**0**
145 - Grassland ES	0	0	70	67	67	71	63	89	0	0	0	0	0	0	0	427	780	55%	353	150	**203**
148 - Heritage ES	0	0	80	83	118	102	108	104	0	0	0	0	0	0	0	595	760	78%	165	150	**15**
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269 - Legacy MS	0	0	0	0	0	0	0	0	185	192	201	0	0	0	0	578	1,000	58%	422	300	**122**
272 - Mill Creek MS *	0	0	0	0	0	0	0	0	310	307	321	0	0	0	0	938	800	117%	-138	0	**0**
278 - Sunset MS	0	0	0	0	0	0	0	0	235	233	248	0	0	0	0	716	869	82%	153	125	**28**
282 - Thompson's Station MS	0	0	0	0	0	0	0	0	206	193	201	0	0	0	0	600	800	75%	200	150	**50**
284 - Woodland MS	0	0	0	0	0	0	0	0	338	310	317	0	0	0	0	965	975	99%	10	10	**0**
High Schools																					
312 - Brentwood HS	0	0	0	0	0	0	0	0	0	0	0	362	389	361	409	1,521	2,000	76%	479	379	**100**
317 - Centennial HS	0	0	0	0	0	0	0	0	0	0	0	337	306	340	359	1,342	1,758	76%	416	200	**216**
335 - Fairview HS	0	0	0	0	0	0	0	0	0	0	0	180	170	174	180	704	1,042	68%	338	300	**38**
340 - Franklin HS	0	0	0	0	0	0	0	0	0	0	0	409	394	412	453	1,668	2,000	83%	332	275	**57**
342 - Page HS	0	0	0	0	0	0	0	0	0	0	0	398	431	396	319	1,544	2,000	77%	456	400	**56**
352 - Independence HS	0	0	0	0	0	0	0	0	0	0	0	514	534	523	476	2,047	2,200	93%	153	125	**28**
366 - Nolensville HS	0	0	0	0	0	0	0	0	0	0	0	440	384	368	395	1,587	1,671	95%	84	70	**14**
374 - Ravenwood HS	0	0	0	0	0	0	0	0	0	0	0	473	491	484	513	1,961	2,200	89%	239	190	**49**
379 - Summit HS	0	0	0	0	0	0	0	0	0	0	0	434	404	389	415	1,642	2,200	75%	558	400	**158**

** Mill Creek Elementary and Mill Creek Middle are not open zoned due to combined enrollment*

Per School Board Policy 1.703, the following schools have Priority Open Zoning:

Freedom Middle 8th grade students residing in the Franklin High zone are eligible for Priority Open Zoning to Centennial High

Heritage Middle 8th grade students residing in the Summit High zone are eligible for Priority Open Zoning to Independence High

Page Middle 8th grade students residing in the Centennial High zone are eligible for Priority Open Zoning to Page High

New Proposed Budget & Tax Rate

Based on the updates from the Budget Committee Meeting, these are the new proposed totals for each Fund for this coming year:

2025-26 Proposed Budget	Original	Reduction	New
General Fund	$ 174,079,520	$ 583,680	$ 173,495,840
Solid Waste	$ 10,509,041	$ 22,354	$ 10,486,687
Drug Control Fund	$ 196,150	$ -	$ 196,150
Highway Fund	$ 15,942,102	$ 52,326	$ 15,889,776
General Purpose School Fund	$ 565,306,797	$ 2,694,000	$ 562,612,797
Central Cafeteria Fund	$ 20,827,302	$ 78,000	$ 20,749,302
Extended Cafeteria Fund	$ 8,077,174	$ 31,500	$ 8,045,674
General Debt Service	$ 67,081,676	$ -	$ 67,081,676
Rural Debt Service	$ 42,198,228	$ -	$ 42,198,228
Total	$ 904,217,990	$ 3,461,860	**$ 900,756,130**

Total Proposed Budget: **$900,756,130**

From:	karen smith
To:	Planning Intake
Subject:	RURAL RESERVE - BETTER TRANSITION FOR SMITH DEVELOPMENT
Date:	Wednesday, June 18, 2025 5:03:30 PM
Attachments:	Envision Franklin - Rural Reserve.pdf UGB MCB - DEC 2024 SURVEY RESULTS-.pdf MayesCreekSurveyDataAllRes 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.

Sent to Franklin City Planning Commissioners - For Public Records

VILLAGE GREEN IS A MISMATCHED LAND USE PLAN - IT DOES NOT FIT WITH THE RURAL CHARACTER OF THE PEOPLES' PROPERTY IN THIS AREA

2017 Franklin City 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. (2017 Survey Comments Attached)

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 Allan 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. (2024 Survey Comments Attached)

Nothing has changed! The Mayes Creek neighborhood community does not want high-density housing, commercial/retail. Village Green is a mismatched, forced development plan and does not fit with Envision Franklin's directive to "reflect the established character of existing neighborhoods"

Envision Franklin's Rural Reserve Design Concept states: ***"…is intended to help preserve the natural beauty of Franklin through innovative design that helps celebrate nature while transitioning from a more densely populated City to the rural County."***

Please say **NO to VILLAGE GREEN**. With high-density housing, commercial and retail, there is NO transition. This type of development should be established at urban thoroughfare intersections -- not on the very far border of the UGB and County lines. **PLEASE KEEP RURAL RESERVE** - it is a better transition and better fit with the current community of single family homes.

Respectfully,

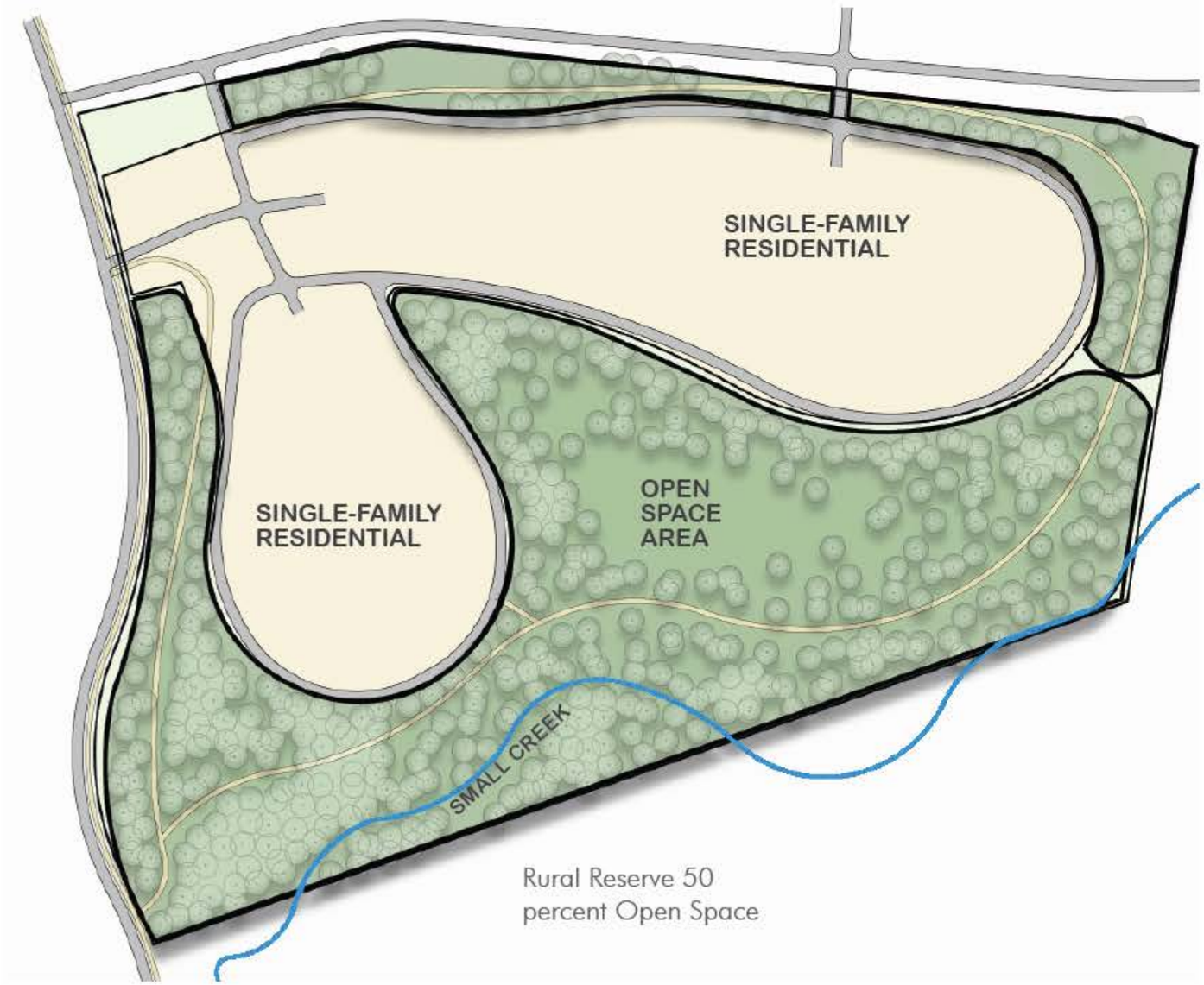
Karen Smith

N. Chapel Resident

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.



Rural Reserve 50
percent Open Space

"...DESIGN THAT HEL
CELEBRATE NATURE
WHILE TRANSITIONIN
FROM THE MORE
DENSELY POPULATED
CITY TO THE RURAL
COUNTY."



DT: April 15, 2025
RE: **UGB – MAYES CREEK BASIN SURVEY RESULTS**

Per your request to review the "UGB December 2024 Survey" conducted from 12/1/24-1/15/25, (6-weeks) -- below are the key findings and comments from respondents.

PURPOSE – TO BETTER UNDERSTAND WHAT THE CURRENT MAYES CREEK BASIN RESIDENTS WOULD LIKE TO SEE REGARDING FUTURE POTENTIAL DEVELOPMENT IN THE EAST WILLIAMSON COUNTY URBAN GROWTH BOUNDARY, UGB.

METHODOLOGY – SURVEY RECIPIENTS

The on-line survey was available to residents living in the Mayes Creek Basin area who voluntarily opted-in to receiving community information. Total of 168 Responses were collected as part of this survey.

- 49% - N. Chapel Rd Resident (Including Watkins Creek)
- 22% - Trinity Rd Residents
- 15% - Murfreesboro Rd – Between Oxford Glen & Trinity Rd.
- 14% - Wilson Pike

SAMPLE SIZE/CONFIDENCE LEVEL

This sample size represents +/- 10% margin of error to statistically represent the community. It is an acceptable level of accuracy to capture overall direction and providing insight to potential future growth.

ONLY HOME OWNERS or HOME RENTERS WHO LIVE IN THE MAYES CREEK BASIN. THERE ARE CURRENTLY NO MULTI-UNIT, HIGH DENSITY HOUSING IN THE EAST MAYES CREEK BASIN AREA.

OWNING A HOME

This area attracts new home owners as well as people who are established home owners

- 58% - Living here over 11 years
- 42% - Living here 10 years or less

- 0-5 Years = 19%
- 6-10 Years = 23%
- 11-15 Years = 19%
- 16-20 Years = 12%
- +21 Years = 27%

UGB

Slightly over half the respondents did not totally understand what living in the Urban Growth Boundary meant.

- 51% - UGB Not Totally Understanding
- 49% - UGB Understanding

Those that knew about the UGB, found out through various means.

- 53% - Learned about the UGB through neighbors
- 40% - Learned about the UGB through neighbor signs, meetings
- 7% - Learned about the UGB through the City of Franklin notification

Additional Comments regarding learning about the UGB

- Checked GIS maps for elevation and flood data (2024)
- Open House Meeting where the City of Franklin asked what we wanted to see in the UGB (2017)
- Smiths decided to develop (2025)

- Researched the UGB when relocating from Brentwood to unincorporated Williamson County (2004)
- Meeting concerning Page Middle School and High School (2013)
- Neighborhood App (2024)
- Nextdoor.com (2024, 2025)
- Pulled Zoning Ordinances (2017)
- Found out from my neighbor (2023, 2024, 2025)
- When buying my home (2014)
- Social Media Platforms (2024)
- I'm a realtor – when purchasing my home (2014)
- Researched this when building my home (2019)
- Looked it up on Williamson County website (2024)

Do you want to remain in the UGB?
Over four fifths of the respondents do not want to be part of the UGB

- 82% - NO
- 8% - YES
- 10% - OTHER

Comments regarding the UGB

- County residents do not have any representation on the City Board of Mayor & Aldermen – UNFAIR
- Do not want to be annexed into the city of Franklin
- Not clear on what the vision of the UGB is
- Do not want to be governed by the City of Franklin or their taxes
- I want to stay in my home regardless of the UGB
- The County Commissioners are too passive when it comes to protecting county residents' interests
- I never wanted my property to be in the UGB. This was an ambush by the city of Franklin
- Would never opt to be part of the city
- Do NOT want to be in the UGB and do NOT want to be part of the city
- If I wanted to be in the City of Franklin, I would have moved to the city
- We bought in the county and pay county taxes. No UGB and No CITY for us.
- No City Government – it's like cancer that keeps growing which imposes more and more regulations and sucks the life from the host organism

CITY OF FRANKLIN – SEWER PROPOSAL IN THE MAYES CREEK BASIN AREA

- 65% - Aware of proposed sewer plans
- 35% - Unaware / not sure of proposed sewer plans

Placement of Sewer Lines

- 69% - No idea where the pipes may go
- 31% - Yes, some idea where the pipes may go

Comments regarding Sewer Proposal

- Do NOT want sewer – City should leave us alone
- No sure what the benefits of sewer would be
- I oppose city sewer
- Please don't do it here
- Do not want city sewer. Very happy with septic.

- Strictly opposed to City Sewer Plan
- Shame on the City for not letting us know about the proposed sewer

FUTURE DEVELOPMENT IN THE MAYES CREEK BASIN AREA

Over half the respondents do not want to see any more development

- 54% - No More Development
- 37% - 1 Home per 5 Acres
- 7% - 1 Home per ½ Acre
- 2% - Mixed Use: Residential & Commercial

Comments regarding Proposed Future Development

- Excessive Growth causes our taxes to go up to fund the schools for the new people moving in. Current residents end up paying for the new people
- Let's not turn our beautiful community into Atlanta
- I'd like to keep our community as is
- I wouldn't mind a grocery store or restaurant closer
- I'd like to see one house per 2 acres of land – outside the floodway and floodplain
- This is a unique and special community which has lost some of its charm.
- Urban sprawl rarely works as planned – traffic, crime, school, environmental issues
- Do not want ½ acre homes
- One home per 5 acres (several respondents said this)
- We are NOT MILLIONAIRES. BOMA has managed to ruin Franklin and the county. I will not vote for you again – this needs to stop.
- STOP building housing that DOES NOT mesh with the surrounding area. Franklin City is out of control
- Stop being so greedy. Better to manage the growth that is already happening. Too many people, too few resources
- There is too much overbuilding now. Rural Franklin – Williamson County is disappearing. Massive housing developments and commercialization are everywhere.
- Single family homes and farms on at least 5 acre lots
- Preserve what has made us beautiful – no lip service!
- If this development keeps up at this pace, we are just another urban sprawl city
- The infrastructure and resources are not in place to support more population/growth
- Do not want any changes in current zoning and entitlements
- No more mass development – 1 home per 5 ac
- No sewer. Keep septic system sizes. I would never opt for sewer.
- Please do not build any further
- City and county won't agree to stop the growth, but this rapid growth is ridiculous. The infrastructure and our schools cannot handle what we currently have…pause it!
- I moved to the county to make sure that tiny houses on tiny lots would not be allowed. That is what I was told when I moved out here.
- Little development as possible
- 1 home per 5 acres is preferred and fits with what is already out here.
- I would hate for this beautiful small town to be turned into another nasty Springhill.
- No subdivision. No looking at my neighbors from my kitchen window.

SUMMARY

The Mayes Creek Basin residents overwhelming responded that they do not want to be included in the City of Franklin's Urban Growth Boundary. They also do not want any more development on the East side. If there has to be development, it should fit with the character of the area…one home per 5-acre lot. There should only be single-family housing and no commercial. Most of the residents also have no interest in hooking up to Franklin City sewer.

Q1 What are the qualities you like about the Mayes Creek Basin?

Answered: 305 Skipped: 44

#	RESPONSES	DATE
1	Open land. Current land owners appear to maintain land in very reasonable fashion.	12/6/2017 8:20 AM
2	Low traffic (I am a cyclist and most of my riding is in this area); Rural feel, yet close to interstate, shopping, etc.; Large open areas behind my home	12/5/2017 1:43 PM
3	Rural character, seclusion, very quiet, low noise levels.	12/3/2017 9:52 AM
4	Open space, trees...	12/2/2017 10:55 AM
5	0ne ac. lots or larger, rural in nature. Leave the area as it is!	12/1/2017 6:32 PM
6	nothing stands out to me.	12/1/2017 10:47 AM
7	Rural character and green space	12/1/2017 9:01 AM
8	Open green pastures, country setting	11/30/2017 9:12 PM
9	It’s not congested like Cool Springs	11/30/2017 8:11 PM
10	Rural setting near (but not in) "civilization"	11/30/2017 4:36 PM
11	I like that Mayes Creek Basin still has a rural feel while being close to the City of Franklin. I like the large green spaces and families having larger lots or small farms.	11/30/2017 3:39 PM
12	To remain as undisturbed as possible	11/30/2017 3:05 PM
13	The continued maintenance of rural character is very important, from an environmental point of view. Areas where all citizens can enjoy nature, and not just urban sprawl is a testament of caring for future generations.	11/30/2017 11:48 AM
14	Year round free flowing creek, surrounded by mature trees.	11/30/2017 10:46 AM
15	Rural qualities	11/30/2017 8:48 AM
16	Large land per house ratio, quiet roads, no traffic	11/30/2017 8:19 AM
17	Open spaces, natural beauty of Franklin, holding onto some of the little undeveloped areas. Must keep undeveloped.	11/30/2017 6:59 AM
18	Still some farmland left	11/30/2017 12:14 AM
19	Nature	11/29/2017 9:22 PM
20	Still a little bit of country road.	11/29/2017 8:24 PM
21	rural feel	11/29/2017 7:08 PM
22	Rural feel of the area. Green space and trees. Less hectic than other areas.	11/29/2017 6:54 PM
23	One of the last remaining areas in Williamson that you still feel like you’re in the country but you can get to town in a reasonable amount of time	11/29/2017 6:16 PM
24	Conservation area	11/29/2017 5:41 PM
25	Rural	11/29/2017 5:26 PM
26	No Development	11/29/2017 4:55 PM
27	Rural environment (trees, farms, nature)	11/29/2017 4:44 PM
28	Openness and lack of development	11/29/2017 4:21 PM
29	Rural feel while still being close to I-65, McEwen and Cool Springs.	11/29/2017 4:07 PM
30	The rural feel.	11/29/2017 3:46 PM
31	That it is undeveloped.	11/29/2017 2:24 PM

32	Community; geography; proximity to shopping, parks, etc.	11/29/2017 2:18 PM
33	The serenity and the look “this is tennessee”	11/29/2017 1:55 PM
34	The look and feel of country	11/29/2017 1:48 PM
35	I like that it remains a rural area	11/29/2017 1:44 PM
36	Lots of trees, not as many lights, less development, wholesome quiet area where kids can still see farms so close to home	11/29/2017 1:36 PM
37	Rural landscape. Low housing density	11/29/2017 12:31 PM
38	That is is undeveloped. We have TOO MUCH development going on. Residents need some wild areas left undeveloped	11/29/2017 12:08 PM
39	Beautiful scenery/greenery.	11/29/2017 12:04 PM
40	It is not over developed.	11/29/2017 11:41 AM
41	Rural	11/29/2017 11:03 AM
42	Good plan for growth.	11/29/2017 10:28 AM
43	Not part of Franklin. I moved out of downtown to have more freedom on my land and have more private space.	11/29/2017 10:21 AM
44	Love the rural landscape and quietness of this area.	11/29/2017 10:08 AM
45	Its the quiet neighborhood side of Franklin and Williamson County.	11/29/2017 9:50 AM
46	Open space	11/29/2017 9:49 AM
47	Beautiful undeveloped farmland.	11/29/2017 9:33 AM
48	There are many qualities but growth is beginning to erode them.	11/29/2017 9:31 AM
49	Completely rural. The beauty of the countryside and lack of neighborhoods. Leave it alone and rural!	11/29/2017 9:15 AM
50	The country feel.	11/29/2017 9:13 AM
51	Rural and undeveloped.	11/29/2017 9:08 AM
52	lack of development -- agriculture.	11/29/2017 9:06 AM
53	Quiet rural quality	11/29/2017 9:01 AM
54	I like the natural wooded landed and absolutely do NOT support housing development in this area.	11/29/2017 8:58 AM
55	What about what I don't like	11/29/2017 8:53 AM
56	the farms and wooded areas. There are too many new neighborhoods going up, would like to see that slow significantly.	11/29/2017 8:51 AM
57	TREES!!	11/29/2017 8:51 AM
58	It is undeveloped.	11/29/2017 8:50 AM
59	Green areas	11/29/2017 8:45 AM
60	Conservation area	11/29/2017 8:45 AM
61	Preservation of "country side feel" of Williamson Co	11/29/2017 8:44 AM
62	Rural, lots of animal habitat, tall trees, and vast areas of undeveloped land.	11/27/2017 6:15 PM
63	I like that the area is wooded, quiet, lots of green space, and that it feels far out from the city but is within driving distance from shops.	11/27/2017 4:25 PM
64	Non city-like	11/23/2017 4:20 PM
65	The rural character - greenspace, trees, wildlife - that is close to city amenities(i.e.grocery stores, bike trails)	11/21/2017 12:48 PM
66	The close proximity to the coolsprings	11/21/2017 9:17 AM
67	The closeness to the Franklin City limits.	11/21/2017 9:10 AM

68	The rural feel and open space.	11/20/2017 10:33 PM
69	Everything. Leave it alone and fix our roads and do a better job environmentally of monitoring the effects of recent subdivision build outs. Clovercroft Creek is coming over it's banks and almost over Covercroft road during the last storm. WHY? Because the land was mismanaged in the subdivision build-out. Apparently there's no oversight whatsoever on these developers/builders. Downstream gets harmed by everything left by the builders, building up in the creeks and washing away the land because of much higher water flow that results when concrete is poured for roads and trees and dirt is removed for new homes. PLUS, all the construction garbage that also travels downstream due to the practices of the builders/contractors.	11/20/2017 11:06 AM
70	natural beauty, rural setting, green areas, etc	11/18/2017 5:09 PM
71	Growth, better roads	11/18/2017 3:31 AM
72	Keep it rurual	11/14/2017 2:20 PM
73	Moslty trees and land and no commercial property surrounding trinity school	11/13/2017 8:17 PM
74	That this area is rural and not over developed like the rest of Franklin has become.	11/13/2017 6:39 PM
75	Rural feel Open space	11/13/2017 12:07 PM
76	Natural beauty, open spaces, nature, not overly developed	11/12/2017 9:24 PM
77	Much of the area is undeveloped. Rural landscape	11/12/2017 1:38 PM
78	Rural qualities	11/12/2017 9:25 AM
79	Rural homes, small farms & free flow of traffic without stoplights. Easy access to the dog park & athletic.fields	11/12/2017 6:59 AM
80	This is a safe haven for wildlife that is already getting pushed out due to too much development	11/11/2017 7:48 PM
81	Quiet and country.	11/11/2017 2:51 PM
82	None	11/11/2017 7:30 AM
83	The lack of dense housing outside of those already in process.	11/11/2017 7:28 AM
84	The lack of development.	11/11/2017 12:23 AM
85	Open space	11/10/2017 11:22 PM
86	The amount of undeveloped farm land, how serene the area is.	11/10/2017 8:45 PM
87	We love all of the older trees and the natural feel. We also like the small lot, front porch communities that seem to be popping up. Now, if we just had some type of mass transit system for traveling downtown...	11/10/2017 8:45 PM
88	Undisturbed,	11/10/2017 7:28 PM
89	It is quiet and has a mostly rural feel.	11/10/2017 7:20 PM
90	Pastoral	11/10/2017 6:57 PM
91	I like the rural feel of the area.	11/10/2017 6:46 PM
92	The schools, the neighborhoods, the community, the safety	11/10/2017 6:30 PM
93	Convenient location to interstate	11/10/2017 6:08 PM
94	The rural community. Horse farms, rolling hills.	11/10/2017 5:39 PM
95	Enough amenities. Accessibility to Nashville.	11/10/2017 5:23 PM
96	None- already congested on 96!	11/10/2017 5:23 PM
97	Nothing	11/10/2017 3:57 PM
98	Charming rural areas, farms, forests.	11/10/2017 3:43 PM
99	I like that it is green and that there are no current developments!!!	11/10/2017 3:20 PM
100	Conservation	11/10/2017 2:12 PM
101	Open space and large lots in the housing communities	11/10/2017 2:10 PM

102	Green space	11/10/2017 1:55 PM
103	That it is undeveloped	11/10/2017 1:42 PM
104	The country look and feel. It still feels like the city we chose so many years ago. Pretty and pristine country side.	11/10/2017 1:38 PM
105	Rural country feel	11/10/2017 1:24 PM
106	Nothing	11/10/2017 1:03 PM
107	It’s beauty and lush greenery.	11/10/2017 12:56 PM
108	Its rural	11/10/2017 12:50 PM
109	The green space and rolling hills.	11/10/2017 12:43 PM
110	That it still seems somewhat rural.	11/10/2017 12:35 PM
111	Quiet, not crowded, nature remains untouched	11/10/2017 12:35 PM
112	I like the rural landscape and quiet. We recently moved to east Franklin from southwest Franklin specifically for these features and strongly want to preserve them.	11/10/2017 12:15 PM
113	Nothing. It looks like another huge community.	11/10/2017 11:52 AM
114	I love the rural quality and open space. It provides a nice balance from all the homes, business and retail the city already offers.	11/10/2017 11:29 AM
115	natural beauty, trees, minimal development and NO commercial development	11/10/2017 11:07 AM
116	That it is still mostly a rural commmnity.	11/10/2017 10:29 AM
117	None	11/10/2017 10:22 AM
118	It's a quiet place to live and one of the few remaining areas like that in Franklin	11/10/2017 8:22 AM
119	Quiet. Low traffic. Streams and trees	11/9/2017 11:33 AM
120	Country living. Rural feel	11/8/2017 10:11 PM
121	I like living in a place that feels rural with trees, land and wildlife, but yet is close to the amenities of Franklin and Cool Springs and has the easy accessibility of 65 or 840.	11/8/2017 9:34 PM
122	I like the rural character and that it serves as a boundary to the overdevelopment of cool springs	11/8/2017 9:09 PM
123	Peaceful and beautiful. Not a lot of development near us.	11/8/2017 4:07 PM
124	The green space, all the trees, our wildlife.	11/8/2017 1:21 PM
125	Quiet, relatively low traffic levels, lots of nature and established wooded areas and farms. Wide open spaces.	11/8/2017 11:08 AM
126	Rural Character yet close to interstate and shopping amenities	11/8/2017 11:07 AM
127	The creek itself and so much green space.	11/8/2017 10:52 AM
128	Farm land...open rural area	11/8/2017 9:59 AM
129	Quiet, spacious, little development	11/8/2017 9:49 AM
130	I do not support any additional residential or commercial development in the Mayes Creek Basin.	11/8/2017 9:38 AM
131	Farmland	11/8/2017 9:24 AM
132	The quiet and simplicity.	11/8/2017 9:11 AM
133	Rural	11/8/2017 8:58 AM
134	It is a farm area and I want to keep it that way.	11/8/2017 8:31 AM
135	Natural - don’t build. All the building is ruining the charm & beauty of Franklin	11/8/2017 8:03 AM
136	It's charm and farms and open spaces. Do not build any more subdivisions!!!	11/8/2017 7:57 AM
137	Ruralness, low traffic, farms	11/8/2017 7:44 AM
138	wildlife, limited population density	11/7/2017 10:00 PM

