



Meeting Agenda

Board of Mayor & Aldermen and Franklin Municipal Planning Commission

Thursday, December 10, 2020

4:30 PM

City Hall Training Room

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

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

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

The Board of Mayor and Aldermen and Franklin Municipal Planning Commission Joint Workshop will limit physical access in the meeting room due to current limitations on public gatherings to prevent further spread of COVID-19 and to protect the health, safety, and welfare of the City of Franklin officials, staff, and citizens. The purpose of this meeting will be to conduct a project review workshop. No decisions on applications will be made at this meeting. Pursuant to the bylaws, this meeting does not provide for public comment; therefore, viewing only options will be provided. Accommodations have been made to ensure that the public is able to view the meeting. The public may view the meeting in the following ways: • Watch the meeting on FranklinTV or the City of Franklin website. • Watch the live stream through the City of Franklin Facebook and YouTube accounts. • Limited viewing will be available in the lobby of City Hall to watch the live video. Masks are required in City Hall. • City YouTube: <https://www.youtube.com/user/CityOfFranklin> • City Facebook Live: <https://www.facebook.com/CityOfFranklin> • City website: <https://www.franklinton.gov/franklintonv>

CALL TO ORDER

1. Consideration Of Resolution 2020-258, A Resolution Declaring That The Franklin Municipal Planning Commission And Board Of Mayor And Aldermen Shall Meet On December 10, 2020, And Conduct Its Essential Business By Electronic Means Rather Than Being Required To Gather A Quorum Of The Members Physically Present In The Same Location Because It Is Necessary To Protect The Health, Safety, And Welfare Of Tennesseans In Light Of The COVID-19 Outbreak.

Sponsors: Amy Diaz-Barriga, Emily Wright

NEW BUSINESS

2. (4:30 - 5:00 pm) Discussion Of Resolution 2020-241, A Resolution To Reject A Request From Boyle Investment Company To Amend Connect Franklin, The Comprehensive Transportation Network Plan, To Reclassify A Roadway Within The Berry Farms PUD Subdivision (Chadwell Tract) As A Collector Roadway.

Sponsors: Paul Holzen

3. (5:00 - 5:30 pm) Discussion of two Development Plans for the Cheekwood Golf Complex, proposing a redesign of the golf course and 6 single-family lots on the north side of Mack Hatcher Parkway and proposing an expansion of the golf course on the south side of Mack Hatcher Parkway which includes the relocation of the clubhouse and the addition of a golf practice facility, 3-story driving range, and restaurant, on a total of 111.12 acres, near the intersection of Mack Hatcher Parkway and Spencer Creek Road (Cheekwood North and Cheekwood South PUDs).
4. (5:30 - 6:00 pm) Discussion of a Development Plan proposing 550 single-family lots associated with an annexation request, on 294 acres, near the intersection of Market Street and Nolencrest Way (Poplar Farms PUD).
5. (6:00 - 6:30 pm) Discussion of a Development Plan proposing 411 multifamily dwelling units and 16,398 nonresidential square footage, on 78.21 acres, located at 4341 Long Lane (Goldburg - Long Lane PUD).

OTHER BUSINESS**ADJOURN**

RESOLUTION 2020-258

A RESOLUTION DECLARING THAT THE FRANKLIN MUNICIPAL PLANNING COMMISSION AND BOARD OF MAYOR AND ALDERMEN SHALL MEET ON DECEMBER 10, 2020, AND CONDUCT THEIR ESSENTIAL BUSINESS BY ELECTRONIC MEANS RATHER THAN BEING REQUIRED TO GATHER A QUORUM OF THE MEMBERS PHYSICALLY PRESENT IN THE SAME LOCATION BECAUSE IT IS NECESSARY TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF TENNESSEANS IN LIGHT OF THE COVID-19 OUTBREAK

WHEREAS, Coronavirus Disease 2019 (COVID-19) is a severe acute respiratory disease that appears to occur through respiratory transmission, presents with similar symptoms to those of influenza, and can lead to serious illness or death, particularly in the case of older adults and persons with serious chronic medical conditions; and

WHEREAS, the Centers for Disease Control and Prevention has recommended that all states and territories implement aggressive measures to slow and contain transmission of COVID-19 in the United States; and

WHEREAS, on March 12, 2020, pursuant to the authority granted by Tenn. Code Ann. § 58-2-107, the Governor of Tennessee, Bill Lee, issued Executive Order No. 14, declaring a state of emergency to facilitate the response to COVID-19; and

WHEREAS, on March 13, 2020, the President of the United States, Donald J. Trump, declared a national state of emergency with respect to COVID-19; and

WHEREAS, on March 20, 2020, Mayor Ken Moore issued Executive Order No. 2020-01 Declaring a State of Emergency and Civil Emergency; and

WHEREAS, on March 20, 2020, Governor Lee issued Executive Order No. 16, and later issued Executive Order No. 34, Executive Order No. 51, Executive Order No. 60, and Executive Order No. 65 allowing electronic meetings while continuing to function openly and transparently; and

WHEREAS, Mayor Moore issued Executive Order No. 2020-03, No. 2020-05, and No. 2020-07, No. 2020-09, No. 2020-11, No. 2020-12, No. 2020-13, No. 2020-14, No. 2020-15, No. 2020-16, and No. 2020-17 continuing the Declaration of a State of Emergency and Civil Emergency; and

WHEREAS, the Franklin Municipal Planning Commission and Board of Mayor and Aldermen believes it is in the best interest of the City of Franklin to conduct the December 10, 2020, meeting by electronic means.

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

The meeting scheduled for December 10, 2020, at 4:30 p.m. shall be conducted by electronic means rather than requiring a quorum of the members of the Franklin Municipal Planning Commission and Board of Mayor and Aldermen to attend in person to protect the health, safety, and welfare of Tennesseans in light of the COVID-19 outbreak. Physical access in the meeting room will be limited. The public can view and participate in the meetings by watching the meeting live or later as a recording on FranklinTV, the City of Franklin website, the City of Franklin's Facebook page, and the City of Franklin's YouTube account. Specific dial-in and website links can be found on the City's website at:

<https://www.franklintn.gov/Home/Components/Calendar/Event/10383/1092>

IT IS SO RESOLVED AND DONE on this 10th day of December, 2020.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Emily Wright
FMPC Secretary

By: _____
Mike Hathaway
FMPC Chair

Approved as to Form By:
Sauna R. Billingsley, City Attorney



MEMORANDUM

TO: Vernon Gerth, Assistant City Administrator – City of Franklin

FROM: Adam J. Ballash

DATE: July 28, 2020

RE: Berry Farms – Chadwell Proposed Collector Roadway Network

This memorandum is to present a proposal by Boyle Investment Company on how to handle specific connectivity, traffic, emergency life safety, and construction phasing based on critical feedback we have received from City of Franklin staff, and community residents for the proposed new development efforts on the Chadwell property at Berry Farms. As the developer representing the Chadwell Partnership, Boyle has submitted a pre-application for a development plan update and rezoning efforts of the Chadwell property, and hosted approximately ten public meetings to date to solicit specific feedback from residents within Berry Farms Town Center, Stream Valley and Goose Creek Estates. In addition, we have met with Alderman Scott Speedy, and talked with other City and County elected officials with regard to this planned rezoning. As a result of specific City of Franklin staff feedback, and input from local residents, we are proposing to modify our proposed changes to Chadwell and are presenting those herein.

First, Chadwell is currently approved for 393,500 sf of retail square footage, 1,169,500 sf of office square footage, and 100 attached residential units. The currently approved development plan is attached hereto as Exhibit A for reference (with notes added by Ballash). In the currently approved Development Plan there are seven proposed exterior access points. They are summarized below:

1. Main Entry – main boulevard entry to Goose Creek Bypass at intersection with Berry Farms Crossing.
2. Northeastern Right-in/Right-out – this access point was subsequently deleted by TDOT with the I65 widening improvements.
3. I65 Flyover to Reams Fleming – this access was subsequently deleted by BOMA with the approval of the proposed interchange or flyover south of Dave Ramsey HQ.
4. Southern Chadwell Entry / Eastern Edge – this access point is proposed and approved on both the Chadwell Development Plan and the current revised Stream Valley Development Plan. Stream Valley has constructed this road to the limits of their property anticipating future tie-ins by Boyle.
5. Southern Chadwell Entry / Middle – this access point is proposed and approved on both the Chadwell Development Plan and the current revised Stream Valley

Development Plan. Stream Valley has constructed this road to the limits of their property anticipating future tie-ins by Boyle.

6. Southern Chadwell Entry / Western Edge – this access point was shown on the Chadwell Development Plan and the original Stream Valley Development Plan, but was deleted from subsequent Stream Valley plans and does not exist today.
7. Chadwell Stub Road to Preston Farm – the dashed roadway shown at the northwest corner of the Chadwell Development Plan is for a planned roadway connection to the vacant land currently owned by Aubrey Preston abutting Goose Creek Bypass.

The revisions proposed to Chadwell include the densification of the project in to two distinct villages, the separation of hotel entitlements, the addition of assisted living entitlements, and the addition of 1,530 attached residential units in a mixture of for rent and for sale product. The summary table of those entitlements is listed below:

CHADWELL OVERALL DEVELOPMENT PROGRAM			
BUILDING USES			
	CHADWELL NORTH	CHADWELL SOUTH	TOTALS
RETAIL (SF)	110,400	21,800	132,200
OFFICE (SF)	1,387,000	43,800	1,430,800
CIVIC (SF)	5,000	5,500	10,500
HOTEL (KEYS)	450	0	450
ASSISTED LIVING	0	120	120
APARTMENTS	615	285	900
RESIDENTIAL	156	474	630

In addition to the revised entitlements, Boyle updated the Development Plan to reflect the deletion of access points #2 and 3, above, and the proposed deletion of the connection to #4 above. This plan was submitted for a pre-application in June to the City of Franklin, and has formed the basis of discussions with the local neighborhoods. For reference, the revised layout is attached hereto, as Exhibit B.

Because of the consolidation of the development in to two distinct villages, and the deletion of the originally proposed development between the creeks (shown as “L” shaped office buildings on the original plan, labeled as G1 and G2), Boyle proposed the deletion of the Stream Valley connection (labeled as #4 above). Following submittal of the pre-application and public meetings, Boyle has received significant input on the proposed deletion of the access point depicted as #4 above (known as Lazy Vale Way in Stream Valley Section 17). In particular, specific concerns from Engineering staff members, Joe Marlo and Lance Fittro about the loss of connectivity, and more specifically from Fire Marshal King, about the loss of proposed emergency access to feed the densest part of Stream Valley along I65. In addition, during a recent public meeting with the Stream Valley neighborhood, it was made abundantly clear that they perceived there to be a traffic and emergency access issue to the eastern half of their development and that they would be requesting that this connection stay as part of the proposed Chadwell development. The Stream Valley residents believe the traffic and emergency access conditions exist today, without additional development of Chadwell.

Boyle does not see it as the responsibility of the Chadwell development to solve Stream Valley’s access problems for a development that is already constructed. However, in an effort to combat the raised concerns, and improve on the local development at Berry Farms, Boyle is now suggesting through this memorandum that it revise the new layout at Chadwell to make this connection. This revision would change the currently proposed layout (shown on the left below), to be more in keeping with the image on the right below.



In addition, Boyle would propose that we no longer use the standard modified road sections that are approved for Berry Farms, and instead incorporate City of Franklin standard road sections for Major and Minor Collectors for these road sections. The current road sections that were submitted to Franklin as part of the pre-application process are shown attached as Exhibit C. Also, attached in Exhibit C for reference are the standard City of Franklin road sections for Major and Minor Collectors that we would propose to follow. The incorporation of this roadway as a Collector road effectively solves the concerns from staff and nearby residents (but, does not solve any timing issues related to delivery of this roadway). Boyle would modify the Chadwell plan to not have any “driveway cuts” entering on to this roadway and would propose only two roadway intersections other than the roundabouts and stub road to the Preston property. These two

roadways fall on either side of the southern roundabout. The first intersection would fall right at the suggested 300' separation for intersections near the Five Mile Creek tributary crossing. The second intersection would fall just to the north of this southern roundabout and would be ~300' from the centerline of the roundabout to the centerline of the proposed roadway connection separating Blocks A and B on the northern village.

With regard to timing of construction for these related improvements, Boyle is suggesting that these be the FIRST improvements made at Chadwell and that this connector road system to Stream Valley be built concurrent with the first phases of Chadwell, only if Boyle and the City of Franklin can reach an agreement for these improvements to be fully reimbursed through a Road Impact Fee Offset Agreement. Not only would this road system be built to follow City of Franklin Collector Road Standards, but Chadwell's Traffic Impact Study (that will be submitted with the formal Development Plan submittal) suggests that these roadways be classified as Collectors based on City of Franklin street standards and classification of roadways by Average Daily Trips. In particular, City of Franklin Street Standards Table 2.3(1) suggests that roads carrying between 15,000-20,000 cars a day be classified as Collectors. Moreover, this same table suggests that roadways carrying between 20,000-35,000 cars a day be classified as Minor Arterials. Based on work from Kimley Horn, the anticipated road counts for the Chadwell connector road would be ~31,834 cars per day. Of these ~31k cars, approximately 5,092 cars per day would be traveling from the Stream Valley development. For reference, these statistics and the City of Franklin Street Standard table are attached hereto, as Exhibit D.

With regard to the proposed recapture agreement, the Chadwell development alone would provide ample road impact fees to help offset the costs of these proposed improvements. For summary, the anticipated entitlements as proposed for Chadwell would generate ~\$23.8 MM, with ~\$9.65 MM in Collector Fees (see table below). The proposed costs for these road improvements are ~\$7.8 MM, excluding any soft costs or ROW costs. The budget for these anticipated roadway improvements is shown attached, as Exhibit E. Please note the estimated fees generated below do NOT include any numbers associated with the Stream Valley development.

	Chadwell North	Chadwell South	Total		Arterial Fee	Collector Fee		Arterial Fee	Collector Fee	Total
Retail	55,200	10,900	66,100		\$6,484	\$4,394		\$428,592	\$290,443	\$719,036
Restaurant	55,200	10,900	66,100		\$12,069	\$8,186		\$797,761	\$541,095	\$1,338,856
Office	1,387,000	43,800	1,430,800		\$4,632	\$3,169		\$6,627,466	\$4,534,205	\$11,161,671
Civic	5,000	5,500	10,500		\$0	\$0		\$0	\$0	\$0
Hotel	450	0	450		\$2,567	\$1,750		\$1,155,150	\$787,500	\$1,942,650
Assisted Living	0	120	120		\$3,082	\$2,099		\$369,840	\$251,880	\$621,720
Apartments	615	285	900		\$3,112	\$2,121		\$2,800,800	\$1,908,900	\$4,709,700
Residential	156	474	630		\$3,112	\$2,121		\$1,960,560	\$1,336,230	\$3,296,790
TOTAL								\$14,140,169	\$9,650,253	\$23,790,422
Note: Numbers above exclude any impact fees associated with the Stream Valley development.										

Finally, it should be noted that following the public meeting with Stream Valley, Boyle received notice on July 28, 2020 that a Stream Valley resident had started an online petition that had garnered over 100 signatures to request that the originally planned connection to Stream Valley at Lazy Vale Way stay and be constructed in Chadwell. This petition is attached hereto, as Exhibit F. It points out three main concerns, which are summarized and addressed below.

1. First and foremost that the proposed exit to connect the rear/East of Stream Valley to the North parcel of Chadwell, would go through.

This concern speaks for itself, but does not otherwise speak to the timing of the proposed improvements. The proposals discussed above address these concerns, but also commits to the construction of the Stream Valley Connector with the first phases of Chadwell's development.

2. Construction on Chadwell to be started from the North end of the development, with the North Parcel, and that Stream Valley Blvd is not used at any time as a construction access point into Chadwell.

This request is unreasonable and a difficult one to honor, as the only access point to the Chadwell property is from Stream Valley at the end of Streamside Lane. Currently, Chadwell has no access from any other roadway due to the taking of the access point by TDOT during the widening of I65 and the impact of the fill grades along Goose Creek Bypass. The access to Chadwell from Stream Valley, specifically at the Streamside Lane access point will be necessary until the construction of Chadwell progresses to a point that allows access from the North. The Public ROW that is already dedicated through Stream Valley cannot currently be restricted until alternative access measures are made. This will be a critical connection point for the construction of the 16" "offsite" waterline to feed Dave Ramsey, and will be absolutely necessary until other roads, and in particular creek crossings, are built from the North. Following construction of the Collector Road, Boyle would commit to direct all construction traffic to enter the Chadwell development from Goose Creek Bypass. However, until this roadway is completed, that is not a feasible alternative.

3. The proposed Streamside Lane entrance into the South of Chadwell is not a "through road" but a walking/bicycle track.

This request is unreasonable. Currently both the Stream Valley and Chadwell Development Plans have this roadway connection at Streamside Lane shown. Moreover, the road is currently constructed and platted as Public ROW within the Stream Valley development. Without this roadway connection, Chadwell does not

have access to its property. Because of these reasons and the aforementioned responses this roadway must stay as dedicated Public ROW for vehicular access.

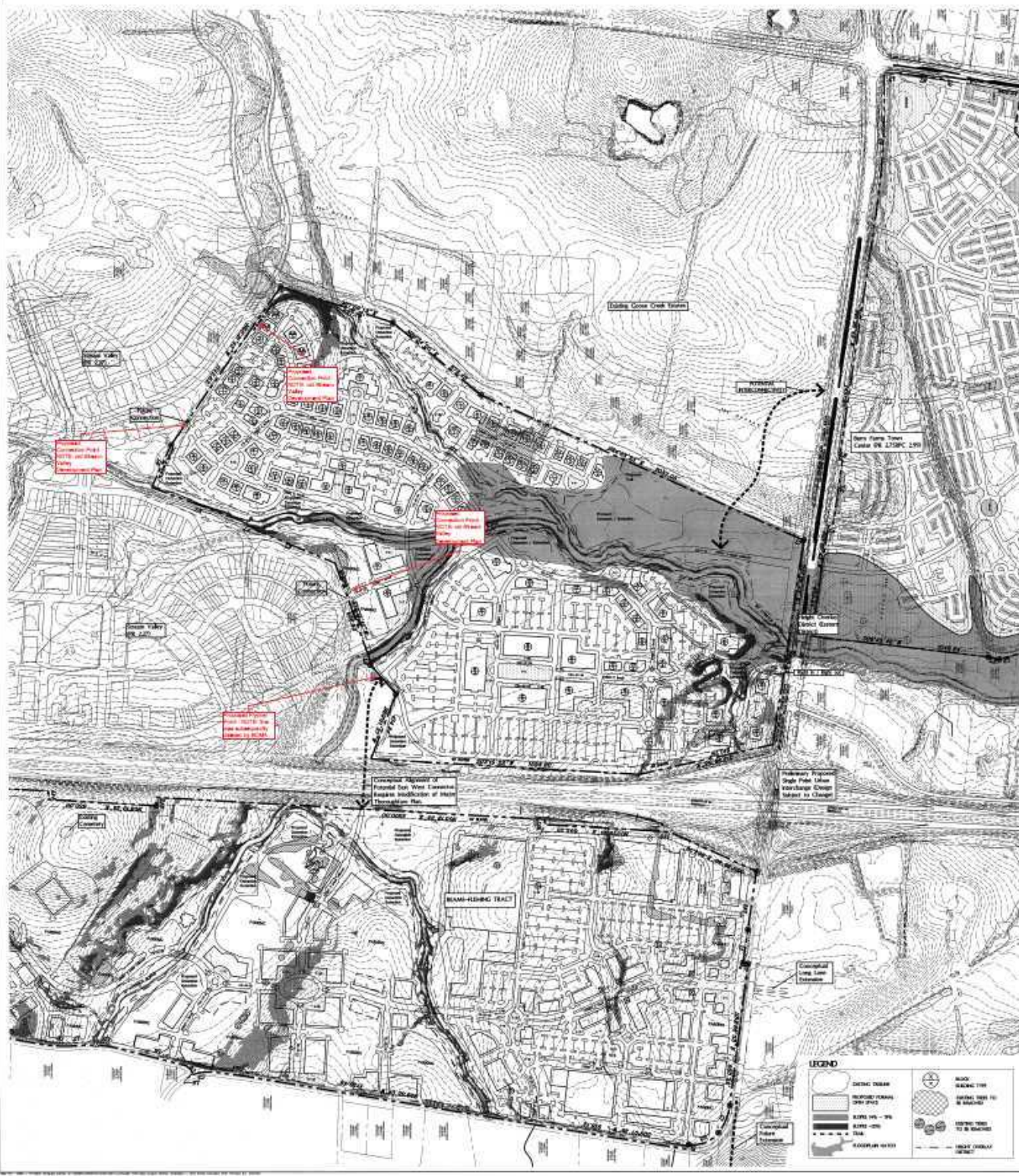
In conclusion, the addition of a Collector Roadway to the Chadwell development solves the community and staff concerns regarding long-term access to Stream Valley. However, it does not address the timing concerns and solve the short-term problem. The solution for both the short and long-term access problems for Stream Valley, is for the City of Franklin to commit to a Road Impact Fee Recapture Agreement to fully reimburse Boyle for the development of the Stream Valley Connector Roadway to be built during the first phases of the Chadwell development. The exhibit below highlights the rough alignment of this roadway. The roads highlighted in red will function as engineering intends for Collector Roadways, while the roadway highlighted in yellow, and other Chadwell roadways, provide Stream Valley with even more additional means of ingress/egress, but not to Collector road standards.



Boyle firmly believes Chadwell will be the next great phase of development at Berry Farms, and will continue to build upon the great reputation that Berry Farms has while also serving as the new economic development engine for the City of Franklin. We have received extremely positive feedback for the modifications to the Development Plan from the public meetings and received very positive, productive, and meaningful feedback from City of Franklin Staff. By agreeing to a Road Impact Fee Recapture Agreement to fully reimburse Boyle for the development of the

Stream Valley Connector Roadway to be built during the first phases of the Chadwell development, the City of Franklin helps solve existing infrastructure and connectivity concerns and allows infrastructure to lead before additional meaningful development occurs.

