



Meeting Agenda

Work Session

Tuesday, February 9, 2021

5:00 PM

Board Room

The Board of Mayor and Aldermen Work Session will limit physical access in the meeting room due to current limitations on public gatherings. Accommodations have been made to ensure that the public is able to participate in the meeting. The public may participate 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. • Call in to the conference meeting 1-312-626-6799, Meeting ID: 934 3765 5940 Passcode: 025419. Callers will be unmuted and given an opportunity to comment during the meeting at specific times. • Limited viewing will be available in the lobby of City Hall to watch the live video and make public comment. • The public may email comments and questions prior to 3:30 p.m. on the day of the meeting to recorder@franklinton.gov to be read aloud. • Live comments and those submitted by email will be limited to 2 minutes. • City YouTube: <https://www.youtube.com/user/CityOfFranklin> • City Facebook Live: <https://www.facebook.com/CityOfFranklin> • City website: <https://www.franklinton.gov/franklin-tv>

CALL TO ORDER

MEETING PROCEDURE CHANGES

1. Consideration Of Resolution 2021-11, A Resolution Declaring That The Board Of Mayor And Aldermen Members Shall Meet On February 9, 2021 For Work Session 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: Shauna Billingsley

OATH OF OFFICE

2. Administration Of Oath Of Office To Newly Appointed At-Large Alderman, John Schroer In Accordance With The City Charter, Article IV, Section 4.

Sponsors: Board of Mayor and Aldermen

CITIZEN COMMENTS

WORK SESSION DISCUSSION ITEMS

3. *Consideration Of Certificate Of Compliance For Wine In Grocery Store For Mapco Store #3303 Located At 501 Liberty Pike, Franklin, TN, 37064 (Managing Agent Keith Slater; Frederic Chaveyriat (CEO), Keith Slater (Chief Financial Officer, Treasurer), And Catherine West (Secretary, General Counsel) Executive Officers).

Sponsors: Lanaii Benne

4. Consideration Of Resolution 2020-295, A Resolution Adopting A Plan Of Services For The Annexation Of 2208 Crossway Drive And 1190 Lewisburg Pike, By The City Of Franklin, Tennessee. Establishing A Public Hearing For March 23, 2021.

FMPC 1/28/21, 9-0

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

5. Consideration Of Resolution 2020-296, A Resolution To Annex 1190 Lewisburg Pike And 2208 Crossway Drive, Consisting Of 52.0 Acres, Property Located South Of Bowman Road And West Of Lewisburg Pike And Not Adjoining The City Limits Within The Southern Part Of The Franklin Urban Growth Boundary (UGB). Establishing A Public Hearing For March 23, 2021.

FMPC 1/28/21, 9-0

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

6. Consideration of Ordinance 2020-35, An Ordinance To Zone 52.0 Acres Planned (PD 0.73) District, Hillside-Hillcrest Overlay (HHO) District And 500ft Hillside Buffer, For The Property Located South Of Bowman Road And West Of Lewisburg Pike, 1190 Lewisburg Pike And 2208 Crossway Drive (Tuck Away PUD). Establishing A Public Hearing For March 23, 2021.

FMPC 1/28/21, 7-1

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

7. Consideration of Resolution 2020-297, A Resolution Approving A Development Plan For Tuck Away PUD Subdivision With 1 Modification Of Development Standards For External Connectivity, For The Property Located South Of Bowman Road And West Of Lewisburg Pike, Located At 1190 Lewisburg Pike And 2208 Crossway Drive. Establishing A Public Hearing For March 23, 2021.

FMPC 1/28/21, 6-2; MOS #1, 7-1

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

8. *Consideration Of Resolution 2020-182, A Resolution To Adopt The Revision Of The City Of Franklin Neighborhood Traffic Calming Program (NTCP).

CIC 9/24/20, 4-0

WS 10/24/20

Sponsors: Paul Holzen, Jonathan Marston, Adam Moser

9. Consideration Of Resolution 2020-186, A Resolution To Approve Payment Of An Incentive To The Franklin Housing Authority (FHA) Of Up To \$176,652.00 To Help Offset The Cost of Impact Fees Paid By The Housing Authority in Conjunction With Construction of New Low- and Moderate-Income Housing As part Of The Cherokee Planned Unit Development (PUD) (COF Project No. 7313).

Sponsors: Tom Marsh, Kathleen Sauseda

10. Consideration Of DRAFT Change Order 1 For COF Contract No. 2020-0020 With Garney Construction For The Spencer Creek At Franklin Road Sanitary Sewer Project.

Sponsors: Michelle Hatcher, Patricia McNeese

11. Update And Discussion Of Parks Department Capital Investment Projects.

Sponsors: Mark Hilty, Lisa Clayton

OTHER BUSINESS

ADJOURN

Anyone needing accommodations due to disabilities please contact the ADA Coordinator at 615-791-3277 at least 24 hours prior to the meeting.



File #: 21-01648

DATE: January 21, 2021
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Shauna Billingsley, City Attorney

SUBJECT:

Consideration Of Resolution 2021-11, A Resolution Declaring That The Board Of Mayor And Aldermen Members Shall Meet On February 9, 2021 For Work Session 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.

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning conducting the Board of Mayor and Aldermen by electronic means to limit physical contact for the health and safety of all citizens.

BACKGROUND/STAFF COMMENTS:

Due to the COVID-19 Outbreak citizens need to limit potential exposure to the virus by limiting contact with others. To support this effort the City of Franklin boards and commissions will meet electronically rather than gathering a quorum physically in the same location to conduct their essential business.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2021-11.

RESOLUTION 2021-11

A RESOLUTION DECLARING THAT THE BOARD OF MAYOR AND ALDERMEN SHALL MEET ON FEBRUARY 9, 2021, FOR WORK SESSION 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

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, Executive Order No. 65, and Executive Order No. 71, allowing electronic meetings while continuing to function openly and transparently; and

WHEREAS, Mayor Moore issued Executive Orders No. 2020-03, No. 2020-05, 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 Board of Mayor and Aldermen believes it is in the best interest of the City of Franklin to conduct the February 9, 2021, work session by electronic means.

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

The work session scheduled for February 9, 2021, at 5 p.m. shall be conducted by electronic means rather than requiring a quorum of the members of the 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/10745/1092>

IT IS SO RESOLVED AND DONE on this 9th day of February, 2021.

ATTEST:

By: _____
Eric S. Stuckey
City Administrator

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

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



File #: 21-01680

DATE: January 29, 2021
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Lanaii Benne, Asst. City Recorder

SUBJECT:

*Consideration Of Certificate Of Compliance For Wine In Grocery Store For Mapco Store #3303 Located At 501 Liberty Pike, Franklin, TN, 37064 (Managing Agent Keith Slater; Frederic Chaveyriat (CEO), Keith Slater (Chief Financial Officer, Treasurer), And Catherine West (Secretary, General Counsel) Executive Officers).

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning a Wine in Grocery Store Retail Certificate.

BACKGROUND/STAFF COMMENTS:

This certificate is for the Mapco located at 501 Liberty Pike. Keith Slater has made application to sell wine at this location. The application meets all requirements.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve the Wine in Grocery Store Certificate for MAPCO at 501 Liberty Pike.

HISTORIC
FRANKLIN
TENNESSEE**CERTIFICATE OF COMPLIANCE**
RETAIL FOOD STORE WINE
(Mapco 3303) – (501 Liberty Pike)

The City of Franklin hereby certifies the following facts concerning application in the name of Keith Slater (Managing Agent) with Mapco Express Inc., 800 Crescent Centre Dr Suite 300, Franklin, TN 37067, and Executive Officers Frederic Chaveyriat (CEO), Keith Slater (Chief Financial Officer, Treasurer), and Catherine West (Secretary, General Counsel), who has made application for a Certificate of Compliance to sell retail food store wine at 501 Liberty Pike, Franklin, TN 37064 which is within the corporate limits of the City of Franklin, Williamson, County, Tennessee:

1. An investigation has been undertaken of the applicant's felony criminal record and of the location of said business, and from said investigation the undersigned certify that the applicant or applicants who are to be in actual charge of the business have not been convicted of a felony within a ten-year period immediately preceding the date of application and, if a corporation, that the executive officers or those in control have not been convicted of a felony within a ten-year period immediately preceding the date of the application;

2. The applicant or applicants have secured a location which lies within the city limits of the City of Franklin which complies with all applicable zoning laws adopted therein by the City.