139	The wildlife and creeks currently preserved. They give current developments the small town, rural feel we want.	11/7/2017 7:35 PM
140	Dont want development.	11/7/2017 5:43 PM
141	Trees. Rural feel and nature in the area.	11/7/2017 4:51 PM
142	1) rural character 2) natural spaces 3) wildlife 4) country cycling 5) quiet 6) mostly calm roads	11/7/2017 4:44 PM
143	There is a lot of green space and currently preserves nature around us.	11/7/2017 4:14 PM
144	the beauty of the open land, the wildlife, the trees.	11/7/2017 3:33 PM
145	I like the wildlife, watching the deer. It's quiet and the houses are not stacked on top of one another.	11/7/2017 3:25 PM
146	Agriculture countryside,	11/7/2017 2:51 PM
147	It's rural and not a lot of people.	11/7/2017 2:18 PM
148	The "country" feel in close proximity to Cool Springs/retail. The rolling hills and landscape. The opportunities for growth.	11/7/2017 2:18 PM
149	That it is not developed	11/7/2017 2:12 PM
150	The development reserve to be kept at 1 dwelling unit per 2 acres.	11/7/2017 12:31 PM
151	Annexation into the City of Franklin and MUCH needed Sewer System. the potential to appeal to developers to build more luxury homes in this area and be a part of the city limits and services	11/7/2017 10:09 AM
152	It is rural, without multi-family dwellings.	11/7/2017 10:05 AM
153	Rural character of the area, while convenient to commercial areas and 65 and a (usually) reasonable commute to Nashville.	11/7/2017 10:04 AM
154	Lack of development. Privacy	11/7/2017 1:54 AM
155	Generally rural with lots of space - low development and moderate traffic. Most of the area is natural, wooded, and fields. This is why we live in this area, rather than closer to downtown Franklin.	11/6/2017 10:34 PM
156	Large lots, quiet green spaces, relatively uncrowded, convenient location.	11/6/2017 9:32 PM
157	Still reviewing but the city is allowing to much density outside of the cool springs area	11/6/2017 9:26 PM
158	Beautiful land, rural feel	11/6/2017 9:20 PM
159	Beautiful land	11/6/2017 8:45 PM
160	Rural and undeveloped	11/6/2017 8:38 PM
161	Rural feel that’s why we moved to this area	11/6/2017 8:34 PM
162	Large area to strategically plan for Franklin growth including some commercial services within the east Hwy 96 corridor. Residents need some services to prevent further congestion west of I-65.	11/6/2017 2:46 PM
163	that its the last undeveloped area in franklin but is located close to cool springs	11/6/2017 1:53 PM
164	Natural beauty	11/6/2017 12:47 PM
165	The combination of rural and residential.	11/6/2017 11:46 AM
166	Quiet and un-crowded yet close to Franklin and Cool Springs	11/6/2017 11:07 AM
167	Rural open land	11/6/2017 10:54 AM
168	It has managed to maintain its rustic, rural beauty and not as congested as densely populated subdivisions found within Franklin's existing city limits.	11/6/2017 10:43 AM
169	It has managed to maintain its rustic, rural beauty and not as congested as densely populated subdivisions found within Franklin's existing city limits.	11/6/2017 10:42 AM
170	the beauty of the land	11/6/2017 10:13 AM
171	That it is not overdeveloped like the rest of Franklin. Franklin needs to worry about road infrastructure before annexing anything else to the area.	11/6/2017 10:12 AM
172	Rural	11/6/2017 9:17 AM

173	Rural feeling, quiet	11/6/2017 8:46 AM
174	Rural	11/6/2017 8:34 AM
175	Green, undeveloped.	11/6/2017 8:07 AM
176	That it’s natural and not developed. Feels like Wilco and not a city	11/6/2017 7:39 AM
177	A rural setting with beautiful vistas and a short travel time to Cool Springs.	11/6/2017 7:01 AM
178	Outside the city limits. Rural. Less developed. Schools. Each home-site and/or neighborhood able to maintain it's own method of water/sewer.	11/5/2017 9:52 PM
179	Rural, not a lot of development	11/5/2017 8:06 PM
180	The rural feel. Wooded land.	11/5/2017 7:55 PM
181	Rural with limited development	11/5/2017 7:00 PM
182	I like the feel of the “country” just outside the city limits. Keeping the Mayes Creek Basin rural is important to my family and me.	11/5/2017 2:33 PM
183	The rural landscape	11/5/2017 2:10 PM
184	That it is rural	11/5/2017 1:22 PM
185	It’s rural	11/5/2017 1:20 PM
186	I like the rural feeling of the basin, with easy access to urban areas for shopping, dining and entertainment	11/5/2017 12:18 PM
187	Rural, very little development which results in habitat for all types of animals and birds.	11/5/2017 9:11 AM
188	Rural, not densely populated with homes, wildlife, farms, scenery. It’s a country feel just minutes from Cool Springs	11/5/2017 7:38 AM
189	Not commercialized, has a residential feeling	11/5/2017 7:14 AM
190	We bought in the area because it has a rural feel but still close to shopping and restaurants	11/5/2017 6:10 AM
191	It drains water naturally	11/4/2017 11:12 PM
192	Green space	11/4/2017 9:23 PM
193	none: too many developments/condos/apartments already, catering to the wealthy, out of state buyers, making it unlivable/un-affordable and too congested for those who currently live here.	11/4/2017 8:44 PM
194	Mix of single-family homes along with larger areas of land such as farms Access to neighborhood and locally-owned businesses Feels like you are out of town without being too far from city amenities	11/4/2017 8:43 PM
195	It's a relatively peaceful place to live. We invested in our home many years ago and are concerned that this is an attempt to annex us into the city of Franklin. Our property taxes were raised 17% this year and this is over the inflationary rate. additional taxation is a burden on those of us who are on a fixed income.	11/4/2017 6:58 PM
196	I live here and enjoy the quiet country life	11/4/2017 5:06 PM
197	rural nature	11/4/2017 3:54 PM
198	Rural in character	11/4/2017 10:33 AM
199	Open spaces! Lack of density! More open like Brentwood. Not as congested as Franklin.	11/4/2017 10:31 AM
200	That it is mostly a natural area.	11/4/2017 7:38 AM
201	I was born and raised on the farm next door what is now Chardonnay. I have never even heard the creek being called anything but a creek. It fed my fathers lake and it still does today	11/3/2017 8:11 PM
202	The rural nature of it and that it's not too congested while being close to Franklin	11/3/2017 7:10 PM
203	City utilities	11/3/2017 4:56 PM
204	Its rural, undeveloped nature.	11/3/2017 2:12 PM
205	Rural setting	11/3/2017 1:23 PM

206	My wife and I enjoy the "ruralness" of the area. Subdivisions are encroaching from almost every angle. Single lane underpasses would have great difficulty taking in additional traffic volume. Not to mention the safety factor.	11/3/2017 12:28 PM
207	large lots, open spaces	11/3/2017 12:23 PM
208	Rural Feel	11/3/2017 11:54 AM
209	preserved green space	11/3/2017 11:53 AM
210	Open spaces, rolling hills, old growth trees, wild turkeys, deer	11/3/2017 11:10 AM
211	That it's largely undeveloped with pastureland and large independently owned property.	11/3/2017 10:23 AM
212	It is all Nature . Beautiful Area	11/3/2017 9:53 AM
213	Wildlife is abundant, school zone is excellent, parks, open spaces and natural wooded areas. It is not over developed.	11/3/2017 9:40 AM
214	We are far enough out of the city to feel like we are in the country, but close enough to everything. Moving in more commercial businesses and big housing developments will lessen that feeling.	11/3/2017 8:33 AM
215	That it is undeveloped.	11/3/2017 7:12 AM
216	Rural distinction however Clovercroft and Split Log have become a throughfair for traffic from Nolensville residents and residents further East to I-65 and Cool Springs Area. A traffic study would verify this.	11/3/2017 5:59 AM
217	It is rural with rolling hills of beautiful pastures and wildlife. Home developments have required single family residential living on one to two acre lots.	11/3/2017 5:56 AM
218	It is undeveloped and scenic	11/3/2017 5:48 AM
219	Undeveloped land	11/3/2017 5:39 AM
220	I love the rural, country feel of rolling hills, trees, and no development. This is what makes me love Franklin. If developed we will be forced to flee our beloved small town of Franklin, TN.	11/3/2017 5:07 AM
221	Rural	11/3/2017 4:52 AM
222	Keeping green space	11/3/2017 4:31 AM
223	Large lots for homes mature trees	11/3/2017 2:28 AM
224	Rural	11/3/2017 12:59 AM
225	Quiet neighborhoods and more rural, large residential lots.	11/3/2017 12:05 AM
226	That it is undeveloped - pretty country roads and views.	11/2/2017 11:09 PM
227	No hill top homes. Minimum one home per one acre of buildable land. Rural feel, minimum development. Buffer between municipalities. NO DENSITY!	11/2/2017 10:48 PM
228	Please DO NOT develop this property. The density in this area is completely overwhelming our roads, schools, green space, etc.	11/2/2017 9:51 PM
229	Rural feel.	11/2/2017 9:18 PM
230	Great potential for urban development	11/2/2017 8:54 PM
231	It’s undeveloped and beautiful. I like that we still have places where we can take a short drive in the country. Please stop so much development of beautiful areas.	11/2/2017 8:51 PM
232	Lack of over development	11/2/2017 8:16 PM
233	Low traffic / congestion, and not overcrowded	11/2/2017 7:57 PM
234	Not in city	11/2/2017 7:35 PM
235	Nice scenery, rural setting	11/2/2017 7:31 PM
236	Rural atmosphere. Trees open land	11/2/2017 7:26 PM
237	Quiet, lots of trees, housing isn’t too close together in most parts, fantastic neighbors.	11/2/2017 4:04 PM
238	rural atmosphere	11/2/2017 9:41 AM

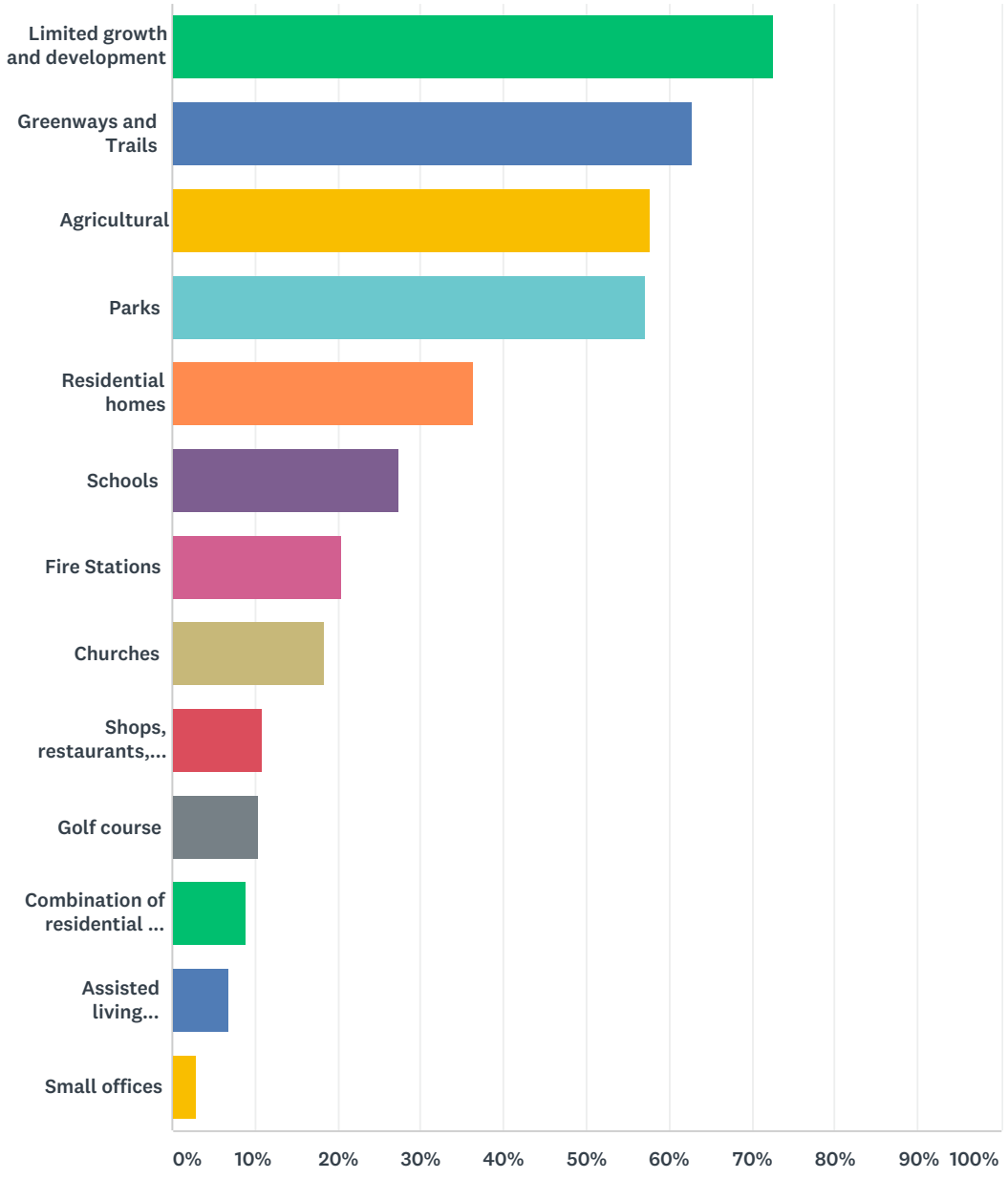
239	All the reasons I come to Franklin have changed over time. It is almost like a favoirite flower garden which when matures need constant re-distribution of plants taking into account the maturity of plants and changing light, soil, and traffic thru the garden. Franklin has changed... We need more planning and direction on infrastructure and the accompaning money and less directives for neighborhoods. Let's not build sub par-housing by goverment dictated requirements neighborhoods that will not stand up with time.	11/2/2017 6:58 AM
240	Large amount undeveloped	11/1/2017 7:57 PM
241	Space, less congested, large lots, safe traffic patterns/routes	11/1/2017 5:39 PM
242	quiet country living close to I65	11/1/2017 4:58 PM
243	Rural country feeling. No crowded.	11/1/2017 4:52 PM
244	The convenience to the city while being outside the city limits. I will not be able to acquire a burn permit. I am concerned about the rapid expansion and growth without any infrastructure to support said growth. Bringing subdivisions and more commercial buildings to this area is not something I support.	11/1/2017 1:44 PM
245	It feels rural but close to city	11/1/2017 8:55 AM
246	Rural setting, but close to the interstate system.	11/1/2017 7:54 AM
247	Still rural	11/1/2017 7:42 AM
248	Rural but close to town. When I moved out to this area 30 years ago there was only 1 or 2 red lights between town and home. Now it is so many lights so much traffic. I was able to safely ride my horses down the roads to the river and visit with the neighbors. Now people have no respect for others must less trying to ride horses down the road. I have seen road rage, traffic is bad. Looking over 65 from 96 going and coming to work you can see too much traffic and wrecks almost daily. I had hoped to retire at my home but with additional homes, people, cars. It will be almost impossible to live in my home and enjoy life. I will be like the rest of "old" Williamson countians, sell and move out of county.	10/31/2017 11:50 PM
249	Close proximity to Cool Springs shopping and business district	10/31/2017 5:13 PM
250	No city taxes, that's why we bought our property outside the city limits in a rural setting. We already have water, sewer, electric, cable, fire protection, police/sheriff protection and agriculture.	10/31/2017 3:01 PM
251	Mayes Creek is losing it's a qualities due to lack of reasonable growth.	10/31/2017 8:43 AM
252	That it is NOT Franklin city.	10/30/2017 7:23 PM
253	Perfect Location	10/30/2017 4:19 PM
254	peaceful, tranquil. unhampered. rural, farm community. undeveloped for most of it.	10/30/2017 4:00 PM
255	That is outside city limits. It is rural without overdevelopment like areas within the cities.	10/30/2017 12:46 PM
256	Being out of Franklin City Limits--Being RURAL but close enough to city	10/30/2017 10:01 AM
257	That it is rural	10/30/2017 7:32 AM
258	Space between neighbors, quiet	10/29/2017 8:17 PM
259	It has the right amount of recreation areas and greenways.	10/29/2017 9:00 AM
260	Close to town but still a country feel.	10/29/2017 9:00 AM
261	the fact that we are not in the Franklin city limits	10/28/2017 8:12 PM
262	Combination of BOTH Conservation and Development.	10/28/2017 7:32 PM
263	Low density, rural feel, natural habitats, undeveloped areas.	10/28/2017 5:40 PM
264	We love that it feels rural and we can have our horses here but it is only a few minutes from Cool Springs.	10/28/2017 4:30 PM
265	Still maintains some semblance of a rural feel. Not in city limts.	10/28/2017 3:42 PM
266	Country Setting Style	10/28/2017 7:54 AM
267	Like it left alone as is with no future growth plans.	10/27/2017 6:10 PM

268	It is quiet, and removed from the general noise and commercialization that now surrounds Franklin as one approaches Franklin from the East. Great place to live and hope it stays that way.	10/27/2017 4:50 PM
269	Close to interstate 65 and Cool Springs	10/27/2017 4:27 PM
270	THE RURAL FEEL. EVEN THE FEW NEIGHBORHOODS HAVE A "COUNTRY" FEEL. IT FEELS OPEN, SAFE, AND WARM. PLACES LIKE LADD PARK AND MCKAYS MILL FEEL TOO "INTENSE".	10/27/2017 3:02 PM
271	The scenic beauty of the creek and pasture land.	10/27/2017 2:58 PM
272	Location	10/27/2017 11:34 AM
273	The community here likes our green space and rural character; it's not crowded and overdeveloped.	10/27/2017 11:19 AM
274	the areas seen from 96 are mostly rural	10/27/2017 8:56 AM
275	The rural/country feel (few subdivisions, lots of open land and trees).	10/27/2017 8:46 AM
276	still somewhat rural	10/26/2017 11:42 PM
277	Relatively low density housing in the area where we reside.	10/26/2017 8:06 PM
278	It's out enough feel like you're in the country, but yet close to the Interstate and Cool Springs	10/26/2017 6:36 PM
279	We are in the country but we are close to everything. Less traffic. Lack of population. Lower taxes.	10/26/2017 4:37 PM
280	area for growth	10/26/2017 1:56 PM
281	Rural environment, limited growth	10/26/2017 12:59 PM
282	Convenient to shopping and medical care. Plus a rural setting.	10/26/2017 10:26 AM
283	The green space and agriculture that allows Franklin residence to enjoy rural environments	10/26/2017 10:23 AM
284	Rural with areas of large spaces with no development, providing for natural habitat. Homes on large tracts and many working farms.	10/25/2017 8:26 PM
285	Rural but close to town	10/25/2017 12:36 PM
286	Green acreage, purposeful traffic plans/patterns that support the current volume, cul de sac based neighborhoods with no through streets for families/outdoor play.	10/25/2017 10:32 AM
287	Less congestion yet convenient	10/25/2017 10:17 AM
288	All the green space	10/25/2017 8:12 AM
289	There are plenty of wooded areas, space, and wildlife.	10/25/2017 7:15 AM
290	I love seeing so much green! I love the country feel and quite. I love my kiddos going to Trinty Elementary, and while the traffic on 96 can be crazy, during the day it’s simply not an overly busy place. I love driving around and seeing Long fences and roaming livestock.	10/24/2017 10:03 PM
291	Open, rural area	10/24/2017 7:38 PM
292	Rural	10/24/2017 7:30 PM
293	Open space with little development. Love the proximity to nature	10/24/2017 7:07 PM
294	Quiet area, no commercial businesses. Purposely moved here to get out of the franklin city limits	10/24/2017 6:57 PM
295	Open farm land	10/24/2017 6:37 PM
296	At the minute we love that Tap Toot Farm is not developed	10/24/2017 5:50 PM
297	Quiet. Few homes. Upscale. Little traffic. Larger lots.	10/24/2017 5:33 PM
298	Rural feel. Open space. Developments w lots of green space	10/24/2017 5:18 PM
299	Rural natural landscape. Farms and rolling treed hills. Open land, not a sea of houses.	10/24/2017 4:33 PM
300	The open space and large stands of forested areas. It was disappointing this past week to see a large parcel along Murfreesboro road have ALL of the trees taken down.	10/24/2017 4:28 PM
301	Well it's around the corner from our house, we are in McKays mill just outside the boundary. We like that the area is close to cool springs but still has the franklin "country" feel.	10/24/2017 9:21 AM

302	Open country, wildlife	10/24/2017 8:43 AM
303	Rural, low density, mix of residential and agricultural uses.	10/24/2017 8:20 AM
304	Country-like, rural, yet still close to the city	10/24/2017 8:05 AM
305	Rural, untouched beauty.	10/24/2017 7:41 AM

Q2 Which types of uses do you envision for the Mayes Creek Basin? Select all that apply.

Answered: 343 Skipped: 7



ANSWER CHOICES	RESPONSES	
Limited growth and development	72.59%	249
Greenways and Trails	62.68%	215
Agricultural	57.73%	198
Parks	57.14%	196
Residential homes	36.44%	125

Schools	27.41%	94
Fire Stations	20.41%	70
Churches	18.37%	63
Shops, restaurants, and grocery stores	10.79%	37
Golf course	10.50%	36
Combination of residential and commercial uses	9.04%	31
Assisted living facilities	7.00%	24
Small offices	2.92%	10
Total Respondents: 343		

#	OTHER (PLEASE SPECIFY)	DATE
1	Planned developments that are walkable and offer local resources (commercial). Offer Westhaven-like subdivisions of different economic strata. Offer equine centric subdivisions. Create an agri-hood that encourages residents to own small quantities of docile farm animals and veggie gardens mixed with private residences and the commercial space needed to support residents. Always make them walkable/bikable and mix childcare with senior care in developments. No megamalls or megastores. No congestion and overdevelopment like Cool Springs area. Permit neighborhoods that foster social and environmental responsibility amongst residents. PS, I'm not against golf, just all the intense manipulation of the land used on golf courses.	12/12/2017 6:42 PM
2	Limited growth for residential home sites. Maintain current school.	12/6/2017 8:20 AM
3	The city and county have already corrupted the area by the way of allowing the so called "conservation subdivisions" which conserve nothing.	12/1/2017 6:32 PM
4	1)Disc golf course. 2) Bike trails to get the idiots off Wilson Pike, Wilson Pike is not designed for bicyclists and they have no reason to attempt to ride that road. 3) No additional houses should be added until the 1 lane underpasses have been replaced.	11/30/2017 9:12 PM
5	But nothing until McEwan and Wilson Pike are fixed and other connecting roads are planned to handle the increases traffic without dumping it thru current neighborhoods like oxford glen to cool springs blvd becoming a high traffic connector in the middle of multiple neighborhoods.	11/30/2017 12:14 AM
6	Please quit developing nature areas!	11/29/2017 4:55 PM
7	YMCA!!!!	11/29/2017 2:18 PM
8	Equestrian facilities	11/29/2017 1:55 PM
9	PLEASE leave it undeveloped. That’s why we all moved here—for quality of life. Now they are developing ALL THE OPEN SPACES	11/29/2017 12:08 PM
10	Simple neighborhood type living. No business parks and such.	11/29/2017 9:50 AM
11	Leave to growth to the other parts of the county. Quit destroying the beautiful parts of WillCo because the people running the show are getting kickbacks from developers and others. It's disgusting what the elected leaders are doing.	11/29/2017 9:15 AM
12	NO commercial activity	11/29/2017 9:01 AM
13	I do not support any type of residential development in this area. Nature parks (NOT large stadiums) and agricultural use would be acceptable.	11/29/2017 8:58 AM
14	Enough houses we need more rural open lands	11/29/2017 8:53 AM
15	Prefer to maintain as much greenspace as possible while addressing key needs for growth. Planning for schools and fire stations are critical in this piece. It should not be done in silos like I have seen the city do in the past. Be proactive, not reactive.	11/21/2017 12:48 PM
16	No major subdivisions or malls...very limited growth	11/20/2017 10:33 PM

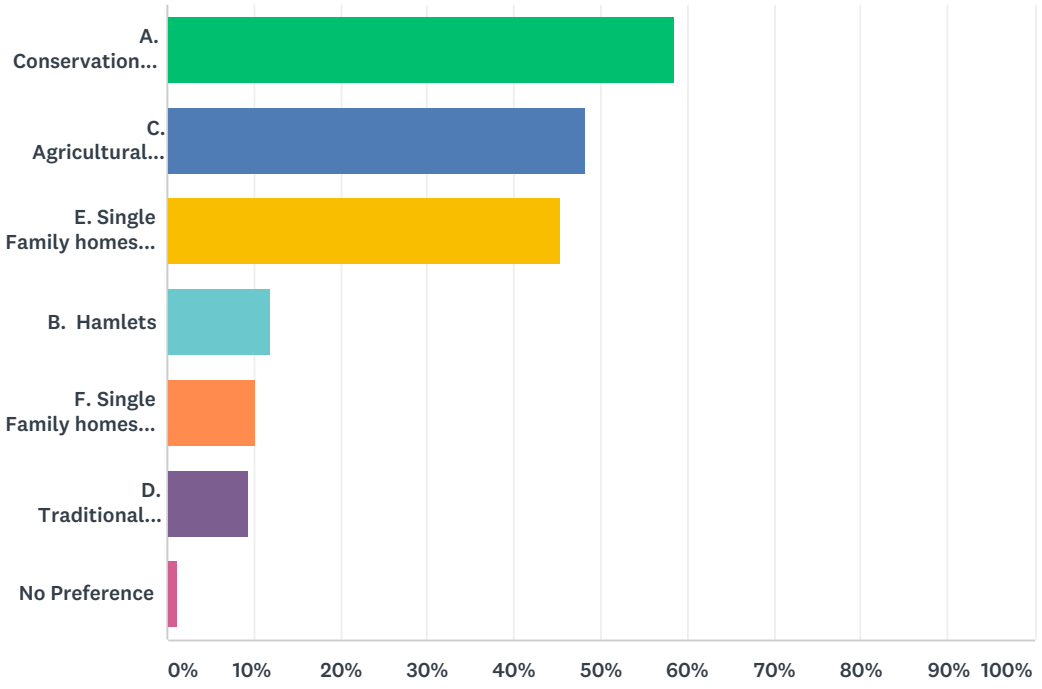
17	There is absolutely no justification for further residential or commercial construction in our area, period. It's recognized by all that our roads are insufficient for currently approved developments' additional traffic, so why would anybody think it appropriate to build more homes/offices? The first thing that needs to happen is to get an approved budget that pays for existing needs of roadways much less what may or may not be needed in 20 years. Traffic isn't manageable today, much less in three years when subdivisions build out and all those additional cars are on the roads. Stop approving additional development and/or annexing property for development.	11/20/2017 11:06 AM
18	please plan and keep Franklin beautiful!!!!	11/18/2017 5:09 PM
19	KEEP (what is left) of FRANKLIN RURAL.	11/13/2017 6:39 PM
20	We don't commercial development in the middle of our homes in residential area. That would not be the spirit of owning a home in historic Franklin away from.city sprawl.	11/12/2017 6:59 AM
21	Nothing. Leave it alone.	11/11/2017 7:48 PM
22	No more development in that area. These type areas are the reason Franklin is a nice place to live. Otherwise you can live in other areas for much less. Besides the school system can not handle the additional volume.	11/11/2017 9:57 AM
23	Limit dense housing and multiple housing.	11/11/2017 7:28 AM
24	Leave it as it is, no new development. The current residents enjoy their farms and the lack of development.	11/11/2017 12:23 AM
25	We can not add more homes or residents until we have a plan in place for our schools. Also we picked this area bc it was not as developed as Franklin. Leave the green spaces please.	11/10/2017 11:22 PM
26	I would like to see the growth franklin slow drastically. It is moving too quickly	11/10/2017 7:20 PM
27	We need another elementary school badly! Oak View nearly doubled in size over 1 summer and more development will feed into there or Trinity. PLEASE build with schools in mind!!!	11/10/2017 3:22 PM
28	I would really plead to keep this part green. We moved to this corner of Franklin tone close to the low development area. There are enough homes going up and we are having enough of a struggle getting funding for the schools now.	11/10/2017 3:20 PM
29	None	11/10/2017 1:03 PM
30	I marked the grocery stores option but I'd love that to be contained to a small area to service the families living around there and in arrington. But I'd prefer the development to be limited.	11/10/2017 12:56 PM
31	I wouldn't mind a nice neighborhood within walking distance to Trinity Elementary but overdevelopment is a fear of mine. I'm from here originally and it breaks my heart to watch so many farms disappear.	11/10/2017 12:43 PM
32	Leave it alone	11/10/2017 10:22 AM
33	If they were to build homes in this area, it would be better if they were larger lots (3-5 acres or more) . I don't want to see another McKay's Mill neighborhood pop up in this area.	11/10/2017 8:22 AM
34	We need to limit the city sprawl. If we build make sure we have minimum lot size at 1 -5 acre	11/8/2017 10:11 PM
35	Most people in the area do not want to see any mixed use developments or small lot home communities. It would ruin the feel of the area which is the main reason we moved here. Unfortunately, many neighborhoods are being built in this area and the schools and roads just can not keep up. Even if (not when) 96 is ever expanded, it is 10 years too late and it will not help all the surface roads at this point.	11/8/2017 9:34 PM
36	Please, do not allow more subdivisions!!	11/8/2017 9:09 PM
37	I would prefer that it not change one bit.	11/8/2017 4:07 PM
38	Would prefer minimal growth and development. If it has to happen, then residential on large lots only, with lots of green space barrier between neighborhoods and streets.	11/8/2017 1:21 PM