Exhibit A – Currently Approved Chadwell Development Plan



CHADWELL TRACT SITE TABULATION

Item	Area (Ac)	Volume (cu yd)	Notes
1. Clearing	1.00	10,000	1.00
2. Grading	1.00	10,000	1.00
3. Paving	1.00	10,000	1.00
4. Retaining	1.00	10,000	1.00
5. Fencing	1.00	10,000	1.00
6. Utilities	1.00	10,000	1.00
7. Landscaping	1.00	10,000	1.00
8. Other	1.00	10,000	1.00
Total	8.00	80,000	

- BY TABULATION NOTES:**
- The improvements shown in the Concept Plan are designed to provide the minimum required for Section 112 of the Florida Statutes. It is recommended that the applicant provide a detailed engineering plan for the improvements shown in the Concept Plan.
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MINIMUM OPEN SPACE REQUIREMENTS FOR NONRESIDENTIAL

Minimum Open Space = 10% of Total Area

Minimum Open Space = 10% of Total Area

CHADWELL TRACT SITE DATA

Item	Area (Ac)	Volume (cu yd)	Notes
1. Clearing	1.00	10,000	1.00
2. Grading	1.00	10,000	1.00
3. Paving	1.00	10,000	1.00
4. Retaining	1.00	10,000	1.00
5. Fencing	1.00	10,000	1.00
6. Utilities	1.00	10,000	1.00
7. Landscaping	1.00	10,000	1.00
8. Other	1.00	10,000	1.00
Total	8.00	80,000	



LandDesign

FLORIDA ENGINEERING ASSOCIATION

BOYLE

BERRY FARMS

Concept Plan - Rezoning Request

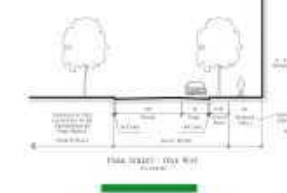
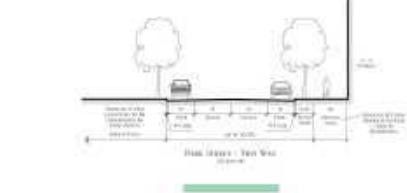
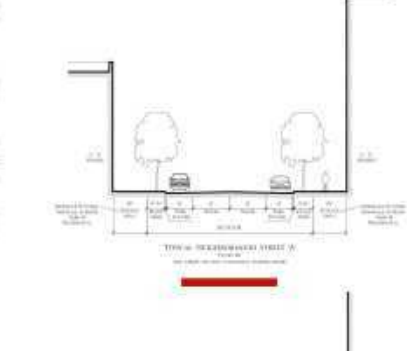
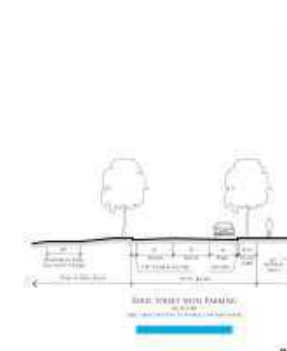
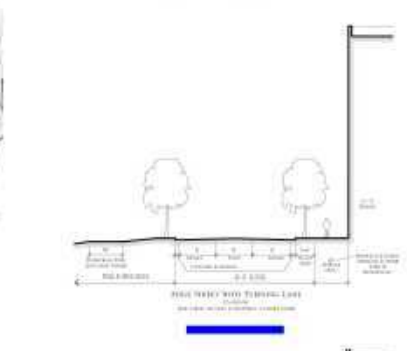
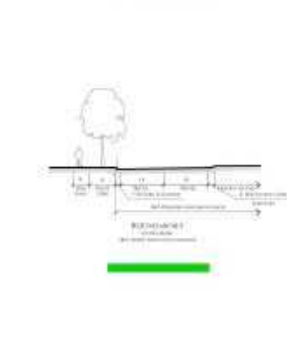
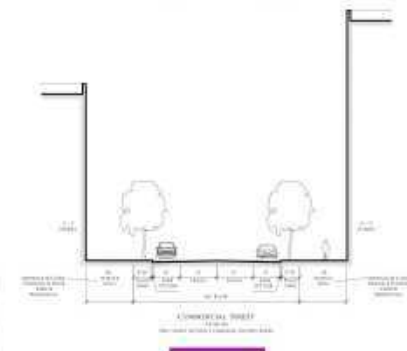
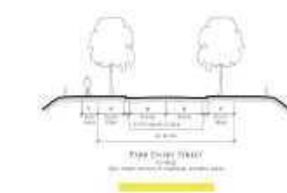
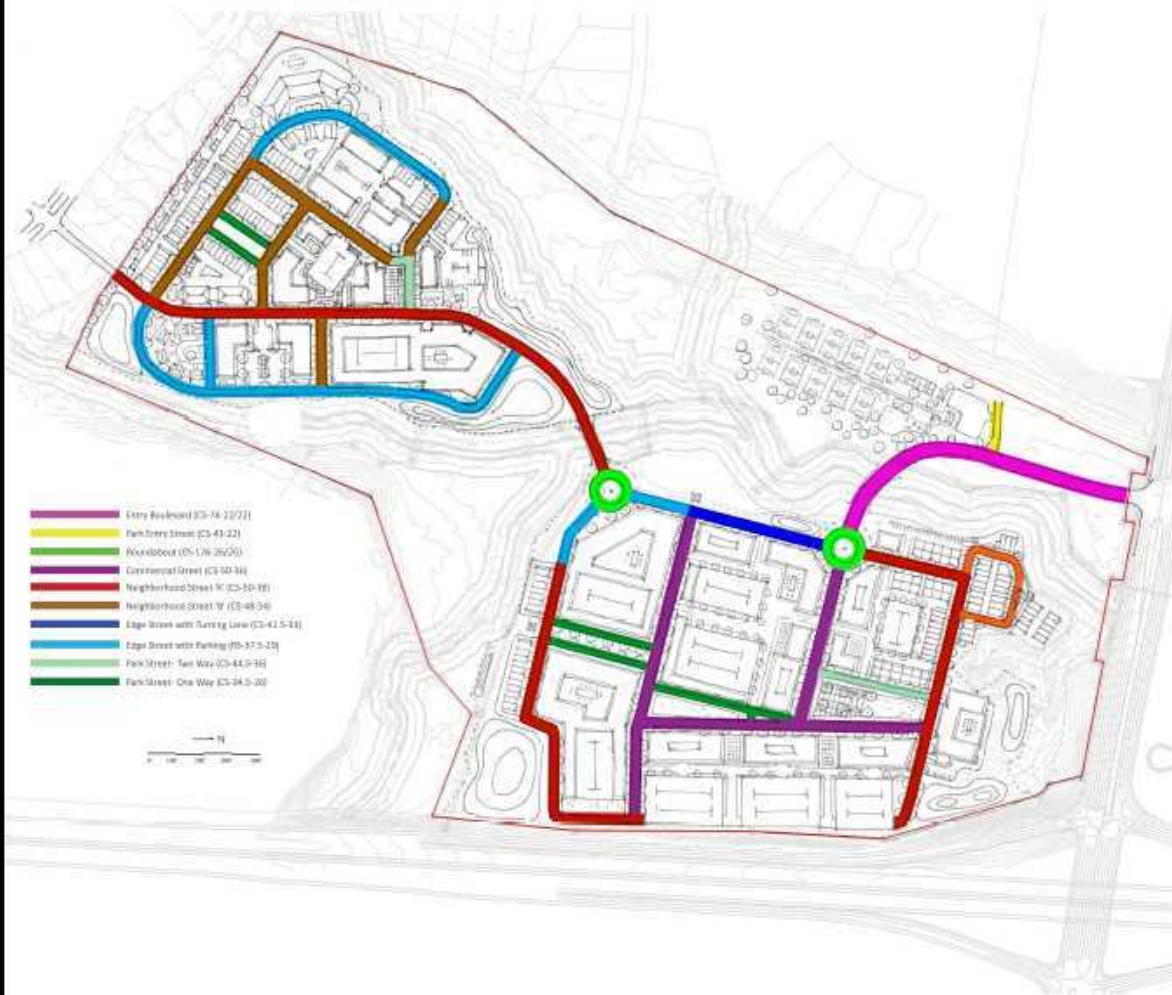
Overall Concept Plan - Chadwell Tract

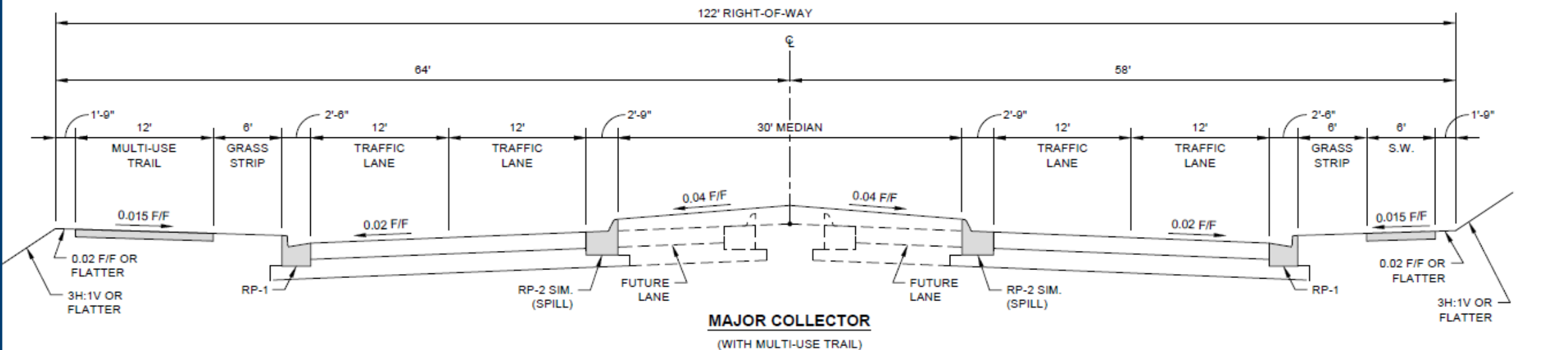
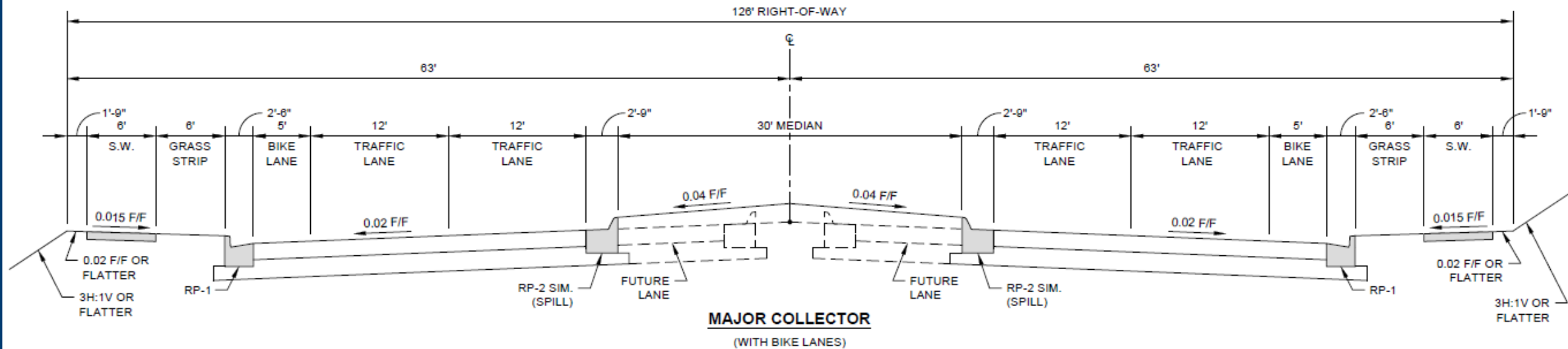
Exhibit B – Proposed Chadwell Development Plan (6/29/20)



ILLUSTRATIVE MASTER PLAN IS ILLUSTRATIVE IN NATURE INTENDED TO PROVIDE A CONCEPTUAL LAYOUT OF THE POTENTIAL DEVELOPMENT OF THE SITE IN ACCORDANCE WITH THE DEVELOPMENT PLAN, PATTERN BOOK, AND DESIGN GUIDELINES. SPECIFIC PLANS AND DENSITIES WILL BE IDENTIFIED AT THE SITE PLAN STAGE.

Exhibit C – Proposed Chadwell Road Sections (6/29/20) & Suggested Modifications to Match
City of Franklin Standard Collector Roadway Sections

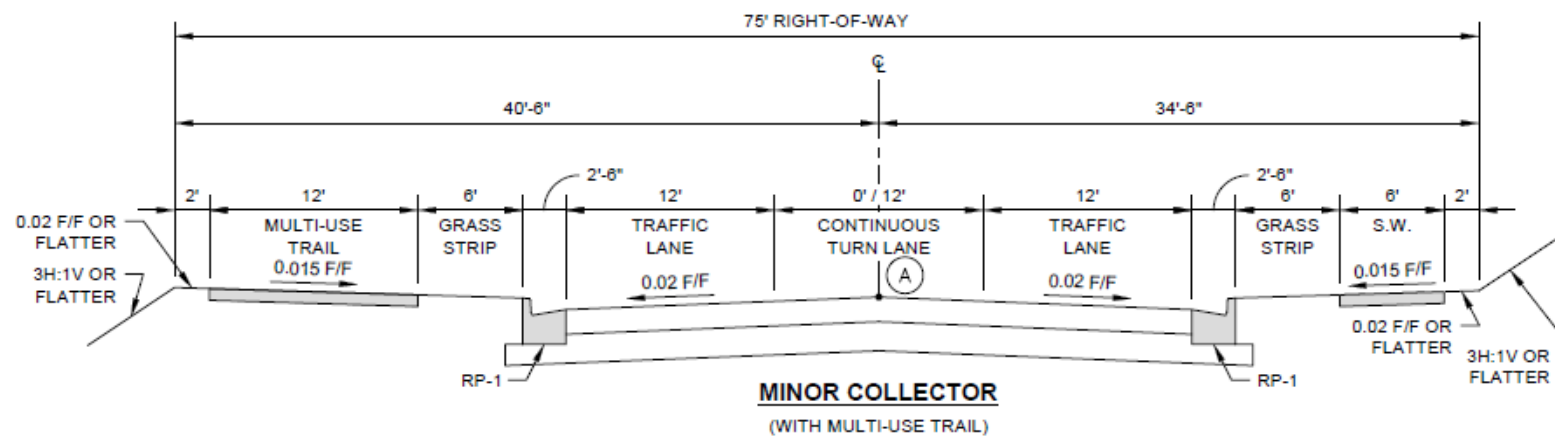
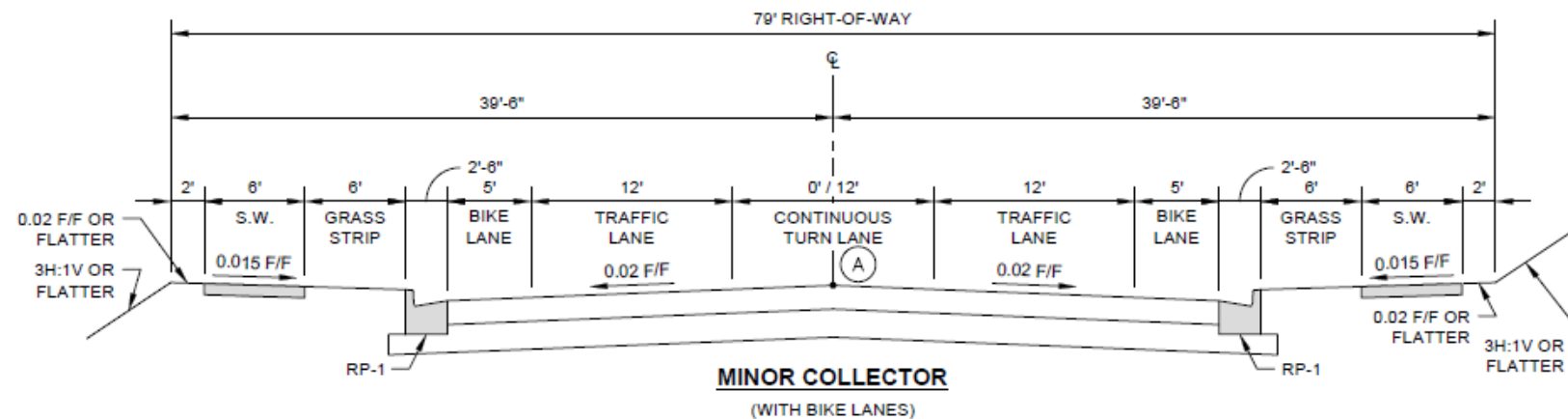




Proposed Road Section to Replace Berry Farms Entry
Boulevard Road Section - CS-74-22/22

ROW to end at Back of Curb - Sidewalks to be
privately maintained with access easement

DESIGN NOTES



Proposed Road Section to Replace Berry Farms Edge Street with Turning Lane Road Section - CS-41.5-33, and for Proposed Road Section to Stream Valley property boundary

ROW to end at Back of Curb - Sidewalks to be privately maintained with access easement

DESIGN NOTES

- (A) CONSTRUCT CONTINUOUS TURN LANE (3-LANE SECTION) WHERE REQUIRED BY CONNECT FRANKLIN



CITY OF FRANKLIN
NOT TO SCALE

CITY
ENGINEER:

Paul P. Hoge

DATE: 1/1/2020

MINOR COLLECTOR STREET SECTIONS

DWG. NO.

TS-4

Exhibit D – City of Franklin Street Standards Table 2.3(1) and Corresponding KHA Traffic Impact
Study Data for Chadwell

From: [Bateman, Yates](#)
To: [Adam Bellash](#)
Cc: [Turner, Dillon](#); [Waldschmidt, Brad](#); [McMaster, Ryan](#)
Subject: Chadwell - Collector Road
Date: Tuesday, July 28, 2020 2:55:00 PM
Attachments: [Pages from Technical Street Standards updated 2017-07-01.pdf](#)

Adam, see attached for a series of pdfs with some data that will help to support your argument for the collector road. Give me a call if you need clarification or need more info on this. thanks!

- Table 2.3 (1) from COF Technical Street Standards
 - Shows the capacity for the 4 lane collector road sections we looked at on the call yesterday. 15-20k vehicles per day
- Table 5C from KH Chadwell TIA
 - Shows 31,834 total trips generated by the uses of the development
- Figures 6A and 6B from KH Chadwell TIA
 - Shows 83% of trips going to the north parcel come from Goose Creek Bypass, 2% from South parcel, and 15% from Lewisburg Pike.
 - Shows 77% of trips going to the south parcel come from Goose Creek Bypass, 3% from north parcel, and 20% from Lewisburg Pike.

Yates Bateman, P.E.

Kimley-Horn | 214 Oceanside Dr. Nashville, TN 37204

Direct: 615-564-2716 | Mobile: 214-796-1771

TABLE 2.3 (1) STREET STANDARDS – GENERAL PARAMETERS

Design Feature or Characteristic	Street Classification and Typical Section												
	4-Lane Major Arterial TS-1	4-Lane Major Arterial TS-2	4-Lane Minor Arterial TS-3	4-Lane Minor Arterial TS-4	4-Lane Major Collector TS-5	4-Lane Major Collector TS-6	2-Lane Minor Collector TS-7	2-Lane Minor Collector TS-8	2-Lane Minor Collector TS-9	2-Lane Minor Collector Blvd TS-10	2-Lane High Volume Local TS-11	2-Lane Intermediate Volume Local TS-12	2-Lane Low Volume Local TS-13
Right of Way (ROW) Width	136'	132'	132'	128'	126'	122'	79'	75'	67'	63'	54'	52'	52'
No. of Travel Lanes	4	4	4	4	4	4	3	3	2	2	2	2	2
Travel Lane Width	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	11'	11'
Travel Lane Width (total)	48'	48'	48'	48'	48'	48'	36'	36'	24'	24'	24'	22'	22'
Median Width	40'	40'	36'	36'	30'	30'	n/a	n/a	n/a	28'	n/a	n/a	n/a
Curb & Gutter: Vertical or Mountable	V	V	V	V	V	V	V	V	V	V	V	V/M	M
Designated Bike Lanes?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	No	No	No
Bike Lane Width per side	5'	n/a	5'	n/a	5'	n/a	5'	n/a	5'	n/a	n/a	n/a	n/a
Parking Lane Width	n/a	n/a	n/a	n/a	n/a	n/a	8'	8'	8'	8'	8'	8'	n/a
Minimum Sidewalk Width	6'	6' (1 side)	6'	6' (1 side)	6'	6' (1 side)	6'	6' (1 side)	6'	6' (1 side)	5'	5'	5'
Multi-Use Path	No	12' (1 side)	No	12' (1 side)	No	12' (1 side)	No	12' (1 side)	No	12' (1 side)	No	No	No
Grass Strip Width	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'
Left Turn Lanes Req'd?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes ^c	No	No
Left Turn Lane Width	12'	12'	12'	12'	12'	12'	11'	11'	11'	11'	11'	11'	11'
Right Turn Lanes Req'd?	Yes	Yes	Yes	Yes	Maybe	Maybe	Maybe	Maybe	No	No	No	No	No
Right Turn Lane Width	12'	12'	12'	12'	12'	12'	12'	12'	12'	11'	11'	11'	11'
Traffic Volume Capacity (1000 veh/day)	>35	>35	25-35	20-25	15-20	15-20	10-15	10-15	5-10	5-10	2-5	0.4-2	<0.4
Speed Limit, MPH ^{note a}	45	45	40	40	35	35	30	30	30	30	25	25	20
Driveway & Street Access	Very Ltd	Very Ltd	Limited	Limited	Limited	Limited	Frequent	Frequent	Frequent	Frequent	Frequent	Unlimited	Unlimited
Continuity of Travel	Very High	Very High	High	High	Moderate	Moderate	Moderate	Low	Low	Low	Very Low	Very Low	Very Low
Street Lights	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partial	Partial	Partial	Partial	Partial	Partial
Traffic Calming	None	None	None	None	None	None	None	None	Possible	Possible	Possible	Possible	Possible

NOTES: a. Design speed shall be a minimum of 5mph above the posted speed limit.

b. Vertical curb requires shoulder separation from travel lane on design speeds of 50 mph or greater.