This the 9th day of February, 2021

Dr. Ken Moore, Mayor
City of Franklin

ATTEST: _____
Eric Stuckey, City Administrator/Recorder



File #: 20-01494

DATE: January 21, 2021
TO: Board of Mayor and Aldermen
FROM: Emily Wright, Planning Director
Amy Diaz-Barriga, Planning Supervisor
Joseph Bryan, Principal Planner

SUBJECT:

Consideration Of Resolution 2020-295, A Resolution Adopting A Plan Of Services For The Annexation Of 2208 Crossway Drive And 1190 Lewisburg Pike, By The City Of Franklin, Tennessee. Establishing A Public Hearing For March 23, 2021.
FMPC 1/28/21, 9-0

PURPOSE:

PROJECT INFORMATION

COF Project Number: 7389
Applicant: Greg Gamble, Gamble Design Collaborative
Owner: Jim Cross

BACKGROUND/STAFF COMMENTS:

The applicant is requesting a Plan of Services for the property located south Bowman Road and North of Henpeck Lane, located at 2208 Crossway Drive and 1190 Lewisburg Pike. Resolution 2020-295 is a City of Franklin drafted plan of services for the two properties being considered as part of the proposed request for annexation, Resolution 2020-296. The Plan of Services outlines how infrastructure will need to be provided to serve the two properties of 52 acres. There is an attached memo that addresses criteria that staff considers for non-contiguous annexation requests.

The Property is located within the City of Franklin water service area with an approximately 3,000-foot extension needed to serve the property. Because of the close proximity to water lines, reclaimed water will not be required to be extended to the property. One item of note is that this property falls into the SW4 and Goose Creek drainage basins: the Goose Creek basin was identified as a short-term growth area in the 2018 growth study, whereas, the SW4 basin is a long-term growth area. The proximity of sewer to this particular property is closer than most parcels in the SW4 basin. Three parcels to the south were annexed into the City in 2020 since City sewer was extended to the western side of Lewisburg Pike to serve the two Williamson County Schools. The owner of each property shall be required to extend the sanitary sewer mains and interceptors necessary to provide service to the property.

Access to the property shall be provided from various existing roadways within the region. As

properties develop, road improvements and road extensions shall be required in accordance with Connect Franklin. No additional manpower or equipment will be necessary for either Fire, Police Protection, or Sanitation.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2020-295.

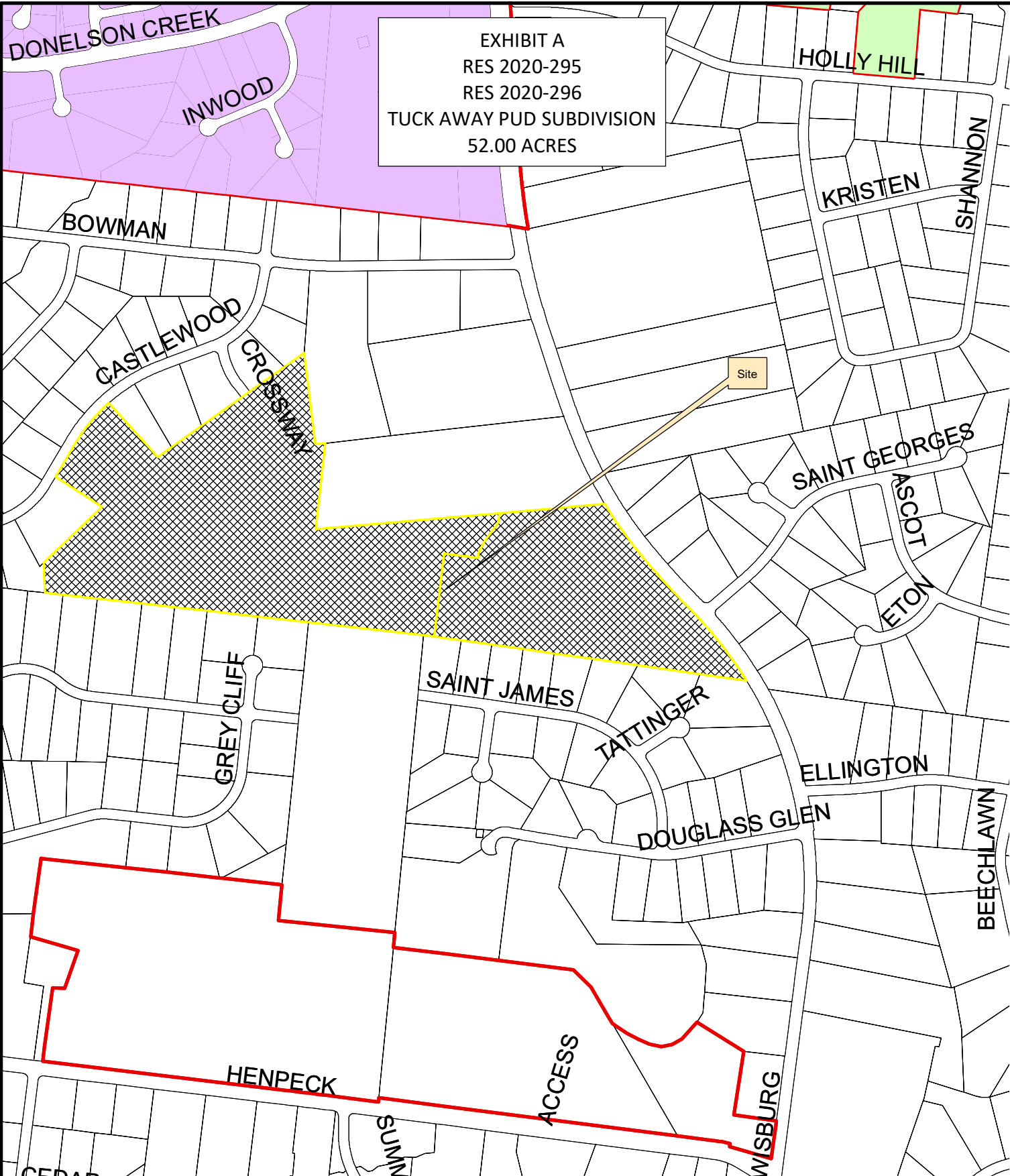
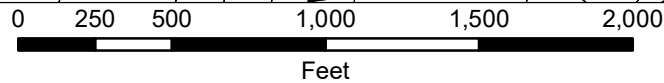


EXHIBIT A
RES 2020-295
RES 2020-296
TUCK AWAY PUD SUBDIVISION
52.00 ACRES

Legend

-  Tuck Away PUD Subdivision
-  Existing City Limits



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It was compiled from the most authentic information available.
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RESOLUTION 2020-295

A RESOLUTION ADOPTING A PLAN OF SERVICES FOR THE ANNEXATION OF 2208 CROSSWAY DRIVE AND 1190 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, Jim Cross, (Owner) of property located at 2208 Crossway Drive and 1190 Lewisburg Pike (Property) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (City), to annex the Property adjoining the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the Property is located south of Bowman Road and west of 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
105-28.01	34.79
106-8.00	17.21
Total	52.00

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 City of Franklin service area.
2. Water availability shall be approved and provided through the City of Franklin 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, an approximately 3,000-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 SW4 Basin as defined in the City of Franklin Sanitary Sewer Basin Study.
2. The Owner shall be required to extend the sanitary sewer main approximately 2,500 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 main.
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.

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 the extension of Crossway Drive that will line up with the planned curb cut on 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.

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 streetlights shall coincide with the phasing of development and issuance of Certificates of Occupancy.

H. Street Name Signs

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

I. Fire Protection

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

J. Planning and Zoning

1. The planning and zoning jurisdiction of the City will extend to the annexed area on and after the effective date of annexation.
2. The Envision Franklin Land Use Plan places the subject properties in the Large Lot Residential Design Concept. Envision Franklin recommends that new development in Large Lot Residential have a minimum lot size of one acre or more to fit contextually with surrounding neighborhoods and be designed around natural features to highlight forested areas, hillsides and hilltops, streams, and tree rows.
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 Dedication Ordinance.

L. Police Protection

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

M. Building and Code Inspection Services

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

N. Garbage and Recycling Pickup and Environmental Services

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

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

ADOPTED THIS _____.