39	We live in The Radcliffe Subdivision. Only 11 homes with 1.5 AC to 5 ac lots. Generally do not want to be annexed to Franklin City. We have all we need to enjoy a simple and convenient lifestyle. IF annexation of surrounding properties is on the table then, Large lot (1 ac) density using cluster type development would be the preferred direction. I generally think the Mayes Creek basin has the commercial and services development already existing or close enough in McKays Mill and the I-65 / Hwy 96 interchange. The Trinity park and Fly park areas are nicely developed. It would be interesting to see a green way / trial / bike system along the Harpeth River from Arno Rd to the new Carothers communities and to the North along Wilson Pike to the Brentwood trail system. A Canoe access at Arno Rd and / or Trinity Rd at The Harpeth River. Widen Arno Rd to 3 lanes and solve the traffic congestion at the Page Schools.	11/8/2017 11:07 AM
40	No development	11/8/2017 10:30 AM
41	left alone	11/8/2017 9:59 AM
42	I do not support any additional development in the Mayes Creek Basin.	11/8/2017 9:38 AM
43	Farms	11/8/2017 9:24 AM
44	Keep it undeveloped	11/8/2017 8:31 AM
45	Leave it as it is	11/8/2017 7:57 AM
46	better roads and nothing more	11/7/2017 10:00 PM
47	want to limit the amount of development in order to preserve the greenspace that we have today	11/7/2017 7:35 PM
48	Would like to see some restaurants and a grocery store enter this space - but very limited. Would prioritize greenways, trails and parks.	11/7/2017 4:14 PM
49	The less that is done on the east side, the better.	11/7/2017 3:33 PM
50	Please leave it alone! Let's have an area of Frankin that is not overgrown. I hate subdivisions. I moved to this area specifically to be away from all that. I'm close enough to town. The traffic on Murfreesboro rd is already crazy. It takes forever to turn left out of N Chapel rd on to 96.	11/7/2017 3:25 PM
51	Please do not put more houses in this area	11/7/2017 2:12 PM
52	The current residents have already sunk costs to provide water and sewage.	11/7/2017 10:05 AM
53	Residential homes on large (multi-acre) lots. No subdivisions.	11/7/2017 10:04 AM
54	We moved to East Franklin to get away from the over development of Cool Springs. I would like to see Mayes Creek stay rural and not get over developed like the rest of Franklin.	11/7/2017 1:54 AM
55	Possible mixed-use developments offering a good mixture high quality housing with some affordable component.	11/6/2017 2:46 PM
56	No development	11/6/2017 10:12 AM
57	LIMITED development	11/6/2017 8:07 AM
58	No more large area home developments. No city of Franklin government just Williamson County.	11/5/2017 9:11 AM
59	I would greatly appreciate more public spaces for walking, hiking, biking, and enjoying the outdoors. Brentwood has ridiculously outdone Williamson County and Franklin in this area. I drive to Brentwood to enjoy their trail system and parks.	11/4/2017 8:43 PM
60	Perhaps you could tell us what you plan to do.	11/4/2017 6:58 PM
61	No high density residential developments; No high density commercial development	11/4/2017 10:33 AM
62	No dense developments please! Franklin has overbuilt these already!	11/4/2017 10:31 AM
63	We have lived here at this location in Worthington for 26 years what was a quiet residential neighbor And would like for it to stay that way. It has developed into numerous subdivisions and I does not lend itself tho anything else.	11/3/2017 8:11 PM
64	staying with the nature of the area - large lots.	11/3/2017 12:23 PM
65	NONE	11/3/2017 11:53 AM
66	This area can not hold all the traffic of Stores, more homes and restaurants	11/3/2017 9:53 AM
67	Feeder road improvements are necessary to support the through traffic.	11/3/2017 5:59 AM

68	Stop trying to develop every piece of vacant property. You have done nothing to address traffic issues and congestion. The roads in the area I.e. Wilson path with a one lane underpass can't handle the additional traffic.	11/3/2017 5:39 AM
69	1 home per acre	11/3/2017 12:59 AM
70	Small shops / shopping centers only. No big box stores or large grocery. The area could use a few restaurants and perhaps a small market. A fuel center would be ok so long as it fits the rural aesthetic.	11/2/2017 9:18 PM
71	Appropriate widening of roads BEFORE the development begins	11/2/2017 8:54 PM
72	We are close enough to easily access commercial development that we do not need any additional commercial development in this area	11/2/2017 7:57 PM
73	No more growth	11/2/2017 7:35 PM
74	I don't like seeing all the houses in neighborhoods look almost identical. Changes in the brick/siding and front entry don't make diversity.The concepts plans should mandate at least 20% single level homes. ((This would be more in keeping with the population and needs of the citzens)Subdivisions need to have a diversity in the size and configeration of plats every other plat being 20% difference in size. Home designs and builder diversity within a subdivision should be mandatroy. You are creating slums because of lack of diversity in size and style of homes and plats sizes.	11/2/2017 6:58 AM
75	If subdivisions are built, only houses on 1/3 acre or larger not including green space in the subdivision. Do not make it like all the development on S Carothers and Carothers Pkw	11/1/2017 7:57 PM
76	Law enforcement facilties	11/1/2017 7:42 AM
77	Do not want to see any development with the Mayes Creek Basin. That's why I live out here.	10/28/2017 8:12 PM
78	Franklin has become overpopulated and has lost the quaint small town appeal as unrestricted growth and development have become the norm in this area.	10/28/2017 5:40 PM
79	We are especially opposed to Limited Growth and Development. The area has changed so much since we moved here over a decade ago and there are now thousands of people traveling through the area every day but we believe growth can be allowed without infringing upon the rights of people who have owned property here for many years.	10/28/2017 4:30 PM
80	Would like to see the property on North Chapel from Fly Park/Trinity Park to Hwy 96 purchased/used for a larger park and/or green space. We don't need grocery stores etc--those are easily accessible at McKay's Mill, at Kroger or Public on Royal Oaks. Don't want commercialization lining Hwy 96 as one approaches Franklin or Triune.	10/27/2017 4:50 PM
81	HIGH END HUNTING/FISHING CLUBS	10/27/2017 3:02 PM
82	What we envision is not what we want. If annexed, we envision the City of Franklin allowing overdevelopment (as defined by the residents), forever changing the character of a long established community.	10/27/2017 11:19 AM
83	Small areas of residential development with large lots (5 acres or more).	10/27/2017 8:46 AM
84	No large developments, stores, strip malls, etc.	10/25/2017 8:26 PM
85	We purchased a home out this way because we loved the space! We don't mind driving a bit to get to big stores. I love that we can leave our neighborhood and be amongst trees and green space pretty easily.	10/24/2017 10:03 PM
86	There is so much potential here to really create a beautiful area. Why do we have to build houses here. Just go a few miles down hwy 96 and develop residential homes there.	10/24/2017 5:50 PM
87	Would support hamlet/village development at major intersections, but they would need to be low scale density/intensity.	10/24/2017 8:20 AM
88	Any further developments out that way will only serve to completely clog I-65.	10/24/2017 7:41 AM

Q3 Which types of residential neighborhoods do you think are appropriate for the Mayes Creek Basin? Please refer to the images below and select all that apply.

Answered: 311 Skipped: 39



ANSWER CHOICES	RESPONSES	
A. Conservation Subdivisions	58.52%	182
C. Agricultural Neighborhoods or "agrihoods"	48.23%	150
E. Single Family homes on one unit/acre or greater	45.34%	141
B. Hamlets	11.90%	37
F. Single Family homes on lots smaller than one unit/acre	10.29%	32
D. Traditional Neighborhood Developments	9.32%	29
No Preference	1.29%	4
Total Respondents: 311		

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't have strong preference, but if I recall you are talking about 10,000 acres. Have a mix of all and let the prospective home/land owner have options.	12/12/2017 6:42 PM
2	5 acre minimum. Maintain large green space areas.	12/6/2017 8:20 AM
3	This is large enough an area to include several different elements. I'm most concerned that the flavor of being rural and low traffic be preserved as much as possible.	12/5/2017 1:43 PM
4	None	12/4/2017 6:51 PM
5	I prefer the choice if these are the ONLY choices. Again leave Mayes creek basin alone.	12/1/2017 6:32 PM

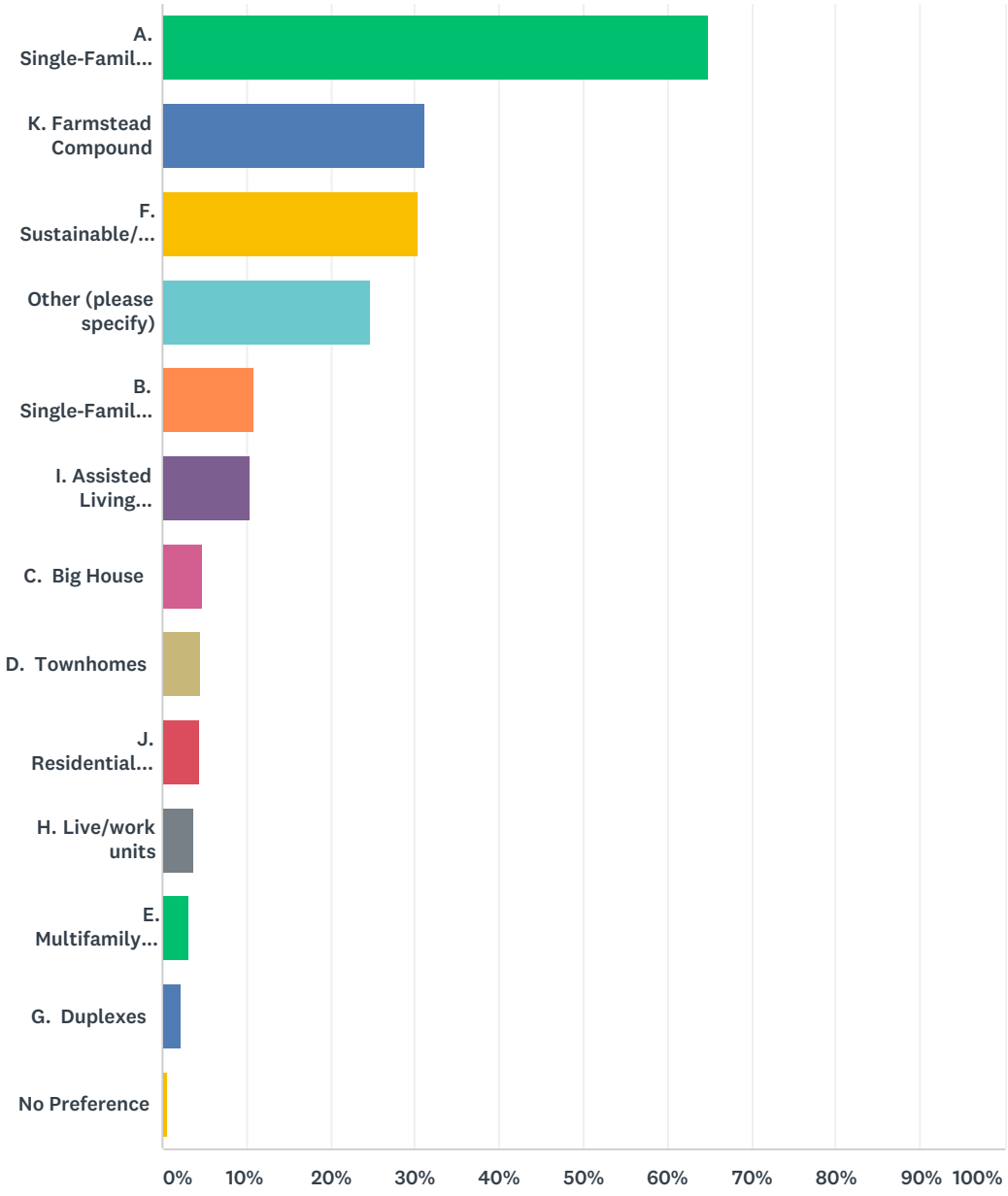
6	Prefer parks and trails.	11/30/2017 1:11 PM
7	or no new development	11/30/2017 8:48 AM
8	NO MORE DEVELOPMENT - YOU CAN'T AFFORD OUR SCHOOLS AS IT IS!	11/30/2017 8:19 AM
9	Quit developing these areas!	11/29/2017 4:55 PM
10	None of the above. Let’s slow down and stop expanding and make do with what we have.	11/29/2017 4:21 PM
11	Limit new house size to 2,500 square feet.	11/29/2017 4:08 PM
12	None. We should not be tryinf to develop every piece of property in and around Franklin. We do not need more homes. We need to preserve rural Williamson County.	11/29/2017 2:24 PM
13	Large lots of over 5 acres	11/29/2017 1:55 PM
14	NO MORE HOMES!!!!	11/29/2017 12:08 PM
15	We don’t need another McKays mill to overpopulate the area. Oh, I live in McKays Mill. I like the convenience but hate the size of the neighborhood.	11/29/2017 9:33 AM
16	Trick question. NONE OF THE ABOVE IS THE ANSWER. Stay out of the area completely. Quit tricking the stupid with questions that don't have all the options for answers! Leave it rural!	11/29/2017 9:15 AM
17	I do not support residential development of any sort in this natural area.	11/29/2017 8:58 AM
18	` None of the above	11/29/2017 8:53 AM
19	Or conservation land with no residential development	11/29/2017 8:45 AM
20	Many properties due to County septic rules can not build on North Chapel Road. We need sewer to build on our 1 acre property and have custom builds not trailer homes due to soil requirements that the county has in place in Williamson county.	11/21/2017 9:10 AM
21	No major development	11/20/2017 10:33 PM
22	NONE of the above. No additional residential construction is the best answer until there's a way found to pay for improving our existing roads. Once the issue of paying for roads is concerned, only environmentally positive use should be considered. That rules out everything but A, and why shouldn't we use minimum of 5 acres parcels for homes? Why didn't you offer up that choice?	11/20/2017 11:06 AM
23	prefer large lots only. Please limit growth	11/18/2017 5:09 PM
24	NO NEIGHBORHOODS. GREENSPACE ONLY.	11/13/2017 6:39 PM
25	I honestly think we don't need any more neighborhoods.	11/12/2017 1:38 PM
26	no more residential development	11/11/2017 8:32 PM
27	Nothing.	11/11/2017 7:48 PM
28	No more development in that area	11/11/2017 9:57 AM
29	Single family housing with minimum 10' setbacks on each side of property lines.	11/11/2017 7:28 AM
30	None of the above. No new development!	11/11/2017 12:23 AM
31	I prefer none, but if I have to pick then less houses the better	11/10/2017 11:22 PM
32	We live in Lockwood glen. One of the things that attracted us to the neighborhood was the diversity in housing stock. We have everything from the low $400ks to the low $800ks plus some nice rentals. This has made for a great neighborhood with a nice amount of diversity.	11/10/2017 8:45 PM
33	I picked C only because there was no "please no neighborhoods here" option	11/10/2017 5:33 PM
34	No pictures were viewable. Prefer lots of green space, limited fencing and more wildlife!	11/10/2017 5:23 PM
35	No new developments, you will oil the charm of this beautiful place	11/10/2017 3:44 PM
36	A or nothing!!	11/10/2017 3:20 PM
37	No subdivisions	11/10/2017 1:42 PM
38	Nothing	11/10/2017 1:03 PM
39	No large clusters of neighborhoods like McKays Mill or Villages of Clovercroft. I love in one of these and strongly dislike it. When my husband agrees to move I will do a cartwheel!	11/10/2017 12:43 PM

40	There also needs to be a plan to not demolish any green space for future development as the impending situation with the Tap Root Farms developer wanting to destroy trees along the creek behind Watkins Creek for a sewer line.	11/8/2017 9:34 PM
41	I would most prefer it left alone. If it must be developed, hamlets are actually a very cool idea... depending on what “significant” green space means. Percent land use would help clarify	11/8/2017 9:09 PM
42	Preferably no more subdivisions.	11/8/2017 11:08 AM
43	All using 1 acre as the basis for development.	11/8/2017 11:07 AM
44	No development	11/8/2017 10:30 AM
45	none of the above.....just leave everything as is	11/8/2017 9:59 AM
46	I do not support any additional development.	11/8/2017 9:38 AM
47	Farms and pastures, no development. This survey is skewed. Why is no development not an option? Bad judgement here.	11/8/2017 9:24 AM
48	None. Just leave the area the same. Leave the people alone with their farms	11/8/2017 9:00 AM
49	No neighborhoods. Only farms.	11/8/2017 8:31 AM
50	Stop building ??	11/8/2017 8:03 AM
51	if there has to be something built - which i am not convinced of	11/7/2017 4:44 PM
52	none	11/7/2017 3:33 PM
53	NONE!! Leave it alone!!	11/7/2017 3:25 PM
54	None!	11/7/2017 2:12 PM
55	SIngle-family homes on large lots, preferably as stand-alone residences and not in subdivisions.	11/7/2017 10:04 AM
56	I prefer that it not get developed. But if houses had to go up, I would prefer high end homes like my own. Valued greater than $750,000	11/7/2017 1:54 AM
57	Commercial services and mixed use developments primarily along Hwy 96 with residential neighborhoods being a mixture of townhouse/single family/multifamily and some larger tract conservative greenspace developments slightly further from service corridors needed to support reasonable growth east of I-65. Residents know it's coming, just want to plan strategically.	11/6/2017 2:46 PM
58	None! No more development until you fix the roads and traffic flows!	11/6/2017 10:12 AM
59	None of the above.	11/5/2017 9:11 AM
60	A major benefit of living in this area is that it is not overdeveloped with houses and neighborhoods on top of each other. People here appreciate the open spaces and feeling like we are more "out in the country" without having to live an hour out of town.	11/4/2017 8:43 PM
61	do not want development	11/4/2017 5:06 PM
62	No apartments or condos!	11/4/2017 10:31 AM
63	Prefer that it not be developed	11/4/2017 7:38 AM
64	No more subdivisions	11/3/2017 11:53 AM
65	None	11/3/2017 10:23 AM
66	Growth needs to be controlled now or existing infrastructure such as roads bridges and schools will be out outdated.	11/3/2017 5:59 AM
67	No houses, retail, or office. Only agricultural or parks!	11/3/2017 5:39 AM
68	None of the above, please leave alone Franklin’s last remaining green space.	11/3/2017 5:07 AM
69	open farmlands and woods without more development on it	11/2/2017 11:09 PM
70	The density in this area is too much. No further development.	11/2/2017 9:51 PM
71	None of the above.	11/2/2017 8:51 PM
72	All neighborhoods need to have sidewalks!!!!!! and All streets need significant shoulders!!!!!	11/2/2017 6:58 AM
73	These 3 types are where the majority of the demand is currently	10/31/2017 5:13 PM

74	None of them are appropriate.	10/28/2017 8:12 PM
75	Honestly, I would prefer no development in the area, but I don't see that as an option. Growth is not always a good thing....traffic is ridiculous and as of now, no plan to help with this issue; schools are overpopulated and can't keep up with the current growth rate and no plan to remedy this situation; housing prices make living in Franklin unobtainable for many; sewer capacity is an issue as new developments continue to pop up...we need to slow development until these issues can be resolved.	10/28/2017 5:40 PM
76	We don't want our home rezoned to disallow our horses.	10/28/2017 4:30 PM
77	Berry Farms is nice, but we don't need anything like that in this area. We need to preserve as much open space as possible. Similarly, McKay's Mill is also nice, as is Tap Root development but both have gotten out of hand and have basically erased wide open spaces.	10/27/2017 4:50 PM
78	To maintain the rural character this community has preserved for generations, the area must maintain a significant amount of permanently preserved green space, lots must be a minimum of one acre and the homes must be affordable to residents currently living here. To help maintain the rural character, subdivisions should not be visible from arterial roads (deep setbacks and landscape buffers).	10/27/2017 11:19 AM
79	The Franklin infrastructure cannot support additional neighborhood growth, so none of the above are appropriate. The land should remain in agriculture. You should try to drive from Arno Road to the Square if you doubt whether there is sufficient infrastructure to support more and more people competing for the limited roadway.	10/26/2017 8:06 PM
80	Rural on large tracts leaving large areas undeveloped to provide a natural buffer from the city.	10/25/2017 8:26 PM
81	Preference definitely for the conservation option	10/25/2017 8:12 AM
82	I like the individual homes and farms just as they are.	10/24/2017 10:03 PM
83	No more neighborhoods	10/24/2017 6:57 PM
84	No massive housing developments. Enough already. Franklin is being ruined by overdevelopment. Keep the rolling hills and open land.	10/24/2017 4:33 PM
85	It was disappointing to see a recent subdivision, Amelia Park, that had so many homes jammed next to each other with very little green space / lawn areas around the houses. I definitely don't want to see a continuation of that type of development in Franklin... it ruins the feel of the town.	10/24/2017 4:28 PM
86	limited development	10/24/2017 8:43 AM
87	agrihoods- LOL	10/24/2017 8:20 AM
88	None of the above until there is an alternate and equal route to Nashville such as I-65.	10/24/2017 7:41 AM

Q4 Which types of residences would you like to see in the Mayes Creek Basin? Please refer to the images below and select all that apply.

Answered: 347 Skipped: 3



ANSWER CHOICES	RESPONSES	
A. Single-Family Homes on Large Lots	64.84%	225
K. Farmstead Compound	31.12%	108
F. Sustainable/energy efficient homes	30.26%	105
Other (please specify)	24.78%	86
B. Single-Family Homes on Small Lots	10.95%	38

I. Assisted Living Facilities	10.37%	36
C. Big House	4.90%	17
D. Townhomes	4.61%	16
J. Residential above commercial uses	4.32%	15
H. Live/work units	3.75%	13
E. Multifamily like condos or apartments	3.17%	11
G. Duplexes	2.31%	8
No Preference	0.58%	2
Total Respondents: 347		

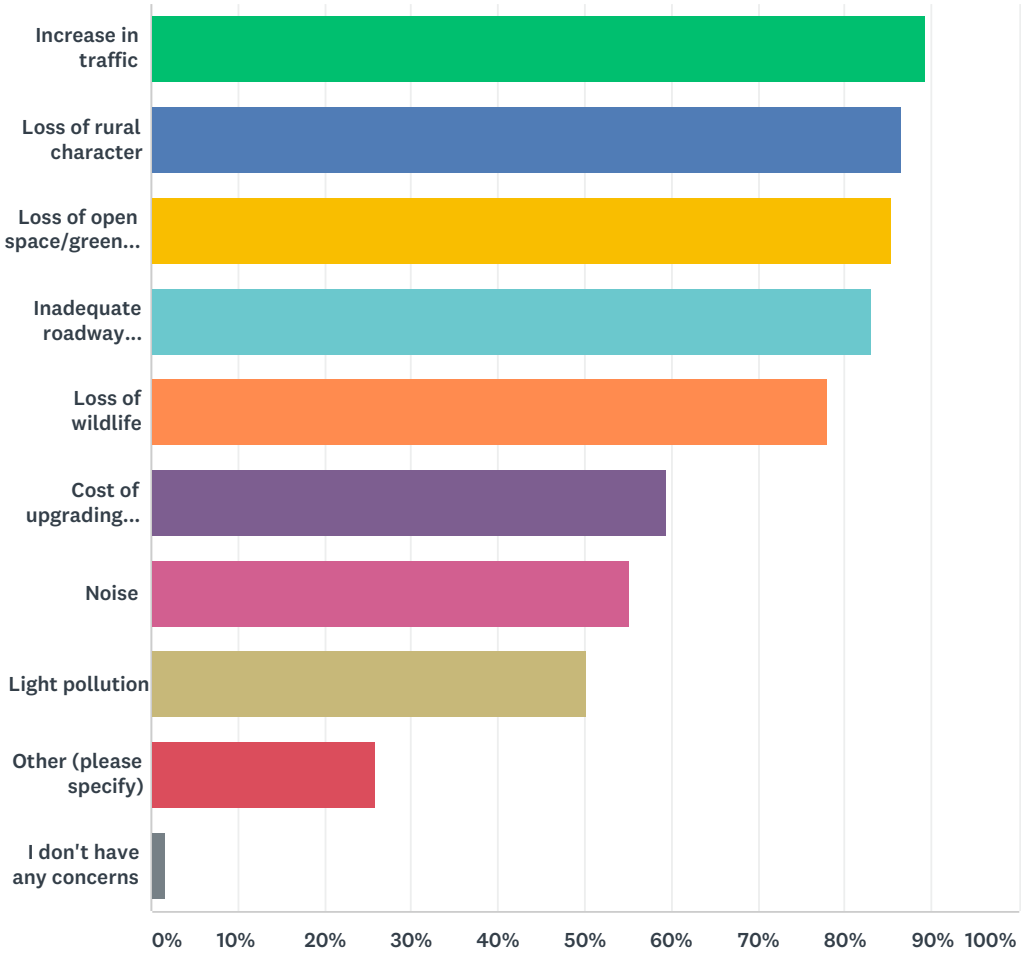
#	OTHER (PLEASE SPECIFY)	DATE
1	multifamily dwellings if they offer senior living. No apartments or condos or other easily rented spaces; keep those near the megamalls.	12/12/2017 6:42 PM
2	None	12/4/2017 6:51 PM
3	Residential only, leave the commercial zones back in the current city proper.	11/30/2017 9:12 PM
4	Would prefer no change to the landscape and maintenance of farm settings; however, if the land will be developed, it should be residential with substantial acreage.	11/30/2017 4:36 PM
5	No high density development. No commercial uses.	11/30/2017 11:48 AM
6	Or no new development	11/30/2017 8:48 AM
7	NO MORE DEVELOPMENT - YOU CAN'T AFFORD OUR SCHOOLS AS IT IS!	11/30/2017 8:19 AM
8	No development! Greenspace is all that we want!	11/29/2017 4:55 PM
9	None.	11/29/2017 4:21 PM
10	Farms. 2,500 square foot limit on new homes. Solar & wind power.	11/29/2017 4:08 PM
11	Please just leave it like it is.	11/29/2017 2:24 PM
12	NO MORE HOMES	11/29/2017 12:08 PM
13	I like the way Brentwood requires 1 acre lots with their homes. We moved back to Franklin from out of state and wanted to return to Franklin, not Brentwood. Franklin is a lovely historic town.	11/29/2017 9:33 AM
14	Rural farm land that shows what WillCo is based on and came from. Leave it looking just like it is. How about asking door to door about how the people living here want. Nope, instead you put out surveys with sketchy options for answers to fool the stupid into answers that suit your needs. Pathetic.	11/29/2017 9:15 AM
15	I do not support residential development of any sort within this land.	11/29/2017 8:58 AM
16	None of the above	11/29/2017 8:53 AM
17	Prefer NOT to develop.	11/29/2017 8:51 AM
18	Or none	11/29/2017 8:45 AM
19	No major developments at all without infrastructure upgrades and planning	11/20/2017 10:33 PM
20	NO FURTHER CONSTRUCTION SHOULD BE APPROVED OR PROPERTY ANNEXED FOR FUTURE CONSTRUCTION until we agree on how to pay for making our roads satisfactory to current residents. AFTER that is done, the only logical and reasonable Mayes Creek approach should be (K) farmstead compound.	11/20/2017 11:06 AM
21	large lots only please	11/18/2017 5:09 PM
22	NONE OF THE ABOVE. STOP OVERDEVELOPING!!!	11/13/2017 6:39 PM
23	No more residential development. We are losing every bit of land in Williamson County.	11/12/2017 1:38 PM