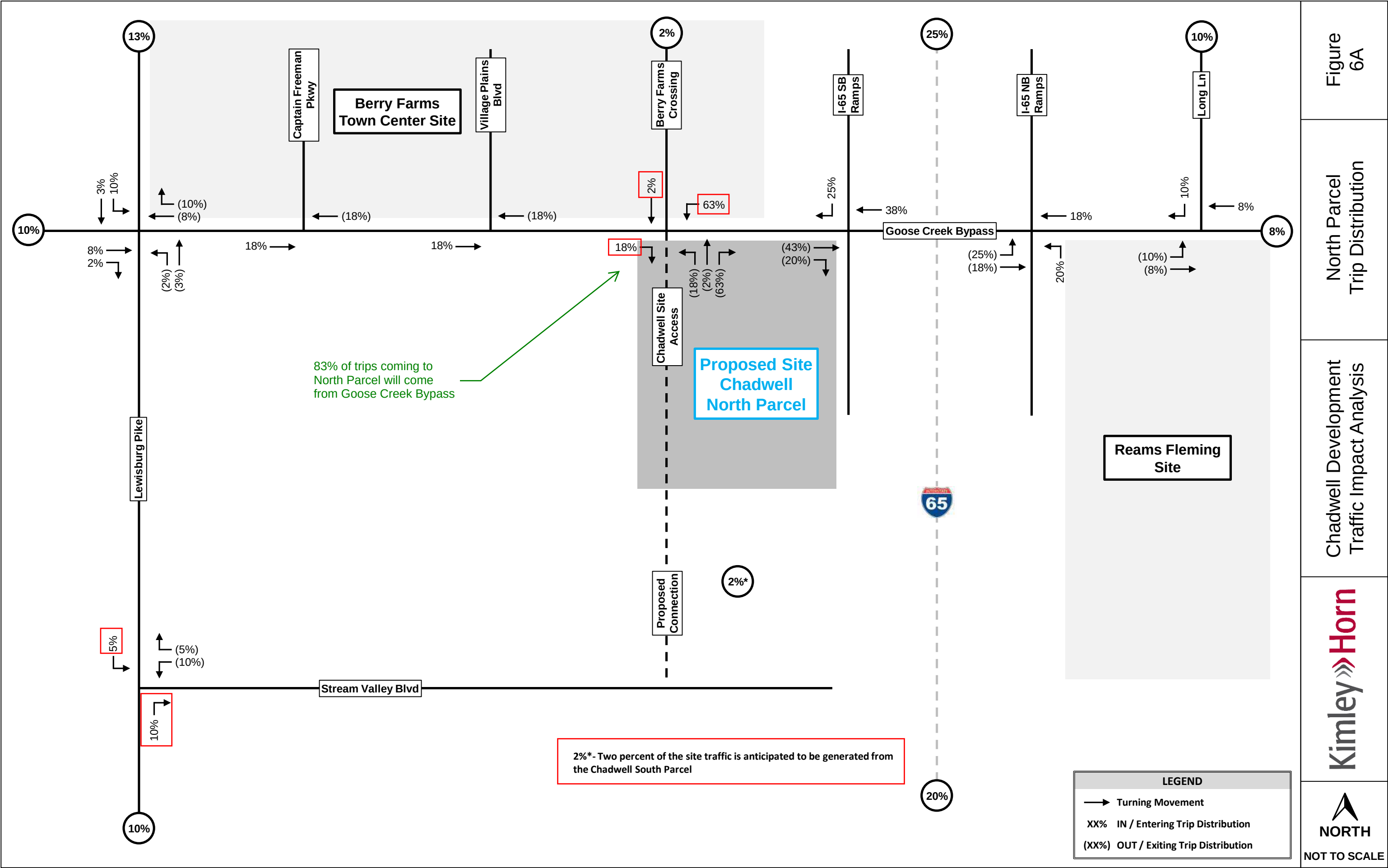
c. Separate Left Turn Lanes required in Commercial or Mixed-Use developments and at all traffic signals.

For 4-lane collector road sections, the traffic volume capacity is 15,000 - 20,000 vehicles per day

The trip generation potential of the total development (i.e. sum of North Parcel and South Parcel) is summarized in **Table 5C**.

Table 5C – Trip Generation for Total Development							
	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
New Trips – North Parcel	25,502	1,787	1,336	451	2,226	777	1,449
New Trips – South Parcel	6,332	374	148	226	428	243	185
New Trips – Total Development	31,834	2,161	1,484	677	2,654	1,020	1,634

TOTAL NUMBER OF DAILY
TRIPS GENERATED BY
THE DEVELOPMENT



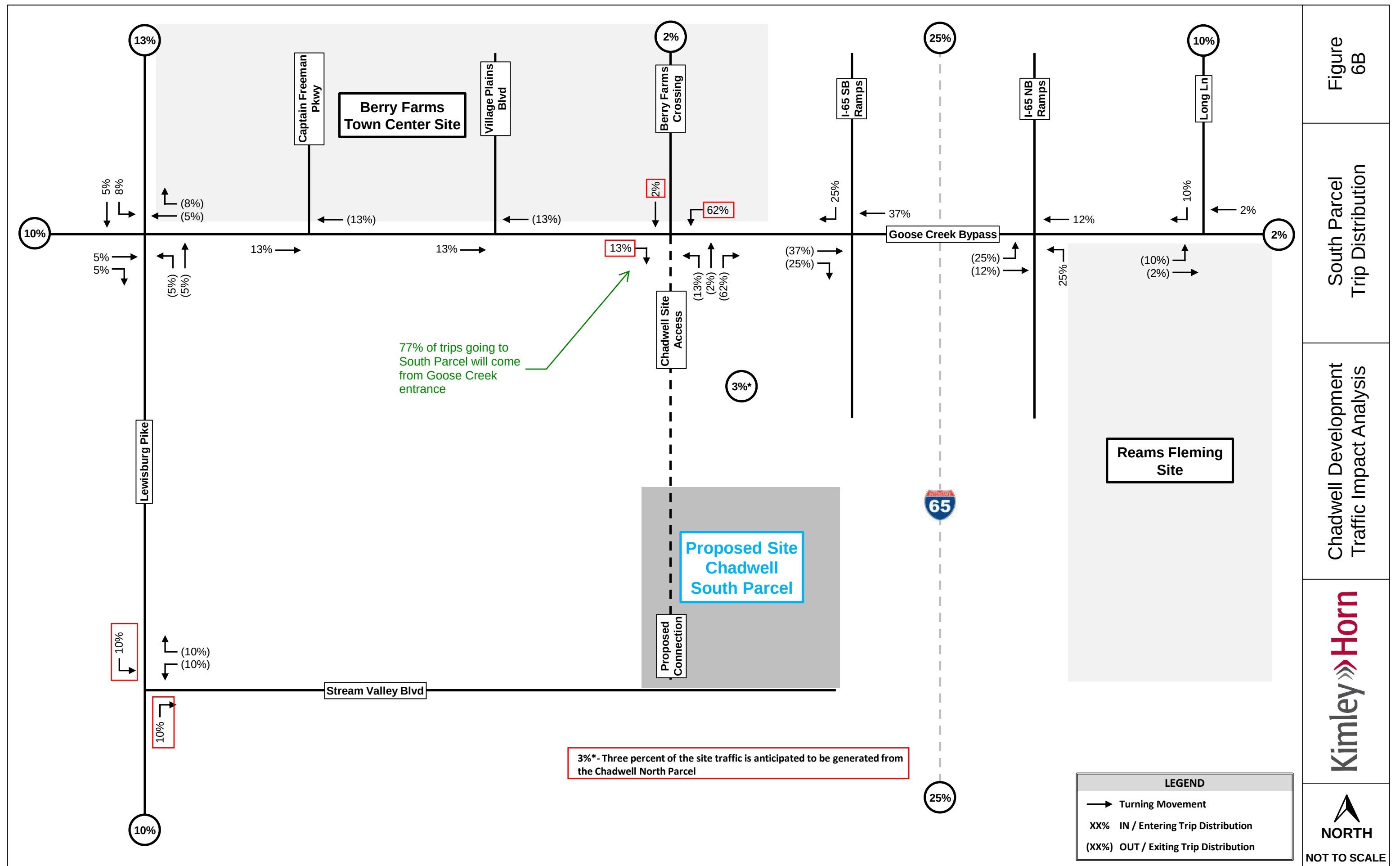


Exhibit E – Proposed Chadwell Road Budgets

See next page for site plan depicting
proposed road alignments

Berry Farms Chadwell

Road; Bridge; Tel., Elec., Cable.; Water; Storm; Sanitary; Reclaimed; Landscaping costs based on Historical Pricing

Project #	Map Ref #	Name	Section (Project Name)	Type	Classification	Quantity	Units	Unit Cost	5% Contingency	Total Cost
1	IP-R1 IP-R1 IP-R1	Infrastructure, Road Project 1	Project 1: Road Type #1 from Goose Creek Bypass to North Roundabout							
		Road: IP-R1	Road Type #1	Entry Boulevard	CS-74-22/22	1620	LF	\$ 300.00	\$24,300.00	\$510,300.00
		Road: Roundabout IP-R1	Northern Roundabout	Roundabout	CS-176-26/26	0	LF	\$ 300.00	\$0.00	\$0.00
		Bridge: IP-R1	North Village Bridge	Bridge	Triple Arch Conspan	1	LS	\$ 1,600,000.00	\$80,000.00	\$1,680,000.00
		Water: IP-R1	Water	Water line	10"	0	LF	\$ 150.00	\$0.00	\$0.00
		Storm Sewer: IP-R1	Storm Sewer	Storm	Varies	1620	LF	\$ 125.00	\$10,125.00	\$212,625.00
		Sanitary Sewer: IP-R1	Sanitary Sewer	Sanitary	8"	0	LF	\$ 100.00	\$0.00	\$0.00
		Reclaimed Water: IP-R1	Reclaimed Water	Reclaimed	8"	1620	LF	\$ 85.00	\$6,885.00	\$144,585.00
		ETC: IP-R1	ETC	Elec., Tel., Cable	Primary Trench/Conduit	1620	LF	\$ 175.00	\$14,175.00	\$297,675.00
		ETC: Roundabout IP-R1	ETC, Roundabout IP-R1	Elec., Tel., Cable	Secondary trench/conduit	0	LF	\$ 175.00	\$0.00	\$0.00
		MTEMC Fees	MTEMC Fees	Government Fee	Government Fee - MTEMC	1620	LF	\$ 125.00	\$10,125.00	\$212,625.00
		Streetlights	Streetlights (1 per 200 ft) - Ameron Teardrop	Streetlights	Private Lighting	9	EA	\$ 12,500.00	\$5,625.00	\$118,125.00
		Ldscop: IP-R1	Ldscop - Entry Elements	Entry	Entry Landscaping	1	LS	\$ 200,000.00	\$10,000.00	\$210,000.00
		Ldscop: IP-R1	Ldscop - Street Trees	Street Trees	Street Landscaping	81	EA	\$ 500.00	\$2,025.00	\$42,525.00
		Ldscop: IP-R1	Ldscop - Sod / Irrigation (15' strip back of curb)	Sod / Irrigation	Street Landscaping	5400	SY	\$ 10.00	\$2,700.00	\$56,700.00
		Ldscop: Roundabout IP-R1	Ldscop, Roundabout IP-R1	Landscaping	Roundabout Landscaping	1	LS	\$ 100,000.00	\$5,000.00	\$105,000.00
									TOTAL	\$3,590,160.00
3	IP-R3 IP-R3	Infrastructure, Road Project 3	Project 3: Road Type #8 from North Roundabout to South Roundabout							
		Road: IP-R3	Road Type #8	Edge Street	CS-41.5-33	1130	LF	\$ 200.00	\$11,300.00	\$237,300.00
		Road: Roundabout IP-R3	Southern Roundabout	Roundabout	CS-176-26/26	0	LF	\$ 300.00	\$0.00	\$0.00
		Water: IP-R3	Water	Water line	10"	1130	LF	\$ 150.00	\$8,475.00	\$177,975.00
		Storm Sewer: IP-R3	Storm Sewer	Storm	Varies	1130	LF	\$ 125.00	\$7,062.50	\$148,312.50
		Sanitary Sewer: IP-R3	Sanitary Sewer	Sanitary	8"	1130	LF	\$ 100.00	\$5,650.00	\$118,650.00
		Reclaimed Water: IP-R3	Reclaimed Water	Reclaimed	8"	1130	LF	\$ 85.00	\$4,802.50	\$100,852.50
		ETC: IP-R3	ETC	Elec., Tel., Cable	Primary Trench/Conduit	1130	LF	\$ 175.00	\$9,887.50	\$207,637.50
		ETC: Roundabout IP-R3	ETC, Roundabout IP-R3	Elec., Tel., Cable	Secondary trench/conduit	0	LF	\$ 175.00	\$0.00	\$0.00
		MTEMC Fees	MTEMC Fees	Government Fee	Government Fee - MTEMC	1130	LF	\$ 125.00	\$7,062.50	\$148,312.50
		Streetlights	Streetlights (1 per 200 ft) - Ameron Teardrop	Streetlights	Private Lighting	6	EA	\$ 12,500.00	\$3,750.00	\$78,750.00
		Ldscop: IP-R3	Ldscop - Buffer Landscaping	Buffer	Buffer Landscaping	1	LS	\$ 100,000.00	\$5,000.00	\$105,000.00
		Ldscop: IP-R3	Ldscop - Street Trees	Street Trees	Street Landscaping	57	EA	\$ 500.00	\$1,425.00	\$29,925.00
		Ldscop: IP-R3	Ldscop - Sod / Irrigation (15' strip back of curb)	Sod / Irrigation	Street Landscaping	3767	SY	\$ 10.00	\$1,883.50	\$39,553.50
		Ldscop: Roundabout IP-R3	Ldscop, Roundabout IP-R3	Landscaping	Roundabout Landscaping	1	LS	\$ 100,000.00	\$5,000.00	\$105,000.00
									TOTAL	\$1,497,268.50
SV	IP-R-SV IP-R-SV	Infrastructure, Road Project - Stream Valley	Project 3: Road Type #8 from North Roundabout to South Roundabout							
		Road: IP-R-SV	Road Type #8	Edge Street	CS-41.5-33	900	LF	\$ 200.00	\$9,000.00	\$189,000.00
		Bridge: IP-R-SV	Stream Valley Bridge	Bridge	Triple Arch Conspan	1	LS	\$ 1,600,000.00	\$80,000.00	\$1,680,000.00
		Water: IP-R-SV	Water	Water line	10"	900	LF	\$ 150.00	\$6,750.00	\$141,750.00
		Storm Sewer: IP-R-SV	Storm Sewer	Storm	Varies	900	LF	\$ 125.00	\$5,625.00	\$118,125.00
		Sanitary Sewer: IP-R-SV	Sanitary Sewer	Sanitary	8"	900	LF	\$ 100.00	\$4,500.00	\$94,500.00
		Reclaimed Water: IP-R-SV	Reclaimed Water	Reclaimed	8"	900	LF	\$ 85.00	\$3,825.00	\$80,325.00
		ETC: IP-R-SV	ETC	Elec., Tel., Cable	Primary Trench/Conduit	900	LF	\$ 175.00	\$7,875.00	\$165,375.00
		MTEMC Fees	MTEMC Fees	Government Fee	Government Fee - MTEMC	900	LF	\$ 125.00	\$5,625.00	\$118,125.00
		Streetlights	Streetlights (1 per 200 ft) - Ameron Teardrop	Streetlights	Private Lighting	5	EA	\$ 12,500.00	\$3,125.00	\$65,625.00
		Ldscop: IP-R-SV	Ldscop - Street Trees	Street Trees	Street Landscaping	45	EA	\$ 500.00	\$1,125.00	\$23,625.00
		Ldscop: IP-R-SV	Ldscop - Sod / Irrigation (15' strip back of curb)	Sod / Irrigation	Street Landscaping	3000	SY	\$ 10.00	\$1,500.00	\$31,500.00
									TOTAL	\$2,707,950.00
									TOTAL	\$7,795,378.50

CHADWELL INFRASTRUCTURE PROJECT SUMMARY (IP-#)

Franklin, Tennessee | CHADWELL

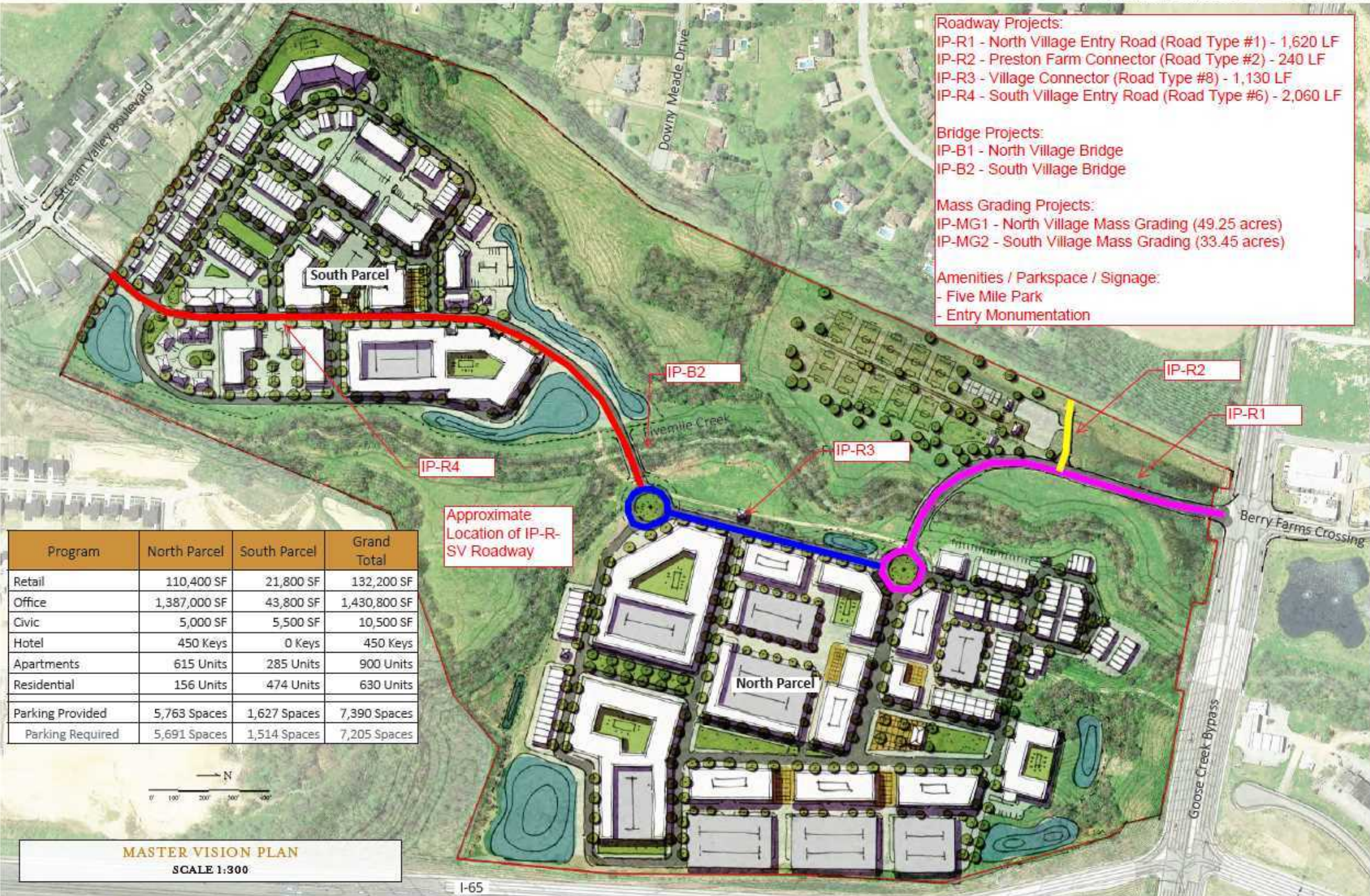


Exhibit F – Stream Valley Petition

From: [Greg Gamble](#)
To: [Adam Ballash](#)
Subject: Fwd: Stream Valley Petition started
Date: Tuesday, July 28, 2020 7:45:35 AM

Adam
Please let me know a time to call you.

Greg

Sent from my iPhone

Begin forwarded message:

From: "Alexandra Farias (GDL)" <alexandra.farias@flex.com>
Date: July 28, 2020 at 7:26:59 AM CDT
To: Greg Gamble <greg.gamble@gdc-tn.com>, Jeff Rosiak <jeff@gdc-tn.com>
Cc: Lindsay Rackley <lindsay@gdc-tn.com>
Subject: Stream Valley Petition started

Hi guys, good morning – we had a neighbor who started the below petition without checking with anyone – now, it is aligned to the concerns presented during the live meeting where the 3rd. entrance was the main topic/concern, don't want you to be taken by surprise – the below was triggered just last night and it is close to the 100 signatures.

□

Please let me know your thoughts on this. □

□

□

□

Stream Valley is a wonderful neighborhood, with conscientious and caring residents, who take pride in our homes and the strong community feel of our neighborhood. We are not anti-growth, but are supporters of smart, planned urban development that strongly considers the wellbeing of existing and established neighborhoods.

We feel that even though there has been neighborhood engagement from the Developers of Chadwell and from Boyle Investments, a few of the proposed developments have left many residents in Stream Valley feeling concerned that our best interests are not being taken into consideration. In an effort to maintain the growth of our property values and the peaceful nature of our neighborhood, we would like to address our concerns to the Developers and the City of Franklin.

We would request the following:

1. First and foremost that the proposed exit to connect the rear/East of Stream Valley to the North parcel of Chadwell, would go through.

- This will help to eliminate the heavy traffic on SVB. Due to the lack of exits currently out of Stream Valley, there is already a lot of traffic on the Boulevard, which is also used by pedestrians and families. An exit in the vicinity of the densely populated part of the neighborhood is vital for traffic flow.
- We believe this also aligns with the proposal from the Fire Marshal giving people an easy exit in an emergency. Currently, in the event of an emergency, the flow of traffic would create a bottleneck at the front of the neighborhood. The rear/East exit would provide dispersal of traffic, and reduction of traffic volumes on the collector roads.

2. Construction on Chadwell to be started from the North end of the development, with the North Parcel, and that Stream Valley Blvd is not used at any time as a construction access point into Chadwell.

- If construction starts on the North parcel, it will also provide the exit for the rear/East section of Stream Valley.
- Having a greater window of time before construction starts on the south parcel allows residents in Stream Valley, who will back on to Chadwell, the chance to establish greater privacy through the planting of trees and other landscaping.
- The roads of Stream Valley are already often covered with construction debris, waste, rocks, clumps of clay and dirt just from the construction in our own neighborhood. Making Stream Valley Blvd the new construction entrance to Chadwell will significantly affect driving, bicycle traffic and the area that many kids and families from the neighborhood play and walk through on a daily basis.
- Having constant construction vehicles coming through Stream Valley is a disturbance to the peace and changes the entire feeling of a neighborhood. In order to maintain quality of life and safety of new and existing residents we request to not take on another neighborhood's construction traffic.
- Stream Valley Boulevard already shows the signs of wear and tear from construction in our neighborhood and the Boulevard has sunk in many places due to the consistent heavy vehicles. We have also had multiple places where the curbs have been cracked and landscaping destroyed from construction trucks and never fixed. All of this detracts from the initial impression when entering our neighborhood.

3. The proposed Streamside Lane entrance into the South of Chadwell is not a "through road" but a walking/bicycle track.

- Connecting Streamside Lane through to Chadwell doesn't seem to

benefit the residents of Stream Valley in any way. As much as another exit is needed, having an exit that close to the existing front entrance/exit is not of any benefit to Stream Valley. We need an exit in the back.