ERIC S. STUCKEY
City Administrator

DR. KEN MOORE
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

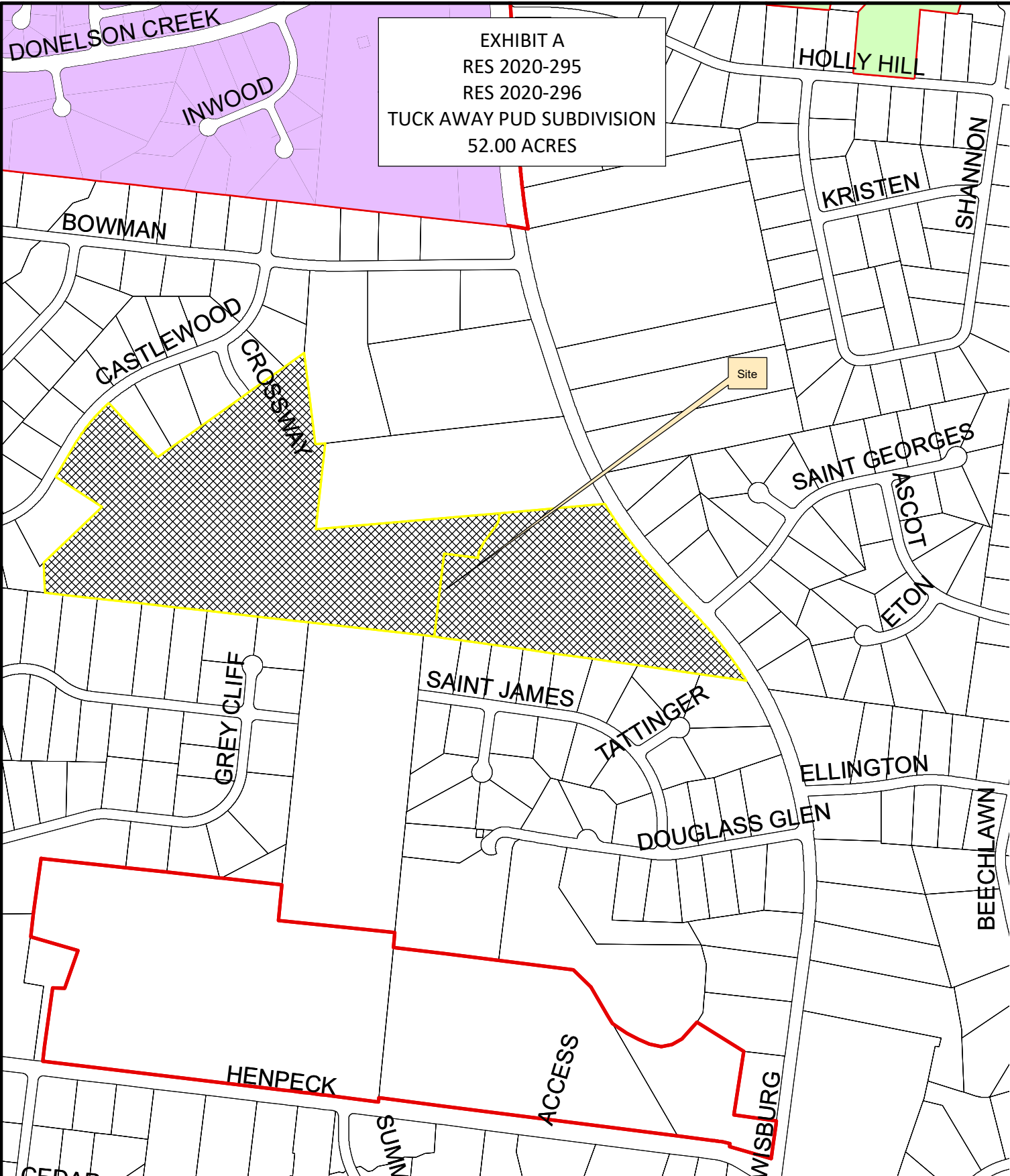


EXHIBIT A
RES 2020-295
RES 2020-296
TUCK AWAY PUD SUBDIVISION
52.00 ACRES

Legend

-  Tuck Away PUD Subdivision
-  Existing City Limits



0 250 500 1,000 1,500 2,000
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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TUCK AWAY

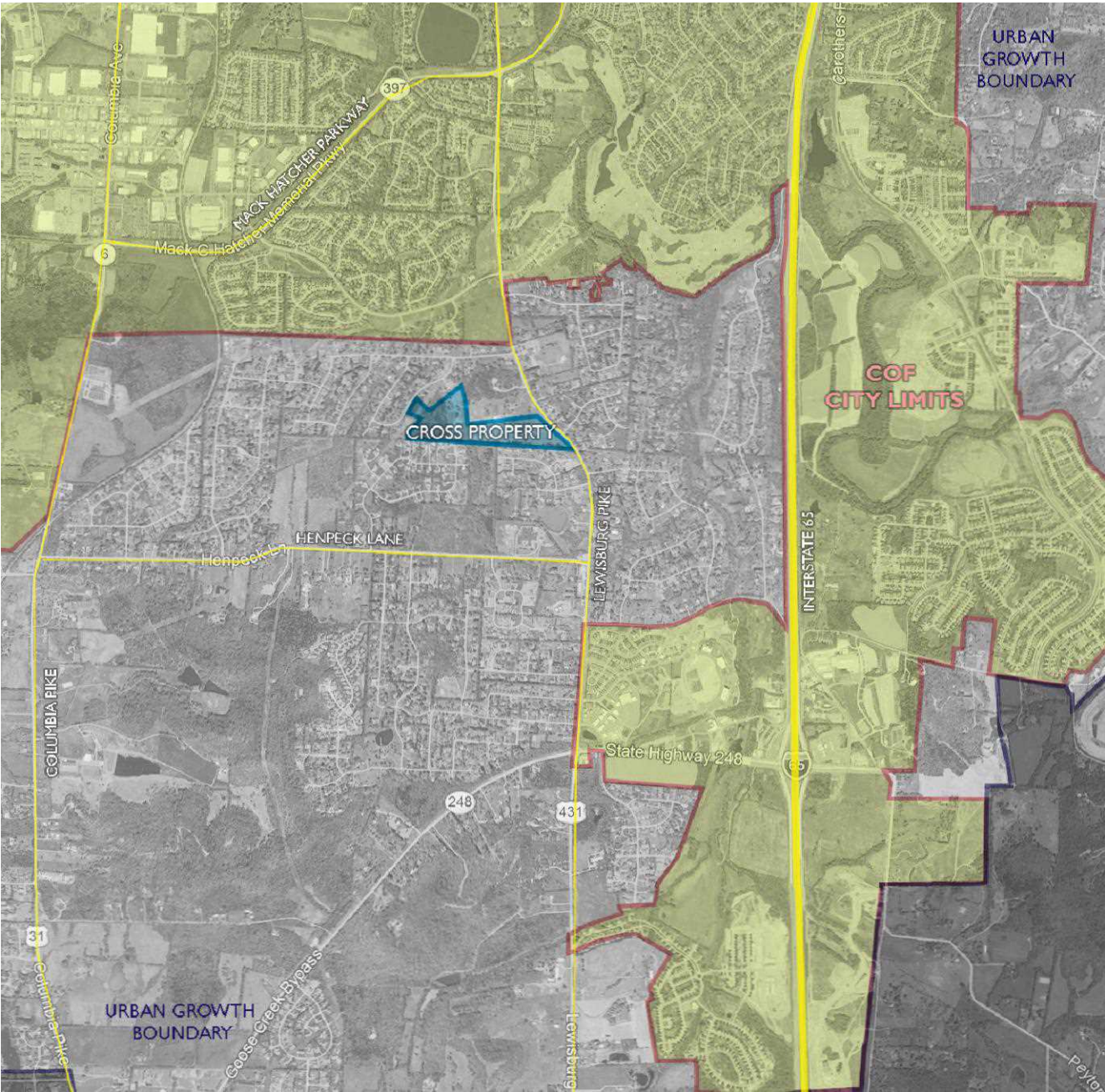
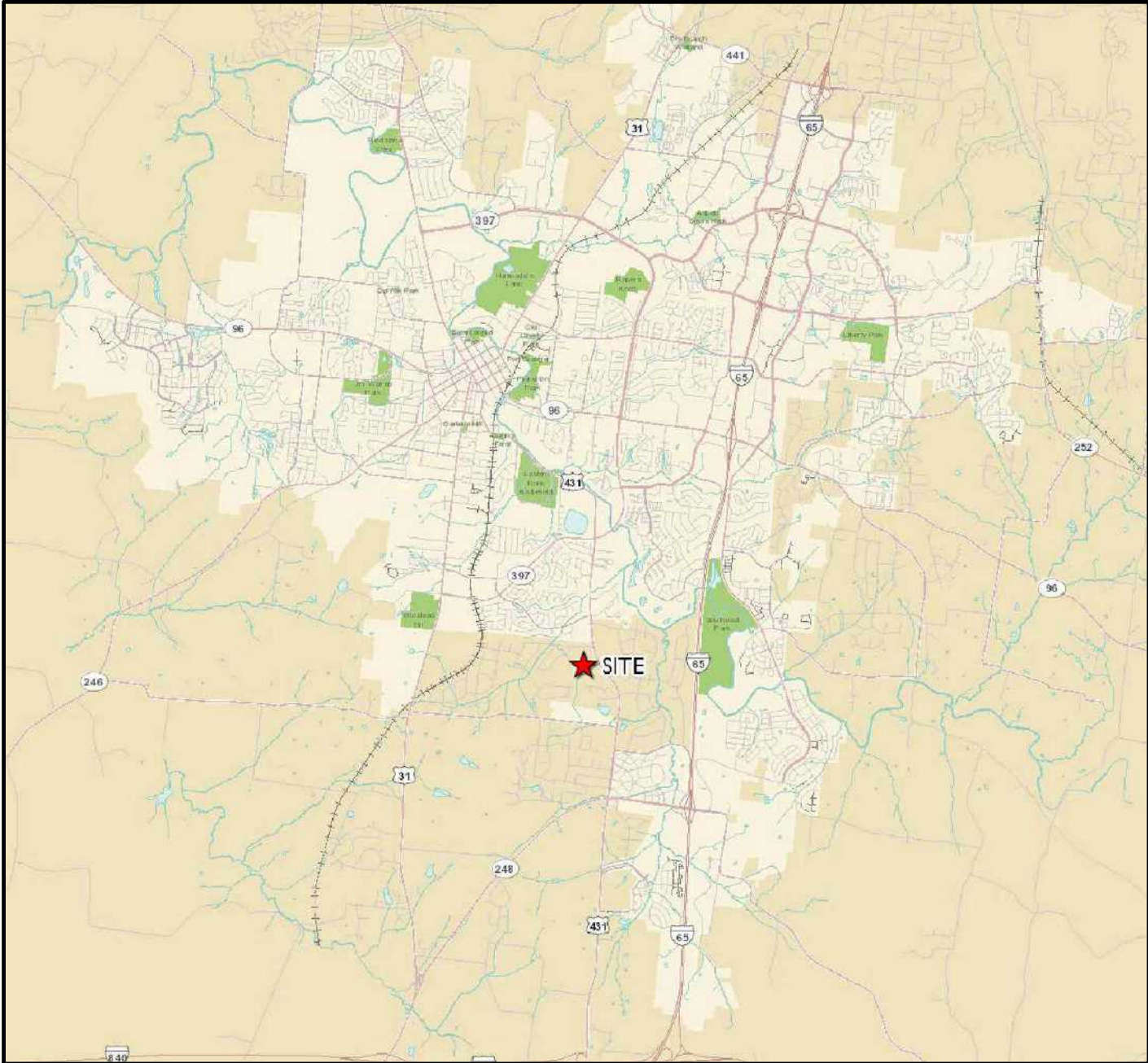
ANNEXATION & PLAN OF SERVICES