24	no more residential development	11/11/2017 8:32 PM
25	Leave it alone. Build somewhere else	11/11/2017 7:48 PM
26	No more development in that area	11/11/2017 9:57 AM
27	No new development!	11/11/2017 12:23 AM
28	Don't want any subdivisions but if I had to choice the single family large acre lots	11/10/2017 11:22 PM
29	I think the more diverse the housing stock, the better off the community will be. Having lots of large developments with just one national builder punching out houses isn’t going to do anyone any good in a downturn. While there is some of that going on, it isn’t out of control.	11/10/2017 8:45 PM
30	Again, F if the area must be developed. I'd prefer green space.	11/10/2017 5:33 PM
31	parks & greenspace.... less housing.	11/10/2017 5:23 PM
32	None - too crowded on 96	11/10/2017 5:23 PM
33	No new homes would be great, when will enough be enough. Keep Williamson beautiful and un cluttered. You don't want us to end up like atlanta do you....	11/10/2017 3:44 PM
34	Anything is better than the over development of the cluster homes with tiny yards	11/10/2017 3:22 PM
35	None	11/10/2017 3:20 PM
36	No homes	11/10/2017 1:42 PM
37	None	11/10/2017 1:03 PM
38	Greenways and parks instead. With maybe one small commercial unit with a grocery store.	11/10/2017 12:56 PM
39	Would prefer very few homes added as the schools in this area are already very crowded.	11/10/2017 12:15 PM
40	Leave it alone	11/10/2017 10:22 AM
41	None of the above	11/8/2017 10:11 PM
42	Again, prefer no houses at all, or an option for green multi family housing	11/8/2017 9:09 PM
43	Single-Family Estates 5 Acres +	11/8/2017 11:08 AM
44	No development	11/8/2017 10:30 AM
45	none of above	11/8/2017 9:59 AM
46	No new development	11/8/2017 9:38 AM
47	Again, stay as is, keep the farms. Very upset at city of Franklin for this study. No development should be an option or you're misleading people. But that's probably your intent, right?	11/8/2017 9:24 AM
48	No future building.	11/8/2017 9:11 AM
49	Farmland The way it is now	11/8/2017 9:00 AM
50	farm homes like they have (what is a farmstead compound!?) Oh! Or! take homes out and make it a nature preserve! I'll donate my land for that.	11/7/2017 4:44 PM
51	none	11/7/2017 3:33 PM
52	Prefer none, but if I have to choose then make them large, treed lots and don't take away the trees behind my house. I don't want to see any of them.	11/7/2017 3:25 PM
53	None	11/7/2017 2:12 PM
54	No multi-family dwellings.	11/7/2017 10:05 AM
55	I don't know enough about "farmstead compound" to have an opinion, but agree with uses that are consistent with agricultural and rural character of the area.	11/7/2017 10:04 AM
56	None!	11/6/2017 10:12 AM
57	Rural farms with horse and cattle pastures.	11/5/2017 9:11 AM
58	no development	11/4/2017 5:06 PM
59	Prefer that it not be developed	11/4/2017 7:38 AM

60	None of the above. Single family on 1 acre lots of green space that conforms with that density	11/3/2017 8:11 PM
61	Or none.	11/3/2017 12:28 PM
62	no more development	11/3/2017 11:53 AM
63	none	11/3/2017 10:23 AM
64	Should be parks and green ways!!! we do not have schools to support unless you are will to give land for school	11/3/2017 9:53 AM
65	Franklin will lose its character if townhouses and single family homes on small lots continue to grow.	11/3/2017 5:59 AM
66	None of the above	11/3/2017 5:48 AM
67	No houses	11/3/2017 5:39 AM
68	None of the above, we have too many new homes being built and no green space left. We also lack infostructure and proper roads. Don’t pave paradise to put up a parking lot.	11/3/2017 5:07 AM
69	O	11/3/2017 12:59 AM
70	Farm houses	11/2/2017 11:09 PM
71	Do not make this space commercial, mix use or multi family. Preserve the green space. No more urban sprawl.	11/2/2017 9:51 PM
72	But I would rather not see this in a planned development type of form. Just individual owners building their personal home.	11/2/2017 8:51 PM
73	Please let there be diversity.!!!! I vote for no zoning, at least that way we could get real diversity. They have no zoning in Houston Tx.	11/2/2017 6:58 AM
74	If houses must come let them be affordable for the people that work in / for the city and county not large houses that our kids can't afford.	10/31/2017 11:50 PM
75	no developement	10/30/2017 4:00 PM
76	The area needs to retain its open and more rural character. Annexation by the city will not support this requirement.	10/30/2017 12:46 PM
77	I want to see NO residences.	10/28/2017 8:12 PM
78	No to slow development,	10/28/2017 5:40 PM
79	We like most of the a options above but we especially mini-farms for people with day jobs but who want to keep a few animals and a large garden. We prefer as few rules and restrictions as possible even if that means our neighbors can make choices we do not like. We like the idea of including work and shopping near our home but not at the cost of a bunch of restrictive rules. We would love to have our small office nearer our home but it is not currently possible.	10/28/2017 4:30 PM
80	To get support and avoid strong resistance from existing residents, there must be no multi-family dwellings other than duplexes. Senior living centers in the rural setting would be nice. A large gated subdivision for those 55 and older would be great here. Smaller lots would be appropriate here.	10/27/2017 11:19 AM
81	None of the above.	10/26/2017 8:06 PM
82	None	10/24/2017 6:57 PM
83	If we have to have homes built then I would select A and incorporate these types into green space	10/24/2017 5:50 PM
84	As few houses as possible	10/24/2017 4:33 PM
85	Single family homes on larger lots will help to keep the growth issues (traffic, need for new schools) from getting out of control.	10/24/2017 4:28 PM
86	None of the above until there is an alternate and equal route to Nashville such as I-65.	10/24/2017 7:41 AM

Q5 What concerns do you have about properties being developed in the Mayes Creek Basin? Please select all that apply.

Answered: 350 Skipped: 0



ANSWER CHOICES	RESPONSES	
Increase in traffic	89.43%	313
Loss of rural character	86.57%	303
Loss of open space/green space	85.43%	299
Inadequate roadway infrastructure	83.14%	291
Loss of wildlife	78.00%	273
Cost of upgrading infrastructure to meet the needs of new development	59.43%	208
Noise	55.14%	193
Light pollution	50.29%	176
Other (please specify)	26.00%	91
I don't have any concerns	1.71%	6

Total Respondents: 350

#	OTHER (PLEASE SPECIFY)	DATE
1	Those I checked are relatively controllable factors when making the decision to permit development. All others listed are more of a consequence of permitting development and thus, I accept them when development occurs. PS, development of this area is absolutely inevitable, so you might as well grab the bull by the horns and direct development in a way that is agreeable to most.	12/12/2017 6:42 PM
2	Flood water issues. All utilities upgrades. Note:Current RR underpasses on Wilson Pike are GOOD traffic control points. Check accident reports. There are minimal reports of accidents at these points. NO need for traffic control devices at these points.	12/6/2017 8:20 AM
3	The city and county or the state do not have the funds to pay for the current approved construction porjected out to 2030 or longer. Promises made and not kept like finishing Clovercroft school before the roads were improved. State money on Wilson pike, CSX money on the tunnels, and city and county on Clovercroft	12/1/2017 6:32 PM
4	Runoff/storm water impacts on flooding and water quality	12/1/2017 9:01 AM
5	Based on what we've learned, the development also requires the destruction of our neighborhood that is not annexed by Franklin. The proposed sewer lines will impact our property values and will also compromise the wildlife with which we coexist.	11/30/2017 4:36 PM
6	We have already lost significant green space in the Franklin area. Expanding this development into the Mayes Basin area will further reduce the green space and continue to overrun the Williamson County infrastructure.	11/30/2017 3:39 PM
7	That area is so chopped up with development with huge homes but no concern for what is being lost. The rural vitality needs to remain or be a part of the development	11/30/2017 8:48 AM
8	NO MORE DEVELOPMENT - YOU CAN'T AFFORD OUR SCHOOLS AS IT IS!	11/30/2017 8:19 AM
9	Where does the wildlife go? I have seen deer starving because their land and trees were taken from them. The same holds for other wildlife too. Then they raid peoples homes and lots because there is no food.	11/29/2017 9:22 PM
10	.	11/29/2017 4:44 PM
11	School overcrowding!	11/29/2017 4:21 PM
12	"...what do you mean, there are still one-lane railroad tunnels on highly-trafficked stretches of Wilson Pike..?!.." Yeah. I would think that should be a first priority. We have to deal with that EVERY DAY. I DO NOT APPROVE. Thanks!	11/29/2017 2:18 PM
13	inadequate school facilities, especially for multi-family properties or small lots	11/29/2017 1:36 PM
14	Light pollution is extremely problematic. You see it all around you. Commercial signs and buildings light up the night's sky. People also want elaborate night lighting to show off their homes. It's not good for wildlife, but to my knowledge, there are no laws restricting it.	11/29/2017 11:41 AM
15	people in the next 20 years. I just don’t want them all crammed in this area!	11/29/2017 9:33 AM
16	Greedy WillCo officials. Always looking to stuff a pocket or two by raviging the beautiful land that people love and are here for. Cram store and neighborhoods all over to look like every other place in MidTN. WillCo is the way it is because of where it came from not because of greedy leadership holding hands with "house in a box" developers slapping up McKays mill looking houses and eating up the country and rural land that people crave. Not 100+ home neighborhoods. The neighborhood on Tulloss is prime example of greedy leadership and hand hold with developers. That neighborhood should have NEVER BEEN approved. Again, pathetic and greedy.	11/29/2017 9:15 AM
17	Increase of population to our schools that the county commissioners are already unwilling to fund. The county is on the verge of a financial crisis due to the influx of population and the inability to support the growth. A referendum to support a short term sales tax increase will not solve this problem. There is a systemic issue of poor planning and greedy developers ongoing in this area. It needs to STOP.	11/29/2017 8:58 AM
18	Increase in housing prices, homeowners insurance, property taxes. Overdevelopment is driving out the middle class because prices are skyrocketing. This also causes inadequate infrastructure to support the growth.	11/29/2017 8:45 AM

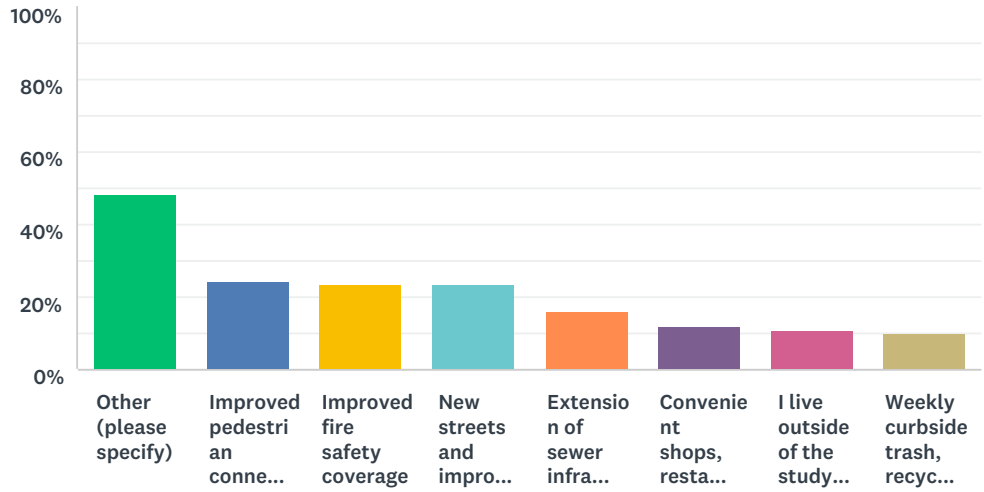
19	Change in socio-economic makeup of community which would also impact quality of schools	11/23/2017 4:20 PM
20	Unplanned services such as schools, fire/police, etc.	11/21/2017 12:48 PM
21	North Chapel Rd. needs to be developed with sewer so that property owners who currently own mobile homes can sell their lots for custom builds but they can't sell because the soil is not exceptable to the county septic rules to put in custom builds.	11/21/2017 9:10 AM
22	All Are MaJOr issues	11/20/2017 10:33 PM
23	Let's get real. We have a major issue regarding traffic and roads and how to pay for what we need TODAY. Why would anybody think it's appropriate to annex property for future construction and/or approve any further residential construction in the County? Too many projects have already been approved without appropriate recognition of what it does to our quality of life and the impact on our environment. Time to hit "PAUSE". This Mayes annexation shouldn't even be on the table for discussion.	11/20/2017 11:06 AM
24	Over-crowded schools	11/13/2017 12:07 PM
25	strain on resources, increase in school population when schools are already over populated	11/11/2017 8:32 PM
26	Volume of new students on existing school system and cost to build additional schools. Increased taxes to support an expanded school system	11/11/2017 9:57 AM
27	Again, the current residents do not want new development in this area.	11/11/2017 12:23 AM
28	Schools can't handle it	11/10/2017 11:22 PM
29	Lack of any real mass transit system to help ease congestion.	11/10/2017 8:45 PM
30	more extremely pricey homes	11/10/2017 7:20 PM
31	Schools and zoning	11/10/2017 5:33 PM
32	All the things that make Franklin & surrounding countryside such a Lovely place are being compromised with the influx of "conveniences" - cement, pavement, buildings. The increase in amenities & people help destroy the community. Progress is okay at a more reasonable (slower) rate. We need to maintain a rural feel.... more green covered hillsides, cows grazing, deer crossing!	11/10/2017 5:23 PM
33	Whatever you do please pass the bill onto the developers. The residents don't deserve to be hit with tax burden	11/10/2017 3:44 PM
34	Everything that made Franklin special is deteriorating because of the choice to build a million homes on zero lot lines ... what happened to a house on an acre???	11/10/2017 3:22 PM
35	Increase of children at schools already at capacity with little extra funding.	11/10/2017 3:20 PM
36	Increase populations where existing infrastructure and schools can not handle the current growth	11/10/2017 2:10 PM
37	The growth in the area is staggering. We must get infrastructure in place first. Or roads and schools are not able to handle what we have	11/10/2017 1:55 PM
38	I	11/10/2017 1:24 PM
39	All of it. Fear of clusters of homes that all look the same. Ugly.	11/10/2017 12:43 PM
40	Overcrowding schools	11/10/2017 12:35 PM
41	School overpopulation - need funding and specific plans in place to accomadate before development is approved	11/10/2017 11:07 AM
42	Schools supporting growth.	11/8/2017 11:08 AM
43	I do not support any new development in the Mayes Creek Basin	11/8/2017 9:38 AM
44	Is this really worth destroying what is there just for money. Sick	11/8/2017 9:00 AM
45	Water pollution to an already impaired waterway	11/8/2017 8:58 AM
46	We are losing what we moved here for. The open space and country feel. Stop building.	11/8/2017 7:57 AM
47	Highly concerned on the impact to the creeks and wildlife. Want to limit our impact to the environment.	11/7/2017 7:35 PM
48	Please leave it alone	11/7/2017 3:25 PM

49	Area is becoming inhospitable to cyclists.	11/7/2017 10:04 AM
50	We are in a neighborhood in the upper right corner of this area but below us is significantly single homes on large lots or agricultural, and I'd hate for them to start losing that.	11/6/2017 9:20 PM
51	Just to plan strategically as noted earlier.	11/6/2017 2:46 PM
52	The road are inadequate now	11/6/2017 10:54 AM
53	Will children living in the Mays Creek Basin have to attend Franklin City Schools, or will they continue to attend Williamson County Schools for which they are presently zoned?	11/6/2017 10:43 AM
54	Will children living in the Mays Creek Basin have to attend Franklin City Schools, or will they continue to attend Williamson County Schools for which they are presently zoned?	11/6/2017 10:42 AM
55	Higher taxes and regulation, especially if annexed.	11/5/2017 9:52 PM
56	The pressure of additional students put on schools in the area.	11/5/2017 12:18 PM
57	I do not want my taxes increased only so that someone else can sell their property to a developer. I do not see any benefits to existing homeowners to have this annexation.	11/4/2017 8:43 PM
58	Cost of homes. Large lots equals high prices and more through traffic. Don't do this!!	11/4/2017 4:15 PM
59	Crowding of schools	11/4/2017 3:54 PM
60	Continuing development in areas that do not have adequate infrastructure to support more traffic, and the increasing burden on the school system. New development needs to pay for itself. Developers are getting rich and the community is expected to pay for the cost of new development.	11/3/2017 2:12 PM
61	Educating even more children with no open seats in current schools in this area!	11/3/2017 11:10 AM
62	Overcrowding schools.	11/3/2017 9:40 AM
63	If we are annexed into city limits, cannot shoot guns. I have 5 acres with chickens and ducks. I may on occasion have to protect them against predators. We would also lose our country feel if there are city lights all around.	11/3/2017 8:33 AM
64	Cost of upgrading certain aspects of existing infrastructure to meet needs of residents and those using our roads and bridges for thoroughfare.	11/3/2017 5:59 AM
65	So far the city has not done an adequate job in upgrading the infrastructure to meet growth. They should not be allowed to continue development until the address existing problems!	11/3/2017 5:39 AM
66	Xxx	11/3/2017 12:59 AM
67	I don't want to live in or near a major city - keep Franklin small town charm in place - slow/stop all the mad developments....we have enough	11/2/2017 11:09 PM
68	Loss of historic rural heritage and open green space. Lack of and cost of infrastructure to support new developments.	11/2/2017 10:14 PM
69	Franklin- this is MANY people's concern about A LOT of the developments you have approved.	11/2/2017 8:51 PM
70	It is absurb to dictate rural character in an area which is so close to a city. That is dicateing to property owners what they can and can't do with their property. Yes we will see changes. The city needs to provide streets with shoulders and infrastructure.. This should be priority number one in developlent. It is not just the developer who should shoulder the expense. The city is after the future tax revenue dollars. We pay taxes to provide for infrastructure... It seems rediculous to shift all parks/ trail and infrastructure to development/developer. You are raising the cost of housing to prohibitive levels for future home owners in Williamson county. If we as a people want green space, then let the city step up and buy significant large areas of land to provide parks. Small plaground space in a high density neighborhood doesn't give citizens space to breathe and take in nature.	11/2/2017 6:58 AM
71	Too many new students and no support from the city of Franklin	11/1/2017 7:57 PM
72	Franklin has not been able to add upgrades to handle the increased traffic that has been caused by the over development of their city, so their past actions suggest they will not be able to do this with any increased development.	11/1/2017 7:54 AM
73	The developers need to pay for all the needed infrastructure, then there needs to be an additional long time assessment to cover the personnel and maintenance costs, (similar to a mello roos) Growth does not pay its own way in this City. That is a fault of the elected officials and city staff.	11/1/2017 7:42 AM

74	Schools cannot support growth in this area	11/1/2017 5:33 AM
75	This land is right in the growth path. The city needs to widen McEwen Rd and expand sewer capacity. It is ridiculous that in 2017 in the richest county in Tennessee we still have a one lane under pass on Wilson Pike. The politicians and road planners should be embarrassed.	10/31/2017 5:13 PM
76	Lets get this done!	10/30/2017 4:19 PM
77	Increased development will destroy the elements that people love in this corner of Williamson County. We aren't too far from developed areas while enjoying an open and quieter living environment.	10/30/2017 12:46 PM
78	Leave us as we are--If you want everything the city offers, move	10/30/2017 10:01 AM
79	I do not want any more properties to be developed in the Mayes Creek Basin.	10/28/2017 8:12 PM
80	All of these thing are will be lost or become a problem as developments continue to be approved in this area.	10/28/2017 5:40 PM
81	Everything that has been added near our home is very expensive. So there are the people who have lived here for many years and the newbies with big bucks. I don't want this area to become so affluent that it is uncomfortable to stay. I think if developments are restricted from building huge expensive homes, that will help to preserve the character of the area.	10/28/2017 4:30 PM
82	Costs to upgrade infrastructure could be passed on to tax payers if this area is annexed into city limits. Annexation would be a tragic loss for this area.	10/28/2017 3:42 PM
83	Get out you're pocket books Franklin (Tax payers) This land is nothing but solid"ROCK", and to get sewer to all this area is going to cost you millions. Tax Payers may won't to do a study to see if this (in the long haul) is wort it, plus lets look at people who rent, If this area is becomes part of Franklin there will be a city Tax that will be" passed on " to the renters.	10/28/2017 7:54 AM
84	We have lived on the east side since 2005. We used to see turkey, fox, an occasional bobcat and deer in our backyard. The deer are still here, but not as plentiful. Everything else has been driven away. We realize development is inevitable, but good grief, hope we can get a handle on it. It looks like a slow but increasingly fast march of developers east down Hwy 96.	10/27/2017 4:50 PM
85	THE AREA DOESN'T NEED TO FEEL TOO MUCH LIKE "FRANKLIN". IT NEEDS TO STAY A LOW INTENSITY AREA.	10/27/2017 3:02 PM
86	If annexed, our concerns include Franklin permitting development BEFORE required infrastructure is in place.	10/27/2017 11:19 AM
87	Heavy pollution. Basic utilities are probably not available to support all the growth eastern Williamson County is experiencing. Water is an issue you should seriously consider. Developers don't have to worry about it, but once the area is populated and the developers are gone, water scarcity will become a serious issue in days to come.	10/26/2017 8:06 PM
88	Developers and builders do not pay for the burden their development puts on the residents resulting in higher taxes for us while they pocket the profits.	10/25/2017 8:26 PM
89	Schools being overcrowded	10/24/2017 10:03 PM
90	It will only worsen the school crisis / need for new schools if developments with high density of homes are approved. What attracted us to Franklin in the past was the amount of green space and the "quaintness" of the area. Large developments with high density of homes is the opposite of what Franklin should be. Keep as much green space and forested areas as possible. Don't let the developers over-populate the land.	10/24/2017 4:28 PM
91	East McEwen and east 96 heading towards 65 do NOT have the capacity to handle current traffic needs, so increasing development East would just be awful for everyone until those roads were widened. McEwen is one of the worst roads in the whole city, and 96 isn't much better. Until there are 2-3 lanes each way on 96 to make it a highway that fits the needs of the city, and until McEwen is widened to at least 2 lanes each way, adding homes and businesses in the Basin area, as far as traffic is concerned, just ruins the quality of life that everyone is seeking in Franklin. Phoenix is a great city for roads... I'm sure there are many more that could be learned from. Narrow roads may look small town and really cute but let's face it, Franklin is bigger then that now. You want development, build bigger roads. Everyone we know would agree. And, by the way, Wilson pike and Franklin Road should probably become 4 lane highways as well, to meet traffic needs going north.	10/24/2017 9:21 AM

Q6 How do you think new growth and development in the Mayes Creek Basin could add value and improve your quality of life?

Answered: 344 Skipped: 5



ANSWER CHOICES	RESPONSES	
Other (please specify)	48.26%	166
Improved pedestrian connections and trails	24.71%	85
Improved fire safety coverage	23.26%	80
New streets and improvements to existing roads	23.26%	80
Extension of sewer infrastructure	15.99%	55
Convenient shops, restaurants, and grocery stores	11.92%	41
I live outside of the study area	10.76%	37
Weekly curbside trash, recycling, and yard waste service	10.17%	35
Total Respondents: 344		

#	OTHER (PLEASE SPECIFY)	DATE
1	No value added.	12/6/2017 8:20 AM
2	It will not	12/4/2017 6:51 PM
3	I see no value or increase in quality of life if new growth and development occurs.	12/3/2017 9:52 AM
4	You have already negatively impacted my life and the neighborhood.	12/1/2017 6:32 PM
5	I do not believe it will add value.	11/30/2017 4:36 PM
6	no improvements to my quality of life in fact would be detrimental to that quaity	11/30/2017 3:05 PM
7	Negative value.	11/30/2017 11:48 AM
8	I live in Watkins Creek - everything is just fine like it is today. A sewer through our neighborhood will destroy the beauty and the free flowing creek. We have our own sewer system and we don't want to be in the Franklin city limits. In the 1980's the city of Brentwood placed a sewer in a creek that crosses Wilson Pike near New Hope Church (I think it was the Little Harpeth) THE CREEK WAS COMPLETELY DESTROYED AND IS NOW A DRY WEATHER EYESORE.	11/30/2017 10:46 AM
9	If you DON'T DEVELOP any more land without first fixing the county's schools.	11/30/2017 8:19 AM

10	New/expanded parks, protected greenspace, protected farmland	11/30/2017 12:14 AM
11	General infrastructure improvement prior to the influx of more people.	11/29/2017 9:22 PM
12	Mostly concerned about increased demands on infrastructure and loss of greenspace.	11/29/2017 6:54 PM
13	I do not think that growth and development can add value unless adequate roads are built to support it. Our current road do not support the development that already occurred.	11/29/2017 5:26 PM
14	Development does NOT improve quality of life.	11/29/2017 4:55 PM
15	.	11/29/2017 4:44 PM
16	It will hurt our schools	11/29/2017 4:21 PM
17	Smaller houses. More farm use. Traffic is already a rush hour mess. Freeze on new developments.	11/29/2017 4:08 PM
18	I don’t.	11/29/2017 2:24 PM
19	See above: Warren Buffet and CSX!	11/29/2017 2:18 PM
20	I prefer it to stay greenspace	11/29/2017 1:55 PM
21	hopefully, additional schools would be initiated and traffic studies would be set in place BEFORE development occurs. Schools are roads are overcrowded and adding more development won't help that at all, making this area a less desired place to live. The schools are too far away from most developments, roads too narrow, and there are not enough pedestrian or public transport options to allow kids to walk or buses/traffic (of people trying to get to work) to flow easily. People then have to adjust their personal schedules, which creates less family time spent together, in order to go about their daily lives.	11/29/2017 1:36 PM
22	There will be NO IMPROVEMENT to my quality of life!! Development is RUINING FRANKLIN. Schools are overcrowded. STOP THE MADNESS!!!!!	11/29/2017 12:08 PM
23	There are no benefits since the city will not pay for sewer connections to existing septic systems, we will only pay more taxes. There are already enough close shopping in cool springs, which is easily accessible due to lower traffic in our area because of the current housing development levels.	11/29/2017 10:21 AM
24	It will not add quality to my family as it will increase the population using Hwy 96, McEwen Road which is already a nightmare. You can’t get out of McKays mill onto McEwen during rush hour. Adding more people in this area will increase the frustration.	11/29/2017 9:33 AM
25	It won't. Point blank. Again and again it's all greed disguised as "planning and development" "improvement". BS and you know it but of course won't admit it because your getting things done because of it. Calling it whatever you want to hide it as but the real answer is greed. You have to know where you come from to know where you're going. WillCo leadership has no idea on where it came from...well other than many running the poop show that have ZERO connection to WillCo and want it to look like some mess from other part of the country. Leaders: let WillCo be what is has been while dealing with areas already developed and learning to go up and not out. I know, mind blowing.	11/29/2017 9:15 AM
26	None	11/29/2017 9:14 AM
27	I'm	11/29/2017 9:13 AM
28	I only see downside for me as a current resident.	11/29/2017 9:08 AM
29	I would prefer no development to high or medium density housing or commercial/business	11/29/2017 9:01 AM
30	There is no way growth and development in this area will improve the quality of my family's life.	11/29/2017 8:58 AM
31	I like things the way they are	11/29/2017 8:53 AM
32	I prefer NOT to keep developing because traffic is bad enough!	11/29/2017 8:51 AM
33	Wildlife conserved area	11/29/2017 8:45 AM
34	I don't think it would add value and would decrease the quality of life.	11/27/2017 6:15 PM
35	I don't see where it would improve quality of life for current residents. Might even reduce quality of life.	11/23/2017 4:20 PM
36	Any significant development will take away from the current quality of life.	11/20/2017 10:33 PM