- The exit we have proposed at the rear/East side of Stream Valley will handle the majority of traffic from that section of the neighborhood. The South side of the neighborhood has the new entrance at Stream Valley Farms and then the Boulevard Entrance serves the rest neighborhood.
- Connecting Chadwell to Streamside Lane will mean that when residents or people working in Chadwell need to head south, instead of going north through Chadwell to Goose Creek Pkwy and down the I65 or Lewisburg Pk, they will use Stream Valley as the "easy route" thoroughfare to cut through and get out onto Lewisburg Pk. Again, this will effect the nature of our Neighborhood by significantly increasing traffic from non residents.
- The current 4-way stop at Streamside Ln and Stream Valley Blvd already has problems with people (majority construction/and trades) ignoring the signs and speeding through the intersection. (To the point where the police can often be observed issuing tickets to violators). The increase of people with no ownership in the neighborhood and therefore less regard for our neighborhood, increases safety concerns for the families that walk around here daily.
- Stream Valley Boulevard has already witnessed a dramatic increase in traffic, in terms of our own new construction. On a number of occasions curbs and landscaping has been taken out by vehicle traffic, which raises concerns for adding further traffic. Who would be be responsible to fix or pay for damages to landscaping or curbs from constructions traffic or residents of Chadwell if the individual does not report the damages?

For the foregoing reasons, we urge you to evaluate the need to add the rear/East exit to connect Stream Valley and Chadwell, plan the timing of the Chadwell development stages so that it achieves maximum benefit and the least disruption to existing neighborhoods. We look to improve the quality of life for our own residents by reducing traffic, improving safety, and expanding the opportunity to enjoy our wonderful neighborhood.

□

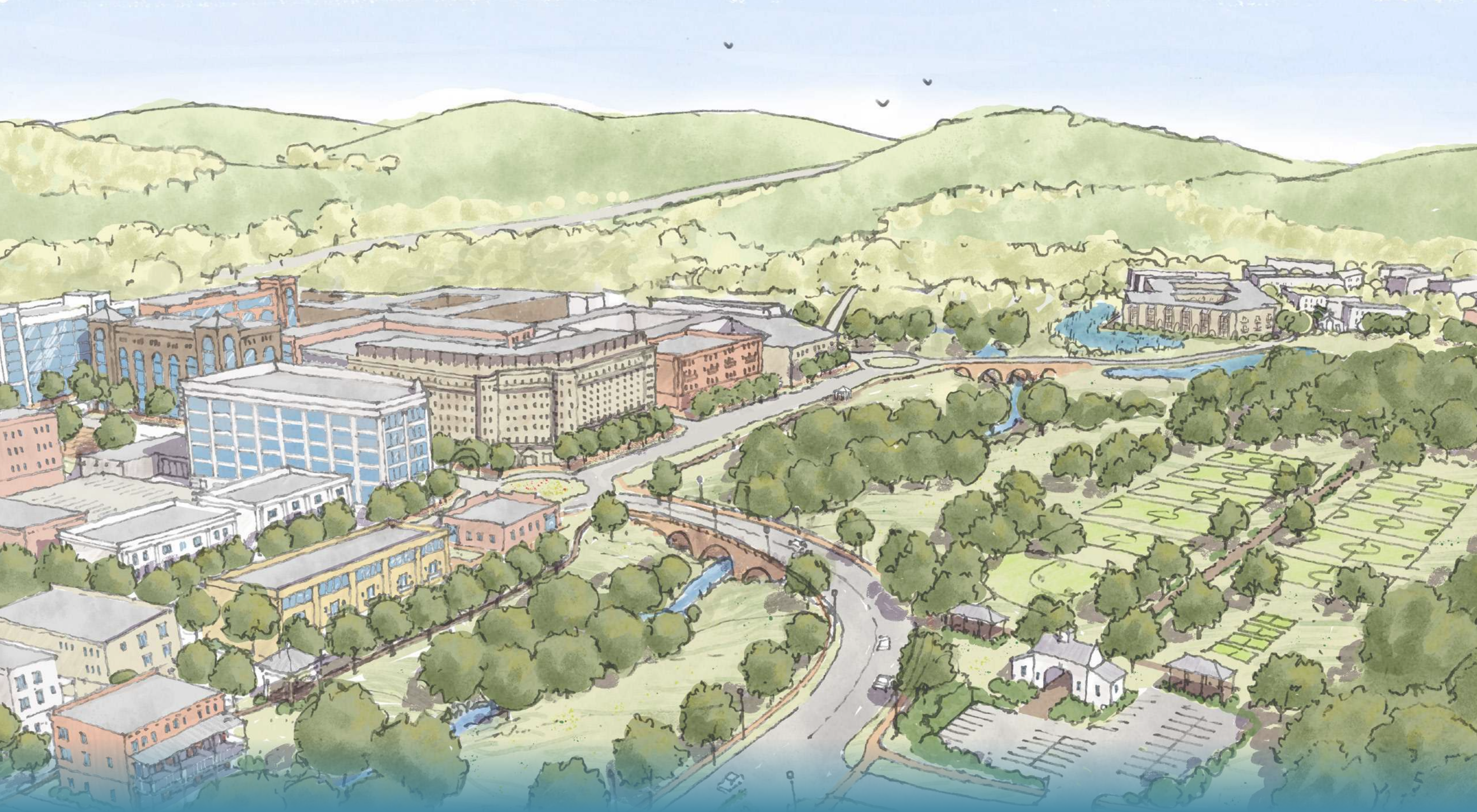
Kind regards

□

Alex

Legal Disclaimer :

The information contained in this message may be privileged and confidential. It is intended to be read only by the individual or entity to whom it is addressed or by their designee. If the reader of this message is not the intended recipient, you are on notice that any distribution of this message, in any form, is strictly prohibited. If you have received this message in error, please immediately notify the sender and delete or destroy any copy of this message!





BERRY FARMS CURRENTLY APPROVED								
	Rural Plains		Chadwell		Reams Fleming		Total	
	Commercial	Residential	Commercial	Residential	Commercial	Residential	Commercial	Residential
Approved Entitlements	1,134,625	671	1,563,000	100	2,212,700	400	4,910,325	1,171
Built or under construction	801,307	671	-	-	733,619		1,534,926	671
Remaining Entitlements	333,318	-	1,563,000	100	1,479,081	400	3,375,399	500

BERRY FARMS
RURAL PLAINS (PARTIALLY CONSTRUCTED)
CHADWELL (CURRENTLY VACANT)
REAMS FLEMING (PARTIALLY CONSTRUCTED)



BERRY FARMS CHADWELL





BERRY FARMS CHADWELL



Plan graphic and specific entitlements for north and south villages are illustrative. Overall entitlements may be reasonably shifted from north village to south village and from south village to north

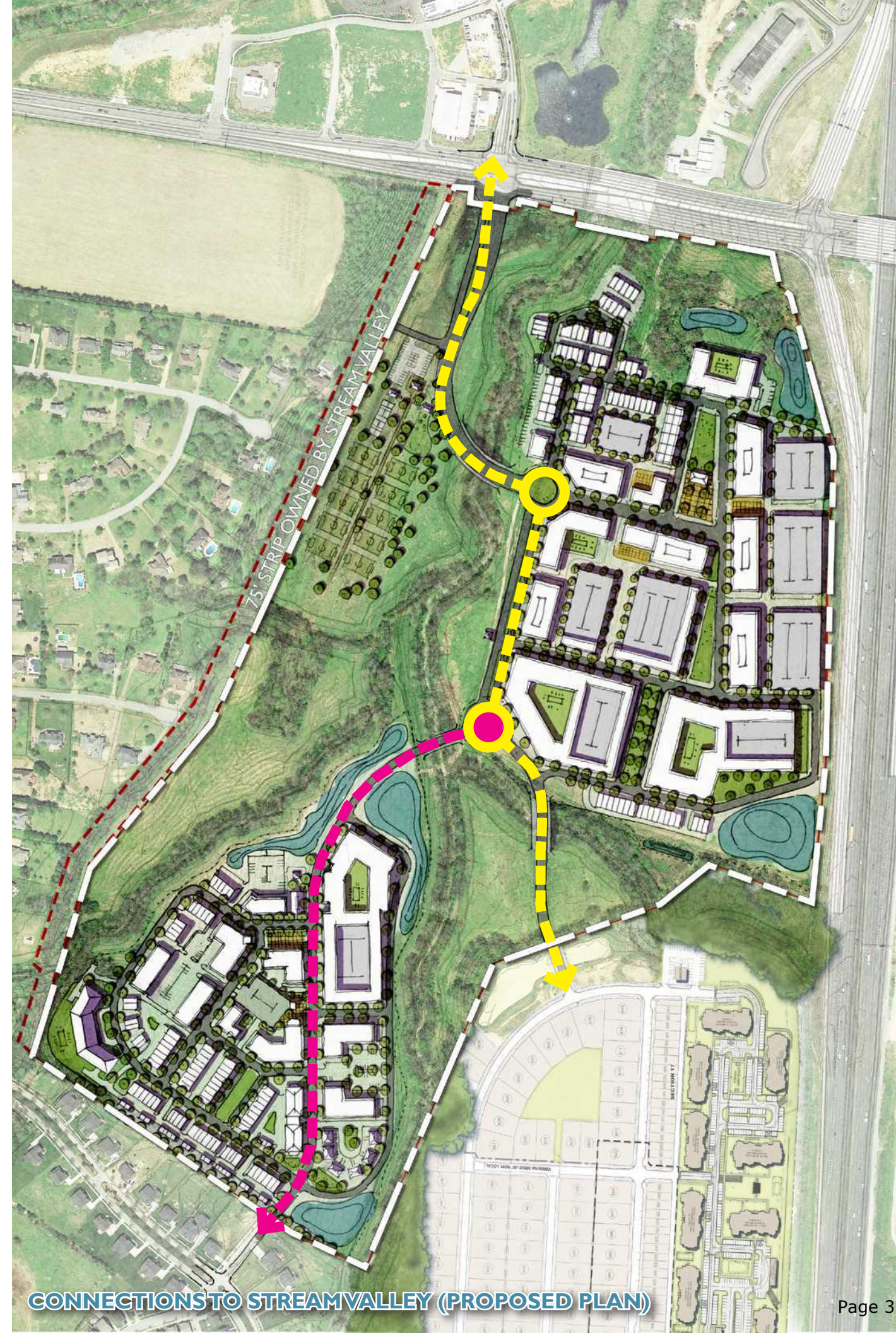
CHADWELL PROPOSED DEVELOPMENT PROGRAM			
	CHADWELL NORTH	CHADWELL SOUTH	TOTALS
COMMERCIAL (SF)	1,497,400	65,600	1,563,000
CIVIC (SF)	5,000	5,500	10,500
HOTEL (KEYS)	450	0	450
ASSISTED LIVING	0	120	120
MULTI-FAMILY	771	759	1,530



BERRY FARMS CHADWELL



CONNECTIONS TO STREAM VALLEY (PREVIOUS PLAN)



CONNECTIONS TO STREAM VALLEY (PROPOSED PLAN)



WHAT IS A COLLECTOR ROAD?

2.2.2(3) STREET CLASSIFICATION AND RIGHT-OF-WAY:

(3) Collector Streets

Collector streets are intended to primarily serve slow to moderate traffic speeds and volumes and to distribute traffic from the arterials throughout the City to other collectors, arterials and local streets.

Collector streets shall provide both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. Collector streets will be classified as either Major Collectors (further broken down to commercial/industrial or residential), or Minor Collectors depending upon expected traffic usage and adjoining property access. Major Collector streets may have limited driveway access to maintain the street's ability to achieve a safer and efficient traffic flow.

**EMPHASIS BY APPLICANT*

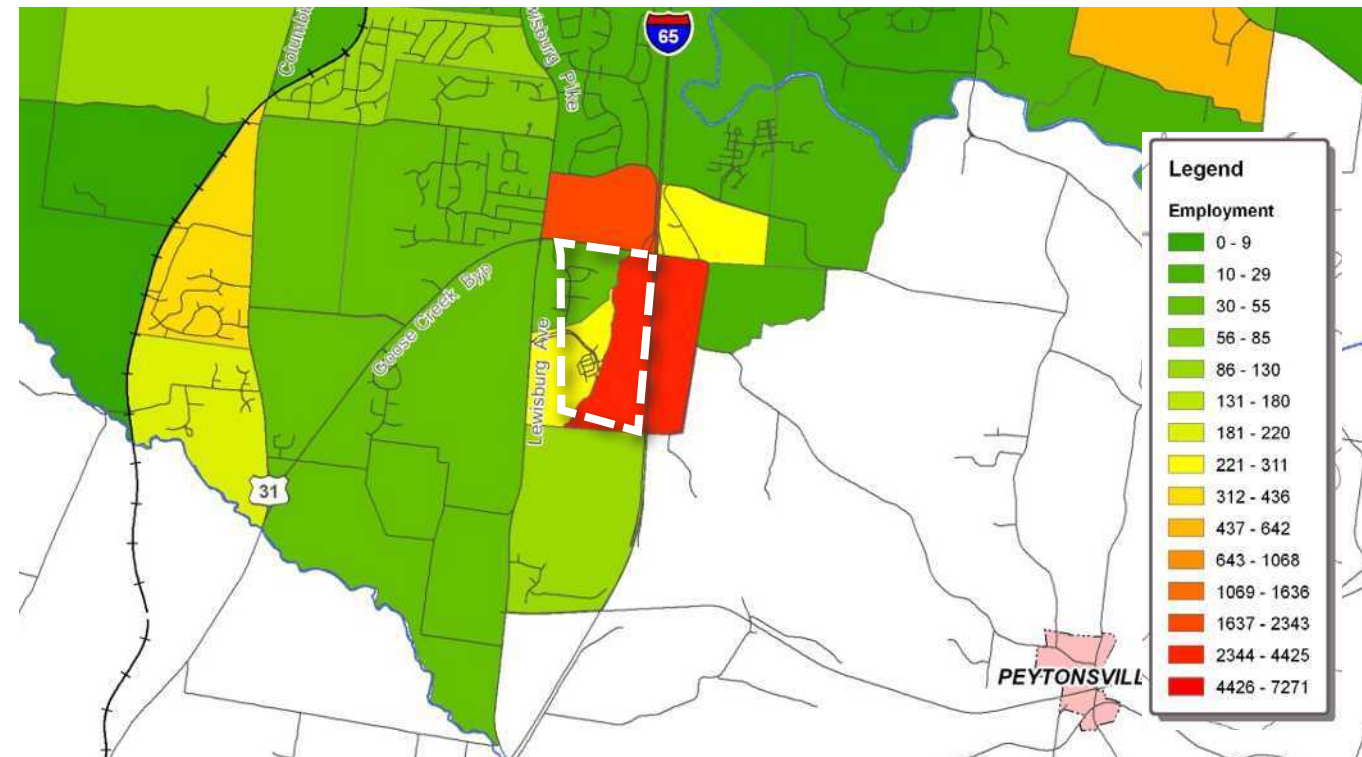
AVERAGE DAILY TRIPS

COF STREET STANDARDS FOR COLLECTOR ROAD RANGES FROM 15,000-20,000 ADT



PREVIOUS CITY OF FRANKLIN MAJOR THOROUGHFARE PLAN

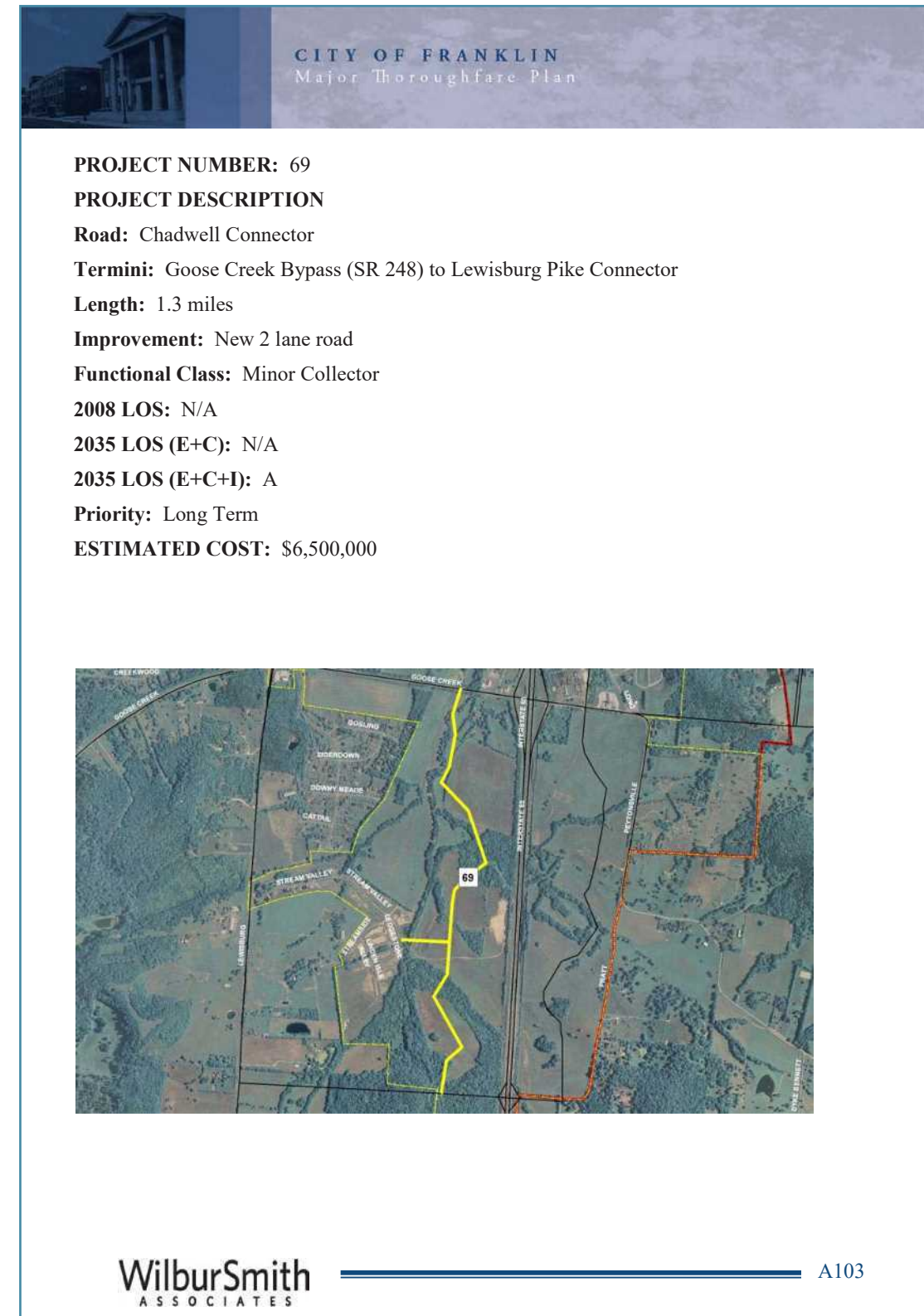
ADOPTED: SEPTEMBER 23, 2010



2035 PROJECTED EMPLOYMENT



APPENDIX F - EXISTING AND PROPOSED FUNCTIONALLY CLASSIFIED



CHADWELL CONNECTOR PROJECT SHEET



CURRENT CONNECT FRANKLIN: A COMPREHENSIVE TRANSPORTATION NETWORK PLAN

ADOPTED: AUGUST 2016

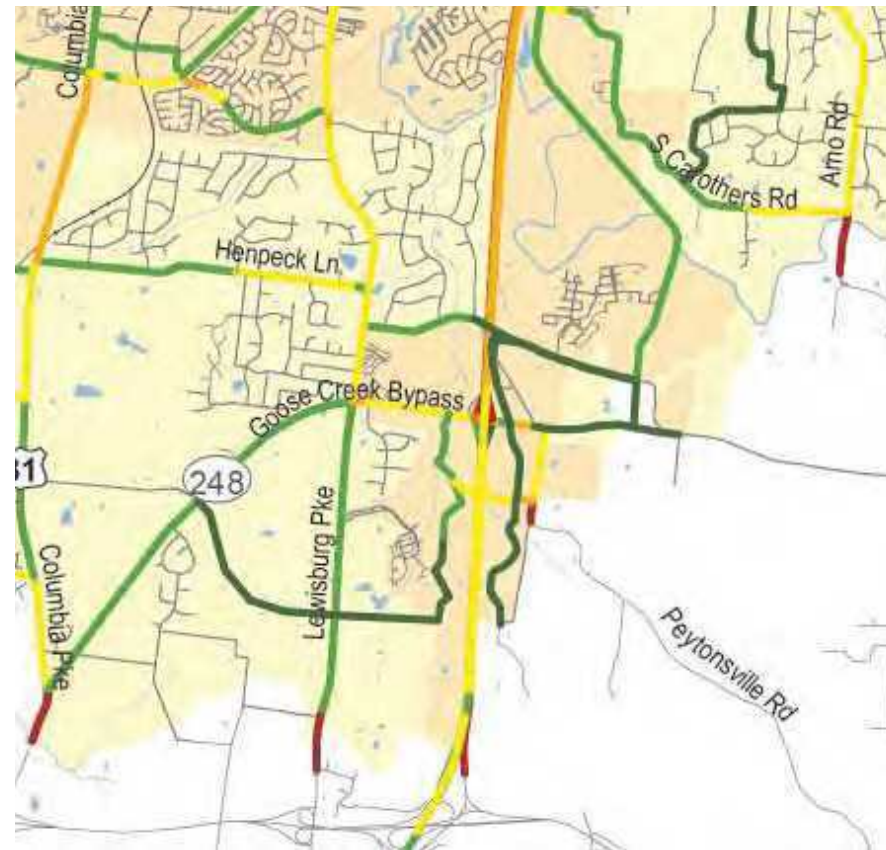
FIGURE 3.12: 2040 PROPOSED NETWORK AM LOS



Level of Service

- A
- B
- C
- D
- E
- F
- City
- Franklin UGB

FIGURE 3.13: 2040 PROPOSED NETWORK PM LOS



Level of Service

- A
- B
- C
- D
- E
- F
- City
- Franklin UGB

FIGURE 3.14: PROPOSED ROADWAY CLASSIFICATION



LEGEND

- Freeway/Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- City Limits
- Franklin UGB



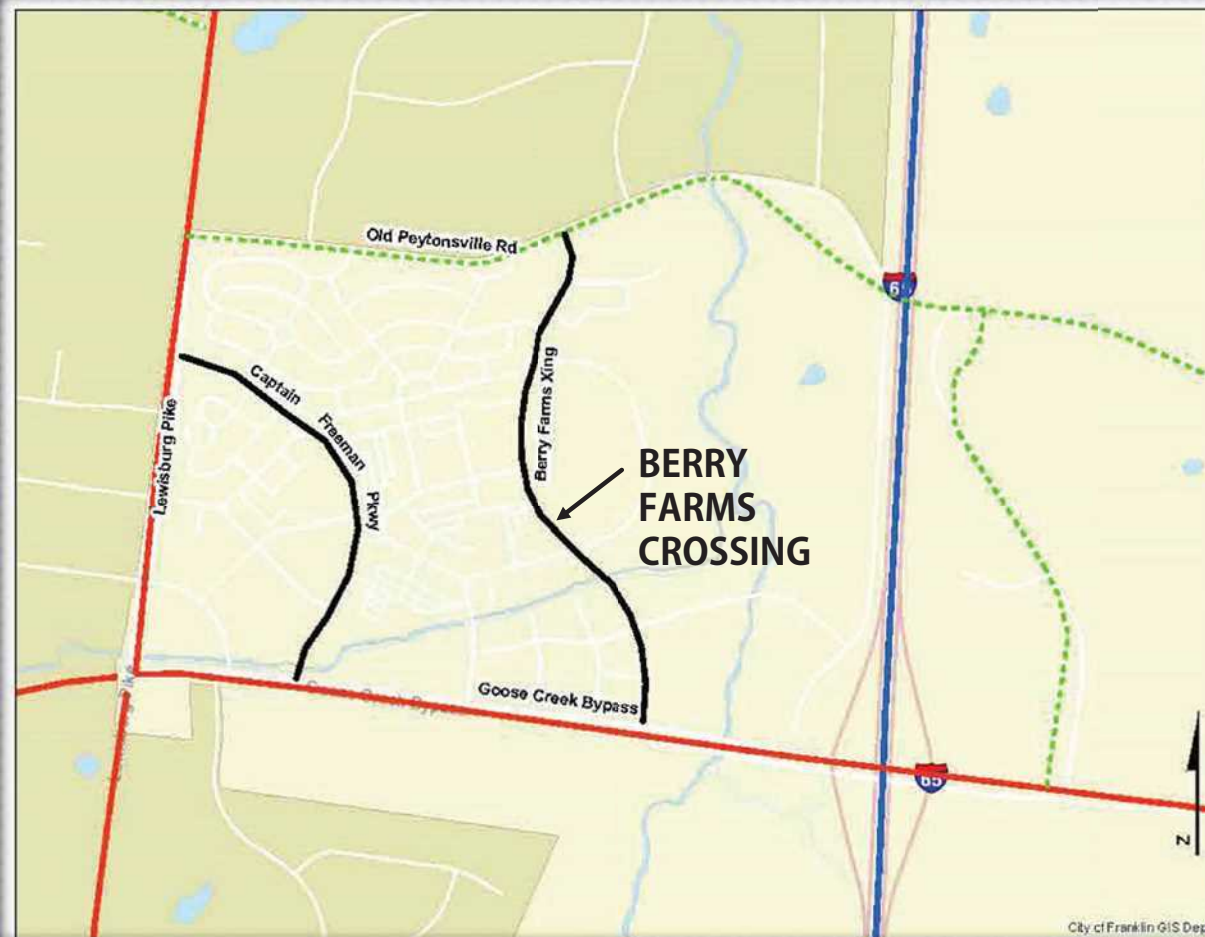
CITY OF FRANKLIN

COOL SPRINGS Transportation Network Study



EXCERPTS FROM THE COOL SPRINGS TRANSPORTATION NETWORK STUDY

AUGUST 25, 2020 BOMA WORKSESSION MEETING



Berry Farms Crossing

- DOES NOT benefit the overall service area
- Distributes traffic to a variety of arterial, collector, local streets, businesses and residential units
- Lower vehicular mobility with high degree of access
- Posted Speed = 25 MPH
- 2~12' wide lanes.
- Some intersections are designed as traffic circles vs. roundabouts.