PD (SPECIFIC DEVELOPMENT - RESIDENTIAL - 0.73)
FRANKLIN, WILLIAMSON, TENNESSEE

APPLICANT & LANDSCAPE ARCHITECT:
GAMBLE DESIGN COLLABORATIVE
GREG GAMBLE
324 LIBERTY PIKE
SUITE 145
FRANKLIN, TN 37064
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:
ENERGY, LAND, AND INFRASTRUCTURE LLC.
1420 DONELSON PIKE
SUITE A-12
NASHVILLE, TN 37217
(615) 383-6300

OWNER / DEVELOPER:
JIM CROSS
103 FORREST CROSSING BLVD.
SUITE 205
FRANKLIN, TN 37064



SITE DATA	
SUBDIVISION/DEVELOPMENT:	TUCK AWAY / PD
COF PROJECT NUMBER:	XXXX
TAX MAP & PARCELS:	106 00800, 105 02801
ADDRESS:	1190 LEWISBURG PIKE
CITY:	FRANKLIN
COUNTY:	WILLIAMSON
STATE:	TENNESSEE
CIVIL DISTRICT:	10TH
SITE ACREAGE:	52 AC
CHARACTER OVERLAY:	HHO, HHO 500' BUFFER
EXISTING ZONING:	MGA-1
PROPOSED ZONING:	PD
APPLICABLE DEVELOPMENT STANDARDS:	CONVENTIONAL
APPLICANT:	GAMBLE DESIGN COLLABORATIVE
ADDRESS:	324 LIBERTY PIKE, SUITE 145 FRANKLIN, TN 37064 (615) 975-5765
PHONE:	GREG.GAMBLE@GDC-TN.COM
EMAIL:	GREG GAMBLE
CONTACT:	

VICINITY MAPS



COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY CITY OF FRANKLIN STAFF WILL OCCUR 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.

SHEET INDEX

- C0.0 COVER SHEET
- C0.1 MASTER PLAN
- C1.0 EXISTING CONDITIONS
- C1.1 EXST. CONDITIONS ENLARGEMENT
- C1.2 EXST. CONDITIONS ENLARGEMENT
- C1.3 EXST. CONDITIONS ENLARGEMENT
- C1.4 EXST. CONDITIONS ENLARGEMENT

STATEMENT OF IMPACTS

WATER UTILITY DISTRICT:	CITY OF FRANKLIN
WATER DEMAND (GALLONS/DAY):	13,300 GPD
SEWER FACILITIES:	CITY OF FRANKLIN
PEAK FLOW (GALLONS/DAY):	13,300 GPD
FIRE SERVICES:	FIRE STATION #5 (1.9 MILES)
SCHOOLS:	
ELEMENTARY:	OAK VIEW ELEMENTARY SCHOOL (1.1 MILES)
MIDDLE:	HERITAGE MIDDLE SCHOOL (8.4 MILES)
HIGH:	INDEPENDENCE HIGH SCHOOL (5.3 MILES)



PRE-APP SUBMITTAL: SEPTEMBER 28, 2020
INITIAL SUBMITTAL: OCTOBER 12, 2020
RESUBMITTAL:
ONE STOP:
COF #:



TUCK AWAY

ANNEXATION & PLAN OF SERVICES

PD (SPECIFIC DEVELOPMENT - RESIDENTIAL - 0.73)
FRANKLIN, WILLIAMSON, TENNESSEE

APPLICANT & LANDSCAPE ARCHITECT:

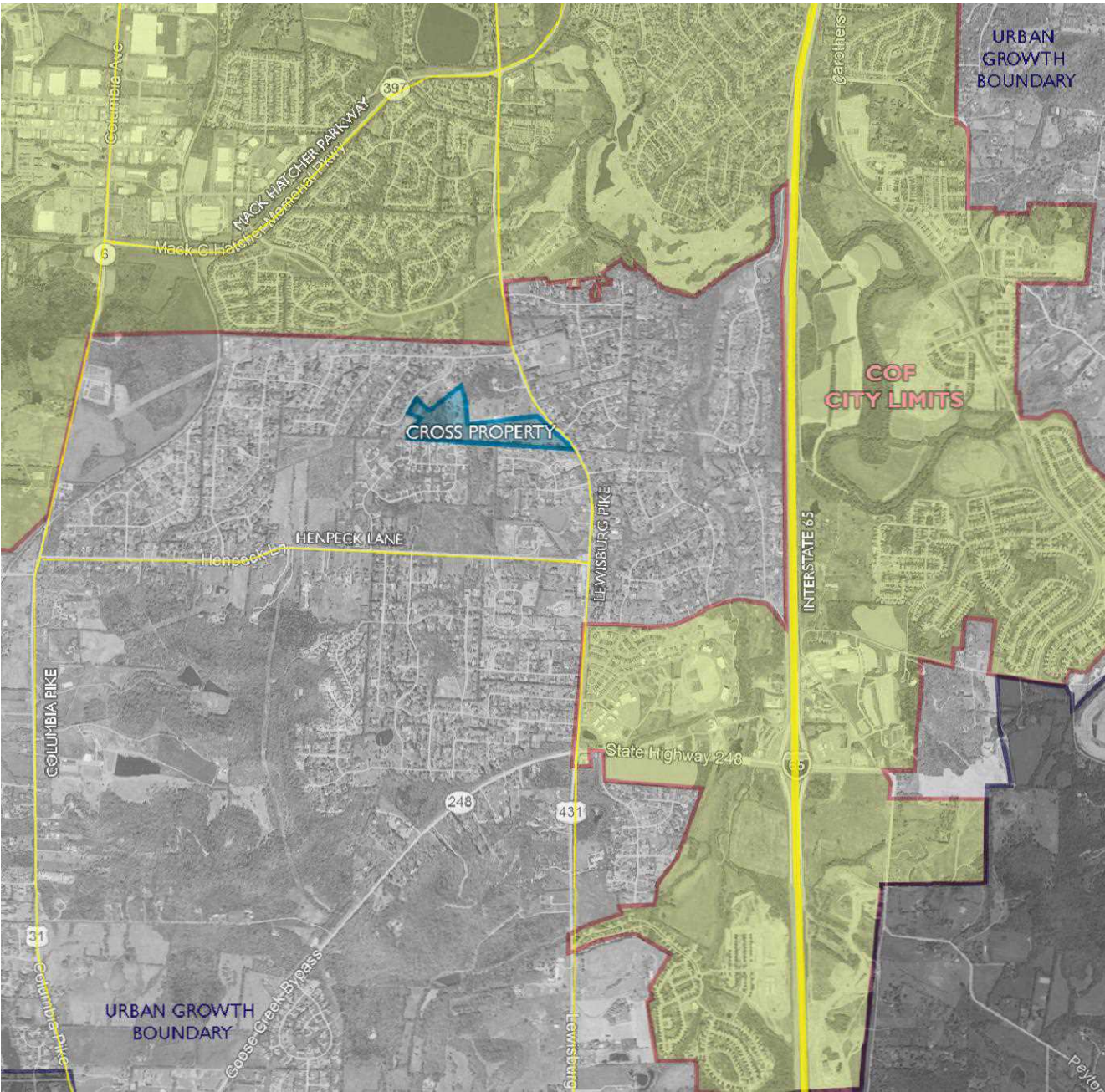
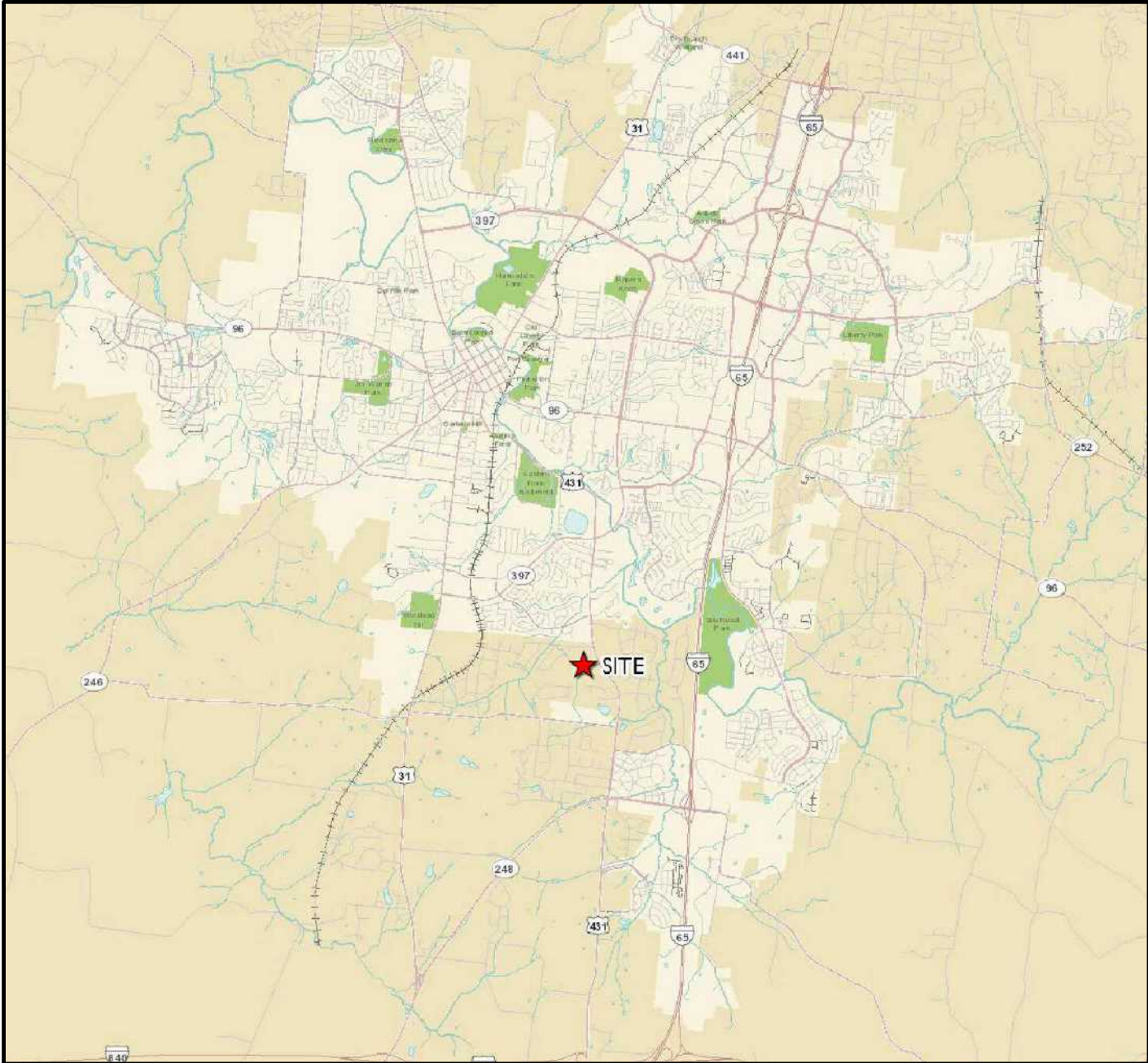
GAMBLE DESIGN COLLABORATIVE
GREG GAMBLE
324 LIBERTY PIKE
SUITE 145
FRANKLIN, TN 37064
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:

ENERGY, LAND, AND INFRASTRUCTURE LLC.
1420 DONELSON PIKE
SUITE A-12
NASHVILLE, TN 37217
(615) 383-6300

OWNER / DEVELOPER:

JIM CROSS
103 FORREST CROSSING BLVD.
SUITE 205
FRANKLIN, TN 37064



VICINITY MAPS

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY CITY OF FRANKLIN STAFF WILL OCCUR 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.

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- C1.2 EXST. CONDITIONS ENLARGEMENT
- C1.3 EXST. CONDITIONS ENLARGEMENT
- C1.4 EXST. CONDITIONS ENLARGEMENT

STATEMENT OF IMPACTS

WATER UTILITY DISTRICT: CITY OF FRANKLIN
WATER DEMAND (GALLONS/DAY): 13,300 GPD
SEWER FACILITIES: CITY OF FRANKLIN
PEAK FLOW (GALLONS/DAY): 13,300 GPD
FIRE SERVICES: FIRE STATION #5 (1.9 MILES)
SCHOOLS:
ELEMENTARY: OAK VIEW ELEMENTARY SCHOOL (1.1 MILES)
MIDDLE: HERITAGE MIDDLE SCHOOL (8.4 MILES)
HIGH: INDEPENDENCE HIGH SCHOOL (5.3 MILES)

SITE DATA

SUBDIVISION/DEVELOPMENT: TUCK AWAY / PD
COF PROJECT NUMBER: XXXX
TAX MAP & PARCELS: 106 00800, 105 02801

ADDRESS: 1190 LEWISBURG PIKE
CITY: FRANKLIN
COUNTY: WILLIAMSON
STATE: TENNESSEE
CIVIL DISTRICT: 10TH

SITE ACREAGE: 52 AC
CHARACTER OVERLAY: HHO, HHO 500' BUFFER
EXISTING ZONING: MGA-1
PROPOSED ZONING: PD

APPLICABLE DEVELOPMENT STANDARDS: CONVENTIONAL

APPLICANT: GAMBLE DESIGN COLLABORATIVE
ADDRESS: 324 LIBERTY PIKE, SUITE 145
FRANKLIN, TN 37064
(615) 975-5765
EMAIL: GREG.GAMBLE@GDC-TN.COM
CONTACT: GREG GAMBLE