37	Use it for recreation. Don't build any homes or businesses in the area. The only benefits would be financial ones for the landowners and the developers. There are no benefits for the 99.9% of county residents.	11/20/2017 11:06 AM
38	None of the above are needed. We are close to Franklin and Cool Springs for all shops, food, grocery, etc. There are plenty of parks nearby. Existing roads are fine if growth is properly regulated. Fire stations are close	11/18/2017 5:09 PM
39	No more growth wanted	11/14/2017 2:20 PM
40	Lights on 96 in front of trinity school	11/13/2017 8:17 PM
41	New growth would not add to my quality of life- it would, however, significantly REDUCE my quality of life as a Franklin resident.	11/13/2017 6:39 PM
42	I do not find any value in over development of the Mayes Creek Basin. Please preserve the natural beauty or this area.	11/12/2017 9:24 PM
43	Development in this area will negatively impact my family's quality of life.	11/12/2017 1:38 PM
44	Development in the Basin will only decline the quality of life in this area if Not done in ways specified above....large lot single family homes that are consistent with this rural residential area.	11/12/2017 6:59 AM
45	Will ruin my current property.	11/11/2017 7:48 PM
46	It would not	11/11/2017 9:57 AM
47	Do not think it will improve my quality of life. It will just help with growth.	11/11/2017 7:28 AM
48	I don't think it will improve my quality of life.	11/11/2017 12:23 AM
49	I don't see an advantage or improvement	11/10/2017 11:22 PM
50	I live I live just off Clovercroft and have hoped for a gas station nearby. If there were any developments in this area, hopefully a gas station along McEwen would be considered.	11/10/2017 8:45 PM
51	Some of the developments down here are really terrific. I like the mixed single family with town homes and condos with the shops restaurants and grocers all mixed in. Very livable place. It would be nice to see more neighborhood shops and restaurants in other areas besides the 96 corridor.	11/10/2017 8:45 PM
52	I am passionate about keeping the area green, eco friendly and building to a minimum. We have plenty of grocery stores, banks, gas stations, and housing options as it is. Slow down!	11/10/2017 5:23 PM
53	None - too crowded on 96	11/10/2017 5:23 PM
54	Grocery store, I do not feel we need closer restaurants or stores, as the trade off of a small drive for a rural home setting is worth it!	11/10/2017 3:57 PM
55	I don't want new development	11/10/2017 3:44 PM
56	I do live near this area. There is way too much development on Carothers Parkway Extended. I am particularly disturbed that the Moss Farm found itself sandwiched in between 2 traditional subdivisions.	11/10/2017 3:43 PM
57	If an elementary school was built, it would help greatly	11/10/2017 3:22 PM
58	Would not make my quality of life better.	11/10/2017 3:20 PM
59	I don’t think it will improve only further impact what we already have	11/10/2017 1:55 PM
60	It wouldnt add any benefit.	11/10/2017 1:38 PM
61	No improvement	11/10/2017 1:03 PM
62	I’m nit sure that it really would improve anything. It would exacerbate our traffic issue, that’s for sure!	11/10/2017 12:43 PM
63	None	11/10/2017 12:35 PM
64	I don't wish to have these services, that is why we purchased land out of the city.	11/10/2017 10:29 AM
65	No perks. People live here for a reason, leave it alone	11/10/2017 10:22 AM
66	I don't see any value in adding more homes or roads to an already dense part of town.	11/10/2017 8:22 AM
67	It’s fine now...stop changing	11/8/2017 10:11 PM

68	No benefit to us.	11/8/2017 9:34 PM
69	I do not think it would improve quality of life	11/8/2017 9:09 PM
70	I would not improve the quality of our life. Just the opposite.	11/8/2017 4:07 PM
71	I don't think it would improve quality of life. We intentionally chose our rural setting and would prefer to keep it that way.	11/8/2017 1:21 PM
72	This does not bring value and in fact decreasing my quality of life and value of my home.	11/8/2017 11:08 AM
73	The only real improvements that would benefit us would be Arno rd improvements and better access to trails.	11/8/2017 11:07 AM
74	I do not believe that taking away green space with improve or add value to my life in any way. I live in Franklin/Williamson County because I do not want to live in a concrete jungle. Protecting the environment should be our number one objective. There is only 1 Williamson County TN, if we destroy it, we will never get it back.	11/8/2017 10:52 AM
75	Development will not add value	11/8/2017 10:30 AM
76	none destroys whats there	11/8/2017 9:59 AM
77	I think any new development in the Mayes Creek Basin would have a negative impact on the value and quality of life in our area.	11/8/2017 9:38 AM
78	It's Frankin as it is. Leave it alone, please.	11/8/2017 9:24 AM
79	I don't want any development in Mayes Creek Basin	11/8/2017 9:11 AM
80	Nothing	11/8/2017 9:00 AM
81	It will not improve my quality of life.	11/8/2017 8:31 AM
82	Leave it alone	11/8/2017 8:03 AM
83	It won't. It will destroy our city. No more building!!!!	11/8/2017 7:57 AM
84	it can't and won't improve anything for us....we live "out" here as this is the lifestyle of our chosing. would like to be left alone	11/7/2017 10:00 PM
85	None, dont want growth	11/7/2017 5:43 PM
86	i have no interest in these things.	11/7/2017 4:44 PM
87	It would take away the value of my life and the life of the wildlife I love. Which is why I moved here so many years ago.	11/7/2017 3:33 PM
88	It wouldn't. It would take away the reason I moved here!	11/7/2017 3:25 PM
89	It would ruin the area	11/7/2017 2:12 PM
90	I see no advantage to the development of Mayes Creek Basin.	11/7/2017 10:05 AM
91	It would not.	11/7/2017 10:04 AM
92	Anything other than light development will not improve my quality of life.	11/7/2017 1:54 AM
93	N/a	11/6/2017 9:26 PM
94	None of the above	11/6/2017 8:34 PM
95	Safer Wilson Pike tunnel passage	11/6/2017 12:47 PM
96	There are no positives for increased growth in the area	11/6/2017 10:54 AM
97	I do not wish to pay much higher taxes for utilities such as trash pick up or fluoridated water. There are walking trails minutes away already. We are 12 minutes from the Cool Springs area. Arrington already provides excellent fire and EMT services. The only service of benefit may be sewer services, but how many years would it take to receive such? It is an expensive trade off to be annexed into the city, where the cost and loss of the rural way of life far outweighs the gains.	11/6/2017 10:43 AM
98	I do not wish to pay much higher taxes for utilities such as trash pick up or fluoridated water. There are walking trails minutes away already. We are 12 minutes from the Cool Springs area. Arrington already provides excellent fire and EMT services. The only service of benefit may be sewer services, but how many years would it take to receive such? It is an expensive trade off to be annexed into the city, where the cost and loss of the rural way of life far outweighs the gains.	11/6/2017 10:42 AM

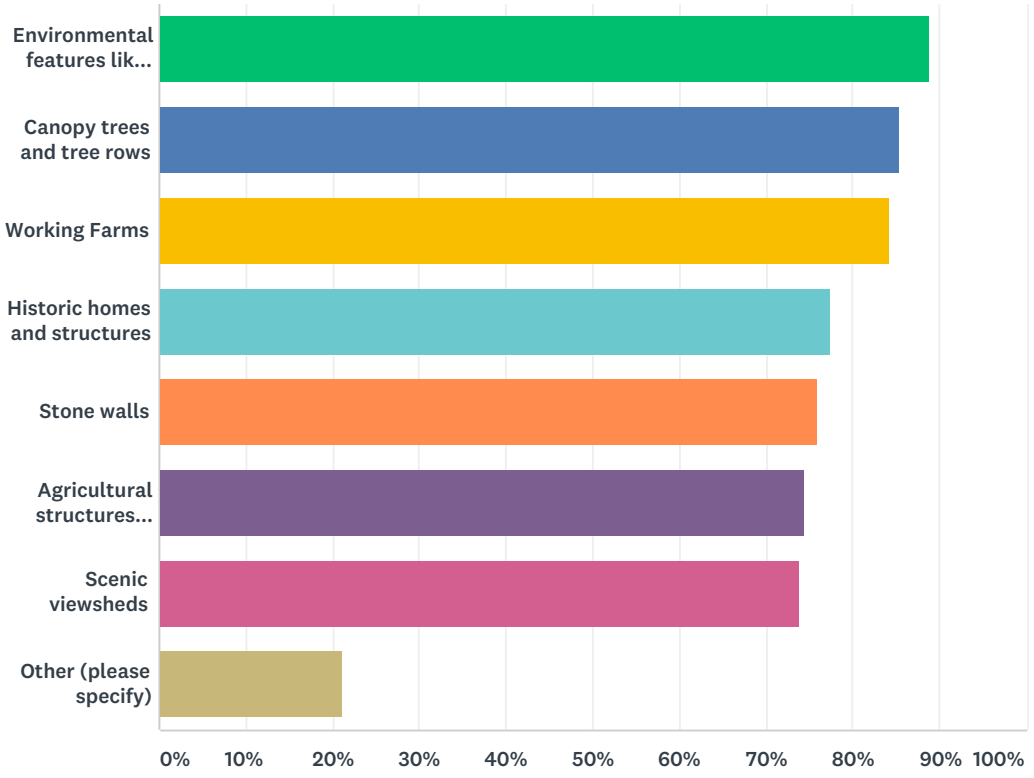
99	Increase home value, without higher taxes.	11/5/2017 9:52 PM
100	No benefits	11/5/2017 7:00 PM
101	I don’t think that developing the Mayes Creek Basin will improve my quality of life.	11/5/2017 2:33 PM
102	I don’t think it will add value	11/5/2017 1:20 PM
103	At this time based on your proposal I do NOT see a benefit to my quality of life.	11/5/2017 12:18 PM
104	It will only serve to destroy our lifestyle and bring money to the few: builders, developers and government officials while increasing our cost of living.	11/5/2017 9:11 AM
105	None. We pay for private services and negotiate a better price than City services.	11/4/2017 9:23 PM
106	We live right on the edge of the development on a decent sized farm with horse-boarding. This will make it hard for us to sell our land to those interested in a quiet farm life in order for us to get away from the upcoming congestion. And if we can't sell, then we are stuck with our back yard looking into the new development rather than our current scenic view of nature.	11/4/2017 8:44 PM
107	I already have weekly trash/recycling, good roads, access to shops/restaurants/grocery, and adequate sewer. I do not see anything listed in the Boundary Map that leads me to believe that public outdoor spaces will be included in this annexation. I expect the city to require the large land owners who requested the annexation to provide portions of their land for public use. IF we are to be annexed (and I haven't been convinced that is the best choice for everyone in the area), there should be improvements that benefit not only the land owners who requested the annexation but also the existing homeowners who will likely be negatively affected by annexation. The addition of public use areas could be one improvement that would benefit everyone.	11/4/2017 8:43 PM
108	Already have what I need.	11/4/2017 8:27 PM
109	There are more than enough shops, restaurants and grocery stores within a few miles of our home. I hope you are inclined to maintain the rural feeling of this area. With the unbelievable expansion of tax paying infrastructure on the east side of Hwy 65, I would hope the City would not want to destroy the Mayes Creek with further commercial development.	11/4/2017 6:58 PM
110	I only see an increase in expense for me and loss of my privacy	11/4/2017 5:06 PM
111	We must develope for millennials now so they will buy it tomorrow.	11/4/2017 4:15 PM
112	No value added; substantial negative impact on quality of life; unreasonable cost to provide necessary inferstructure	11/4/2017 10:33 AM
113	N/a	11/4/2017 7:38 AM
114	We already have adequate streets and sewerage desposal that works. The only thing we would gain is trash pick up anb that is just $35 a month. Pop	11/3/2017 8:11 PM
115	I don't think it will improve my quality of life. I think it will add traffic and drive up my cost of living here.	11/3/2017 2:12 PM
116	Improvement to existing roads	11/3/2017 1:23 PM
117	I don't think it would add any value.	11/3/2017 12:28 PM
118	Congestion, crowding, population too dense	11/3/2017 12:23 PM
119	I see little improvement but have LOTS of concerns with the current infrastructure to support additional growth	11/3/2017 11:54 AM
120	Our county cant support any additional growth without extremely impacting our already over crowded schools, road ways. We can't support the current population so how in the world could more population do any good to this area?	11/3/2017 11:53 AM
121	I think this would hurt my property value and Increase MY tax burden, Wilco has NEVER been proactive so I wouldn’t see ANY of these improvements in my lifetime	11/3/2017 11:10 AM
122	I can't see anything positive coming from developing an area where the roads can't handle the traffic we currently have coming from Rutherford Co on an daily basis despite the completion of I65 S leading to 840.	11/3/2017 10:23 AM
123	Prefer the rural character that drew those that live here now to this area.	11/3/2017 5:59 AM

124	It wouldn't. Convenient shops, restaurants and grocery stores already exist. A clean dump with recycling is just minutes away from our home now. Numerous pedestrian trails are all around us - a large one on Wilson Pike and at Crockett Park. Extension of sewer infrastructure is not needed nor desired. Our septic tank is practically brand new.	11/3/2017 5:56 AM
125	None of the above	11/3/2017 5:48 AM
126	It would devalue my property due to the additional traffic and congestion.	11/3/2017 5:39 AM
127	Xxx	11/3/2017 12:59 AM
128	It could make me move to another area that is less congested, over crowded, and doesn't have more traffic that the roads can handle.	11/2/2017 11:09 PM
129	We live just outside study area. Will City and County work together on safety issues and shared roads. Including streams, wetlands, green space and entrances to new developments?	11/2/2017 10:14 PM
130	This development will actually decrease the property value and my quality of life.	11/2/2017 9:51 PM
131	I like my life here in Franklin now. I don’t feel like any of this would bring more to Franklin that doesn’t already exist here. It would only make more problems with traffic and overcrowding.	11/2/2017 8:51 PM
132	Would not improve	11/2/2017 7:35 PM
133	None	11/2/2017 7:26 PM
134	I do not see how this could add value to my property.	11/1/2017 4:58 PM
135	None really. I don't see any benefits. Higher taxes, more traffic and more restrictions.	11/1/2017 1:44 PM
136	My current quality of life is fine the way it is.	11/1/2017 7:54 AM
137	There is none	11/1/2017 7:42 AM
138	We are close enough to everything as it is. 5-7 minutes to cool springs hospitals church. How much closer does one need it???	10/31/2017 11:50 PM
139	This growth is going to happen so get ahead on planning for it	10/31/2017 5:13 PM
140	We already have all the services we need! Do not need higher taxes!	10/31/2017 3:01 PM
141	None of the above. All I would get is added taxes with no bennefits	10/31/2017 8:43 AM
142	It will ruin why we, and many others, moved outside of city limits.	10/30/2017 7:23 PM
143	would not add value. would depreciate value due to loss of green space	10/30/2017 4:00 PM
144	Shops and other things aren't an improvement to quality of life in this area. The lack of some of these amenities is exactly the reason I live where I do. My family and neighbors enjoy living away from the constant traffic and noise of more developed areas. Weekly curbside trash pick-up is readily available thru 3rd party providers. It certainly isn't a reason to sacrifice the benefits of a rural lifestyle.	10/30/2017 12:46 PM
145	Very costly to add this once a new subdivision is established. Nothing else can enhance my quality of life	10/30/2017 10:01 AM
146	I am against development and annexation	10/30/2017 7:32 AM
147	New growth and development will have a negative impact on my quality of life. Once again, that's why I moved out here to begin with - to get away from the City of Franklin.	10/28/2017 8:12 PM
148	Personally, I moved to this area to get away from many of the times mentioned above. The so called improvements do NOT seem like improvements to me.	10/28/2017 5:40 PM
149	Improved property values.	10/28/2017 4:30 PM
150	I can't imagine any added value or improvement to my current quality of life. If this area is annexed it will encourage me to move to another area after living in this area for well over 20 years.	10/28/2017 3:42 PM
151	I think everyone is happy with the way there lives are at the present ,and feel that they all ways have.	10/28/2017 7:54 AM

152	None of the above. Think it would devalue property. Leave the growth going South toward Peytonsville Road area. We need to preserve some areas of our county and quit annexing everything so power builders get rights to utilities. The same big development company's can buy big chunks of property and get the city to annex it for them. To much politics in our government. Needs to stop. Citizens are not as dumb as some officials think they are. A good example of that is the Hurstbourne subdivision. There was more opposition to moving the city limits than pros yet it was still done to allow development company to buy and build.	10/27/2017 6:10 PM
153	With the exception of trails, we see little advantage--it is not like one has to drive a great distance to shop or go to the doctor--"city services" are nice to have (yard waste service and trash pick up) but not that big of an advantage (we lived in Franklin for 20 years) and certainly are expensive.	10/27/2017 4:50 PM
154	WISH THERE WAS 1 MORE RESTAURANT AND A DOLLAR GENERAL IN ARRINGTON. THAT'S IT.	10/27/2017 3:02 PM
155	I like the quality of my life the way it is now.	10/27/2017 8:46 AM
156	Growth and development in Mayes Creek watershed will not add to anyone's quality of life except the developer, conversely, overcrowding will contribute to every stress related illness known to man to include physical, emotional, as well as spiritual disorders. This is not an opinion, it is scientifically supported.	10/26/2017 8:06 PM
157	"New growth" is nothing more than ruining the natural beauty for the greed of the developers, builders and the politicians, many of whom profit as realtors and builders, a direct conflict of interest.	10/25/2017 8:26 PM
158	Not a thing	10/25/2017 12:36 PM
159	I don't think it will. Any construction will be a negative.	10/25/2017 8:12 AM
160	Arrington Fire has responded very quickly when a neighbor was hit by lightening, so I already think we have a fast enough response. I don’t mind the drive to stores. We already have weekly trash service. Our sewage system is contained within our neighborhood. Our roads are in ok shape. And I don’t feel like adding more houses would give our particular homesite any better pedestrian access. All that to say, I don’t think new developments would bring about anything beneficial.	10/24/2017 10:03 PM
161	None	10/24/2017 7:38 PM
162	None	10/24/2017 7:30 PM
163	Just more taxes	10/24/2017 6:57 PM
164	It wouldn't	10/24/2017 5:50 PM
165	No improvements are needed.	10/24/2017 5:33 PM
166	I love it just the way it is. That's why I moved here. Don't ruin it.	10/24/2017 4:33 PM

Q7 If growth and development occurs in the Mayes Creek Basin, what elements and characteristics should be preserved?

Answered: 349 Skipped: 1



ANSWER CHOICES	RESPONSES	
Environmental features like streams, floodplains, and steep slopes (7)	88.83%	310
Canopy trees and tree rows (4)	85.39%	298
Working Farms (2)	84.24%	294
Historic homes and structures (1)	77.36%	270
Stone walls (5)	75.93%	265
Agricultural structures including barns and silos (3)	74.50%	260
Scenic viewsheds (6)	73.93%	258
Other (please specify) (8)	21.20%	74
Total Respondents: 349		

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	8.00	4.00	4.17	2.12

#	OTHER (PLEASE SPECIFY)	DATE
1	preserve as much as realistically practical of the current features listed. these features give beauty to the area we already love.	12/12/2017 6:42 PM

2	Existing family cemeteries . Wilson Pike RR tunnels. Current landowner feedback.	12/6/2017 8:20 AM
3	Leave it alone until you can take care of current problems you have created.	12/1/2017 6:32 PM
4	Wildlife	11/30/2017 4:36 PM
5	McMahon Family Cemetery	11/30/2017 3:05 PM
6	All of it - our schools are overcrowded and underfunded, dummies. Having more inventory, and less value due to declining school system will drastically lower property values across the county.	11/30/2017 8:19 AM
7	rural character and space overall	11/29/2017 1:36 PM
8	I don’t want ANY DEVELOPMENT. Please leave the space open	11/29/2017 12:08 PM
9	Keep it rural.	11/29/2017 9:33 AM
10	Humm, in other words LEAVE IT THE HELL ALONE!	11/29/2017 9:15 AM
11	Animal Habitats	11/27/2017 4:25 PM
12	Maintaining environmental features is critical. As we watch other cities grow, there is little planning on how the final look and feel of the community will be. Look at cities like Atlanta or Charlotte - no one wants to live there anymore. They couldn't say no to growth. We should learn from cities like Charleston that has preserved a balance. Not only have they continued to grow, but the revenue stream from tourism is substantial and helps pay for additional needs the city has.	11/21/2017 12:48 PM
13	BUT, no development should even be getting discussed. We don't need development. We need our roads fixed and paid for first.	11/20/2017 11:06 AM
14	Please do not destroy our farm land and country side.	11/18/2017 5:09 PM
15	Do not move forward with growth and development in this area.	11/13/2017 6:39 PM
16	greenspace	11/11/2017 8:32 PM
17	Wildlife	11/11/2017 9:57 AM
18	No new development please.	11/11/2017 12:23 AM
19	This is a no brainer! Selling ones soul for the almighty dollar will not create a better place for our kids and their kids!	11/10/2017 5:23 PM
20	None - too crowded on 96	11/10/2017 5:23 PM
21	Rural area	11/10/2017 3:57 PM
22	Preserve this beautifull space, stop the greed	11/10/2017 3:44 PM
23	All of it	11/10/2017 3:20 PM
24	Please do not build this.	11/10/2017 1:03 PM
25	Please keep the beauty and the natural green space - like do not change the grade of the Land and then make it green space. Leave it alone.	11/10/2017 12:43 PM
26	Don't ruin this area in the same way the rest of Franklin has been ruined the last 10 years.	11/10/2017 8:22 AM
27	Large land tracts to preserve habitat space for wildlife	11/8/2017 9:09 PM
28	All elements and characteristics should be preserved!	11/8/2017 4:07 PM
29	Taking down any trees, wild grasses, etc will dramatically alter the environment that we deeply value.	11/8/2017 11:08 AM
30	The Creek is a source of water for all of the wildlife in basin. It should not be touched. The large trees provide habitats for animals. Without the Creek and trees these animals will perish.	11/8/2017 10:52 AM
31	Leave it as it is	11/8/2017 10:30 AM
32	everything should be left alone this is crazy	11/8/2017 9:59 AM
33	How about, no development? Another leading question. Terribly slanted survey.	11/8/2017 9:24 AM
34	should be left alone	11/7/2017 10:00 PM

35	Really want to preserve the environmental features like creeks. I attended the hearing at city hall tonight and am highly concerned about the impact to Watkins Creek. An option shown had a sewer line on the creek and through the neighborhood. This would destroy the creek, trees and wildlife in this area. I don't want the development to the north of us to be annexed into the city. They should be part of the county and set up on septic. It will preserve our creek, and save the city $10 million dollars that could be spent on schools and other more beneficial additions.	11/7/2017 7:35 PM
36	as much of the open spaces and green spaces as humanly possible	11/7/2017 4:44 PM
37	Everything. Please do not build East of I 65	11/7/2017 3:33 PM
38	Leave it all! Stop taking away the wildlife and their homes.	11/7/2017 3:25 PM
39	Nothing! Do not build	11/7/2017 2:12 PM
40	Any development should require substantial buffer areas of green space, trees and new plantings to preserve rural character as much as possible. Care must be taken to protect creeks and wildlife in the area.	11/7/2017 10:04 AM
41	Please do not come in and put tons of homes in a neighborhood and tear down all the trees only to plant tiny ones on the streets. So terrible.	11/6/2017 9:20 PM
42	We like it as is	11/6/2017 8:34 PM
43	Please consider only promoting growth which helps maintain a serene, rural lifestyle that is not riddled with HOA-kinds of authoritarian rules. Allow home and land owners who are creating beautiful furniture and wood products or grow gardens and raise farm animals to continue to do so freely. Otherwise, Williamson County may cease to have its rural charm and long-time residents will move further out, preferring truly rural counties.	11/6/2017 10:43 AM
44	Please consider only promoting growth which helps maintain a serene, rural lifestyle that is not riddled with HOA-kinds of authoritarian rules. Allow home and land owners who are creating beautiful furniture and wood products or grow gardens and raise farm animals to continue to do so freely. Otherwise, Williamson County may cease to have its rural charm and long-time residents will move further out, preferring truly rural counties.	11/6/2017 10:42 AM
45	wildlife underpasses, bike trails	11/6/2017 8:07 AM
46	Minimized traffic flow	11/6/2017 7:01 AM
47	Who are you kidding? Developers will destroy all the above.	11/5/2017 9:11 AM
48	One of the most important reasons for me moving to this area is the physical beauty and natural spaces. Any development of this area should preserve this important component of this area.	11/4/2017 8:43 PM
49	Running trails add so much value!!	11/4/2017 4:15 PM
50	Additional growth will only destroy the history and charm of the area.	11/3/2017 11:53 AM
51	All natural habitat for indigenous animals, deer, turkey, coyote, hawks. Streams must be preserved in clean state to support existing fish and other wildlife.	11/3/2017 9:40 AM
52	We should preserve all that we can so that we can enjoy the rural character that we moved here for rather than moving closer to the city.	11/3/2017 5:59 AM
53	Xxx	11/3/2017 12:59 AM
54	There is shared value for all county residents with all that is mentioned.	11/2/2017 10:14 PM
55	Space for wildlife	11/2/2017 8:12 PM
56	all of the above...	11/2/2017 6:58 AM
57	There are people who own large lots who are looking to profit from building subdivisions on their land. However, there are also single families large acreage who want to remain with only county taxes and restrictions because that is why we purchased and built on the land we live on. We are famers, agriculturalists and enjoy our way of life. Being subject to city constraints does not comply with our way of life. Conserving the area as it is should be a priority. Catering to those who wish to capitalize on selling subdivision houses on cheaply bought land is selling the rest of us out.	11/1/2017 1:44 PM
58	Cemeteries and potential archeological sites.	11/1/2017 7:42 AM
59	Established working farms should be exempt from City taxes and allowed to continue with their operations.	10/31/2017 3:01 PM

60	I have not seen any of these things preserved in new Franklin developments. Why should I feel that they would start now. I have lived here since 1978.	10/31/2017 8:43 AM
61	In the established neighborhoods i.e. Watkins Creek leave the established green spaced areas.	10/29/2017 9:00 AM
62	All elements and characteristics will be preserved by keeping growth and development away from the Mayes Creek Basin and keeping the City of Franklin from annexing this area.	10/28/2017 8:12 PM
63	Please do not make this area like all the other incorporated areas of Franklin...preserve its uniqueness.	10/28/2017 5:40 PM
64	mini-farms	10/28/2017 4:30 PM
65	I believe whether this area is annexed or not zoning should be modified to require at least 2 acres per single-family residence for any residential development and there should be no multi-family developments permitted.	10/28/2017 3:42 PM
66	All of the above.	10/27/2017 6:10 PM
67	LOW IMPACT FEEL IS KEY	10/27/2017 3:02 PM
68	All elements of the rural character should be preserved.	10/27/2017 11:19 AM
69	tree lined roads. slower speeds.	10/27/2017 8:46 AM
70	Hardwood stands of timber, wildlife habitat, and relative absence of urban noise.	10/26/2017 8:06 PM
71	We bought a home on this side of town, in this area, in part for the beauty of it. We love not being crowded and seeing so much green.	10/24/2017 10:03 PM
72	Stop ruining Franklin	10/24/2017 4:33 PM
73	Please follow the guidelines in the Franklin Master Plan when approving any new developments. Specifically... 1, Require developers to keep current stands of trees in place. 2. Require developers to have transition lots on the exterior of any development that are larger to blend in with adjacent current developments with larger lots. 3. PLEASE do not approve high density developments with small yards / little green space. Go drive in Amelia Park and see how awful it looks.	10/24/2017 4:28 PM
74	Doesn't matter as long as there a sufficient roads.	10/24/2017 9:21 AM

Q8 Please share any other opinions you have about the future of the Mayes Creek Basin.