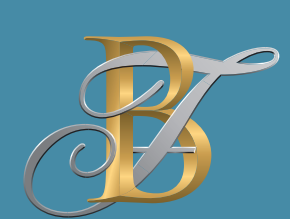


BERRY FARMS CHADWELL

CHADWELL PHASING:

- Assumes that all infrastructure improvements required by other developments are completed prior to Chadwell being fully developed.
- Goose Creek Bypass and Berry Farms intersection improvements may be phased
- Signal timing will be adjusted at Goose Creek Bypass and Berry Farms intersection if phased.
- Proposed collector road is to be built at Phase I
- Streamside Lane connection and Stream Valley Blvd/Lewisburg Pike improvements to be completed in conjunction with the initial phase of the Chadwell South Parcel





BERRY FARMS: A REGIONAL ECONOMIC ENGINE

BENEFITS TO THE CITY OF FRANKLIN:

- 4.9M SF Non-Residential Uses
- Approximately 24,400 Jobs
- Annual Recurring Tax Contribution: \$42,998,038
 - \$21,600,000 Property Taxes
 - \$19,700,000 Retail Sales Tax
 - \$1,600,000 Hotel Occupancy Tax

One-Time Fees: \$94,529,047 (not including water/sewer impact fees)

- \$8,096,790 School Impact fees (Chadwell Only)
- \$6,154,720 Parkland Impact fees (Chadwell Only)
- \$61,239,595 Road Impact Fees (\$36.4M arterial, \$24.8M collector)
- \$9,237,542 COF Facilities Tax
- \$9,800,400 Williamson County Privilege Tax

Chadwell Impact Fees: \$38,041,932 Not including water/sewer impact fees and facilities tax

- \$8,096,790 School Impact fees
- \$6,154,720 Parkland Impact fees
- \$23,790,422 Road Impact fees (\$14.1M arterial, \$9.6M collector)

Notes:

- Assumes 5 jobs per 1,000 sf of commercial space.
- For conservative approach assumes all retail and no restaurant based on above retail total sf.
- Chadwell Residential numbers assume 120 senior living units as residential units.



BERRY FARMS CHADWELL



CHADWELL COLLECTOR ROAD:

- BENEFITS THE OVERALL SERVICE AREA
- DISTRIBUTES TRAFFIC TO GOOSE CREEK BYPASS (MAJOR ARTERIAL) AND INTERSTATE 65 (FREEWAY/ EXPRESSWAY) AS SHOWN IN 2010 MAJOR THOROFARE PLAN AND CONNECT FRANKLIN
- GOOD BALANCE BETWEEN VEHICULAR MOBILITY AND ACCESS
- POSTED SPEED OF 30 MPH
- AVERAGE DAILY TRIPS: 27,000 (COF STREET STANDARDS FOR COLLECTOR ROAD RANGES FROM 15,000-20,000 ADT)
- 3 & 4 (12') WIDE LANES PER COF COLLECTOR ROAD STANDARDS



BERRY FARMS CHADWELL



OUR COMMITMENT:

1. CONSTRUCT COLLECTOR ROAD IN THE FIRST PHASE
2. BUILD THE COLLECTOR TO CITY OF FRANKLIN STREET STANDARDS
3. USE AS CONSTRUCTION ACCESS

RESOLUTION 2020-205

A RESOLUTION TO REJECT A REQUEST FROM BOYLE INVESTMENT COMPANY TO RECLASSIFY A ROADWAY WITHIN THE CHADWELL DEVELOPMENT AS A COLLECTOR ROADWAY

WHEREAS, on July 28, 2020, City staff received a formal request from Boyle Investment Company to reclassify a roadway within the Chadwell Development as a Collector Roadway; and

WHEREAS, it is the function and duty of the Board of Mayor and Aldermen to allocate funding and prioritize capital project within the City of Franklin, TN; and

WHEREAS, on May 9, 2017, the Board of Mayor and Aldermen approved Ordinance 2017-02 updating the arterial impact fees and establishing new collector impact fees; and

WHEREAS, impact fees are used to finance arterial and collector roads and expand the capacity of the arterial and collector road system within their designated services areas; and

WHEREAS, arterial and collector roads shall generally comply with City of Franklin Transportation and Street Technical Standards and shall provide a regional benefit to the service area; and

WHEREAS, the proposed roadway network, within the Chadwell Development, benefits a limited area, to include the Chadwell Development and the Stream Valley Development and does not provide an overall benefit to the collector service area.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS: The roadways within the proposed Chadwell Development **DO NOT** provide a regional benefit to the overall collector services area and the request to reclassify roadways within the Chadwell Development is hereby rejected.

IT IS SO RESOLVED AND DONE on this 27th day of October, 2020.

ATTEST:

By: Eric S. Stuckey
Eric S. Stuckey
City Administrator

CITY OF FRANKLIN, TENNESSEE

By: Dr. Ken Moore
Dr. Ken Moore
Mayor

Approved as to Form

By: Shauna R. Billingsley
Shauna R. Billingsley
City Attorney



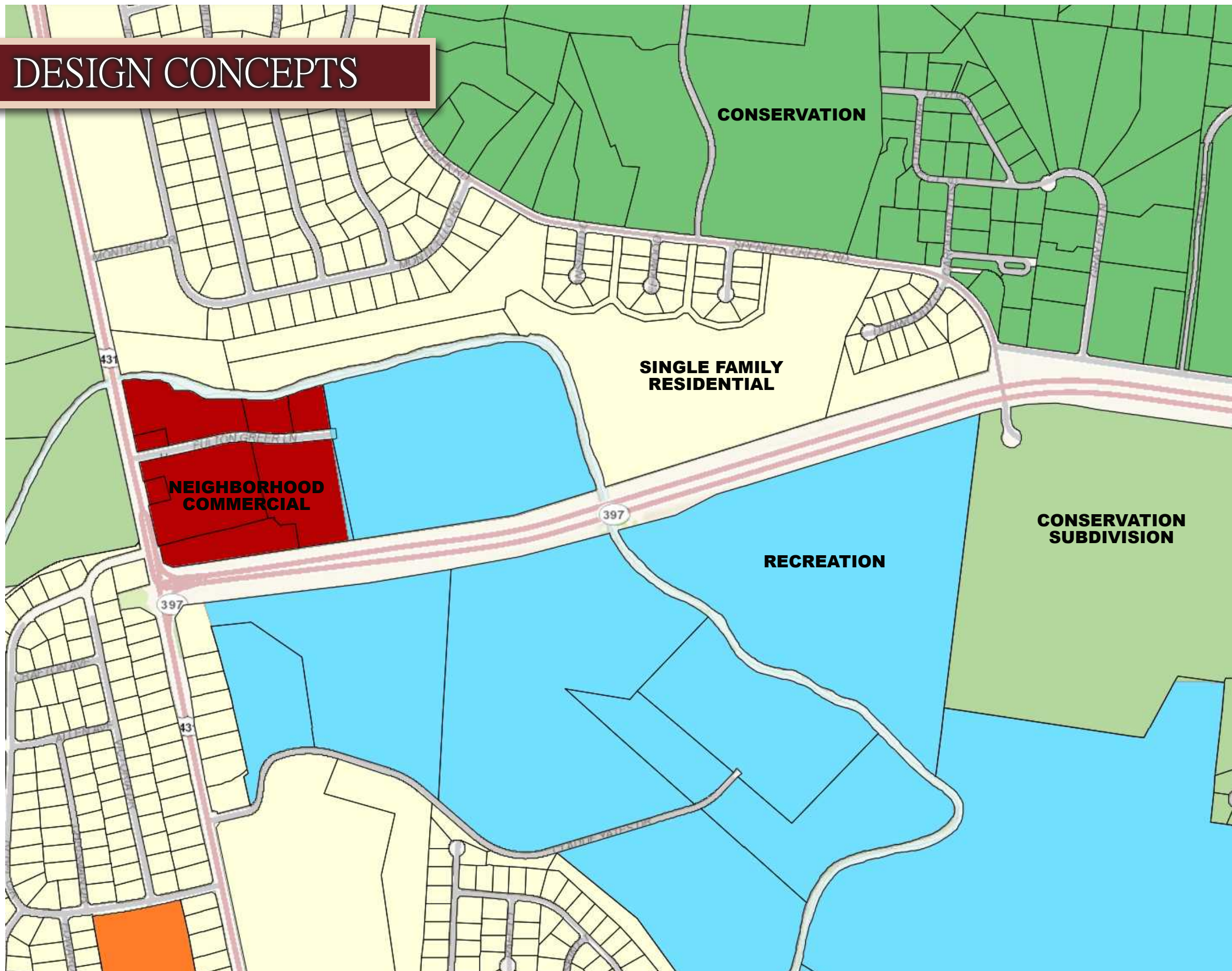
CHEEKWOOD
— Golf Club —

JOINT CONCEPTUAL WORKSHOP PRESENTATION





DESIGN CONCEPTS



SINGLE FAMILY RESIDENTIAL

The Single-Family Residential design concept consists of single-family residential neighborhoods, which provide a range of single-family dwelling lots and sizes.

The defined character may vary by neighborhood, but new developments should transition from existing development patterns in adjacent neighborhoods.

RECREATION

The Recreation design concept comprises areas of public and private recreational opportunities.

These areas include active and passive open spaces, as well as City parks, and should be interconnected through bike lanes, multi-use paths, and sidewalks.

Institutional facilities, such as water treatment and wastewater treatment plants, are also assigned to this design concept and fulfill significant municipal functions.



EXISTING ZONING



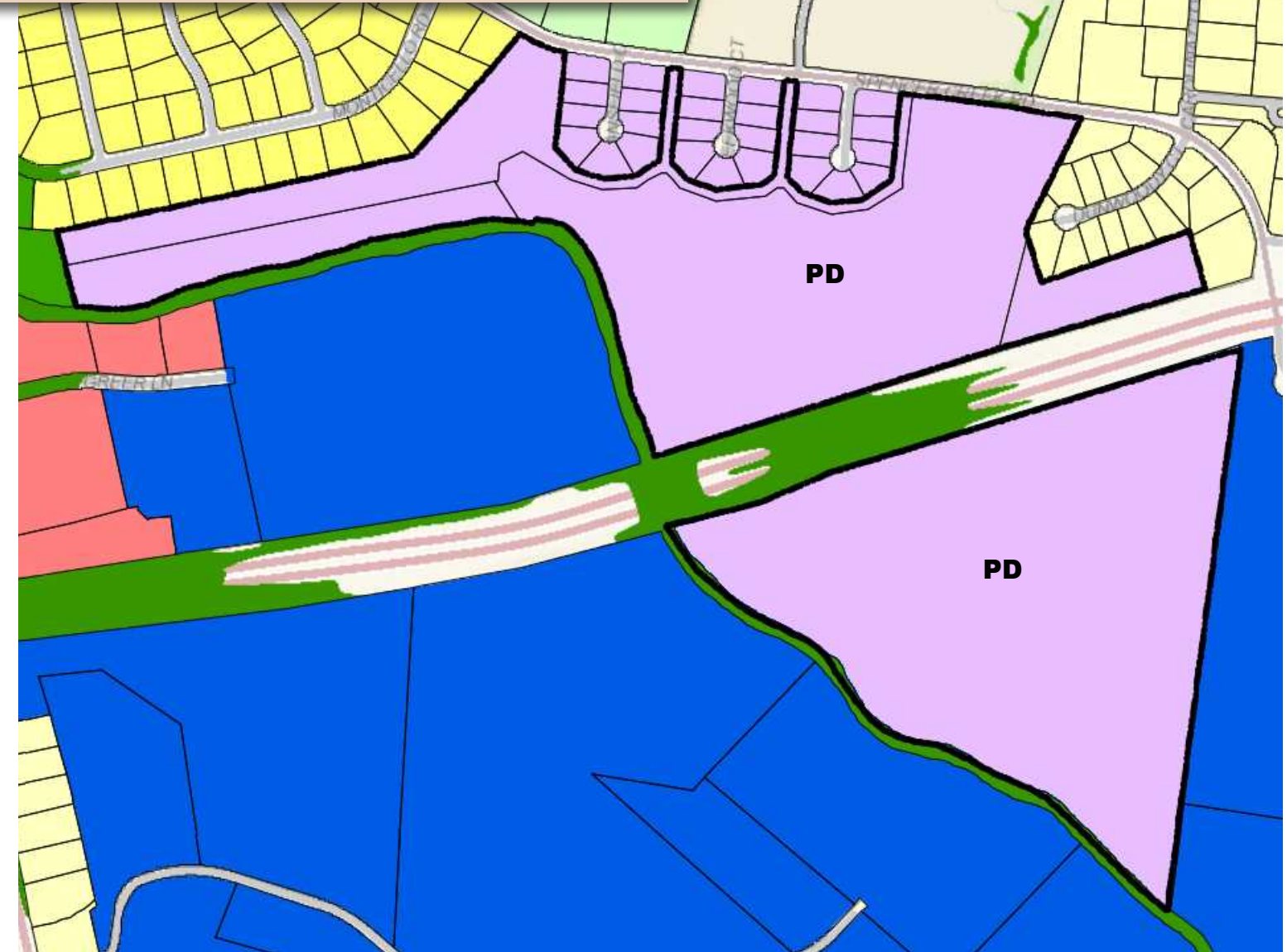
R1 - RESIDENTIAL 1 DISTRICT

The R1 district is intended to provide for single-family residential subdivisions with large lot sizes.

CI - CIVIC AND INSTITUTIONAL DISTRICT

The CI district is intended to accommodate civic, recreational, and institutional uses of public and semi-public gathering that support the common good.

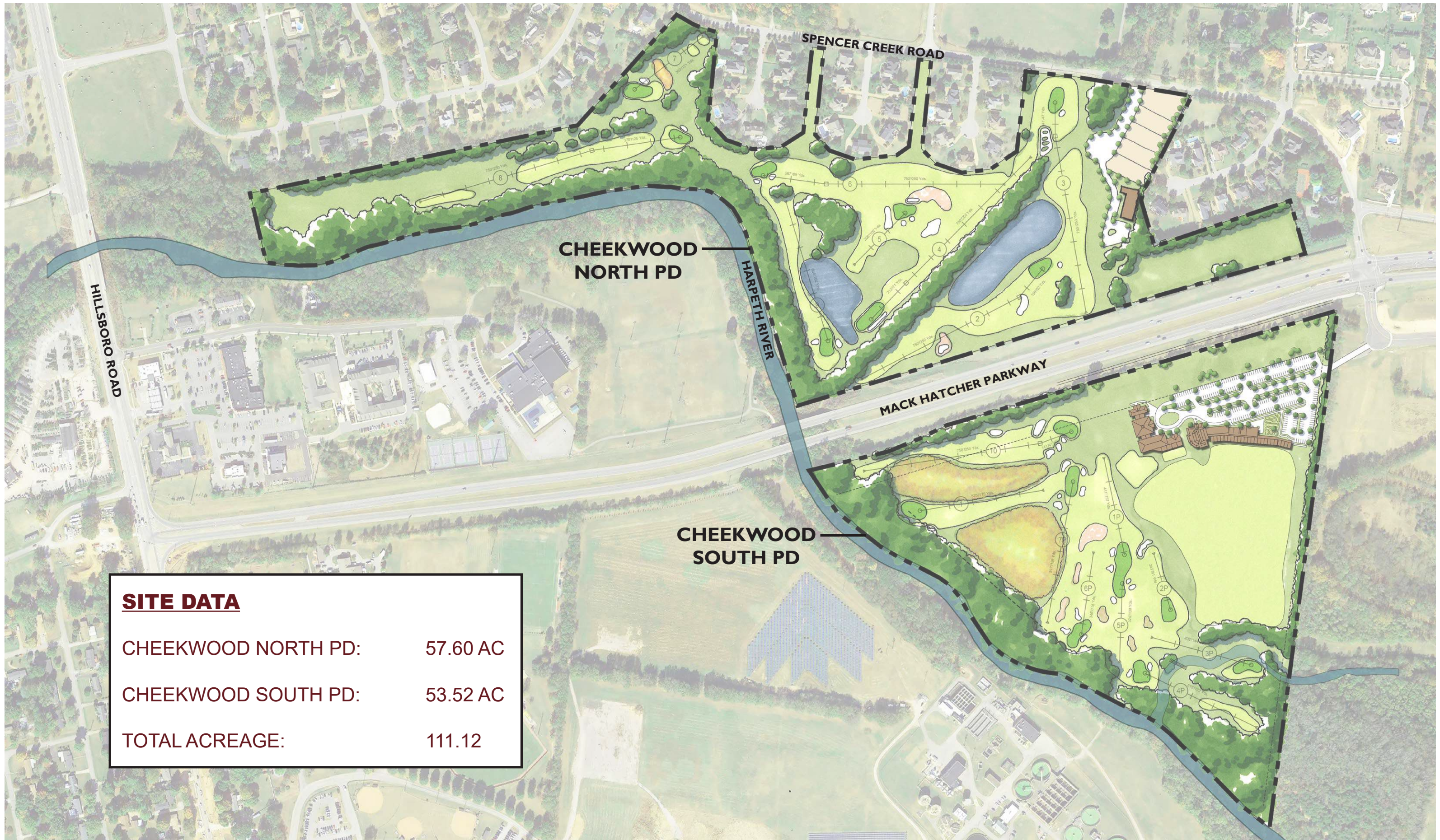
PROPOSED ZONING



PD - PLANNED DISTRICT

The PD district is intended to:

- A. Allow for the review and approval of a development plan that establishes the entitlements for a property, including a customized combination of permitted uses, building types, frontage types, setbacks, and any modifications of standards in accordance with Section 20.8, Development Plan;
- B. Allow for the implementation of Envision Franklin guiding principles and design concepts; and
- C. Utilize the planned unit development process in accordance with State law. (COF ZO)



SITE DATA	
CHEEKWOOD NORTH PD:	57.60 AC
CHEEKWOOD SOUTH PD:	53.52 AC
TOTAL ACREAGE:	111.12



PROPOSED MASTER PLAN

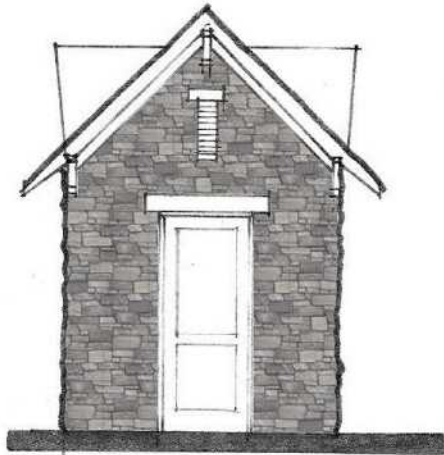
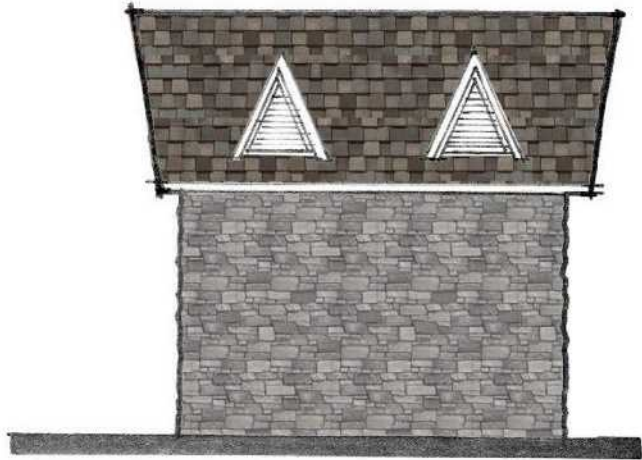