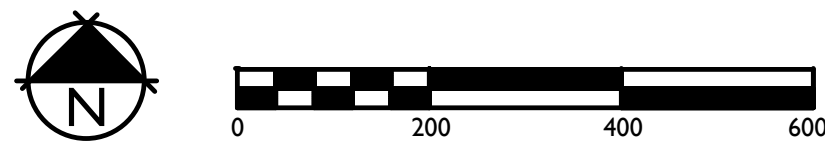


PRE-APP SUBMITTAL: SEPTEMBER 28, 2020
INITIAL SUBMITTAL: OCTOBER 12, 2020
RESUBMITTAL:
ONE STOP:
COF #:

GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
greg.gamble@gdc-tn.com



KEY
--- PROPERTY LINE
--- HHO & 500' BUFFER



Revision	Date
△	_____
△	_____
△	_____
△	_____



HISTORIC
FRANKLIN
TENNESSEE

MEMORANDUM

Date: January 19, 2021~~April 13, 2020~~

To: Franklin Board of Mayor and Aldermen (BOMA)

From: Emily (Hunter) Wright, Director of Planning & Sustainability

Re: **Noncontiguous Annexation Guidelines for Staff Recommendations**

With changes to state law (T.C.A.) in 2015, municipalities' ability to annex property within the Urban Growth Boundary became limited to:

- Annexation by property owner request
- Annexation by referendum (a requirement if outside of the UGB)

Also, during this time, the state adopted legislation to permit noncontiguous annexation. This came about because municipalities were no longer able to annex property where property owners did not agree to be annexed; however, property owners farther outside the City limits would continue to be interested in annexation. While noncontiguous annexation is not ideal or always efficient, it is one of the only ways that cities can continue to expand their boundaries under the existing parameters of the law. Another important factor pertains to the City's plans for extending reliable, public water and sanitary sewer services and how these plans and the investments made to date will be impacted. So, why should noncontiguous annexation be considered in some circumstances?

City staff use the **following guidelines** to evaluate noncontiguous annexation requests (responses relate to current annexation requests along Lewisburg Pike at Henpeck Lane):

1. **Where does the property rate in the 2018 Growth Priority Study, which analyzed developable acreage, future land uses/return on investment, infrastructure, and emergency response?** These particular annexations on Lewisburg Pike are located in the SW4 Drainage Basin, which was rated as a Long-Term Capability; however, these particular properties are near Sullivan Farms and in closer proximity to sewer than much of the SW4 basin.
2. **What is the magnitude of public and private investment needed to serve the property with infrastructure and City services?** Sewer is already in close proximity, and the needed investment is much less than other large noncontiguous annexations considered in the past. Extension of sewer would be at the cost of the property owner.
3. **Where are the existing City limits in proximity to the property to be annexed?** The properties being considered for annexation are located between the existing City limit boundaries along Lewisburg Pike. They begin to fill a gap between Berry Farms at the south and Sullivan Farms at the north. Additional property owners along Lewisburg Pike have expressed interest in annexation, as well.



File #: 20-01606

DATE: January 21, 2021
TO: Board of Mayor and Aldermen
FROM: Emily Wright, Planning Director
Amy Diaz-Barriga, Planning Supervisor
Joseph Bryan, Principal Planner

SUBJECT:

Consideration Of Resolution 2020-296, A Resolution To Annex 1190 Lewisburg Pike And 2208 Crossway Drive, Consisting Of 52.0 Acres, Property Located South Of Bowman Road And West Of Lewisburg Pike And Not Adjoining The City Limits Within The Southern Part Of The Franklin Urban Growth Boundary (UGB). Establishing A Public Hearing For March 23, 2021.
FMPC 1/28/21, 9-0

PURPOSE:

PROJECT INFORMATION

COF Project Number: 7389
Applicant: Greg Gamble, Gamble Design Collaborative
Owner: Jim Cross

BACKGROUND/STAFF COMMENTS:

The property being considered for annexation is located between Bowman Road and Henpeck Lane. It is not contiguous to the City limits and is within the City's Urban Growth Boundary (UGB); however, the property helps fill an existing hole in the city limit locations to the north and south along Lewisburg Pike. There is an attached memo that addresses criteria that staff considers for non-contiguous annexation requests. Also, this property falls into the SW4 and Goose Creek drainage basins. The Goose Creek basin was identified as a short-term growth area in the 2018 growth study, and while the SW4 basin was identified as a long-term growth area, the proximity of sewer to this particular property is closer than most parcels in the SW4 basin.

The subject properties at 2208 Crossway Drive and 1190 Lewisburg Pike are within the Single Family Design Concept as defined by the Envision Franklin Land Use Plan. It is the intention of the applicant to develop the property into single-family residential lots. A rezoning and development plan for the subject property are also included on this agenda.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2020-296.

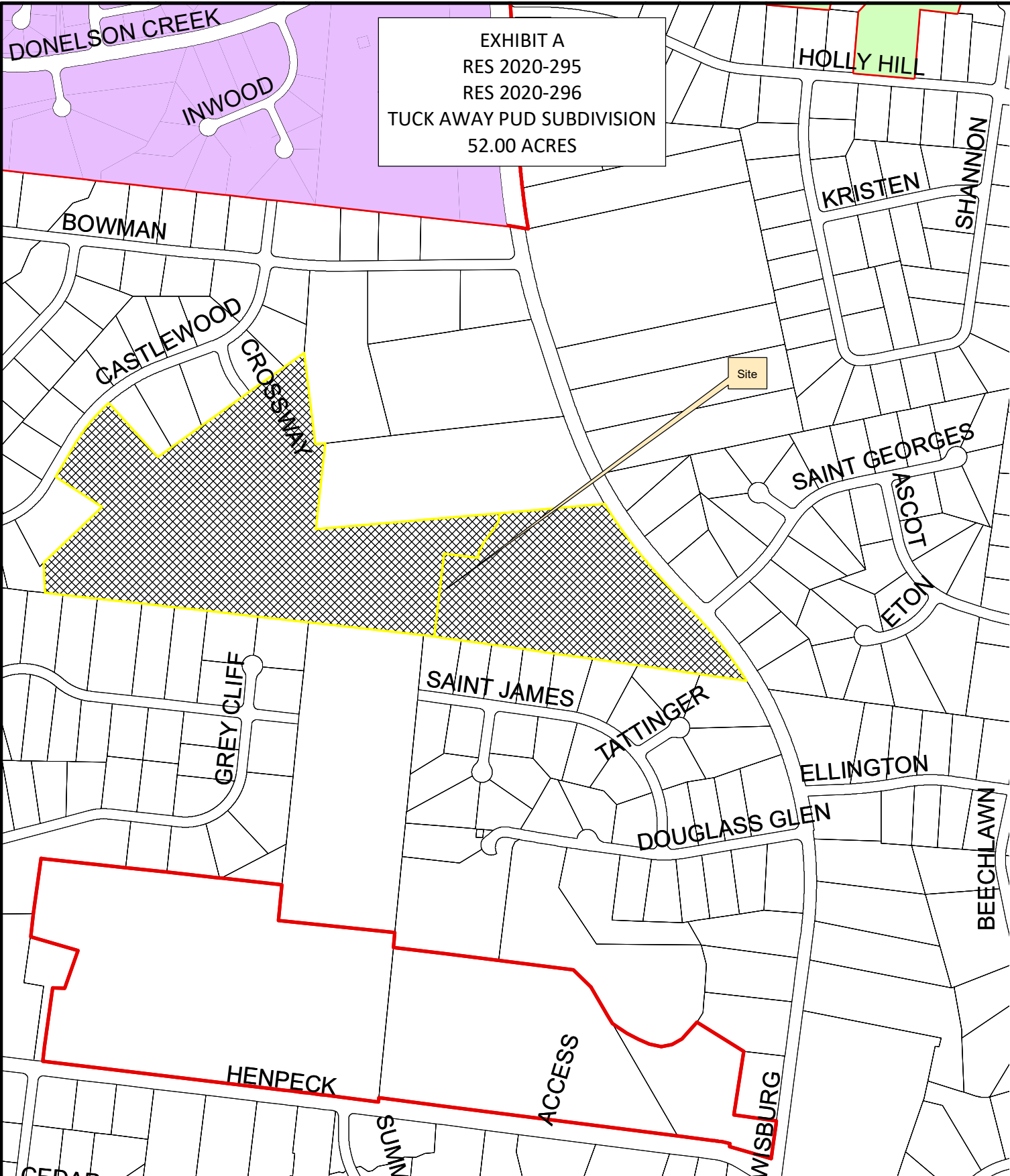


EXHIBIT A
RES 2020-295
RES 2020-296
TUCK AWAY PUD SUBDIVISION
52.00 ACRES

Legend

-  Tuck Away PUD Subdivision
-  Existing City Limits

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
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RESOLUTION 2020-296

A RESOLUTION TO ANNEX 1190 LEWISBURG PIKE AND 2208 CROSSWAY DRIVE, CONSISTING OF 52.0 ACRES, PROPERTY LOCATED SOUTH OF BOWMAN ROAD AND WEST OF LEWISBURG PIKE AND NOT ADJOINING THE CITY LIMITS WITHIN THE SOUTHERN PART OF THE FRANKLIN URBAN GROWTH BOUNDARY (UGB).