Answered: 246 Skipped: 104

#	RESPONSES	DATE
1	Future growth may come to severe slowdown when this current real estate "bubble" bursts. Planning is good.....rushing to get his done is not needed.	12/6/2017 8:20 AM
2	Little to no development should occur that disturbs, offsets, relocates, or destroys the existing tree lines, creeks, and wildlife in the entire area. Large homes on 1+ acre lots supported by septic type systems.	12/3/2017 9:52 AM
3	Please don't destroy the characteristics of the existing neighborhoods and don't ignore the opinions of the existing residents, just to make room for more growth and dollars.	12/2/2017 10:55 AM
4	LEAVE THE BASIN ALONE.	12/1/2017 6:32 PM
5	Prefer controlled development with character and state of the art parks and greenways. Updated roads and possible public transit or park n ride access.	12/1/2017 10:47 AM
6	Please balance development with imprest in infrastructure and the environment. We don't need another Westhaven or McKay's Mill.	12/1/2017 9:01 AM
7	Infrastructure needs to be studied and correct first, before we start handing out building permits. These roads are already severely congested with Rutherford county plates of drivers trying to avoid I-24	11/30/2017 9:12 PM
8	Please keep Watkins Creek out of your plans.	11/30/2017 4:36 PM
9	I do not want to see the Mayes Creek Basin lose its rural feel. Many of the current residents chose to live here in order to have the rural feel and ability to raise our children with an agricultural presence. I do not want this to be disrupted.	11/30/2017 3:39 PM
10	Do not feel it should be developed. It is so congested now . Also dead people do not need your services. Loraine McMahon	11/30/2017 3:05 PM
11	Would be wonderful for the legacy of Mayes Creek Basin to be a Nature Preserve. With the pace of Urban Sprawl in Middle Tennessee, let's have history look back at the vision of today's planners as positive. Help preserve nature for future generations, and not promote more urban sprawl to satisfy the greed of developers.	11/30/2017 11:48 AM
12	See comments in #6.	11/30/2017 10:46 AM
13	Please consider historic preservation of the area. Once it is gone and developed we've lost part of our history and character.	11/30/2017 8:48 AM
14	Fund our schools first, shore up our existing property values before you embark on further devaluing our schools, property, and community.	11/30/2017 8:19 AM
15	It will be settled and the question is will that settlement be controlled or be a disaster???	11/29/2017 9:22 PM
16	North Chapel Road traffic is currently a death trap. We previously lived at 4443 N Chapel and would sit on the porch and watch the wrecks.	11/29/2017 8:24 PM
17	Increased development will cause problems with school overcrowding and loss of character of the area.	11/29/2017 6:54 PM
18	N/a	11/29/2017 5:41 PM
19	Please quit developing nature areas. It's an environmental disaster when you do.	11/29/2017 4:55 PM
20	I don’t like the idea of continued expansion. Our schools are overcrowded and we can’t get the developers to foot the bill for making it that way so we have to tax the citizens.	11/29/2017 4:21 PM
21	Unless traffic can avoid the 2 tunnels on Wilson Pike, don't allow any new building permits.	11/29/2017 4:08 PM
22	Please incorporate the need for schools before approving development	11/29/2017 4:07 PM

23	We have lived on the edge of this area - both east and west of the basin for 25 years. I understand the push pull of living in the country/wanting easier access to commercial development. I believe the beauty of the basin is the chance to live in a rural area and although the grocery store is not right around the corner, it is still easy to get to - especially with highway 96 widening.	11/29/2017 3:46 PM
24	I want to live and die here.	11/29/2017 2:18 PM
25	I think mass developing will decrease the appeal of Franklin	11/29/2017 1:55 PM
26	See answer in #6-Other	11/29/2017 1:36 PM
27	Keep it country	11/29/2017 12:31 PM
28	PLEASE LEAVE IT NATURAL. GREED is killing Franklin. Residents don't want any more development but nobody is listening to us.	11/29/2017 12:08 PM
29	Franklin and the surrounding area is very beautiful. Care has to be taken to preserve that beauty, both for the people who live her and for the wildlife. Once commercialism takes hold, it can't be undone. So, the city must be very careful it what it allows to happen. Tennessee is attracting a lot of people and it is not because it's over populated.	11/29/2017 11:41 AM
30	Plan ahead!	11/29/2017 10:28 AM
31	This is a terrible idea for the county/city and will force existing residents to move out of the area as we all purchased the area for the explicit reason of avoiding the congestion that occurs in other areas of Franklin, and moving outside the restrictive regulations that living within city limits will bring.	11/29/2017 10:21 AM
32	Traffic is already negative but a brilliant idea is needed to figure out how to "bus in" workers for grocery stores, retail, eateries, etc., etc. Most folks in this area are affluent therefore the labor pool is lacking for lower wage workers to provide success to the above businesses.	11/29/2017 9:31 AM
33	I'm so sick of the exploding grow that has been allowed to occur in Franklin/Williamson Co that i can only hope that no development will occur in this area.	11/29/2017 9:21 AM
34	Stay out of this area all together. Just stay out and leave this beautiful area as is. Dotting hills and country land with homes and stores that are NOT needed speaks to everything I have said. Greed. How many of the "leadership" live around their mess they're creating? Pathetic ideas for this area. Period.	11/29/2017 9:15 AM
35	.no	11/29/2017 9:13 AM
36	our school system is already stretched to the limits. W/o significant tax increases on property and developers, how will the high infrastructure costs associated with schools (as well as utilities/roads, etc) be afforded? Current residents shouldn't be able to sell their land to developers for huge profits and "cash out" and leave the problems of development behind for the rest of us to handle.	11/29/2017 9:06 AM
37	There is far too much growth already in this area, as well as other areas of the county. Schools and infrastructure should be updated and grown before any further development.	11/29/2017 9:01 AM
38	The time of greedy city officials and developers needs to end. We cannot support the growth we currently have. Keep the land natural and beautiful and STOP the development.	11/29/2017 8:58 AM
39	Leave it alone no new developments to much traffic now or can't you people see the mess you have already created	11/29/2017 8:53 AM
40	cramming more and more homes into this area is reducing the overall quality and attractiveness of Franklin. Our infrastructure can't handle what we have now much less adding more neighborhoods.	11/29/2017 8:51 AM
41	Franklin is turning into a big "small town" without good infrastructure.	11/29/2017 8:51 AM
42	Some growth is ok, but we don't need yet another strip mall when there is already two on the same block. Overdevelopment needs to be curtailed.	11/29/2017 8:45 AM
43	It should be preserved in it's present state.	11/27/2017 6:15 PM
44	I feel that any further development will destroy the natural beauty of the area, as well as having major reprocussions on the habitats of local wildlife. Further development in this area should not be continued.	11/27/2017 4:25 PM

45	Okay with development that does not change complexion of area but adamantly opposed to apartments, high density development, etc. Prefer more traditional single family homes.	11/23/2017 4:20 PM
46	We need sewer	11/21/2017 9:17 AM
47	The Counties building rules and septic rules are out of reach financially to the property and they can't sell their land to developers because their 1 acre lots won't perk for a custom build due to county septic rules. We must Annex in to the Franklin City limits to build.	11/21/2017 9:10 AM
48	There should be NO growth or development in this area before infrastructure issues are addressed!!!!!!!!	11/20/2017 10:33 PM
49	Just say "NO" to any development without figuring out how to pay for roads first. IMPROVE the quality of life in the county instead of continually degrading it with poorly thought out approvals on new construction projects.	11/20/2017 11:06 AM
50	Please limit growth and make wise choices - we can't go back. Please save our farms and rural country side.	11/18/2017 5:09 PM
51	Sewer system expansion would be nice and needed for the planned growth	11/18/2017 3:31 AM
52	So sick of all the new development. The appeal of franklin is almost gone!!! If I wanted to be in the city we would live in downtown Nashville	11/14/2017 2:20 PM
53	Could be mix of residential and commercial but no commercial next to trinity elementary	11/13/2017 8:17 PM
54	Franklin has lost all the character and all town charm that has attracted so many, yet our community leaders continue to tear into the rural landscape. When is enough, finally enough? STOP DESTROYING OUR COMMUNITY.	11/13/2017 6:39 PM
55	Please plan responsible growth that enhances the life in williamson county, not just adding more people	11/13/2017 12:07 PM
56	Please stop over-development	11/12/2017 9:24 PM
57	Williamson County Commissioners and Franklin City Alderman need to come together and discuss the County's future. It is time to be proactive rather than reactive. I am truly amazed at how segmented these two governing bodies are. We cannot even fund our schools and build schools fast enough. And yet you continue to talk development...	11/12/2017 1:38 PM
58	Development in this area if not consistent with existing rural residential home & lot size will cause this area to decline in home & tax value.	11/12/2017 6:59 AM
59	Don't do it. We will move if this development happens.	11/11/2017 7:48 PM
60	Keep some rurual parts of WilCo please!!	11/11/2017 2:51 PM
61	This area should not be developed. It would have an overall negative pact to Franklin	11/11/2017 9:57 AM
62	It would be great to have more commercial development on this side of town as long as the infrastructure can absorb the impacts.	11/11/2017 7:44 AM
63	None	11/11/2017 7:30 AM
64	Franklin has grown incredibly fast, and we need to make sure we aren’t substantially harming the environment or removing the charm of this area.	11/11/2017 6:51 AM
65	No new development should be done in this area. The residents don't want it and the infrastructure is not equipped for it.	11/11/2017 12:23 AM
66	What they have planned is way to many homes!	11/10/2017 11:44 PM
67	Please don't do it	11/10/2017 11:22 PM
68	It would be wonderful if there was a bike/walking path along the Harpeth that went under hwy 65. Right now, if you want to bike into town, you must take your life into your hands crossing over 65 on 96. Not fun at all.	11/10/2017 8:45 PM
69	Be mindful of congestion. We live in the new Carothers development and it is 50% done with massive traffic already	11/10/2017 7:28 PM
70	our wildlife and environment are struggling enough. please keep is safe	11/10/2017 7:20 PM
71	Williamson Co Schools are struggling to keep up with growth as it is. Please don't forget to factor public schools into this formula.	11/10/2017 5:33 PM

72	I appreciate the opportunity to voice my concerns. I hope you understand. I grew up in southern California and saw "paradise lost" very quickly. It's too crowded, too much pollution, terrible traffic and the lovely places to live are unaffordable. A mere 50-60 years ago, it was amazing. In the name of progress & convenience, the land was morphed into a rat race. Please be mindful of doing the same thing to this area. It happens easily & quickly. "If you build it, they will come", so don't build it!	11/10/2017 5:23 PM
73	None - too crowded on 96	11/10/2017 5:23 PM
74	I believe the current residence of this area live here because of the rural setting within feasible proximity to work Place. Without a rural setting and horrible infrastructure we will face the same horrendous traffic and overpopulation as Springhill and soon to be nolensville.	11/10/2017 3:57 PM
75	Preserve what we have, the growth is enough, we have such a beautifull community, lord knows we don't need another Mckays Mill	11/10/2017 3:44 PM
76	Please don't allow Williamson County to lose its character. The farms, streams, wildlife etc. is what gives this area its appeal. We don't need another sprawling, congested, polluted city.	11/10/2017 3:43 PM
77	Please only green space or walking trails	11/10/2017 3:32 PM
78	Please do not develop in this area. We are losin every bit of open land in Franklin, which is what originally drew us to this area.	11/10/2017 3:20 PM
79	Why	11/10/2017 2:12 PM
80	Do not build the homes until the infrastructure to support all of the new home owners are in place. Too rapid of a growth rate will do more harm then good	11/10/2017 2:10 PM
81	Preserve and don’t populate further	11/10/2017 1:55 PM
82	The last thing we need is more neighborhoods. It's time to take a step back, evaluate and make informed decisions going forward. There is a lot of money exchanging hands, but very little to show for other than homes. Green space, trails, parks are all lacking in this area and would be a great use of space.	11/10/2017 1:42 PM
83	Please limit development of this beautiful country side till you can address traffic and infrastructure while adding more green space of residents to enjoy.	11/10/2017 1:38 PM
84	Please keep our area small farming town	11/10/2017 1:24 PM
85	It's going to destroy habitat, school overcrowding, additional traffic on a already too busy 2 lane road. Infrastrucure cannot support!!	11/10/2017 1:03 PM
86	Please please do not overdevelop this area and make it anything like all of these new neighborhoods going in downs Carothers. Too many rooftops and the beauty of the land is gone. It’s a cluster of crowded homes. I really wish none of that was developed in that manner. Leave our wide open spaces. -I’m a native Franklin/Brentwood girl. Let’s slow down the development and keep all of these people that vote in our land and it’s overdevelopment at bay. They are moving from overdeveloped areas and creating the same problem here. Franklin’s quaint beauty is fading fast.	11/10/2017 12:43 PM
87	I'm 66 and remember Franklin as rural. I'd like to see that it keeps the same feel.	11/10/2017 12:35 PM
88	Please keep this area from becoming too crowded. The quality of life in Williamson County and the city of Franklin is being threatened by overdevelopment.	11/10/2017 12:35 PM
89	I have children at Trinity and we absolutely love it but it is crowded. I feel very strongly that the land surrounding it should be in large part preserved. I frequently drive to Brentwood for the walking trail and would love to see something like that put in this area as it would benefit residents, preserve the green areas, and help the health of the community, there has been so much recent development in Franklin with large homes and town homes on very small lots and that is taking away from the small community feel. I sincerely hope as these decisions are made that this area will not be over-developed like much of Franklin.	11/10/2017 12:15 PM
90	If this happens, we'll need another elementary school to support the growth.	11/10/2017 11:52 AM
91	Traffic in/around I-65 is already a nightmare for commuters. My fear is adding more large communities will only make this matter worse and actually de-value our homes by folks not wanting to live in such a high traffic/congested area. We plan to stay which means we would be directly affected by the increased traffic, increased population and suffering roads.	11/10/2017 11:29 AM

92	This development shouldn't be approved unless infrastructure including roads and schools is funded with approved plans in place.	11/10/2017 11:07 AM
93	I know that growth cannot be stopped, but I would prefer that this land would not get annexed by the city.	11/10/2017 10:29 AM
94	This is an awful idea. You are going to ruin all that is good about this area. Schools are going to crumble under this pressure, let alone the environment. Leave it alone	11/10/2017 10:22 AM
95	There is no need to develop this area and further. It is one of the last few bastions of old Franklin that still exists. Small neighborhoods, quiet streets, etc.	11/10/2017 8:22 AM
96	We don’t need more traffic, noise and higher franklin taxes. We moved here because country feel... not everyone wants to live in town.	11/8/2017 10:11 PM
97	The planners seem intent on destroying the characteristics of this area and are trying to turn it into an Alpharetta, Georgia. They need to go there to fully understand what has happened to that area to appreciate the mess that those planners made there.	11/8/2017 9:34 PM
98	Most of us love franklin for its rural character. Please do NOT allow another west haven!	11/8/2017 9:09 PM
99	Please leave as is. Only thing I would want is Wilson Pike to be a safer road and maybe another middle school built.	11/8/2017 4:07 PM
100	I do not think we need commercial property in this area. There is enough everywhere else!	11/8/2017 1:21 PM
101	Future development will come at a big cost. Most people that live in this area, do so because of the way it is now. Schools are overcrowded as it is.	11/8/2017 11:08 AM
102	As a former homebuilder / developer, I understand the need for growth and generally speaking, I think the County and City of Franklin have exercised good planning and set reasonable standards for development.	11/8/2017 11:07 AM
103	I am not against SOME development in the basin area. We just need to develop our city and county in an environmentally responsible way. More urban development means less green space, inadequate infrastructure, more overcrowding in a school district that is already overcrowded, loss of wildlife, and higher tax burden on current homeowners to pay for the destruction and development of the Mayes Creek Basin. I implore the city and county to work together to protect our community.	11/8/2017 10:52 AM
104	Please leave it as it is	11/8/2017 10:30 AM
105	I think all you are concerned about is making money.....	11/8/2017 9:59 AM
106	We should not sacrifice to become like all other cities in middle TN and be a victim of urban sprawl.	11/8/2017 9:49 AM
107	I do not support any additional residential or commercial development in the Mayes Creek Basin.	11/8/2017 9:38 AM
108	Please leave it alone! We like the farms our friends have, the open fields and pastures, the character of Franklin.	11/8/2017 9:24 AM
109	There should be no development. Too much has already been built in franklin that has changed the look and feel of the town.	11/8/2017 9:11 AM
110	It’s repulsive that you just want to destroy what’s there. Stop with all the building	11/8/2017 9:00 AM
111	I love the rural countryside that keeps the Franklin area charming.	11/8/2017 8:58 AM
112	LEAVE IT ALONE!!!!!	11/8/2017 8:31 AM
113	Don’t ruin what is already here	11/8/2017 8:03 AM
114	Stop being greedy. Our town is already crowded with people and small new homes. We are losing our charm and small town feel. Stop!!!	11/8/2017 7:57 AM
115	i believe the Smith's should be given the bad news....life has been too simple for too long for them.....Going forward the mayes creek area is for all not the select few greedy silver spooners. Leave we east side country folks alone.	11/7/2017 10:00 PM
116	- Be mindful of existing developments and preserve our wildlife as much as possible. - If you must develop, make sure the infrastructure is in place first. - Don't expand residential development without an approved plan for more schools. The current schools can not absorb the increase in population.	11/7/2017 7:35 PM

117	Some areas remain rural without growth.	11/7/2017 5:43 PM
118	Please do not develop here!!!	11/7/2017 4:51 PM
119	we all need a place to live. i do not begrudge the growth in franklin but i do not think it is necessary to pave over the entire area to accommodate the growth. the most successful cities provide access to green spaces. build up the town. keep the nearby natural beauty. that is why people move to franklin.	11/7/2017 4:44 PM
120	PLEASE PLEASE LEAVE IT ALONE EAST OF NORTH CHAPEL	11/7/2017 3:25 PM
121	Leave it as it is today. For example; Wilson Pike is a dangerous road with two one way tunnels and can barely support current traffic loads.	11/7/2017 2:51 PM
122	Leave it rural.	11/7/2017 2:18 PM
123	Franklin is greedy! Stop building	11/7/2017 2:12 PM
124	It is important to maintain the character of this area, the wildlife, safety, and not let it fall into the urban sprawl trap like other areas in middle TN.	11/7/2017 12:31 PM
125	ALL FOR IT happening ! Been wanting this for 40 plus years since the property was bought	11/7/2017 10:09 AM
126	I see no particular advantage for my property to be incorporated into the City of Franklin.	11/7/2017 10:05 AM
127	Again, we moved to East Franklin to get away from the over development of Cool Springs. We do not want to see this area developed with anything that would take away from the rural atmosphere of this area.	11/7/2017 1:54 AM
128	Development should be limited to single family homes on minimum 1 acre lots.	11/6/2017 10:34 PM
129	Full time fire station is needed.	11/6/2017 9:32 PM
130	Slow down growth	11/6/2017 9:26 PM
131	Again, we are in the top corner and already very close to Cool Springs which is very convenient. This would not affect us greatly but it would drastically change the landscape for the people south of us.	11/6/2017 9:20 PM
132	Does not need development. The city is growing to fast and not addressing traffic and schools.	11/6/2017 8:38 PM
133	We are not interested	11/6/2017 8:34 PM
134	na	11/6/2017 1:53 PM
135	Clovercroft road widening will be needed soon	11/6/2017 12:47 PM
136	It is my hope that further development only take place after the necessary infrastructure is in place	11/6/2017 10:54 AM
137	Thank you for seeking our input. Please strike the balance between growth/development and limiting growth in order to keep Williamson County as a unique place to live where people feel welcome and free to pursue home industries/agricultural pursuits on their own land as they desire without excessive interference or taxes.	11/6/2017 10:43 AM
138	Thank you for seeking our input. Please strike the balance between growth/development and limiting growth in order to keep Williamson County as a unique place to live where people feel welcome and free to pursue home industries/agricultural pursuits on their own land as they desire without excessive interference or taxes.	11/6/2017 10:42 AM
139	Stop the madness! Don't do to the East side of Willco that you did with the west side! Make the roads first! and make the builders and developers pay for them!	11/6/2017 10:12 AM
140	Stop allowing huge traditional residential neighborhoods that takeover farmland, squeeze homes on tiny lots, and have inadequate green space preservation. Our schools and roads can't keep up, and the greater issue is that we are losing the original rural beauty.	11/6/2017 8:46 AM
141	PLEASE be intentional about development, traffic is already a nightmare.	11/6/2017 8:07 AM
142	Concerned it will lose its character. We moved from Nashville to this area for the rural feel but still convienent to cool springs. Have already seen at least 3 farms sold off for development and at least 5 subdivisions added. It’s out of control and very sad to see the beautiful Wilco hills torn up. Also concerned about impacts to taxes and school quality. We are considering private school bc the schools are too big to handle current loads.	11/6/2017 7:39 AM

143	Any cost of modifications and future incremental burden need to be placed definitively and irrevocably on developers and new property owners. Economic forces with appropriate revenue generation mechanisms and conditioned/ restrictive local codes are the only proven method to moderate overly-exuberant growth. It appears this survey is driving toward the development of codes but we cannot miss the revenue generation that allow enforcement and support of those codes.	11/6/2017 7:01 AM
144	There is a very diverse collection of residential areas...don't take action that negatively affects or restricts existing residents for the sake of further development. Do not annex into the city.	11/5/2017 9:52 PM
145	We love the feel of of the Mayes Creek Basin. Visitors to our property comment on how quiet and peaceful it is and that they can see the stars. We hope that will not change.	11/5/2017 7:55 PM
146	Keep it as is, the roads are not adequate for expansion.	11/5/2017 7:00 PM
147	Mu family and I would like to see the Mayes Creek Basin preserves and left undeveloped.	11/5/2017 2:33 PM
148	With all of the expansion already underway in Franklin, I'm concerned further annexation and the associated costs could add too much stress to resources and finances for the city to sustain.	11/5/2017 2:10 PM
149	Don’t annex it	11/5/2017 1:20 PM
150	I am worried that the school capacity will not be addressed and we will see overcrowding continue in our school system. Also, there is no upside benefit to existing homeowners in the area. We will see an increase in taxes and population with no benefit. Very serious consideration needs to be given to this decision, I would hate to see the desire of a few land owners dictate the decision and impact the area.	11/5/2017 12:18 PM
151	Unfortunately the greedy developers with their realtor friends who hold political office will ignore the wishes of the inhabitants of the area and ruin our area.	11/5/2017 9:11 AM
152	This is only being considered because builders want to make money & leave our area. Meanwhile they leave behind more traffic, overcrowding in our schools, and stretching our EMS services beyond their limits. Leave the basin as is! No annexation!!	11/5/2017 7:38 AM
153	Leave it as is! Prevent overgrowth of our area. We chose to live here because it is quiet and more rural than Cool Springs but has easy access to that area.	11/5/2017 7:14 AM
154	None	11/5/2017 6:10 AM
155	Please don’t take away the farmsteads	11/4/2017 11:12 PM
156	We’re still trying to recover from the increase in traffic from the elementary school. Brentwood planning is light years ahead of what Franklin proposes. Preserve green space.	11/4/2017 9:23 PM
157	Forced rural charm is not true rural charm. We bought our land many years ago to view just that...our land. Not condos, not assisted living, not grocery stores, etc, which are already an easy 10 minute drive away at most. Those who live here already have no need for new developments. Stop bringing more people here! We don't want to become California or Atlanta or New York. It's too late once it's gone.	11/4/2017 8:44 PM
158	I see nothing in the plans for annexation (which really only represent a map and a short webpage) that details the potential benefits for existing homeowners. I understand that large land owners will benefit from being able to more easily sell their land to developers, but the decision to annex cannot be made solely for these land owners. Any decision to annex must include actual benefit for everyone in the area.	11/4/2017 8:43 PM
159	I have already commented	11/4/2017 6:58 PM
160	do not want to be annexed into the city limits	11/4/2017 5:06 PM
161	If you don't build it, they will drive through the area which will make traffic worse.	11/4/2017 4:15 PM
162	do not want to see more huge thousand-home "subdivisions" like McKays Mill and along Carothers	11/4/2017 3:54 PM
163	Unsuitable for intensive development	11/4/2017 10:33 AM
164	I don't have much faith in Franklin planning for infrastructure ahead of building. Look at the E McEwen mess and Clovercroft is next. There is nothing the city has provided after you go through the round a bout at McEwen yet we continue to provide more and more amenities downtown. Too much trafffic goes through this area to access the Cool Springs offices with no consideration for roads. We have the worst roads and two one lane tunnels!	11/4/2017 10:31 AM

165	.	11/4/2017 7:38 AM
166	It all needs. To stay residential as the county has declared it except cross road commiercial whit is a very limited area.	11/3/2017 8:11 PM
167	The amount of high density housing should be limited and carefully planned. Land for future schools should be procured prior to housing developments being constructed	11/3/2017 7:10 PM
168	Preserving a place for the wildlife to thrive. Avoid cheap cookie cutter houses and apartments.	11/3/2017 4:56 PM
169	Unrestricted growth is destroying Williamson County. Please stop it.	11/3/2017 2:12 PM
170	The current roads are increasingly overcrowded and not sufficiently maintained.	11/3/2017 1:23 PM
171	Let's leave well enough alone for a while. Too much too quickly has already spoiled several large tracks of land. Infrastructure cannot keep up with growth already in place.	11/3/2017 12:28 PM
172	Infrastucture needs to preceed building	11/3/2017 12:23 PM
173	PLEASE consider a wildlife refuge or protected park/green space with historic preservation and educational opportunities.	11/3/2017 11:53 AM
174	Stop expanding! This is the county and should stay the county! Franklin needs to seek therapy for addiction to growth!	11/3/2017 11:10 AM
175	Please STOP. The development in our general area is OUT OF CONTROL. The people who are voting in favor of this development aren't the ones impacted by the dramatic increase in the traffic.	11/3/2017 10:23 AM
176	All most of you care about is Money. This county needs people that care about character and school systems to fit our growing population. People come here for the life style and beauty.	11/3/2017 9:53 AM
177	Mayes Creek is a beautiful area and should not be overdeveloped. Williamson County is in danger of losing the charm and rural character that make it so great today. Please slow the growth or people like me and many others will be moving to Maury County in the future and the County will be a place people use up instead of respect and preserve. Developers have little interest but to make millions of dollars and move on.	11/3/2017 9:40 AM
178	If we are annexed into city limits, we are actually farther from the Franklin fire department than we are from Arrington...so annexing is actually worse than being left alone.	11/3/2017 8:33 AM
179	Franklin has grown too quick. There are thousands moving in, but no changes to roads. And no consideration for wildlife. Preferably, growth would slow down. Franklin has always seemed small, with big city conveniences. It's losing that appeal.	11/3/2017 7:12 AM
180	It would be shameful to allow urban sprawl come into such a beautiful place to live and grow our families.	11/3/2017 5:59 AM
181	We hope and pray that the Mayes Creek Basin will continue to be preserved in its present state for our future generations to enjoy.	11/3/2017 5:56 AM
182	No need to develop in the area	11/3/2017 5:48 AM
183	STOP developing until you address current traffic problems!	11/3/2017 5:39 AM
184	Franklin has let developers run wild through our beautiful town. The daily blasting, cutting, and burning makes me feel like I live in a war zone. Franklin traffic is already bad enough and there seems to be no end in site to the construction all around us. The last thing the city needs is to develop our last remaining rural areas. If I'd wanted to live in a suburb outside Atlanta, I would have moved there. Instead, our family choose Franklin, 15 years ago, because we love the rural beauty and small town charm that has made it one of the top best small cities to live in. The proposed development would ruin what little green space and rural charm that Franklin possesses. Please STOP the development of Mayes Creek Basin!	11/3/2017 5:07 AM
185	be careful not to over develop.	11/3/2017 2:28 AM
186	Xxx	11/3/2017 12:59 AM
187	Roads should be improved to create safer conditions with adequate turning lanes and wide shoulders.	11/3/2017 12:05 AM
188	Let it stay undeveloped.....	11/2/2017 11:09 PM
189	Keep the character of the area free from density.	11/2/2017 10:48 PM
190	Work carefully together with County neighbors.	11/2/2017 10:14 PM