HALFWAY HOUSE



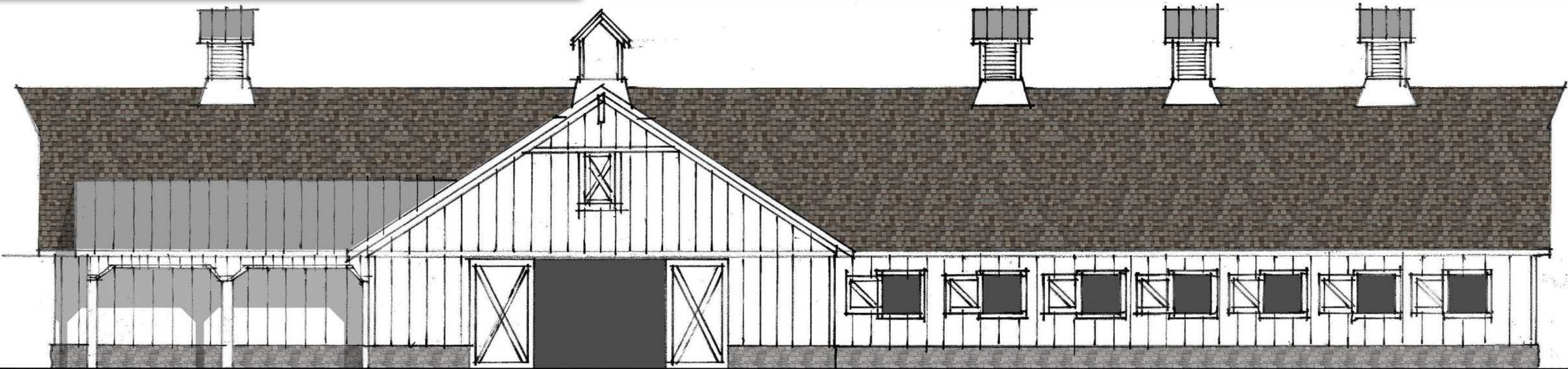
HALFWAY HOUSE CHARACTER IMAGES

PUMP HOUSE

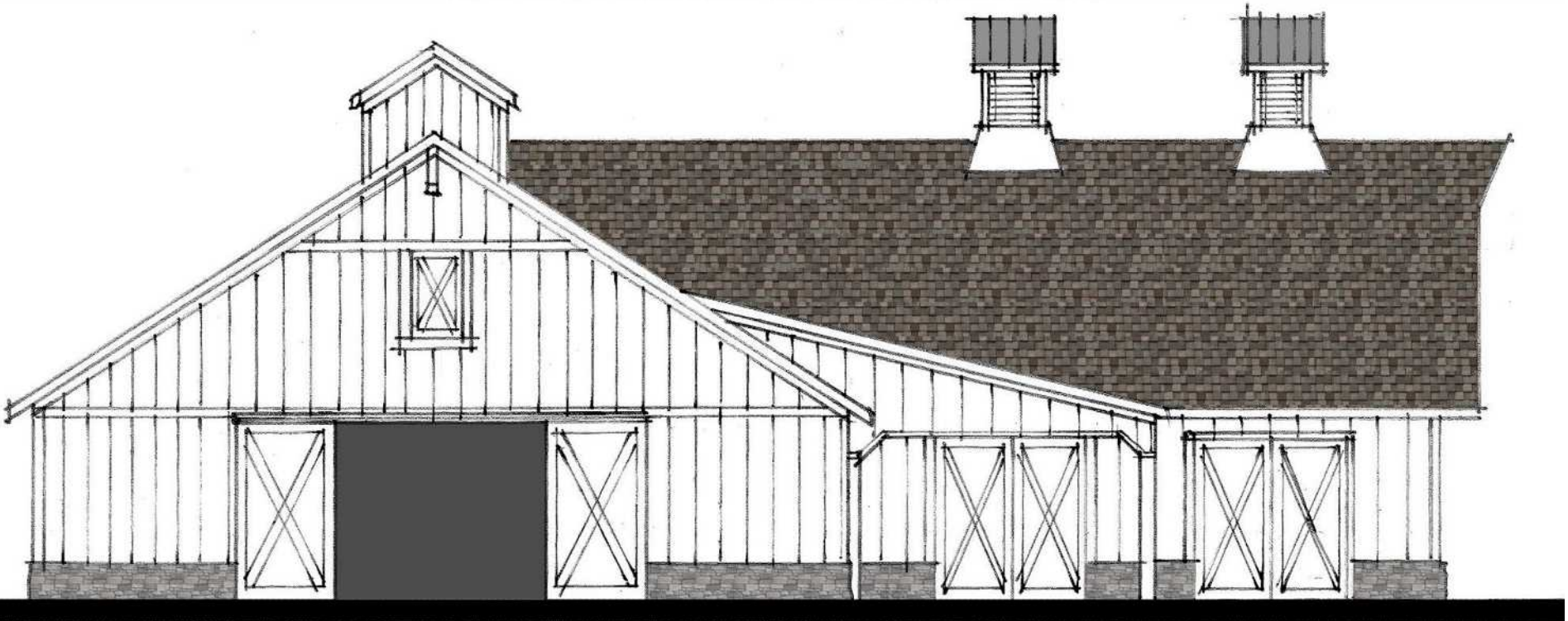


PUMP HOUSE CHARACTER IMAGES

MAINTENANCE FACILITY



FRONT ELEVATION



SIDE ELEVATION



CHARACTER IMAGES

RESIDENTIAL LOTS



ARCHITECTURAL CHARACTER IMAGES



CHEEKWOOD NORTH ARCHITECTURE

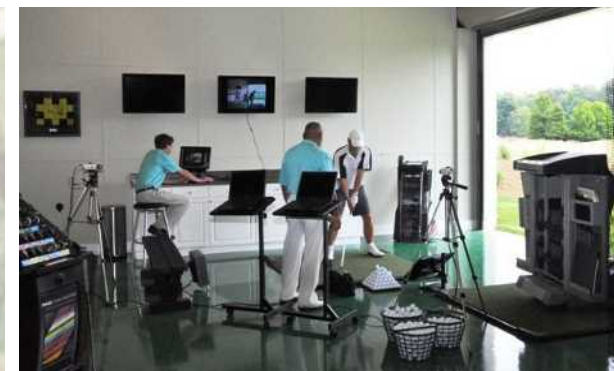
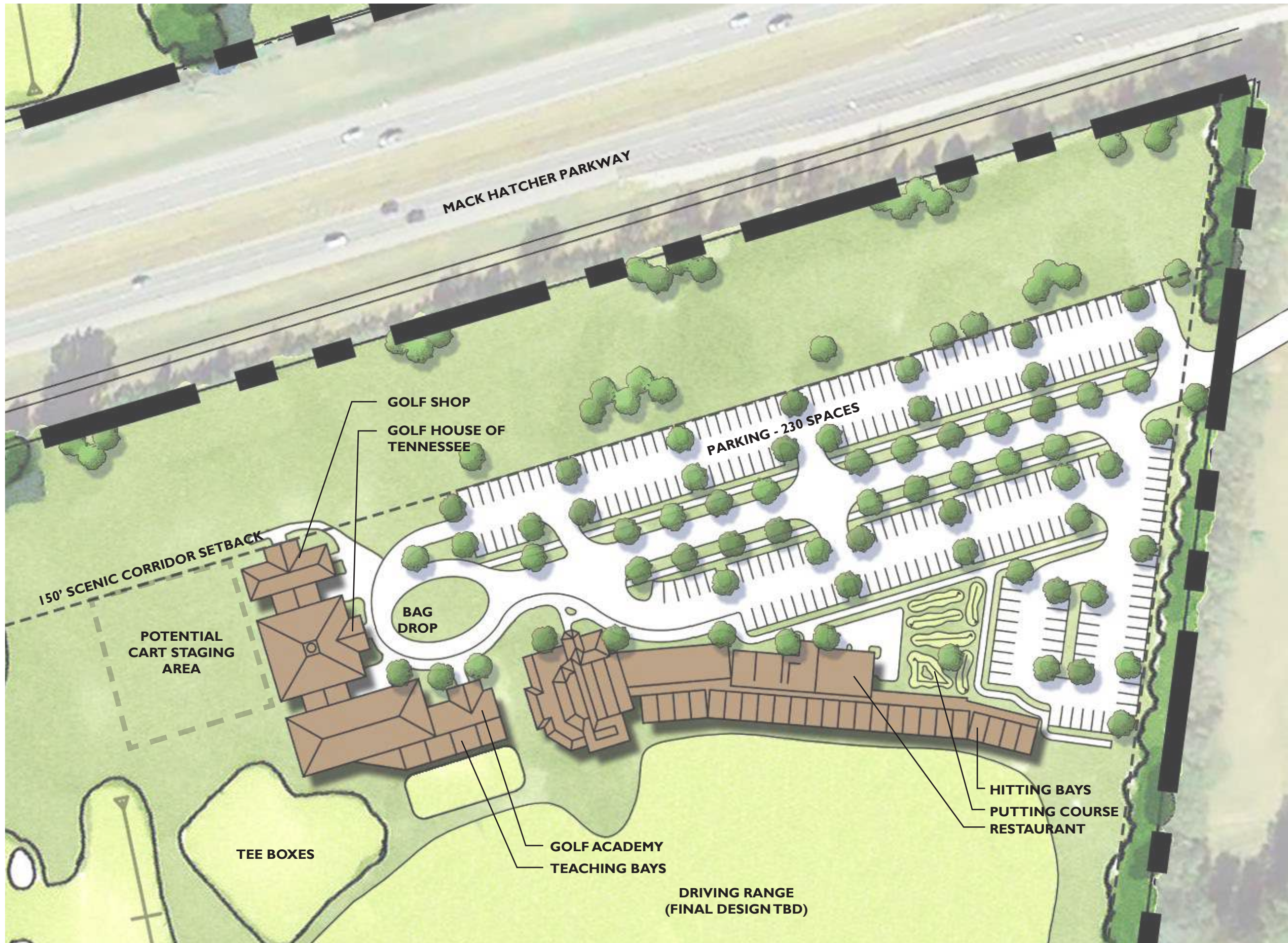


SITE DATA

CHEEKWOOD SOUTH PD:	53.52 AC
GOLF SHOP:	6,900 SF
GOLF HOUSE OF TN:	21,413 SF
GOLF ENTERTAINMENT:	30,496 SF
STARTER HOUSE:	100 SF
TOTAL NON-RESIDENTIAL:	58,909 SF



CHEEKWOOD SOUTH MASTER PLAN



GOLF ACADEMY / TEACHING BAYS



PUTTING COURSE / RESTAURANT



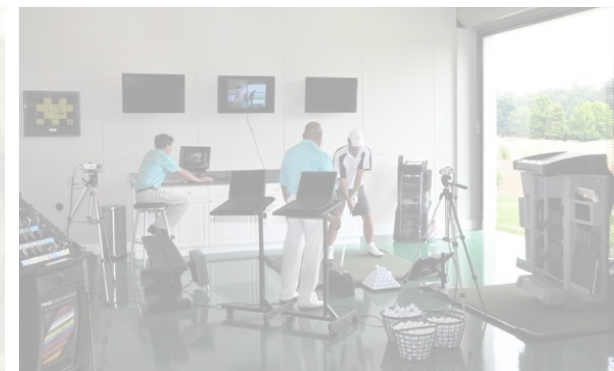
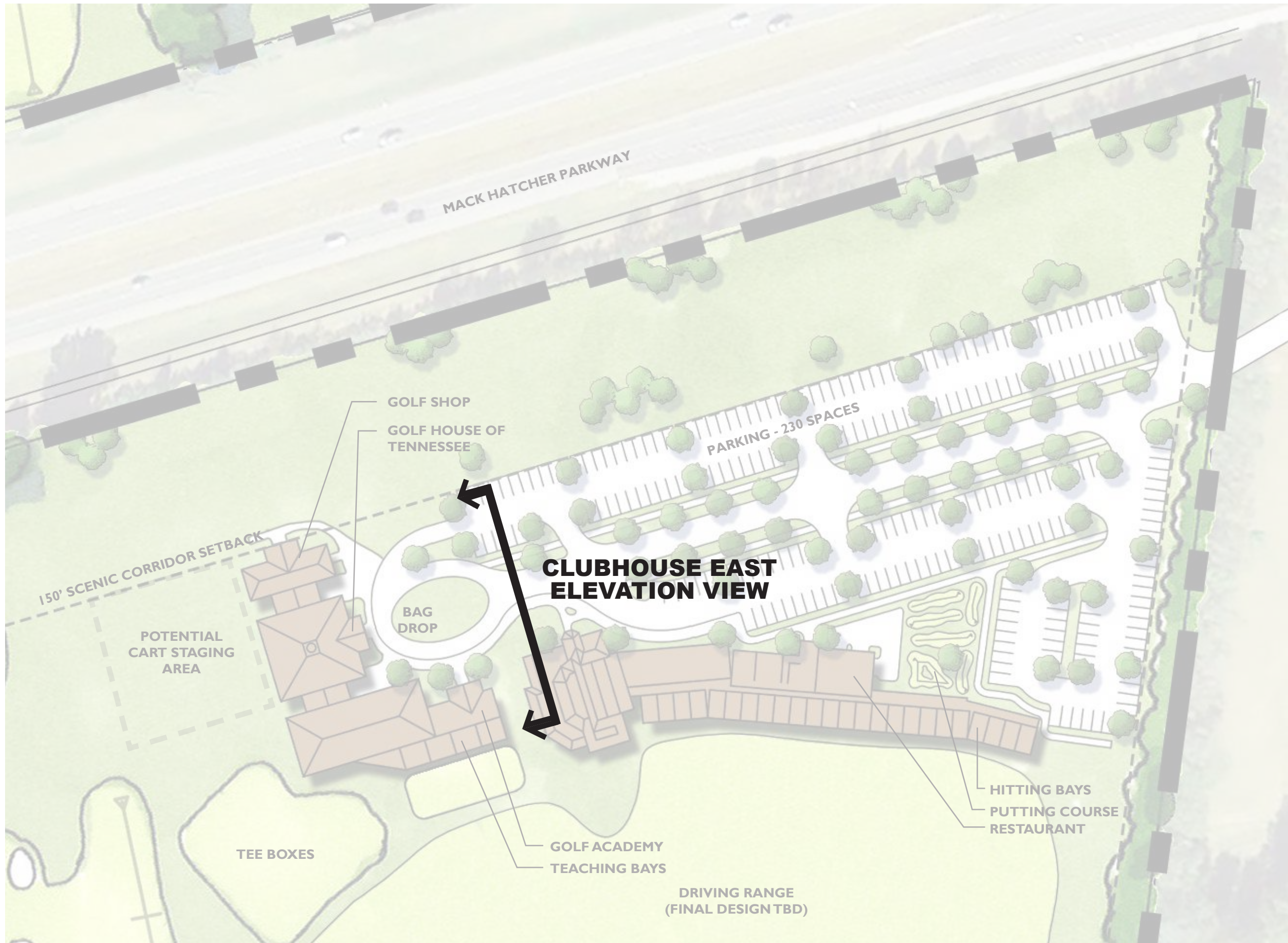
CLUBHOUSE



DRIVING RANGE



CHEEKWOOD SOUTH MASTER PLAN



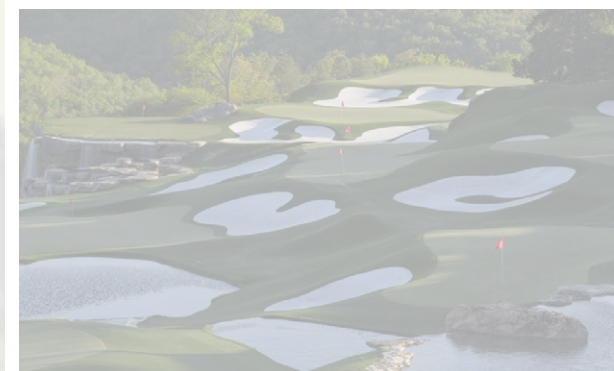
GOLF ACADEMY / TEACHING BAYS



PUTTING COURSE / RESTAURANT



CLUBHOUSE



DRIVING RANGE



CHEEKWOOD SOUTH MASTER PLAN

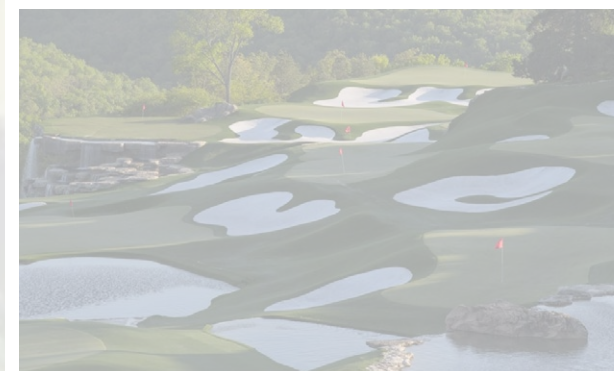
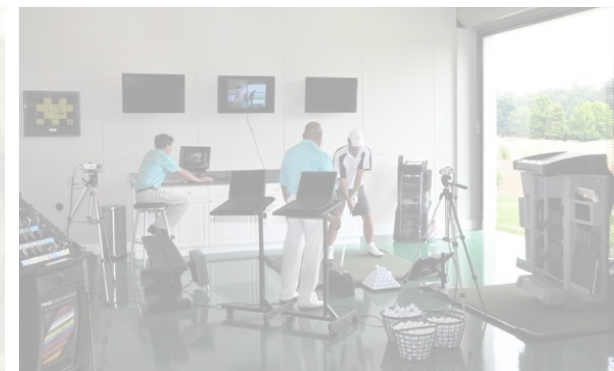
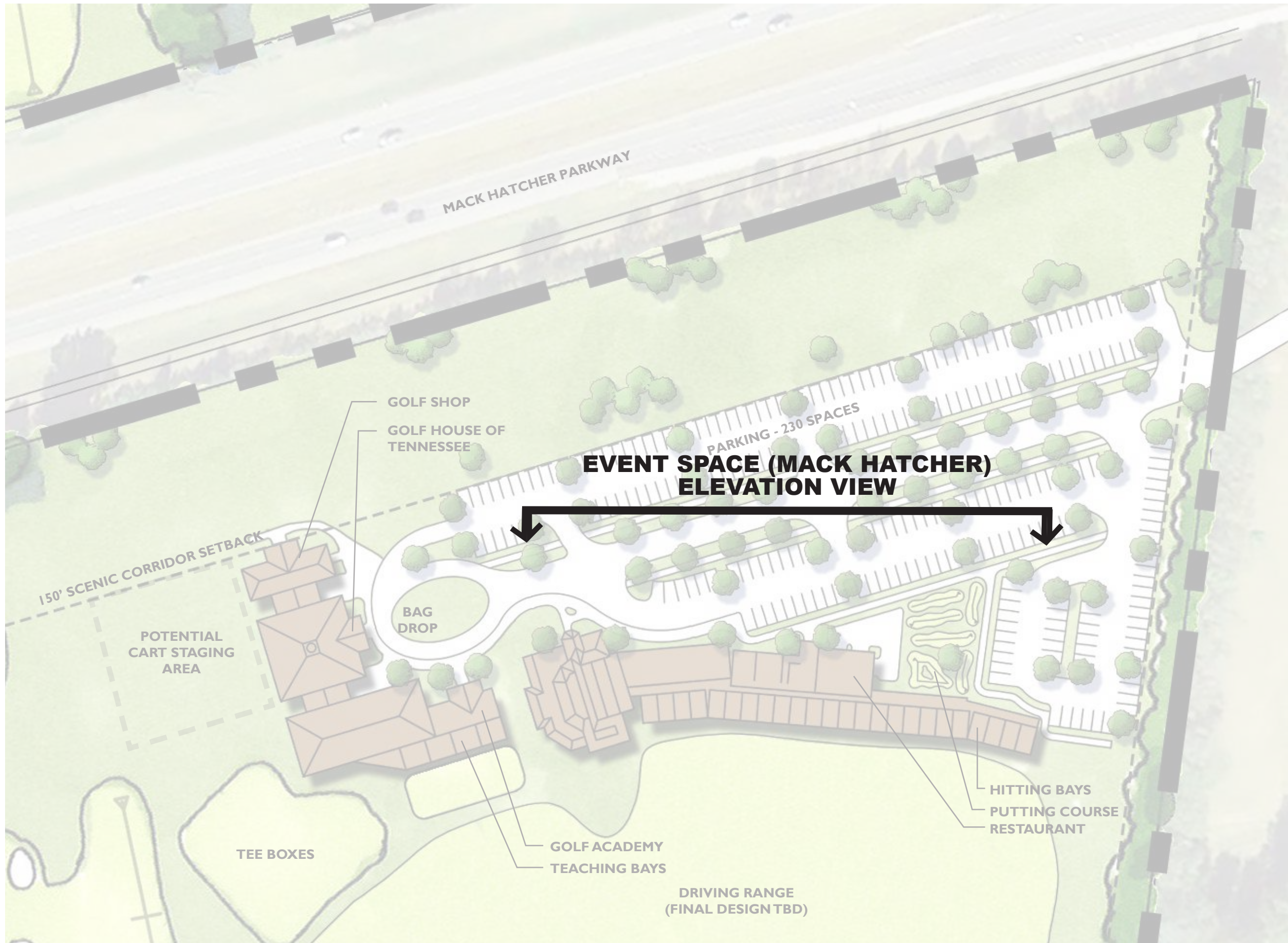
CLUBHOUSE



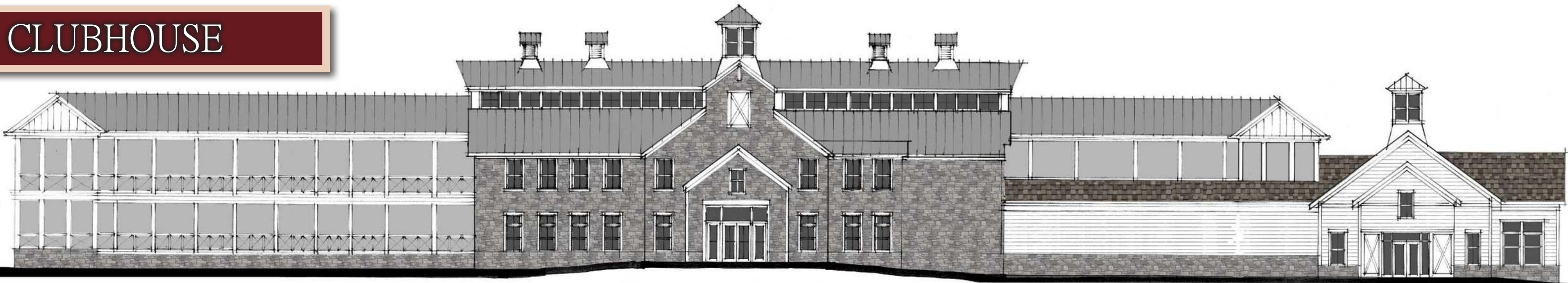
EAST ELEVATION



CLUBHOUSE CHARACTER IMAGES



CLUBHOUSE



EVENT SPACE (MACK HATCHER) ELEVATION



EVENT SPACE CHARACTER IMAGES

STARTER HOUSE



STARTER HOUSE ELEVATIONS



STARTER HOUSE CHARACTER IMAGES



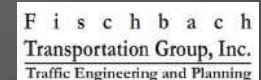
INITIAL SUBMITTAL: 12/14/2020
RESUBMITTAL: 1/7/2021
PLANNING COMMISSION: 1/28/2021