WHEREAS, Jim Cross, ("Owner") of property located at 1190 Lewisburg Pike and 2208 Crossway Drive ("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 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 § 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 2020-295; 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
105-28.01	34.79
106-8.00	17.21
Total	52.00

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.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____

Eric S. Stuckey

City Administrator/Recorder

By: _____

Dr. Ken Moore

Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED:

PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

PASSED THIRD READING:

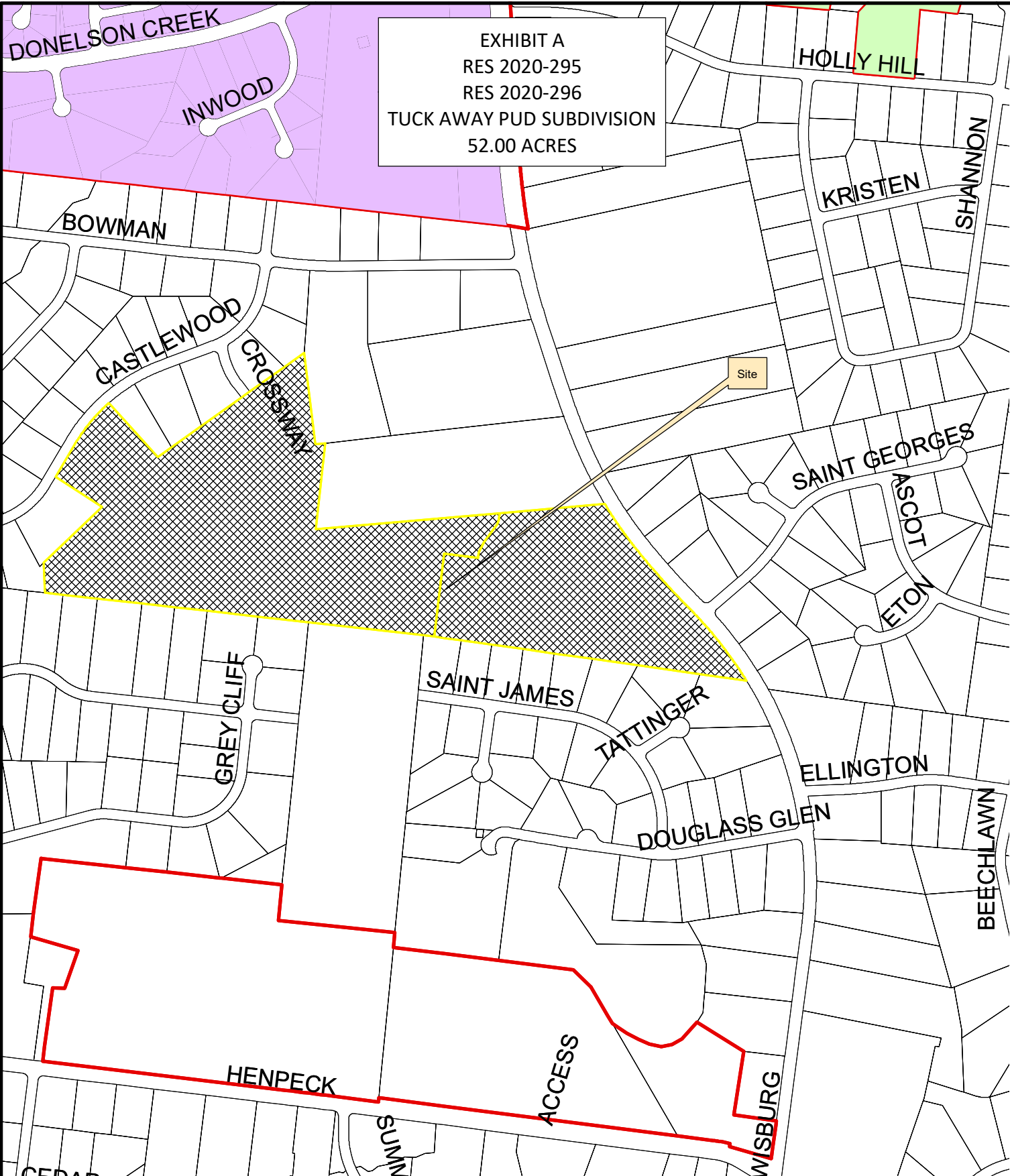


EXHIBIT A
RES 2020-295
RES 2020-296
TUCK AWAY PUD SUBDIVISION
52.00 ACRES

Legend

-  Tuck Away PUD Subdivision
-  Existing City Limits

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TUCK AWAY

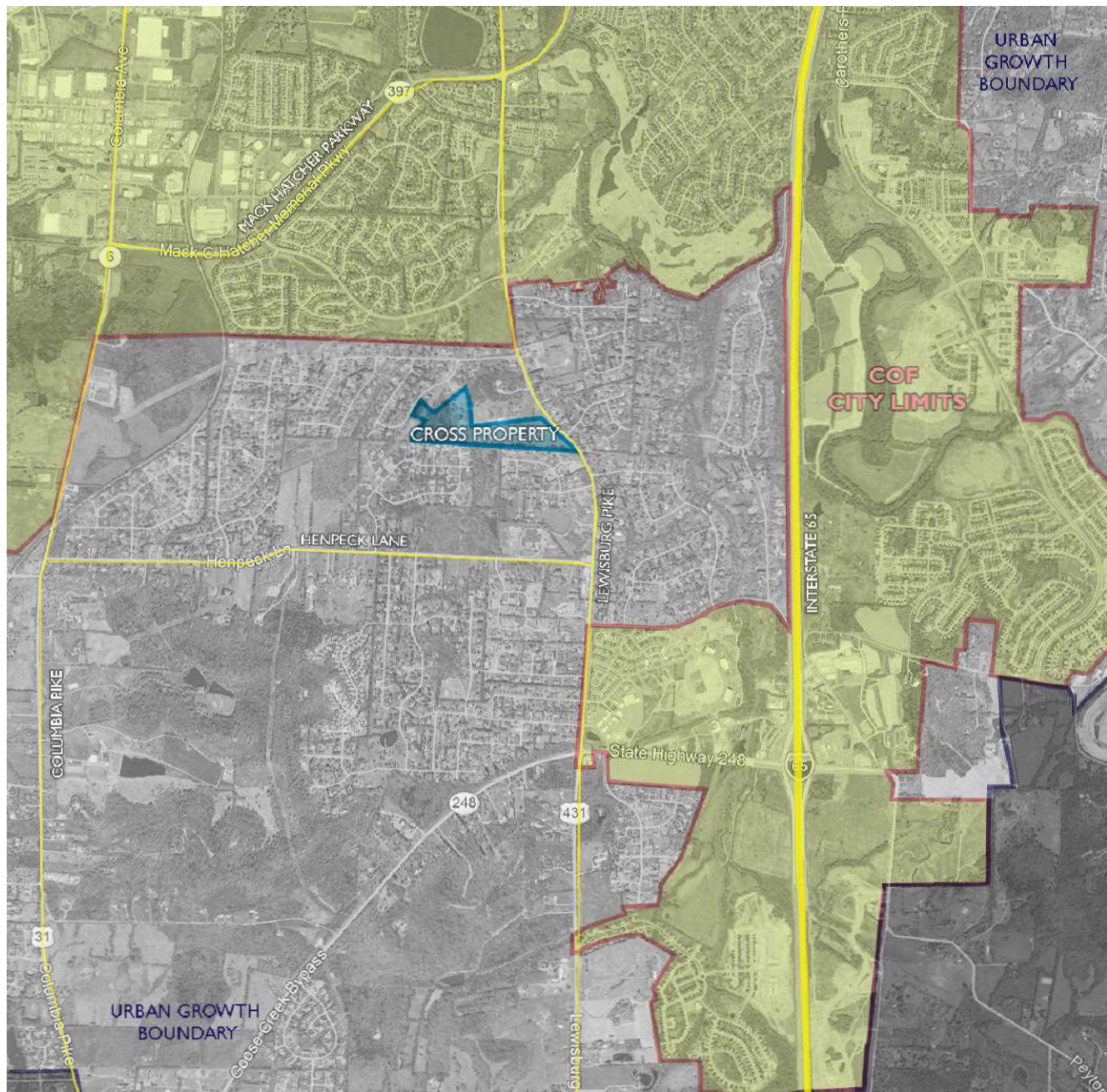
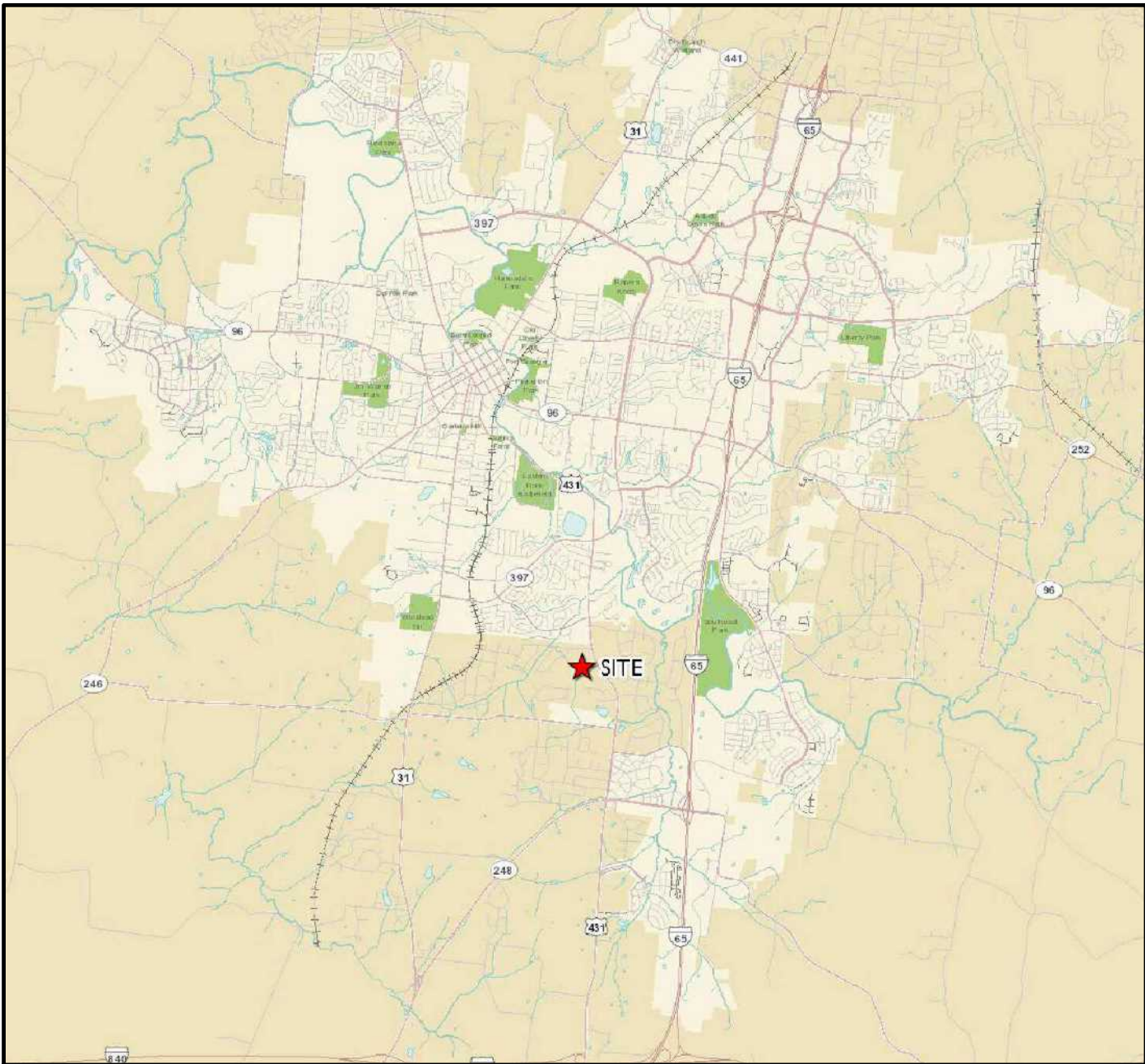
ANNEXATION & PLAN OF SERVICES

PD (SPECIFIC DEVELOPMENT - RESIDENTIAL - 0.73)
FRANKLIN, WILLIAMSON, TENNESSEE

APPLICANT & LANDSCAPE ARCHITECT:
GAMBLE DESIGN COLLABORATIVE
GREG GAMBLE
324 LIBERTY PIKE
SUITE 145
FRANKLIN, TN 37064
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:
ENERGY, LAND, AND INFRASTRUCTURE LLC.
1420 DONELSON PIKE
SUITE A-12
NASHVILLE, TN 37217
(615) 383-6300

OWNER / DEVELOPER:
JIM CROSS
103 FORREST CROSSING BLVD.
SUITE 205
FRANKLIN, TN 37064



VICINITY MAPS

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY CITY OF FRANKLIN STAFF WILL OCCUR 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.