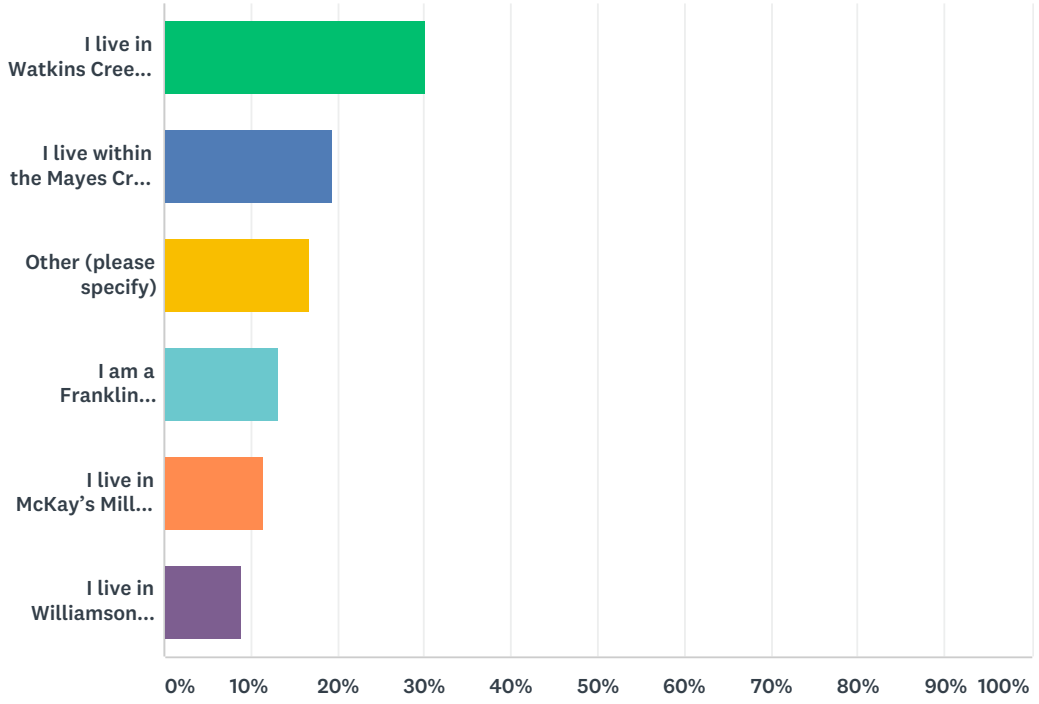
191	No more urban sprawl!!!	11/2/2017 9:51 PM
192	We live on Split log and have to drive 15 minutes to buy milk & groceries or to go shopping. A development will make it a whole lot easier.	11/2/2017 8:54 PM
193	Please. Preserve. Please, stop the massive build outs in Franklin.	11/2/2017 8:51 PM
194	A natural / park area should be included. Brentwood has done a great job with parks and walking trails... so has some areas of Franklin. This area could use the same thing. Please add some walking trails/ bike trails!	11/2/2017 8:12 PM
195	I love this area and want to see it’s current state preserved as much as possible through any necessitated growth	11/2/2017 7:57 PM
196	City should not annex	11/2/2017 7:35 PM
197	Please keep growth to a minimum in this rural area, we moved to this area wanting a quiet and peaceful setting. We are worried that the infrastructure will just not support any more growth.	11/2/2017 7:31 PM
198	The area does not have the roads or infrastructure to support another development. Franklin us loosing it's small town appeal.	11/2/2017 7:26 PM
199	I would like the quality of homes built here to remain high, and the lot sizes shouldn’t be anything less than a half acre, in my opinion. It would be nice to see homes built on 1 acre plus, only, if possible. Also, I do not want to see us lose any more trees or green spaces. The woods are so beautiful, and we enjoy seeing the wildlife.	11/2/2017 4:04 PM
200	i don't want to be added to franklin	11/2/2017 9:41 AM
201	Please stop craming our development into the current fadish molds. We have got to use common sense not what the current urban planing gods have come up with.	11/2/2017 6:58 AM
202	I believe we must maintain the appeal of what brought current residents to this area.	11/1/2017 5:39 PM
203	I hope that the city leaves this area as it is.	11/1/2017 1:44 PM
204	How about we stop paving over paradise and putting up a parking lot. Take a trip to Southern California and see what you are creating.	11/1/2017 7:42 AM
205	Shared in previous statements	10/31/2017 11:50 PM
206	We would prefer that this area not be annexed into the city.	10/31/2017 3:01 PM
207	Please do not ruin our county property by developing this as the city.	10/30/2017 7:23 PM
208	We want it!	10/30/2017 4:19 PM
209	leave as is	10/30/2017 4:00 PM
210	I want this area to stay outside of the city limits as it is now.	10/30/2017 12:46 PM
211	The taxpayers (current & New) do not need any more TAXES--Our Co & City government needs to learn to work within the means you are given. Growth will only cost the ones paying taxes.	10/30/2017 10:01 AM
212	I am against annexation for the Mayes Creek Basin	10/30/2017 7:32 AM
213	I appreciate the City of Franklin’s masterplanning efforts and look forward to assisting in feedback.	10/29/2017 9:00 AM
214	We need to recognize the explosion of home businesses. No longer do people have to leave their homes and drive to work. The codes need to be updated to embrace the reality of people working from home.	10/29/2017 9:00 AM
215	Do not want to be annexed into the City of Franklin.	10/28/2017 8:12 PM
216	Make sure biking paths and trails are included. Franklin has missed this in a number of areas and it's tough when you come from other cities, to have franklin being somewhat behind on great features for younger people, like bike and hiking paths.	10/28/2017 7:32 PM
217	Totally opposed to more development in this area. Some things are better left alone.	10/28/2017 5:40 PM
218	I don't want it filled up with people who earn 3 times what we earn and want to make it Brentwood South.	10/28/2017 4:30 PM
219	Please leave us as we are. Many of us are happy where we live and don't want to see the are over-developed.	10/28/2017 3:42 PM

220	Get you're wallets out to pay for sewer for this project, it's going to cost you (Franklin Tax Payers)	10/28/2017 7:54 AM
221	Leave it as is. Widen the road and quit trying to move the city limits every direction on the map. Please try to preserve at least one direction on the map of the city. East.	10/27/2017 6:10 PM
222	Developers only want annexation so they can secure sewer at city expense and have a quicker build out. We need to preserve as much of the rural nature of traditional entrances into Franklin as possible--wide green spaces and minimal commercial properties east of Arno. Don't let them build it or they will come--we need to do something to maintain the character of this region instead of becoming one sprawling extension of Cool Springs.	10/27/2017 4:50 PM
223	THIS IS A GREAT PART OF THE COUNTY THAT I'M AFRAID WOULD LOSE IT'S CHARACTER IF ANNEXED INTO THE CITY TOO QUICKLY. CITY SEWER IS NICE FOR SOME, BUT NOT A CONCERN IN WATKINS CREEK. IT WILL BE VERY, VERY IMPORTANT THAT ANY DEVELOPMENT BE LOW IMPACT AND THAT ACTIVE AGRICULTURE IS NOT ONLY TOLERATED, BUT ENCOURAGED AND INCENTIVISED.	10/27/2017 3:02 PM
224	Do not create any doughnut holes in our community. Do not break ground on any development until after infrastructure projects are completed. Require large scale developers to set aside land for schools and a fire station.	10/27/2017 11:19 AM
225	There is a unique stretch of road from Trinity Elementary to the creek in the conservation area just east of the school in which 7 homes are located. This stretch of the road is in the divided highway section in the new plan for Hwy 96, but with the members of 7 homes being forced to make U-turns every time they either leave or return to their house, it will create a very unsafe stretch of road. This is especially a concern since Trinity Elementary is on the west side of this small space and produces added traffic complications. Consider if only 2 drivers come and go daily from these houses, that equals 14 u-turns/day minimum in this small stretch. If safety is a primary concern for TDOT, Williamson County, and the City of Franklin, it seems to me that this small stretch should be a 5 lane road, not a 4 lane divided highway. Or, there needs to be frontage road access to the intersection at the school for these residents to ensure their safety and the safety of other drivers on the road.	10/27/2017 8:46 AM
226	need sewage system	10/26/2017 11:42 PM
227	Thank you for this opportunity to share an opinion. I would simply urge the planners to put the horse in front of the cart and establish an infrastructure into place before you further complicate the standard of living in this part of Williamson County by adding more housing, people, traffic, and all the frustrations that go along with supporting this kind of growth.	10/26/2017 8:06 PM
228	I do not want to see the area cluttered with zero lot lines, apartments, townhouses and commercial areas. We would like to see homes with larger lots and keep the feel that we are in the country. I do like the possibility of having sewer... I do not want to see congestion.	10/26/2017 6:36 PM
229	Stop taking all the land for building.	10/26/2017 4:37 PM
230	I have concerns about growth (noise, traffic), but can see the benefit of being incorporated into the city. We have lived here since 1984 and don't want to lose the rural feel of our community.	10/26/2017 12:59 PM
231	Coveted in survey	10/26/2017 10:23 AM
232	Limit development so the city has a country buffer. Development should be concentrated along the I-65 corridor where services and roads already exist.	10/25/2017 8:26 PM
233	From the map, it looks like a lot of the "development reserve" is in the flood plain. I have seen flooding multiple times in addition to the May 2010 flood.	10/25/2017 12:36 PM
234	Homeowners who selected the Mayes Creek Basin chose this area for convinience with rural character. Additional development should be limited to homes on large lots with green areas preserved. Traffic continues to be a problem for Franklin - the development of McEwen and Carothers will continue to have severe traffic impacts to work commuters who want to work/live in the East 96 Franklin corridor. Addition additional residential traffic/through streets/cut through, via neighborhoods will only exacerbate the growing traffic concerns.	10/25/2017 10:32 AM
235	We already have heavy traffic in these areas. I don’t want to see a four lane highway, and more traffic. Also, I don’t want to loose trees, land, and all the beautiful wildlife in these areas. It’s sad to look at Carothers and how developers destroyed soo many beautiful trees, and land.	10/25/2017 7:15 AM

236	Please don’t develop this area!! We love all the character brought by individual homes on large lots. We love all the long beautiful fences with animals hanging out. We feel like we live in a nice quiet place and we would love to keep it that way. Our schools are already busting at the seems, so adding more would decrease the amount of Amazing education our Trinity and Page teachers are able to provide. We love that our girls can ride bikes from our house (in Watkins Creek) to softball practice at Cecil Lewis. If we had more traffic and congestion around, we couldn’t do that, and there is something so pure and good and nostalgic about riding their bikes to play ball.	10/24/2017 10:03 PM
237	Keep the green space!!!! It’s not about density. Mandate larger lots	10/24/2017 7:30 PM
238	I live in the basin and the reason we moved here was the open space and proximity to agricultural developments. We are already frustrated that the farm next to us is now going to be a neighborhood with a low quality builder (pulte) and hope there are no additional neighborhoods of that type. I understand the population growth concerns but id love if this Area was preserved and not overdeveloped	10/24/2017 7:07 PM
239	None	10/24/2017 6:37 PM
240	Leave it alone. It's why we live here. It's beautiful. Stop pouring more people into the area. Please don't ruin what is already great.	10/24/2017 4:33 PM
241	This is an opportunity to show "growth done right". Do not approve large high density developments that detract from the character of Franklin and ruin the look of the natural environment.	10/24/2017 4:28 PM
242	I think this is in the area --- but that one lane underpass under the train on Wilson Pike has got to go. Or at least, there has to be another way to get past it, if expansion is considered. That was small town Franklin. We are now heading into the 21st century and it just doesn't fit the needs of the community anymore. Create an alternative option and then people can choose what they want to drive through.	10/24/2017 9:21 AM
243	One small grocery/gas/food commercial is needed along hwy 96 east of Arno rd.	10/24/2017 8:43 AM
244	Development should be managed & controlled tightly in this character area.	10/24/2017 8:20 AM
245	Only have one chance to do it right.	10/24/2017 8:05 AM
246	Franklin needs to increase and improve infrastructure, roads and bridges to meet the needs of development which has already occurred before starting more development.	10/24/2017 7:41 AM

Q9 Which of the following describes where you live?

Answered: 348 Skipped: 2



ANSWER CHOICES	RESPONSES	
I live in Watkins Creek, Rosemont, Abington Ridge, Chardonnay, or Worthington	30.17%	105
I live within the Mayes Creek Basin, but not in a subdivision	19.54%	68
Other (please specify)	16.67%	58
I am a Franklin resident	13.22%	46
I live in McKay's Mill, Amelia Park, Avalon, Breezeway, or Taproot Farms	11.49%	40
I live in Williamson County outside of the Mayes Creek Basin	8.91%	31
TOTAL		348

#	OTHER (PLEASE SPECIFY)	DATE
1	I own a small business within the Mayes Creek Basin	12/12/2017 6:42 PM
2	You can't handle what you have now, leave the basin alone!	12/1/2017 6:32 PM
3	McMahon Family cemetery is in the basin	11/30/2017 3:05 PM
4	Villages of Clovercroft	11/30/2017 8:19 AM
5	Just south of carothers rd.	11/29/2017 6:16 PM
6	Garden Club	11/29/2017 4:44 PM
7	Garden Club Estates	11/29/2017 3:46 PM
8	I live in Caldwell Estates, but this affects the areas where my children go to school.	11/29/2017 1:36 PM
9	I live in Carronbridge off of Cool Springs in Franklin	11/29/2017 11:41 AM

10	Downtown Franklin	11/29/2017 10:31 AM
11	I live in Hurstbourne Park	11/29/2017 10:08 AM
12	We live in Ashton Park Subdivision-off of Cool Springs east.	11/29/2017 9:31 AM
13	Villages of Clovercroft	11/29/2017 8:58 AM
14	Own property adjacent to what is officially the Basin	11/23/2017 4:20 PM
15	I live right on the border of Mayes creek in Cedarmont Farms	11/20/2017 10:33 PM
16	Delta Springs	11/18/2017 3:31 AM
17	Cedarmont farms	11/13/2017 12:07 PM
18	Kings Chapel	11/12/2017 1:38 PM
19	Kings Chapel.	11/11/2017 7:48 PM
20	Villages of Clovercroft	11/11/2017 7:30 AM
21	I live in the dense community of Lockwood Glen	11/11/2017 7:28 AM
22	I live in Lockwood Glen	11/11/2017 7:06 AM
23	I am a friend of someone living in the Mayes Creek Basin, and they do not want any new development. They live where they do because they like it the way it is!	11/11/2017 12:23 AM
24	Kings Chapel Resident	11/10/2017 11:44 PM
25	From the map, I couldn't quite tell, but I think we're down in the lower right hand corner in Lockwood glen.	11/10/2017 8:45 PM
26	I live in Lockwood Glen	11/10/2017 6:30 PM
27	I live in Arrington, near this area, so traffic, noise, pollution, and school crowding would all affect my family.	11/10/2017 5:33 PM
28	Arrington,	11/10/2017 3:57 PM
29	Ladd Park Resident, Enderly Pointe Franklin	11/10/2017 3:43 PM
30	Stags leap	11/10/2017 2:12 PM
31	Meeks Road / Arno Road lifelong resident and heritage	11/10/2017 1:55 PM
32	Villages of Clovercroft, very near to this area	11/10/2017 1:42 PM
33	Villages of Cloverceoft (unless I can get my husband to sell!)	11/10/2017 12:43 PM
34	Villages of Clovercroft.	11/10/2017 12:35 PM
35	Radcliffe Subdivision	11/8/2017 11:07 AM
36	I live on a farm on Wilson Pike.	11/8/2017 8:31 AM
37	Abington Ridge	11/8/2017 8:03 AM
38	I live in Nashville.	11/7/2017 2:18 PM
39	I own 55 acres 4365 N Chapel Road... I do live in Wm County . No residence on this property at this time. Sold 4355 in 1994 which was the principal residence. Now VERY INTERESTED in THIS because of DEVELOPERS at the doorstep	11/7/2017 10:09 AM
40	Williamson County Resident - Not in above subdivisions	11/6/2017 2:46 PM
41	Chardonnay	11/6/2017 10:12 AM
42	Right up on the edge of the basin on Trinity Road.	11/4/2017 8:44 PM
43	Falcon creek	11/4/2017 8:27 PM
44	I live adjacent to the Mayes Creek Basin and will feel the effects of increased development.	11/3/2017 2:12 PM
45	Cedarmont	11/3/2017 12:23 PM
46	I previously lived in Villages of Clovercroft but moved out to Bethesda because that area is already overcrowded.	11/3/2017 11:53 AM

47	I live in the Mayes Creek Basin in Albany Point	11/3/2017 11:10 AM
48	I live in Albany Pointe - we deal with the Arno Road traffic daily.	11/3/2017 10:23 AM
49	Falcon Creek subdivision	11/3/2017 7:12 AM
50	I live in Falcon Creek Subdivision and my child attends Trinity Elementary.	11/3/2017 5:07 AM
51	Cedarmont Farms	11/3/2017 12:59 AM
52	We live across the street from the City's UGB on 12 acres.	11/2/2017 10:14 PM
53	On Split Log	11/2/2017 8:54 PM
54	Live outside the area but very close and drive around it daily	11/1/2017 7:57 PM
55	Villages of Clovercroft	11/1/2017 5:33 AM
56	I own 57 acres near Greenhills drive	10/31/2017 5:13 PM
57	I own rental property that is not in a subdivision and need sewage	10/26/2017 11:42 PM
58	Radcliffe	10/26/2017 10:26 AM

June 2, 2025

Dear City of Franklin Planning Commission Members:

As longstanding owners of property located at 4357 Murfreesboro Road, we are writing to express our support for the annexation of the nearby Smith property located across the road.

We have had a chance to review the Smith's proposed development plan and feel that it is a well thought out and sensible plan that will leave most of the property undisturbed. We believe if large projects are to be developed in this part of the county, that this approach will better maintain the scenic beauty of the area than a piecemeal approach or one that removes most of the trees and builds houses on every developable acre of land. We also believe that having some local shops and other services nearby will be an added convenience for those that live in the area. Another positive we see is that an annexation of the property will help bring municipal sewer service to our community, something that will potentially benefit many property owners who may be able to connect to the new system.

Franklin and Williamson County will continue to grow, and as long as we do so sensibly, we think we will be able to maintain the scenic beauty that makes us a unique and desirable place to live.

We thank you for your consideration.

Sincerely,

Charlene F. Yancy

Robert L. Floyd

Jason K. Floyd

Emily Wright -

Please distribute this letter to all of the planning commissioners.

Thank you,
Charlene Floyd Yancy

From: Lynn Smith
To: Planning Intake
Subject: SMITH DEVELOPMENT - KEEP RURAL RESERVE
Date: Tuesday, June 17, 2025 7:19:40 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.

(Sent to all Planning Commissioners)

I am writing to address the change in zoning for the Smith Brothers property in the Mayes Creek Basin. Currently the property is zoned for Rural Reserve which permits only single-family homes. This fits in with the nature of the area of single-family homes and farms in the area. Allowing high density housing and commercial development on this property would not fit the characteristics of the area and would be an eyesore. High density housing would also triple the number of units to be built on the property compared to the Rural Reserve plan. This area is not equipped for that many people in terms of schools, traffic, police, fire and emergency services.

Please respect the wishes of the vast majority of residents in the area to keep this property zoned as Rural Reserve. Allowing high density and commercial development would be an unnatural and unattractive gateway to the city of Franklin.

Best Regards,

Lynn Smith
North Chapel Rd

From:	Janet Tiarsmith Varrin Curtis
To:	Planning Intake
Subject:	Letters concerning Village Green Amendment for the June 26 meeting
Date:	Friday, June 13, 2025 6:59:57 PM
Attachments:	5.26.25 Flood ltr.docx 5.26.25 FMPC Traffic ltr.docx 5.26.25 Large Lot ltr.docx 5.26.25 School ltr.docx 5.26.25 Survey ltr.docx 5.26.25WF Housing ltr.docx 5.26.25WH Comparison ltr.docx

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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.

Please make the attached letters part of the permanent record for the June 26, 2025 Franklin Municipal Planning Commission meeting - Janet Curtis

Good Afternoon Commissioner,

I am writing you once again to make you aware of a grave concern the residents of Mayes Creek Basin have. As I am sure you are well aware, there is a large flood plain on the Smith Property which is being considered for development. This matter, I believe, will be coming before the Franklin Planning Commission on June 26 and want to make you aware of all the facts.

This flood plain measures 3 miles long from Wilson Pike to the Harpeth River, right through the Smith property. At its widest point, it measures ½ mile wide and that is right on the Smith Property near the East Village. I have attached pictures so that you can see how the "creek" rises in a "normal" rain, so you can just image what it would look like in a really bad rainstorm.

Since the elevation on the South side of N Chapel Road declines as you go South, the residents on that particular side of N Chapel have real concerns once the corner lot on 96 and N Chapel Road is deforested since there will be no place for the water to go but downhill and into their homes, pastures and fields and just flood them. I am also attaching pictures of a resident's front yard during a "normal rainstorm" and this property is directly affected because it is only .19 miles from the Smith property and the deforestation.

For the sake of these resident's homes, pastures and fields, I am asking you once again NOT to change the designation back to Village Green but instead change the designation to Large Lot Residential where trees will be left standing to help absorb the rainwater when it comes. This will help minimize flooding.

Since the Northside of N Chapel has a bit higher elevation, the concern is not as great but we still have concerns and I have attached pictures of what happens during a "normal" rain as well.

Janet Curtis

N Chapel Road, Franklin

Good Afternoon Commissioner,

As this request to change the designation of the Smith property from Rural Reserve back to Village Green comes before you yet again, I have to ask myself what has changed since this first came before the board in 2018 and then again in 2024 when it was previous denied both times. The answer is nothing.

Yes, we now have a 4-lane super highway that has only created more problems. According to THP and Williamson County Emergency Management, we have seen the following:

Accidents on Murfreesboro Road between I-65 and Cox Road has increased:

2024 – 166 accidents (**average 13.8 accidents per month)**

2025 (January - March only) – 61 (**average 20.3 accidents per month**)

Tickets written on Murfreesboro Road between Oxford Glen and Cox Road:

2024 – 18 tickets for the year (**average 1.5 tickets per month**)

2025 – 13 tickets 3 months (**average 4.3 tickets per month**)

The City plans to restripe 96 at I-65, however, this may only create more problems. They plan to take the shoulders and turn them into lanes (see attached map). Without any shoulders and no place to go, what happens when emergency vehicles try to get through and there is no place for people to move over and out of the way (which I have seen happen on many occasions). Do you want to tell the family their house could not be saved from fire due to firetrucks not being able to get through an intersection or worse yet, their loved has passed because the ambulance could not get there in time? Drivers tend to block intersections and will go into the turn lanes only to advance in line and then cut back into the traffic lanes going straight thereby blocking lanes (see pictures attached).

According to TDOT, the total number of cars traveling on 96 at Arno Road in:

2024 – 24,878 per day

2025 – 31,636 per day (**increase of 6,758 cars per day**)

With this development putting in approximately 1315 units plus 15,000 sq. ft of commercial, do we really need that much more traffic. Remember, the 1315 units consist of duplexes, townhomes and multi-family so that will be over 3,000+ more cars on an already overcrowded road.

For these reasons, you should **vote no to changing the designation of the Smith property back to Village Green.**

Thank you for considering this information when making your decision.

Janet Curtis

N Chapel Road, Franklin

Good Afternoon Commissioner,

The Smith property is expected to be heard at the Franklin Municipal Planning Commission meeting on June 26. I am writing in advance of that meeting to give you reason why this property should not go back to Village Green Designation but instead should go to Large Lot Residential.

This property is currently designated as Rural Reserve. However, upon review, that was a compromise offer for the developer. Since he does not seem interested in a compromise, the land should be designated as Large Lot Residential according to Envision Franklin. Envision Franklin describes Lot Large Residential as:

> "**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."**

This area has approximately **132 acres of flood plain and with Mayes Creek, Seward Creek and many blue line streams and tributaries it has natural water resources. It also has hillsides and hilltops, tree rows and forested areas which makes Large Lot Residential the right designation for this property. It fits Envision Franklin perfectly. There are only 3 other neighborhoods within approximately 3/4 mile from where this subdivision will be located and they are all on large lots (approximately 1 acre), there is no reason for this development to be any different and there is no commercial near this area. It needs to fit the existing character of the area.**

I am also asking that you change the designation of the 2 corner lots of N Chapel Road and 96 from Commercial to Large Lot Residential. According to the **Williamson County Tax rolls, the property on the NE corner is listed as residential and the adjoining property is residential and has 4.70 acres, putting commercial next to it would be seen as "spot zoning." The SE corner of N Chapel Rd and 96 is listed as agricultural. The 4 properties adjacent to 4468 Murfreesboro Road range in size from 1.10 to 2.5 acres. The adjacent property to the NE corner of N Chapel and 96 is 4.70 acres and the property adjacent to the SE corner of N Chapel and 96 range from 1.04 acres to 2.18 acres and putting commercial next to these residences could be considered "spot zoning".**

Attached is an Analysis handed down by the Attorney General's Office, August 24, 2004, it addresses "spot zoning". I have been told by the City of Franklin that "spot zoning" is when you put a supermarket next to a private residence. What would you call putting any commercial business right next door to a private residence? It may not be a grocery store but the meaning is the same. It is commercial and it does not fit with the character of the area.

According to Tennessee courts:

> "Tennessee courts have concluded that an ordinance annexing parcels of land connected to the city limits only by a strip of land such as a highway is not per se invalid under the annexation statutes. In State ex rel. Earhart v. Bristol, 970 S.W.2d 948 (Tenn. 1998), however, the state Supreme Court suggested, in dicta, that such an ordinance may be invalid under **Tenn. Code Ann. § 6-51-102 because the annexed territory does not adjoin the existing city limits, or is unreasonable under the same statute or Tenn. Code Ann. § 6-51-103 because it does not further orderly city development, the purpose of the annexation statutes.**"

The project of 495 acres may not be considered "small" but when you have 7 separate tracts, 1 being 10.22 +/- acres, 1 being 76 +/- acres, and the large area which consists of 5 combined pieces of property to total 407 acres (individually they are 94 acres, 30 acres, 21 acres, 78 acres and 184 acres). It must be noted that only 5 of the 7 parcels are contiguous to each other but **none are contiguous to the City limits**. The closest piece of property to Market Street (City Limits-not built yet) is on the corner of N Chapel Road and 96 and that property is approximately .34 miles from Market Street and the largest section (5 parcels) of property is approximately .38 miles from the corner of N Chapel Road and Murfreesboro Road.

Also, according to **the Municipal Boundaries in Tennessee: Annexation and Growth Planning Policies** after Public Chapter 707:

> "**Whether county approval is required or not, non-contiguous annexation should be limited to commercial or industrial development and government-owned property to avoid the problems created by patchwork residential development. Because counties would remain responsible for infrastructure such as roads and for emergency or other services between the city and the incorporated island created by non-contiguous annexation, cities and counties should be required to agree on a coordinated plan of services and infrastructure maintenance for both the non-contiguous property and the route connecting it to the city."**

You already have this problem existing on Clovercroft Road where it is both City and County and the two cannot agree on terms for maintenance or improvements creating a nightmare. This would happen on both N. Chapel Road and Trinity Road where you would have both City and County properties.

As this request to change the designation of the Smith property from Rural Reserve back to Village Green comes before you yet again, I have to ask myself **what has changed** since this first came before the board in 2018 and then again in 2024 when it was previously denied both times. The answer is **nothing**. Therefore, if any change in designation should get voted on, it should be to change the designation from Rural Reserve to Large Lot Residential.

Thank you for your consideration of this matter. Respectfully,

Janet Curtis

N Chapel Road, Franklin

Good Afternoon Commissioner,

As this request to change the designation of the Smith property from Rural Reserve back to Village Green comes before you yet again, I have to ask myself **what has changed** since this first came before the board in 2018 and then again in 2024 when it was previously denied both times. The answer is **nothing**.