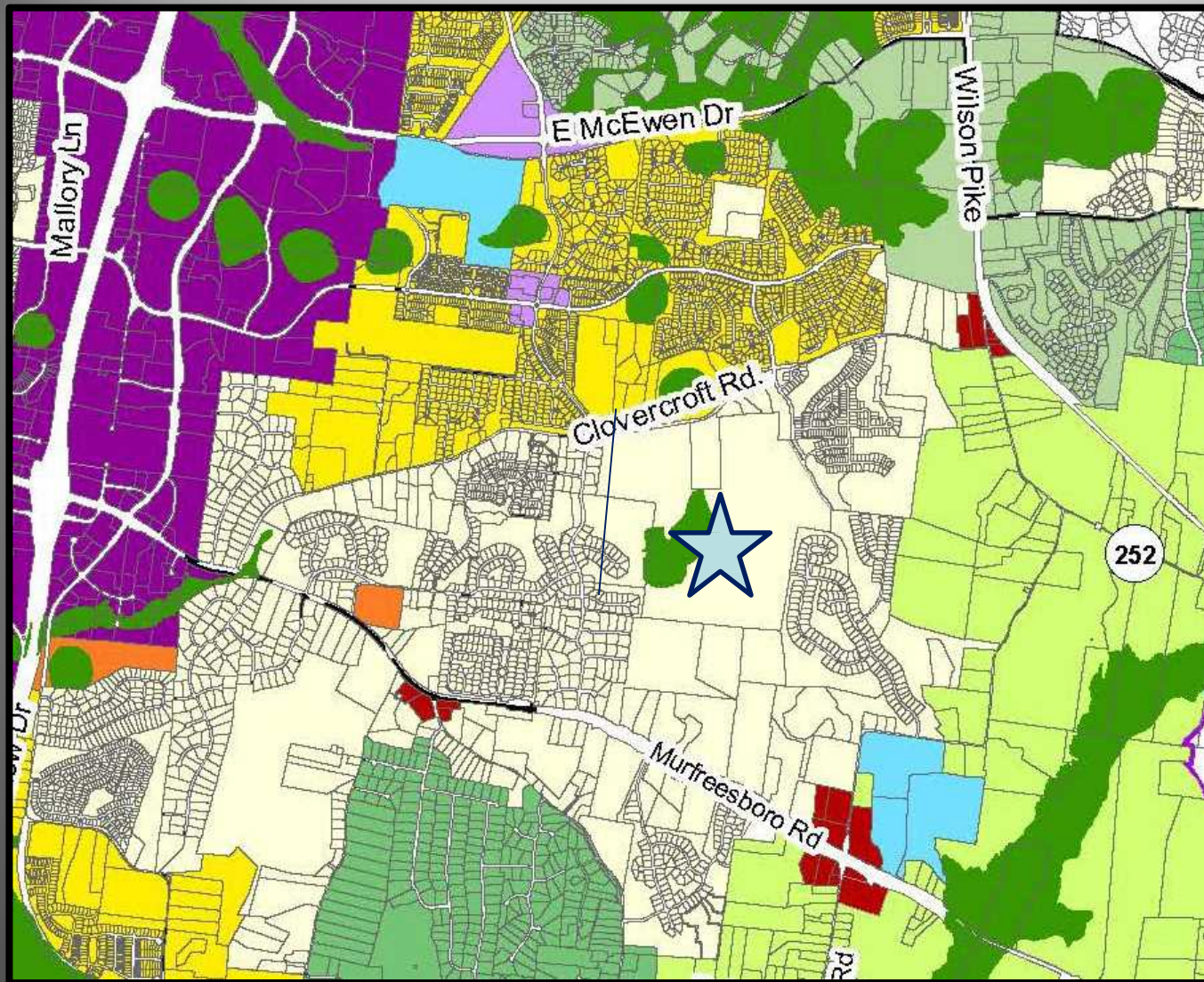
Poplar Farms

Joint Conceptual Workshop

December 10, 2020

City of Franklin TN

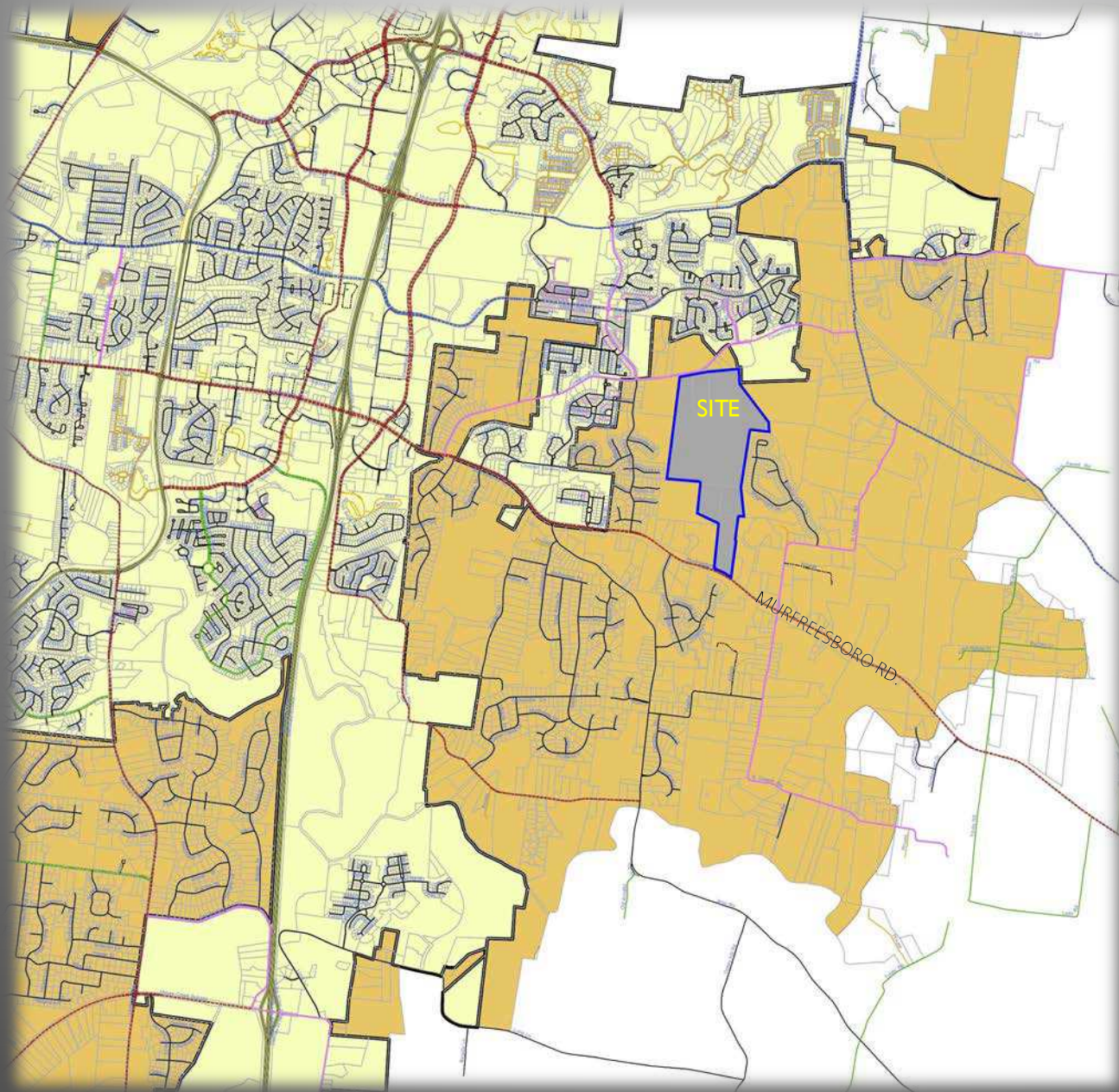




Legend

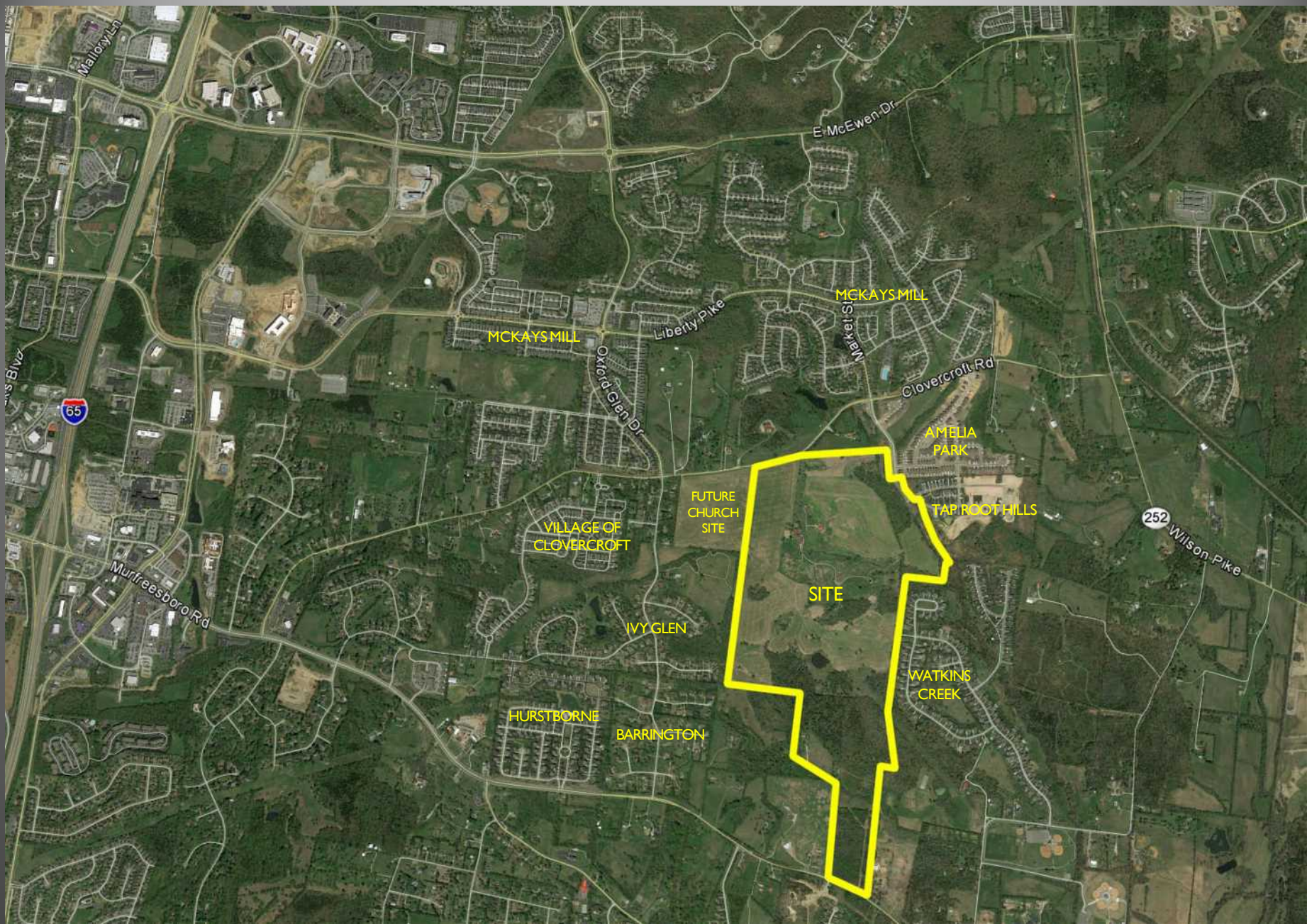
- Parcels
- Conservation
- Development Reserve
- Recreation
- Conservation
- Conservation Subdivision
- Large-Lot Residential
- Historic Residential
- Compact Residential
- Single-Family Residential
- Office Residential
- Mixed Residential
- Multifamily Residential
- Fifth Avenue North
- Main Street
- Neighborhood Mixed-Use
- Neighborhood Commercial
- Regional Commerce
- Industrial Flex
- City Limits
- Harpeth River
- Urban Growth Boundary

“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, streams, and tree rows as accessible community amenities.”



-  Franklin City Limits
-  Franklin Urban Growth Boundary
-  Williamson County

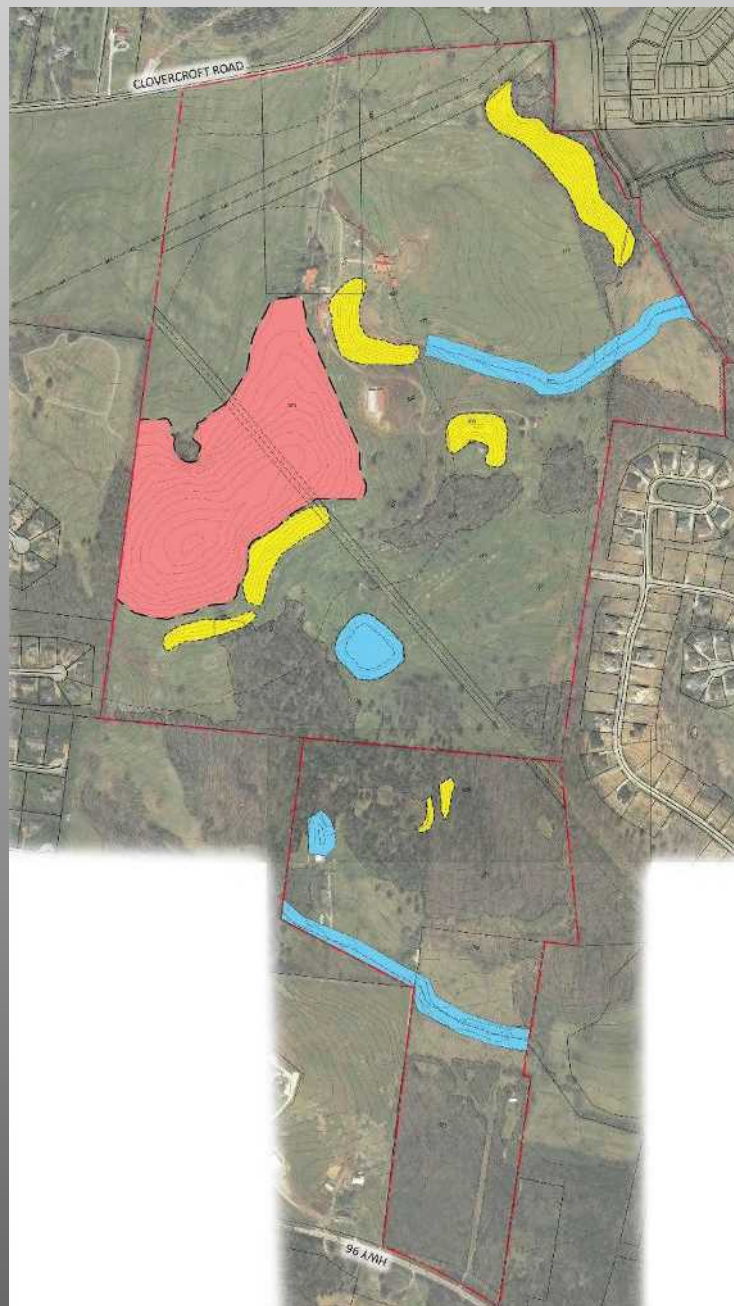
URBAN GROWN BOUNDARY



VICINITY MAP

SITE DATA CHART:

Total Site Area:	+/- 294 Ac
 Hillside Overlay:	(+/- 29.2 acres)
 Watercourse & Pond Buffers:	(+/- 11.3 acres)
 Slopes in Excess of 20%:	(+/- 12.5 acres)
TOTAL DEVELOPABLE ACREAGE:	+/- 241 Ac
Required Open Space	+/- 44 Ac.



- **A connection should be made to Hwy. 96 prior to any connectivity to Watkins Creek.**
 - *Acquisition of Stovall properties allows full connection of Market Street to Hwy. 96. Connectivity to Watkins Creek is TBD*
- **Lots closest in proximity to Watkins Creek fronting Market street are too small.**
 - *Previously proposed 40' wide lots have been increased to 65' wide alley-load product*
 - *A +/- 50' landscape buffer has been provided between Market Street and Watkins Creek homes (See Street Section)*
 - *A larger 30' front setback has been provided on these lots.*
 - *Projected roadway grade to be +/- 10' below Watkins Creek home elevations.*
- **Concern that smaller lots would hurt adjacent property values.**
 - *Size of homes will range from +/- 1,900 SF – 4,000 SF*
- **Concern about overall density of development.**
 - *Proposed density is consistent or lower than surrounding communities within the City of Franklin*
- **Limit lots facing Market Street extension in proximity to Watkins Creek.**
 - *Quantity of lots along the frontage of Market Street facing Watkins Creek have been reduced from 42 to 23.*
 - *Increased proposed lot sizes from 40' to 65' wide.*
 - *Over 65% of Market Street frontage is now Open Space.*
- **Keep smaller lots on interior of the Development.**
 - *98% of the perimeter lots are 65' width or greater.*
 - *All Lots 49' wide or less are on the interior of the community.*
- **Currently constructed roads surrounding this property are at capacity and are perceived as dangerous.**
 - *Traffic impact analysis is being completed to address off-site improvements as a result of future projections & our proposed development.*
- **Schools that serve this property are currently over capacity.**
 - *We have notified the School District of our proposed development as a requirement of this Development Plan*
- **Price range of proposed homes.**
 - *Anticipating \$450,000 - \$800,000. Final pricing will be dependent upon current market conditions.*

DEVELOPMENT PLAN

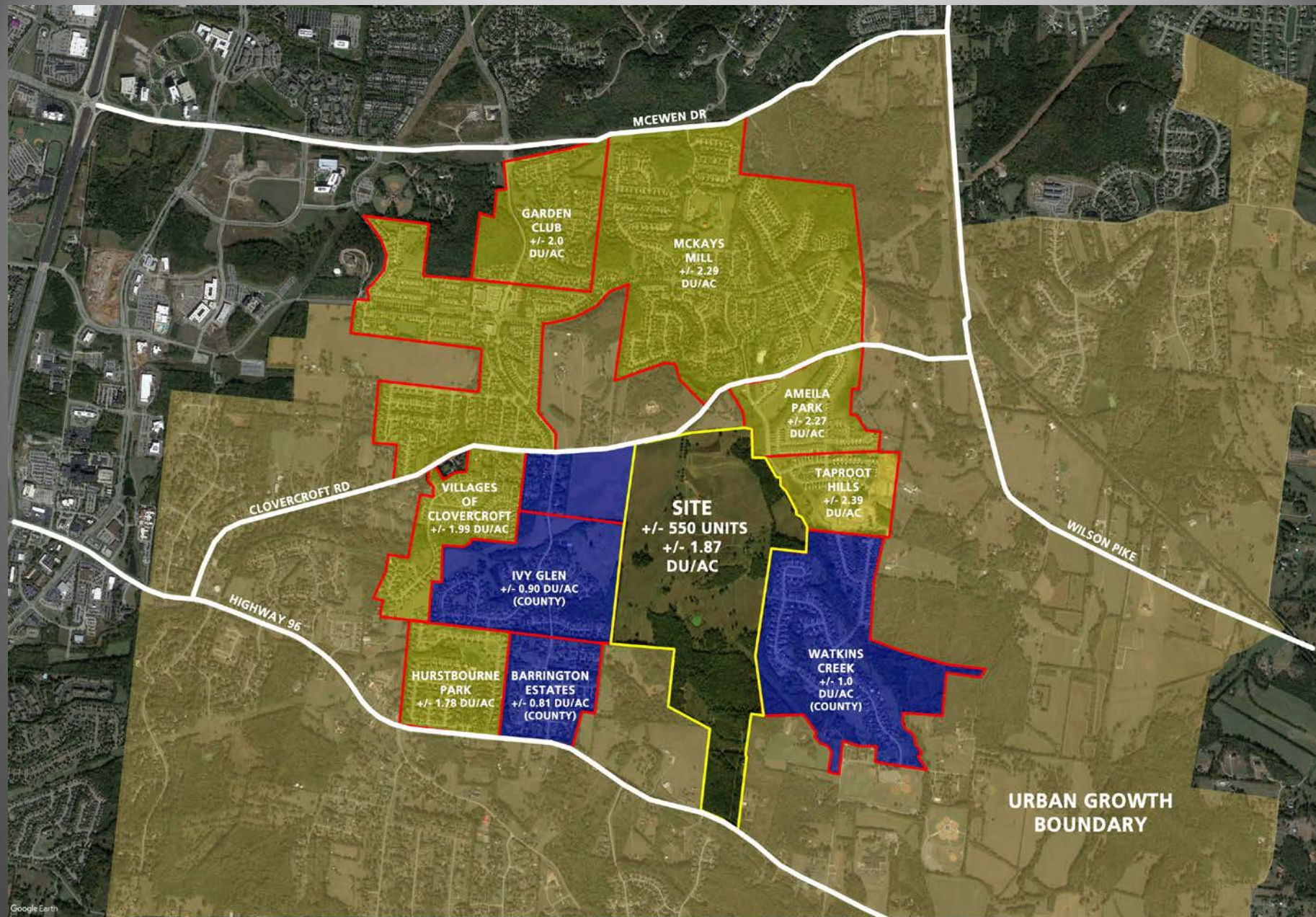
Project Acreage: +/- 294

Proposed Dwelling Units: +/- 550 - 1.87 DU/AC

Required Open Space: +/- 44 Ac (15%)

Proposed Open Space: +/- 107 Ac (37%)





Google Earth

OPEN SPACE



Trail Head



Amenity Center



Paved Greenway Trail



Market Street Greenway Trail



Native Trail



Proposed Open Space: +/- 107 Ac (37%)