However, it seems that every time the City of Franklin expands its boundaries, the residents of Williamson County pay a price. Every time you annex property into the City of Franklin, Williamson County Schools become more crowded with students. Below are student enrollment numbers:

2023 – 2024 School Year:	Total	Capacity	Open Spots
Creekside Elementary School	797	890	92
Clovercroft Elementary School	678	890	212
Arrington Elementary School	565	890	325
Trinity Elementary School	756	870	114
Page Middle School	1306	1500	194
Page High School	1366	2000	634

2024 – 2025 School Year:	Total	Capacity	
Creekside Elementary School	781	890	109
Clovercroft Elementary School	700	890	190
Arrington Elementary School	713	890	177
Trinity Elementary School	738	870	132
Page Middle School	1396	1500	104
Page High School	1483	2000	517

2025 – 2026 School Year: (Projected Numbers)	Total	Capacity	Open Spots	Percentage
Creekside Elementary School	809	890	81	91%
Clovercroft Elementary School	693	890	197	78%
Arrington Elementary School	668	890	222	70%

2025 – 2026 School Year: (Projected Numbers)	Total	Capacity	Open Spots	Percentage
Trinity Elementary School	796	870	74	91%
Page Middle School	404	1500	96	94%
Page High School	1684	2000	216	84%

As you can see, other than Clovercroft Elementary and Arrington Elementary, every school will see an increase in enrollment. However, let us not forget that there are 550+ homes being built in Poplar Farms and with the Colletta Park development being considered, that will add an additional 232 single family homes plus 27 townhomes. This is all in addition to what the County is approving to be built on the East side of Franklin.

There is a shortage of bus drivers and, according to the Board of Education website, there are 104 open positions for teachers. Are we short changing our students? That is something we cannot afford to do if we want to continue to say that we have one of the best school systems. Our students are our future, don't short change them for the sake of money and growth.

For these reasons, you should vote no to changing the designation of the Smith property back to Village Green.

Thank you for considering this information when making your decision.

Janet Curtis

N Chapel Road, Franklin

Good Afternoon Commissioner,

On June 26 the Franklin Municipal Planning Commission will be once again asked to set the designation for the Smith property as Village Green. I am writing requesting that you not go backwards and change the designation from Rural Reserve back to Village Green. Instead, I am requesting you change the designation from Rural Reserve to Large Lot Residential and listed below are some reasons why:

- In 2025, I did an online survey for all residents of Franklin and when they were asked:

  What do you want to see develop in the Mayes Creek Basin Area?

  4% wanted Single Family homes on ½ acre lots

  68% wanted Homes on 5 acre lots

  56% wanted No More Development

  0% wanted Commercial and Mixed Use

- In the 2022 City of Franklin Citizen Survey there was only a 17% response rate and the survey was targeted specifically to City of Franklin Residents. They were asked:

  Aside from traffic, what are the most important challenges/problems

  Facing Franklin today?

  31% Managing Growth/Development

  22% Affordable Housing

  11% Infrastructure

- In the 2019 City of Franklin Citizen Survey, residents were asked:

  Aside from transportation related issues, what is the most important

  Challenge or problem facing Franklin today?

  38% Growth, development, losing community feel

  19% Housing – affordability and availability

  10% Transportation

- In the 2018 City of Franklin and the Mayes Creek Basin surveys, residents were asked

  What type of uses do you envision for the Mayes Creek Basin?

  73% Limited Growth and Development

  63% Greenways and Trails

Only 9% said combination of residential and Commercial

What types of residential neighborhoods do you think are appropriate for the Mayes Creek Basin area**?**

59% Conservation Subdivisions

48% Agricultural Neighborhoods

Which types of residences would you like to see in the Mayes Creek Basin?

65% Single Family homes on large lots

31% Farmstead Compound

11% Single Family Homes on Small Lots

- In the 2016 City of Franklin Survey residents were asked:

  Aside from transportation related issues what is the most important challenge or problem facing Franklin today?

  22% Growth/Crowding

  17% Affordable Housing

  11% City Maintenance roads, sidewalks, parks, codes, water

As you can see, every survey from 2016 through 2025 says the same thing, residents want managed growth and development and single family homes of large lots. In the 2025 survey, **ZERO PERCENT wanted Commercial and Mixed Use. The message** has stay consistent and clear, **CONTROL GROWTH/DEVELOPMENT and LARGE LOT RESIDENTIAL**.

Therefore, I am requesting that you **VOTE NO for Village Green** and **VOTE YES for Large Lot Residential Development** to stay in character with the surrounding area.

Thank you,

Janet Curtis

N Chapel Road, Franklin

Good Afternoon Commissioner,

I know there has been a lot of discussion about Workforce Housing and Affordable Housing. You may think that because Village Green will offer several options for housing that it will be Workforce Affordable homes. Rest assured it will not!

According to HUD,

> "**Workforce Housing means housing that is affordable, according to the U.S. Department of Housing and Urban Development, for either home ownership or rental, and that is occupied, reserved, or marketed for occupancy by households with a gross family income that is greater than 80 percent but does not exceed 150 percent of the median gross family income for households of the same size within the Nashville-Davidson-Murfreesboro-Franklin, Tennessee MSA as established in the schedule published annually by HUD**."

HUD has listed the 2025 Median Income for the Nashville-Davidson-Murfreesboro-Franklin, Tennessee area as $114,800. So a married couple with 2 children who qualify must make no less than $91,840 at 80% and no more than $172,200 at 150% per year. Below is an example of two teachers in Williamson County who earning approximately $150,000 and who qualify for The Department of the Treasury's Homeowner Assistance Fund Program which provides funds to prevent homeowner mortgage delinquencies, defaults, foreclosures, loss of utilities or home energy services, and homeowner displacement.

Monthly Income = $7,653 (80%) Monthly Income = $14,350 (150%)

Mortgage debt to income ratio: 35% of income - $2,660 or $6,020

Home Price $800,000 Down payment - $80,000

Taxes - $2,400 per year Insurance - $2,400

Your mortgage would be $4,317 per month plus $200 per month for taxes and insurance. That leaves you the $3,029 - $9,833 to cover the cost of taxes, health insurance, HOA, utilities, gas, groceries, car payment and any other necessities.

When the median priced home in Williamson County is approximately $1.15M and the developer has already said that the smaller Flats above the storefronts will be starting at approximately $300,000 (he would not even give a starting price point for single family homes), how can expect that homes will be selling for less than $1M? Yes, you are getting options for the size homes with duplexes, townhomes as well as multi-family homes, but let us remember that even **townhomes in Williamson County are starting at over $850,000**. **How would these homes ever be considered Workforce Afforable?**

In Poplar Farms, which is the newest subdivision in this area and the one that Connect Franklin wants to use for an East-West connector rode, their townhomes are starting at over $800,000 and their single family homes start at over $1M.

Poplar Farms never should have been approved, the Planning Commission voted it down but **BOMA approved it for one reason; the developer said he would build Market Street** which would act as **a connector road from Clovercroft to Highway 96**. Because **the Mayor wanted that connector road, he broke the tie vote in favor of Poplar Farms to get his road**. This City now wants an East-West connector road from Market Street (Poplar Farms) to N Chapel Road, according to the developer. **Don't make the same mistake with this subdivision**. N Chapel Road is a County road that cannot handle that kind of traffic.

Therefore, I am requesting that you deny changing the designation of this property back to Village Green and instead change the designation to Large Lot Residential so that it stays in character with the area.

Thank you,

Janet Curtis

N Chapel Road, Franklin

Good Afternoon Commissioner,

Now that we have had a "Neighborhood Meeting", the next step will be a meeting before the Planning Commission for the Smith Property (for the third time). I have previously written to you asking that the property not only **not go back to Village Green** but **get the Envision Franklin designation of Large Lot Residential** and below are some reasons why. According to the City of Franklin's Development Reports, there were approved units for the following years:

2022- Franklin Approved (Not Yet Built) :

1,802 Single Family Homes

52 Duplexes

3,001 Townhomes/Condos

6,145 apartments

11,000 TOTAL UNITS

2023 – Franklin Approved (Not Yet Built):

1,715 Single Family Homes

76 Duplexes

2,027 Townhomes/Condos

5,851 Apartments

9,669 TOTAL UNITS

2024 – Franklin Approved (Not Yet Built):

1,839 Single Family Homes

74 Duplexes

1,939 Townhomes/Condos

5,527 Apartments

9,379 TOTAL UNITS

We cannot have this increase in building without doing something to the roads. The road infrastructure must come before the building of housing units.

We are told this will not be another Westhaven or Berry Farms but let's compare:

Westhaven – 1545 acres	**Berry Farms – 600 acres**
2,596 Residential Units	**1,150 Residential Units**
(Single Family, Apartments, Townhomes)	(Single Family, Townhomes)

Westhaven (con't)

500,000 Sq. Ft. Commercial Space

Berry Farms (con't)

Office/Retail – 3,285,000 Square Feet

Smith Property Village Green – 495 acres

332 acres Open Space (132 acres of Flood Plain) leaving 162 acres developable

1,315 Residential Units

(Single Family, Townhomes/Condos, Multi-Family), 100 Senior Cottages (not clear if that is included in the 1,315)

15,000 Sq. Feet of Commercial 3 areas (1 being only 10.22 acres)

The developable acreage is less than Berry Farms and yet there will be more residential units. All this is being built on only 162 acres. I ask you, how is this not another Berry Farms or Westhaven? (See attached Master Plan map for Berry Farms). Now you also have to remember these are 3 totally separate tracks (not connected) so the 2 small lots will hardly have any open space; 1 of which will be all commercial.

Currently Designation - Rural Reserve – 495 acres – 50% Open Space is 282 acres

564 Single Family homes built on 282 acres (1/2 ac lots)

Should be - Large Lot Residential – 495 acres -132 Flood Plain = 363 Developable acres

363 Single Family Homes on 1-acre lots – no commercial (**Fits the character of the area**)

Again, I am requesting that you "VOTE NO" to the Village Green Designation change and "VOTE YES" for the Large Lot Residential Designation. It fits Envision Franklin and it fits the character of the area.

Thank you,

Janet Curtis

N Chapel Road, Franklin

From:	karen smith
To:	Planning Intake
Subject:	MAYES CREEK BASIN - FLOODING ISSUES - SMITH DEVELOPMENT
Date:	Saturday, June 14, 2025 10:21:30 PM
Attachments:	FEMA FLOODPLAIN MAPS - SMITH PROPERTY.zip N Chapel Rd - Flood Pixs Compressed (zipped) Folder.zip NATURAL BEAUTY Envision Franklin 2024.pdf

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(Letter & Attachments - Sent to Planning Commissioners)

MAYES CREEK BASIN - FLOODING

At the heart of the proposed Smith Development is a 133-acre floodplain: +3 miles long and ½ mile wide. The floodplain does not stop at the south end of the Smith Property. The FLOODPLAIN CONTINUES SOUTH with MAYES CREEK in its center - paralleling N. Chapel Rd. At the bottom of the road, Mayes Creek flows into the Harpeth River – next to Trinity & Arno Roads. Currently, these county roads flood, making travel dangerous (hydroplaning) for residents and first responders. (Flood Pictures Attached)

In all three Villages, this plan allows for deforestation next to the floodplain. In the South Village, almost all of the woodland and hilltop will be clear cut and the protective watershed will be gone. **There is not 70% open space on the South Village side.** High density, commercial/retail development with excessive impervious surfaces – will now contribute to increased storm water run-off – negatively impacting the surrounding neighborhood properties. With this type of high-density development next to a major floodplain and water way – we will continue to see MORE FLOODING. (Floodplain Pictures Attached)

Deforestation, wetland fill-ins, building streets, roof tops, parking lots – will continue to increase storm water runoff that empties into Mayes Creek. We already have excessive water volumes that blast out of the stream banks – damaging streamside vegetation, wiping out riparian buffers, and impacting aquatic habitat. Furthermore, sediment and thermal pollution from impervious surfaces (more streets & rooftops) harm fish and wildlife population AND POLLUTE OUR WATERWAY – making the Harpeth River recreational areas unsafe.

Envision Franklin's Natural Beauty Mission Statement states: *"The Harpeth River and its tributaries should be protected through significant riparian buffers." "Development should be restricted on hilltops, hillsides, and steep slopes."* (Envision Franklin – Natural Beauty page attached)

Please say **NO TO VILLAGE GREEN**. It is not compatible with the surrounding area and will negatively impact the Mayes Creek neighborhood property and the Harpeth River. Perhaps an independent Environmental Impact Study should be conducted first to review all impacts, alternatives, and **IMPLEMENTATION OF FLOOD MITIGATION MEASURES BEFORE IT BECOMES IRREVERSIBLE.**

Sincerely,

Karen Smith

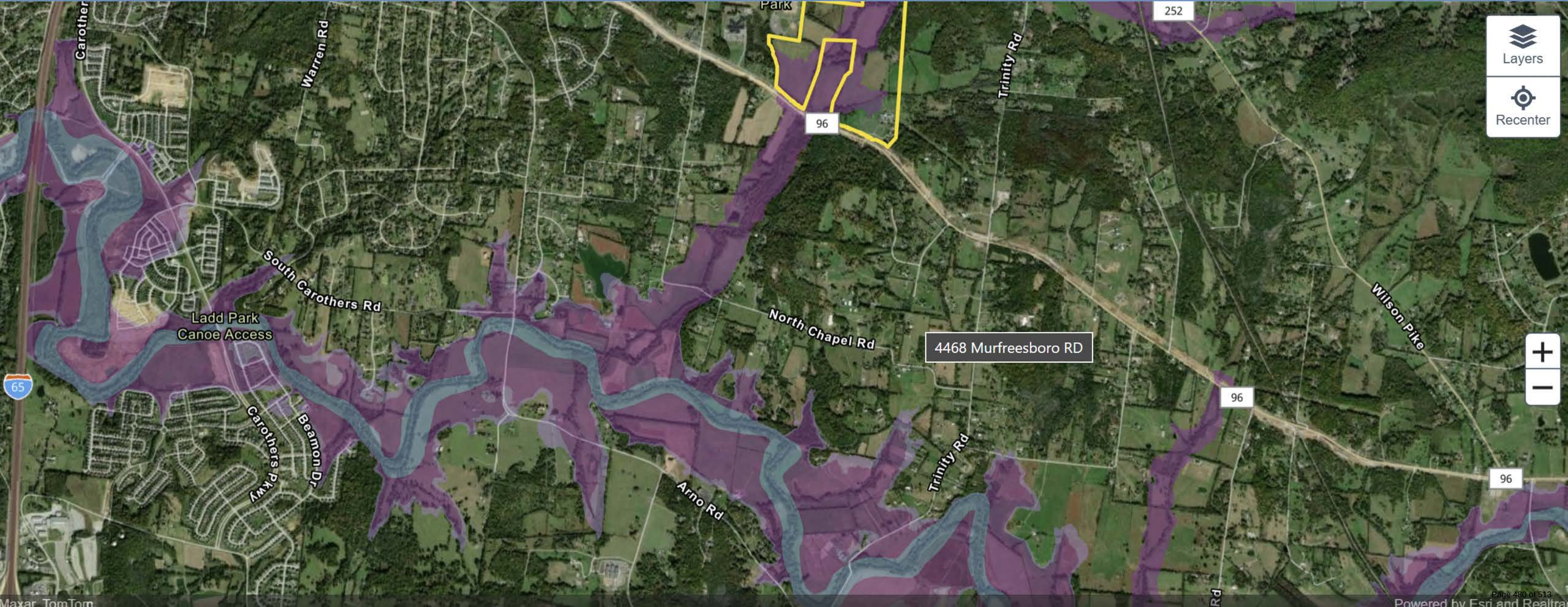
N Chapel Rd. Resident










Layers
Recenter
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Park
Warren Rd
Trinity Rd
252
96
South Carothers Rd
Ladd Park
Canoe Access
North Chapel Rd
Wilson Pike
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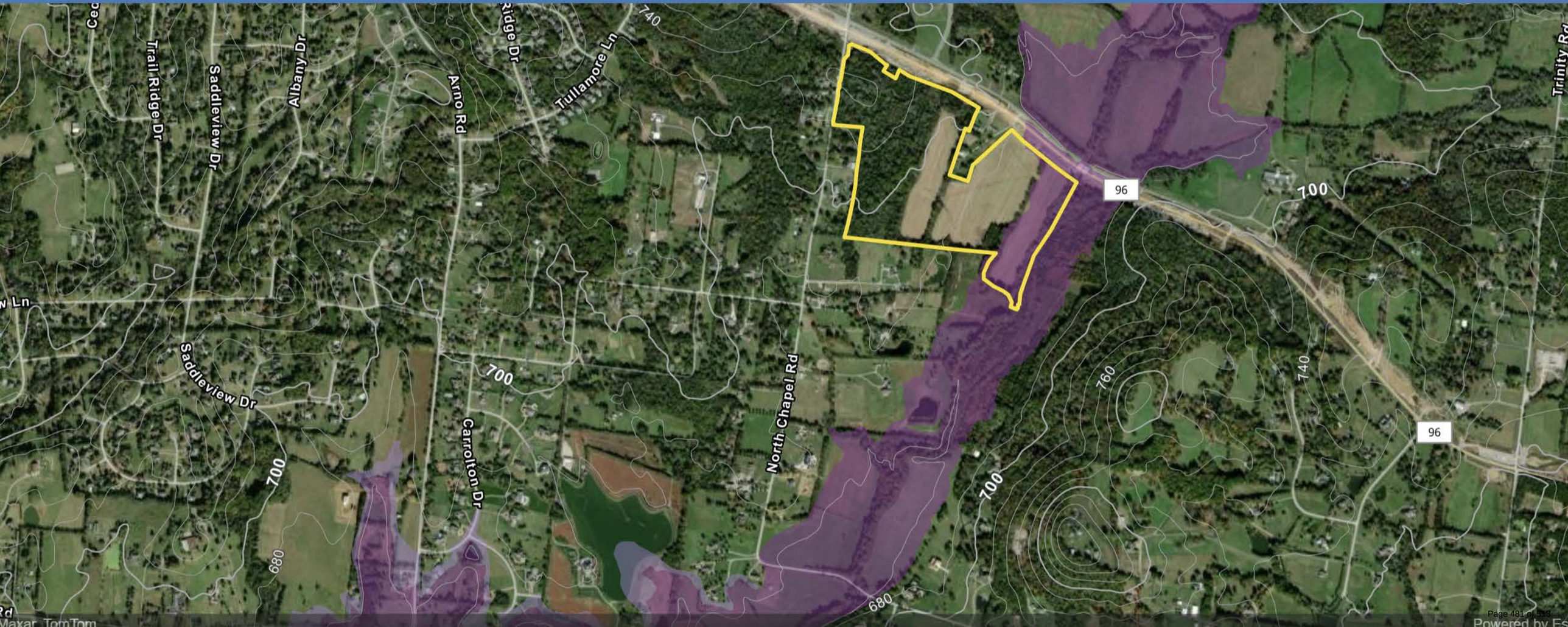
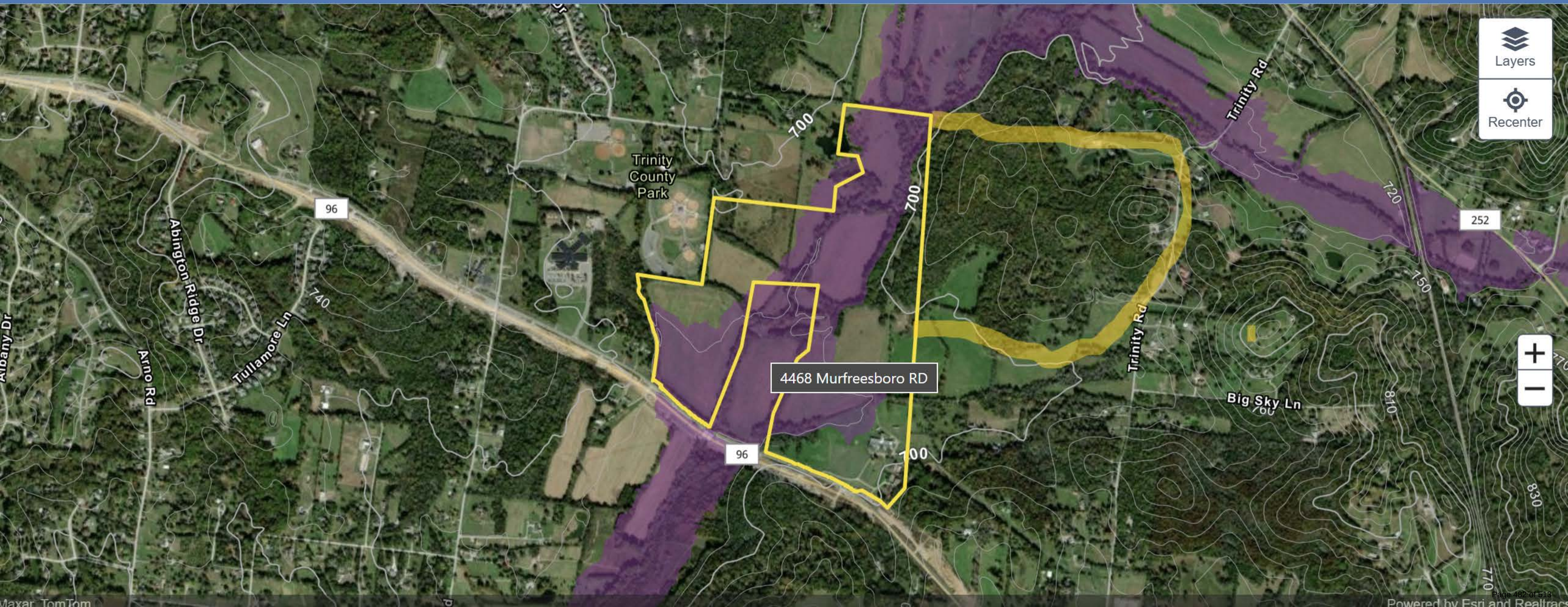
Carothers Pkwy
Beamon Dr
Arno Rd
Trinity Rd
96
96
Maxar, TomTom
Powered by Esri and Realtra

4417 Murfreesboro RD



4468 Murfreesboro RD




700
120
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Murfreesboro Rd
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Maxar, TomTom






DANGER
HIGH
WATER




4259




NO TURN ON RED
10-5
STOP
HERE ON
RED

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. With the proposed Village Green - deforestation and high-density development - impervious surfaces impact storm water runoff pollution that filters into Mayes Creek which flows into the Harpeth RIver

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.





From:	karen smith
To:	Planning Intake
Subject:	MAYES CREEK BASIN - TRAFFIC & SAFETY ISSUES - SMITH DEVELOPMENT
Date:	Saturday, June 14, 2025 10:10:01 PM
Attachments:	Hwy 96 TRAFFIC ISSUES.zip MAYES CREEK BASIN (Mid-Term) Envision Franklin 2024 Pg 1.pdf

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(Letter and attachments - sent to Planning Commissioners)

TRAFFIC & SAFETY CONCERNS

With the proposed 1,329 unit Village Green Development, an automobile-oriented development, would add at least an additional 3,322 vehicles on N. Chapel Rd., Trinity Rd. & Hwy 96. And this does not factor in the additional retail, commercial, institutional worker traffic that will be added because of this proposed development plan. First Responders will have to navigate additional traffic congestion. (Traffic Pictures Attached)

North Chapel Road and Trinity Road were built to accommodate low density residential homes and farmsteads. **Without major infrastructure improvements, these narrow, curvy, blind-side hill county roads are not capable of handling this type of proposed level of increased traffic volumes.**

With the widening of Hwy 96, we already have traffic and safety problems (dangerous to make left turns out of N Chapel on to Hwy 96) On May 11, 2025, two vehicles totaled when attempting to turn onto Hwy 96. A portion of Hwy 96 shut down for 2.5 hrs. And yet we are building MORE before mitigating the current traffic issues. This development will generate well more than 100 additional peak hour trips, and does not even factor in **additional traffic** from current development projects: Poplar Farms (Clovercroft Rd and Market Street to Hwy 96), Reeds Vale (Ladd Rd & Trinity Rd to Hwy 96), Cross Creek/Colletta Park PUD (Hwy 96)

Envision Franklin's Mayes Creek Basin Transportation/Access Analysis states: *Extensive infrastructure investments are listed within Connect Franklin for the Mayes Creek Basin… including the realignment and extension of Wilson Pike, additional construction of multiple sections of North Chapel Rd, and the extension of Pate Road."*

Please keep the designated land use to Rural Reserve – less homes – less vehicles/home – less traffic. Village Green's high-density and commercial proposal will triple our traffic volumes and intensify our safety concerns for citizens and first responders. The necessary infrastructure and intersection capacity analysis and traffic mitigating solutions need to come first BEFORE adding more to our roads. People's safety should be the number one priority.

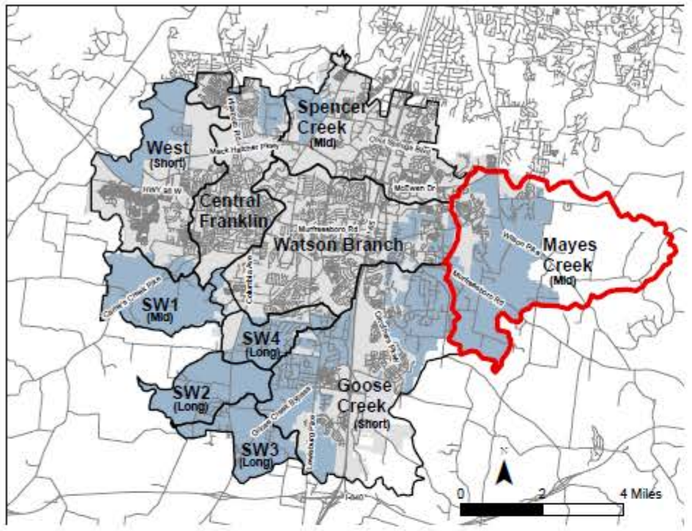
Respectfully,

Karen Smith

N. Chapel Rd Resident

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.




TOYOTA
FJ CRUISER
Louisiana
604 DWW


Edward Curd
Murfreesboro




KIA
BMW 2534
TENNESSEE
BHH 1967
DAVIDSON



From:	karen smith
To:	Planning Intake
Subject:	MAYES CREEK ENVIRONMENTA ISSUES - SMITH PROPOSED DEVELOPMENT
Date:	Monday, June 16, 2025 5:36:27 PM
Attachments:	NATURAL BEAUTY Envision Franklin 2024.pdf MC FLOOD PICTURES.zip

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(Sent to all Planning Commissioners)

ENVIRONMENTAL IMPACT ISSUES

Smith Property - Designated land use change from Rural Reserve to Village Green would be harmful to the neighboring environment. Village Green: Deforesting, building high-density housing, commercial/retail next to a major 133-acre floodplain – 3 miles long and ½ mile wide – would exacerbate the storm water run-off, and flooding issues the community currently experiences. (Flood Pictures attached**)**

Village Green

494 ac - total area (three non-contiguous development site areas)
364 ac – 70% open space: 133 ac in floodplain – counted as open space but not developable
148 ac – 30% development: deforestation next to the floodplain for high-density housing, retail/commercial
1329 units
450,000 GPD – estimated sewer flow

Rural Reserve

494 ac – total
247 ac – 50% open space: 133 ac in floodplain – counted as open space but not developable
247 ac – 50% development: less deforestation. Single Family Homes – minimum ½ ac lots. Tree area is not clear-cut for high-density unit development
494 units
175,000 GPS – estimated sewer flow

ENVIRONMENTAL IMPACT ISSUES

Clearing Vast Areas of Land

Village Green – By clear-cutting about 148 acres of forest and building high-density/commercial - next to the floodplain and creeks will adversely impact our watershed - destroying its habitat, heightening erosion, increasing flooding and affecting the water quality.
Rural Reserve - allows for trees and yards around homes – watershed is better protected

without clear cutting.

Water Pollution

Village Green – Three times more impervious surfaces through construction of roads, parking lots and multiple structures. It will triple the storm water runoff – delivering more pollutants to Mayes Creek which flows directly into the Harpeth River.

Rural Reserve - has less nonpoint source water pollution because the yards will filter the runoff.

Heat Island Effect

Village Green - Buildings and pavement absorb and retain heat, leading to warmer air temperatures in high-density developed areas.

Rural Reserve - trees and yards are part of the surrounding natural landscape – providing cooler temperatures and better air quality.

Envision Franklin's Natural Beauty outlines (5) sections that should be applied to site design. (Attached) All these tenants protect the natural environment.

Nothing has changed since the 2024 vote – please vote **NO TO VILLAGE GREEN** and **REMAIN with the RURAL RESERVE Design Concept.** Rural Reserve better protects the natural floodplain areas, better controls storm water runoff and mitigates pollutants from infiltrating Mayes Creek which flows directly into the Harpeth River. We all rely on and need clean water.

Thank you!

Karen Smith
N. Chapel Resident