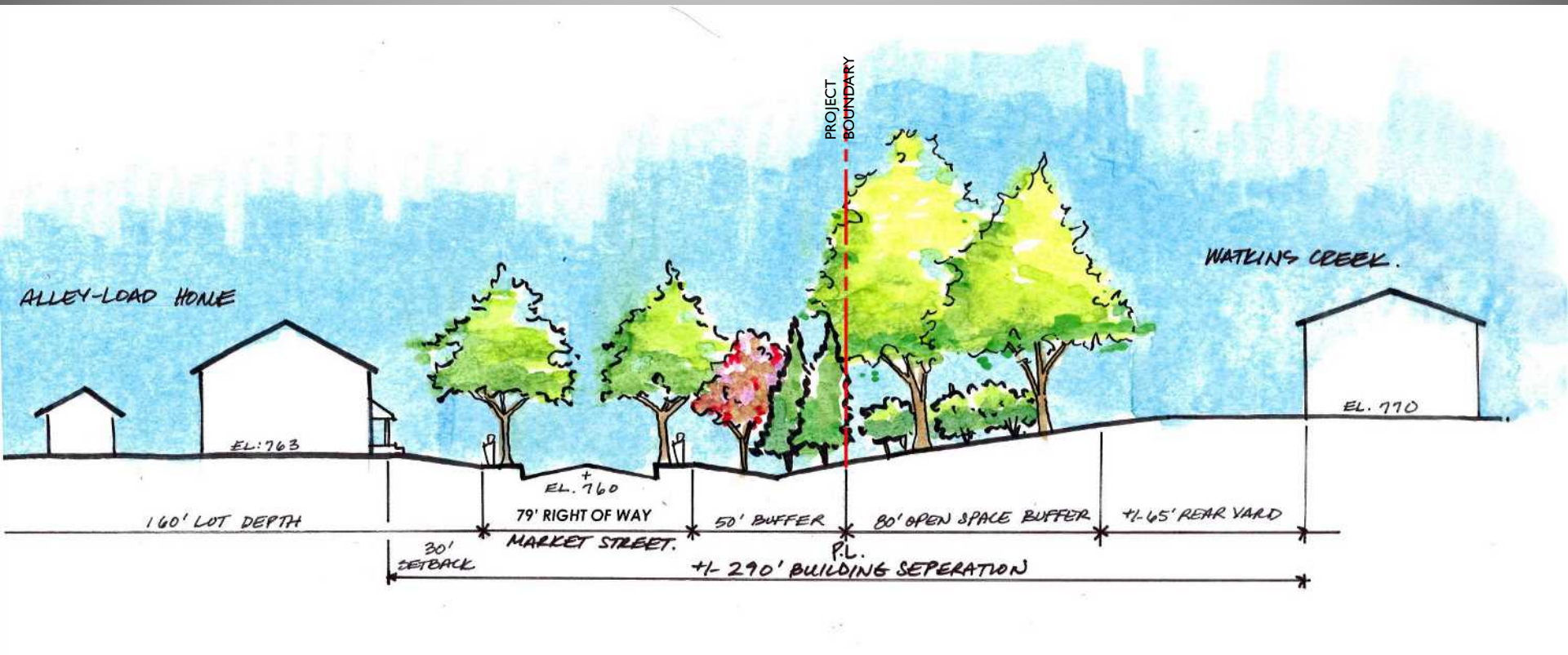
Market Street Connector: 79' R.O.W. – Minor Collector

Linear Feet: +/- 6,300 (1.2 Miles)

Linear Feet Residential Frontage (West Side): 2,210 (35%)

Linear Feet Open Space Frontage (West Side): 4,090 (65%)

Linear Feet Open Space Frontage (East Side): 6,150 (98%)



MARKET STREET – GRAPHIC SECTION

RESIDENTIAL LOT LAYOUT

Proposed Units: +/- 550

Proposed Density: +/- 1.87 Du / Ac

Proposed Lot Sizes:

34' x 120' : Alley	62 Lots	(11%)
40' x 120' : Alley	262 Lots	(48%)
50' x 160' : Alley	10 Lots	(2%)
65' x 160' : Alley	32 Lots	(6%)
65' x 130' : Front Load	183 Lots	(33%)
Estate Lot : Front Load	1 (+/- 9 Ac.)	





EXAMPLE ARCHITECTURE
65'FRONT LOAD : +/- 2,500 – 4,000 SF



EXAMPLE ARCHITECTURE
65'FRONT LOAD : +/- 2,500 – 4,000 SF



EXAMPLE ARCHITECTURE
65'FRONT LOAD : +/- 2,500 – 4,000 SF



EXAMPLE ARCHITECTURE
34-65' ALLEY LOAD : +/- 1,900 – 2,500 SF



EXAMPLE ARCHITECTURE
34-65' ALLEY LOAD : +/- 1,900 – 2,500 SF



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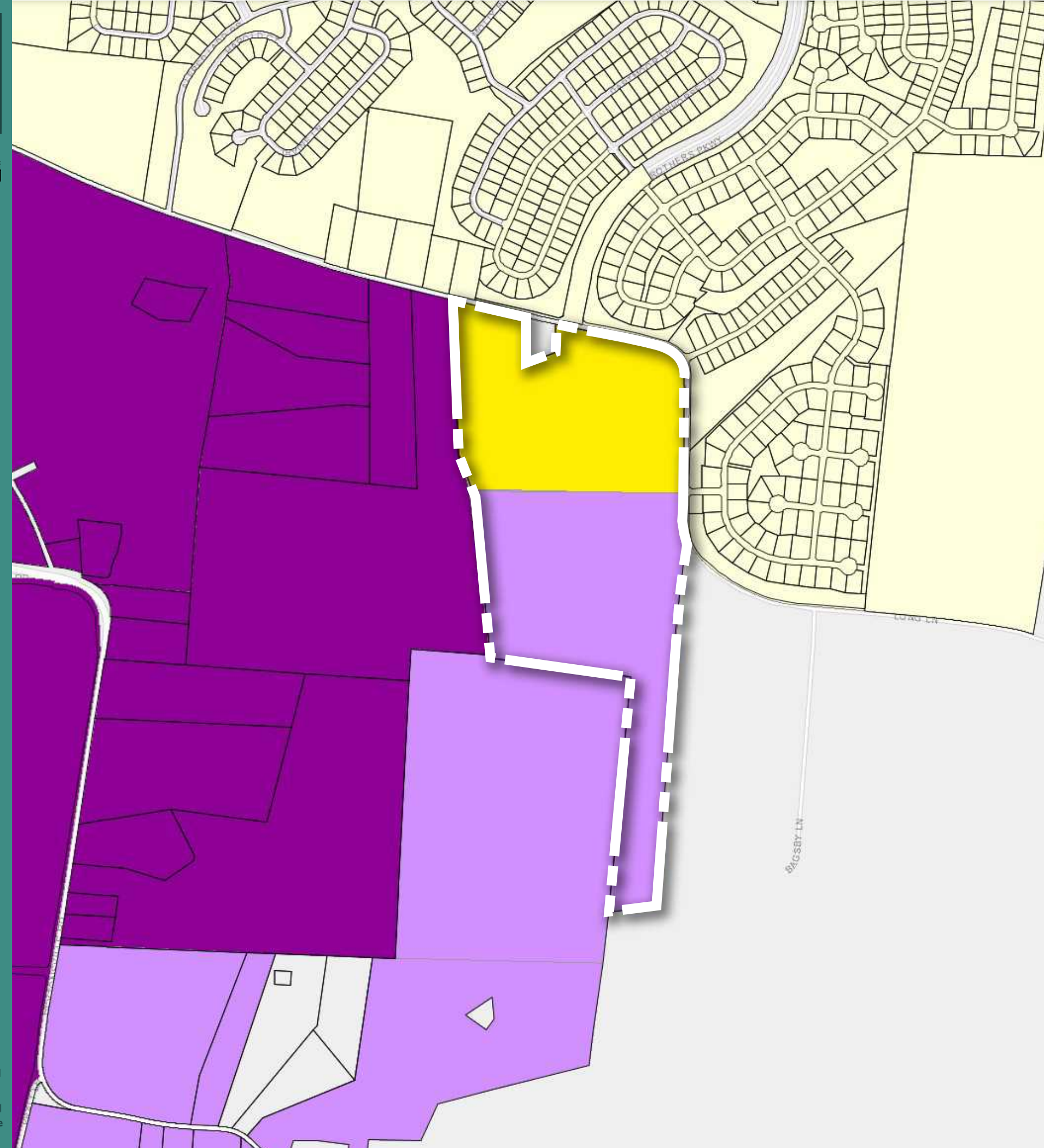


LONG LANE PUD

JOINT CONCEPTUAL WORKSHOP

December 14, 2020





ENVISION FRANKLIN

MIXED RESIDENTIAL

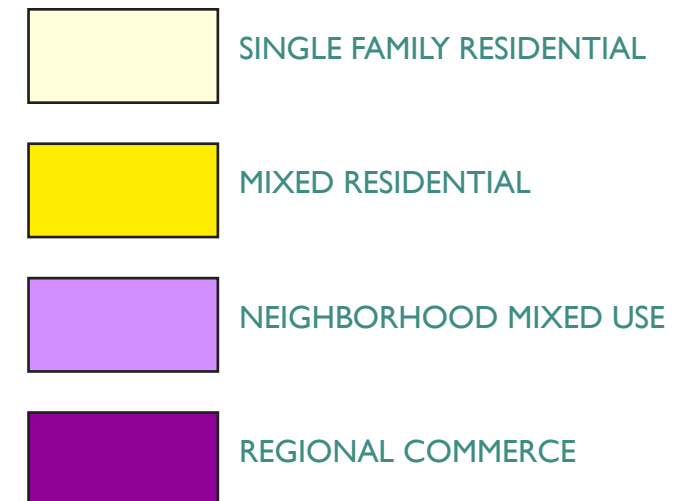
The Mixed Residential design concept contains residential neighborhoods with a combination of single-family dwellings, big houses, duplexes, and townhouses.

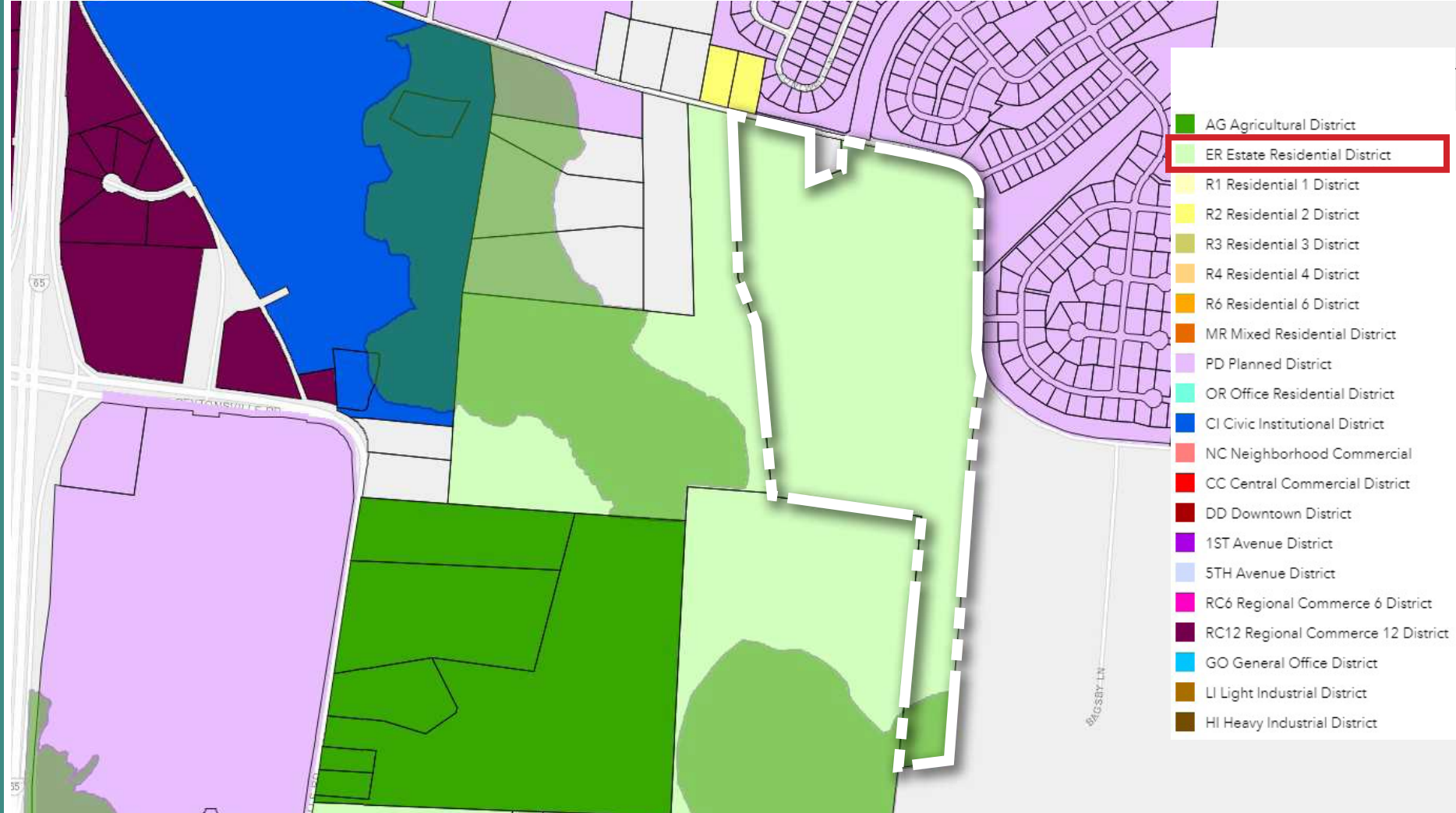
New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations.

NEIGHBORHOOD MIXED-USE

The Neighborhood Mixed-Use design concept provides a diverse mix of high-activity uses with a connected and walkable block layout.

These centers and corridors should have coordinated development patterns at a pedestrian scale, with high-quality architecture, plazas, sidewalks, and pedestrian and bicycle amenities.



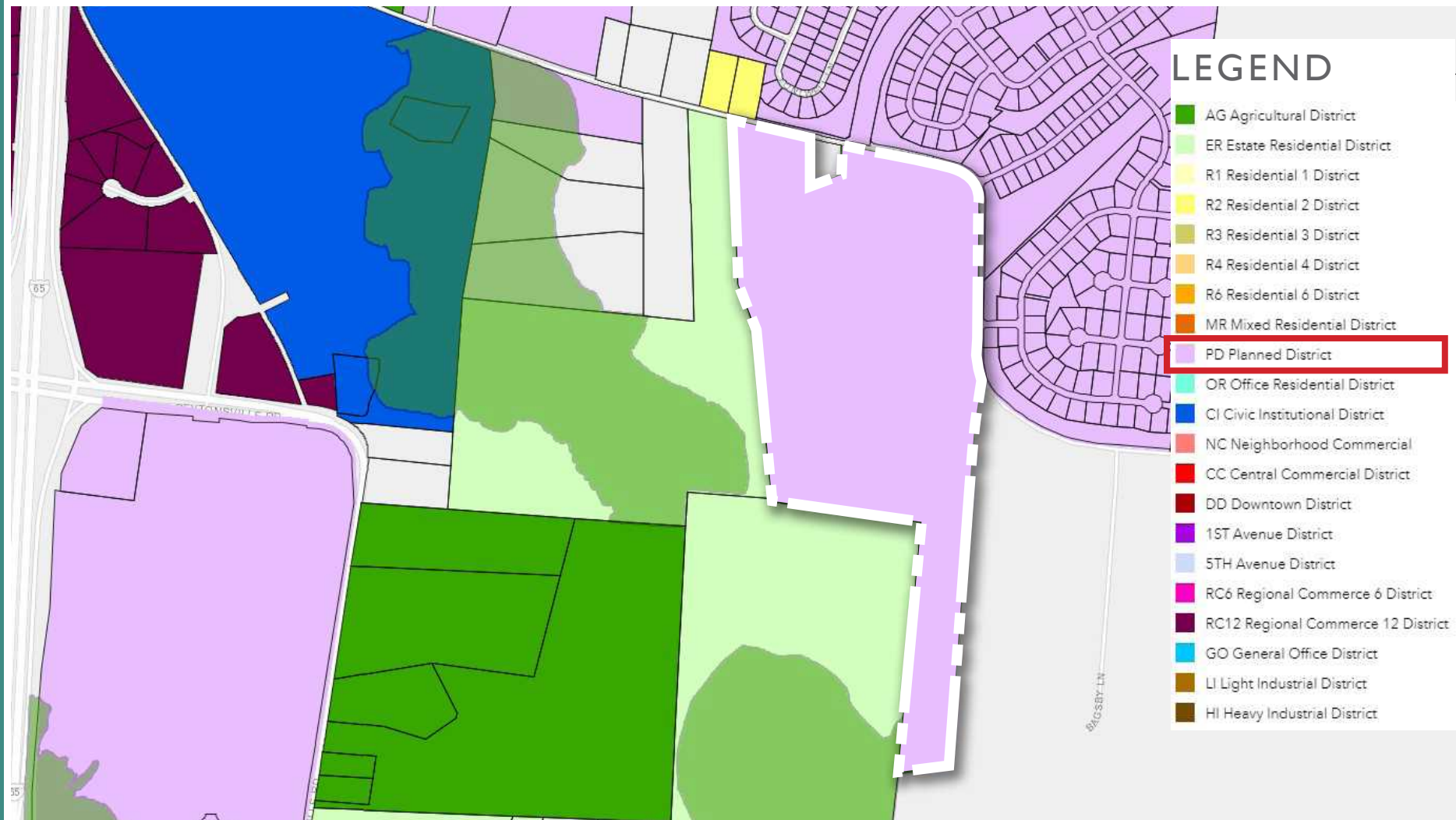


ZONING

CURRENT ZONING:

ESTATE RESIDENTIAL (ER):

The ER district is intended to provide for single-family residential on estate-sized lots and for preservation of rural character. (COF ZO)



PROPOSED ZONING:

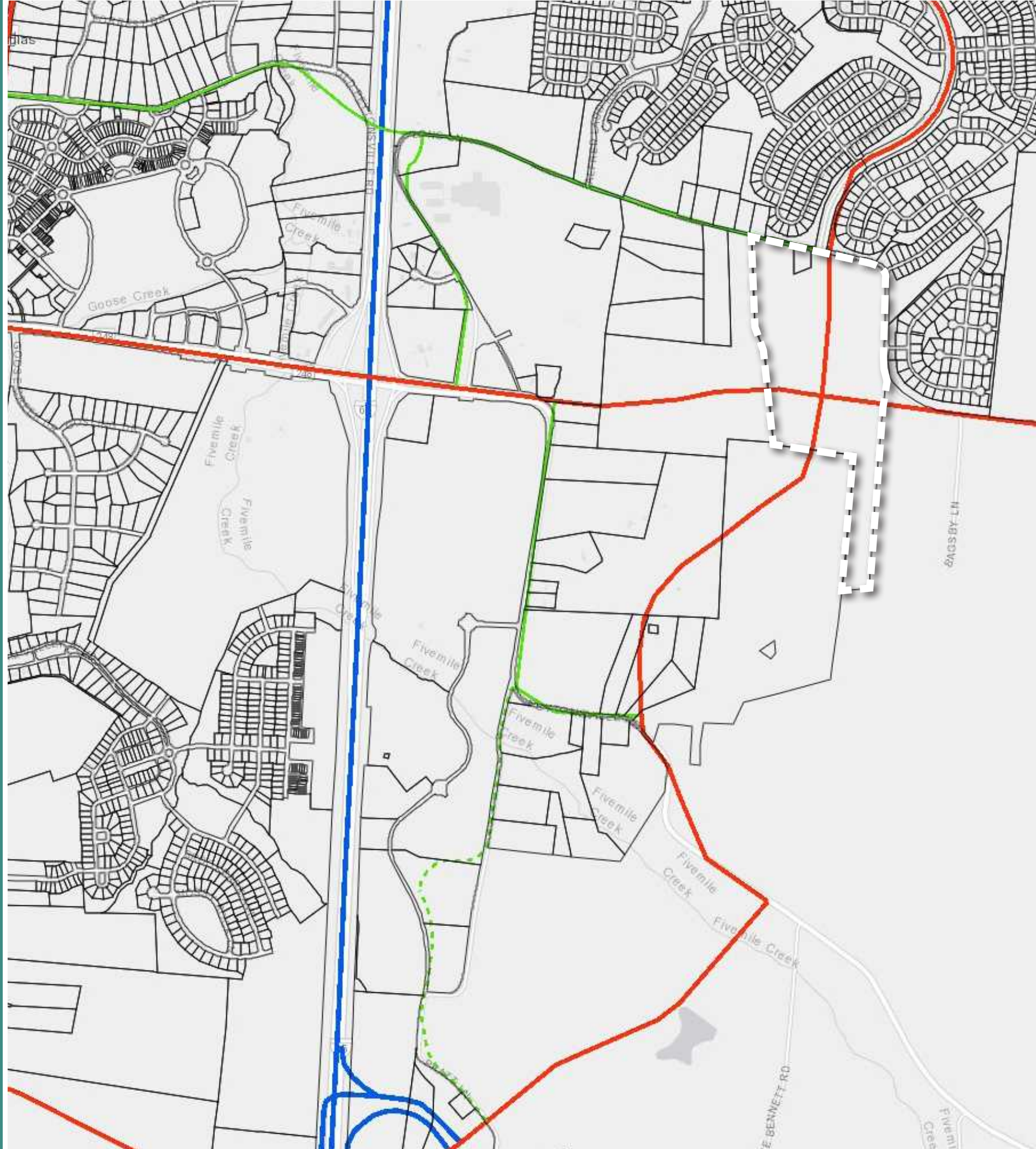
PLANNED DISTRICT (PD):

The PD district is intended to:

A. Allow for the review and approval of a development plan that establishes the entitlements for a property, including a customized combination of permitted uses, building types, frontage types, setbacks, and any modifications of standards in accordance with Section 20.8, Development Plan;

B. Allow for the implementation of Envision Franklin guiding principles and design concepts; and

C. Utilize the planned unit development process in accordance with State law. (COF ZO)



MAJOR THOROUGHFARE PLAN

- Major Thoroughfare Plan
- Freeway/Expressway
 - Major Arterial
 - - Minor Arterial
 - Major Collector
 - - Minor Collector



ARCHITECTURE | PLANNING
CONSORTIUM

LONG LANE PUD DEVELOPMENT PLAN



MASTER PLAN

SITE AREA:	78.21 AC
TOTAL UNITS:	411
NON-RESIDENTIAL:	16,938 SF
BUILDING HEIGHTS:	1-3 STORIES
REQUIRED PARKING:	911 SPACES
PROVIDED PARKING:	935 SPACES

EXAMPLE ARCHITECTURE



1 site perspective looking north



2 perspective from the southwest



3 perspective from the northwest



4 site perspective from the northeast corner





ARCHITECTURE | PLANNING
CONSORTIUM

LONG LANE PUD DEVELOPMENT PLAN



EXAMPLE ARCHITECTURE



1 site perspective looking toward main west entry



2 site perspective looking from the southeast



3 site perspective from the southwest intersection



ARCHITECTURE | PLANNING
CONSORTIUM

LONG LANE PUD DEVELOPMENT PLAN



NEXT STEPS

Pre App Submittal: 11/30/2020

Initial Submittal: 12/14/2020

Resubmittal: 1/7/2021

Planning Commission: 1/28/2020