SHEET INDEX

- C0.0 COVER SHEET
- C0.1 MASTER PLAN
- C1.0 EXISTING CONDITIONS
- C1.1 EXST. CONDITIONS ENLARGEMENT
- C1.2 EXST. CONDITIONS ENLARGEMENT
- C1.3 EXST. CONDITIONS ENLARGEMENT
- C1.4 EXST. CONDITIONS ENLARGEMENT

STATEMENT OF IMPACTS

WATER UTILITY DISTRICT: CITY OF FRANKLIN
WATER DEMAND (GALLONS/DAY): 13,300 GPD
SEWER FACILITIES: CITY OF FRANKLIN
PEAK FLOW (GALLONS/DAY): 13,300 GPD
FIRE SERVICES: FIRE STATION #5 (1.9 MILES)
SCHOOLS:
ELEMENTARY: OAK VIEW ELEMENTARY SCHOOL (1.1 MILES)
MIDDLE: HERITAGE MIDDLE SCHOOL (8.4 MILES)
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SITE DATA

SUBDIVISION/DEVELOPMENT: TUCK AWAY / PD
COF PROJECT NUMBER: XXXX
TAX MAP & PARCELS: 106 00800, 105 02801

ADDRESS: 1190 LEWISBURG PIKE
CITY: FRANKLIN
COUNTY: WILLIAMSON
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CIVIL DISTRICT: 10TH

SITE ACREAGE: 52 AC
CHARACTER OVERLAY: HHO, HHO 500' BUFFER
EXISTING ZONING: MGA-1
PROPOSED ZONING: PD

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EMAIL: GREG.GAMBLE@GDC-TN.COM
CONTACT: GREG GAMBLE



PRE-APP SUBMITTAL: SEPTEMBER 28, 2020
INITIAL SUBMITTAL: OCTOBER 12, 2020
RESUBMITTAL:
ONE STOP:
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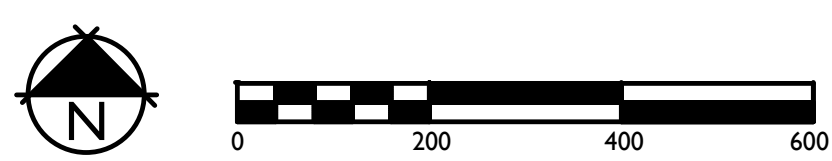
**TUCK AWAY
ANNEXATION**
Franklin, Williamson County, Tennessee



Revision	Date
△	_____
△	_____
△	_____
△	_____

KEY

- PROPERTY LINE
- HHO & 500' BUFFER



TUCK AWAY

ANNEXATION & PLAN OF SERVICES

PD (SPECIFIC DEVELOPMENT - RESIDENTIAL - 0.73)
FRANKLIN, WILLIAMSON, TENNESSEE

APPLICANT & LANDSCAPE ARCHITECT:

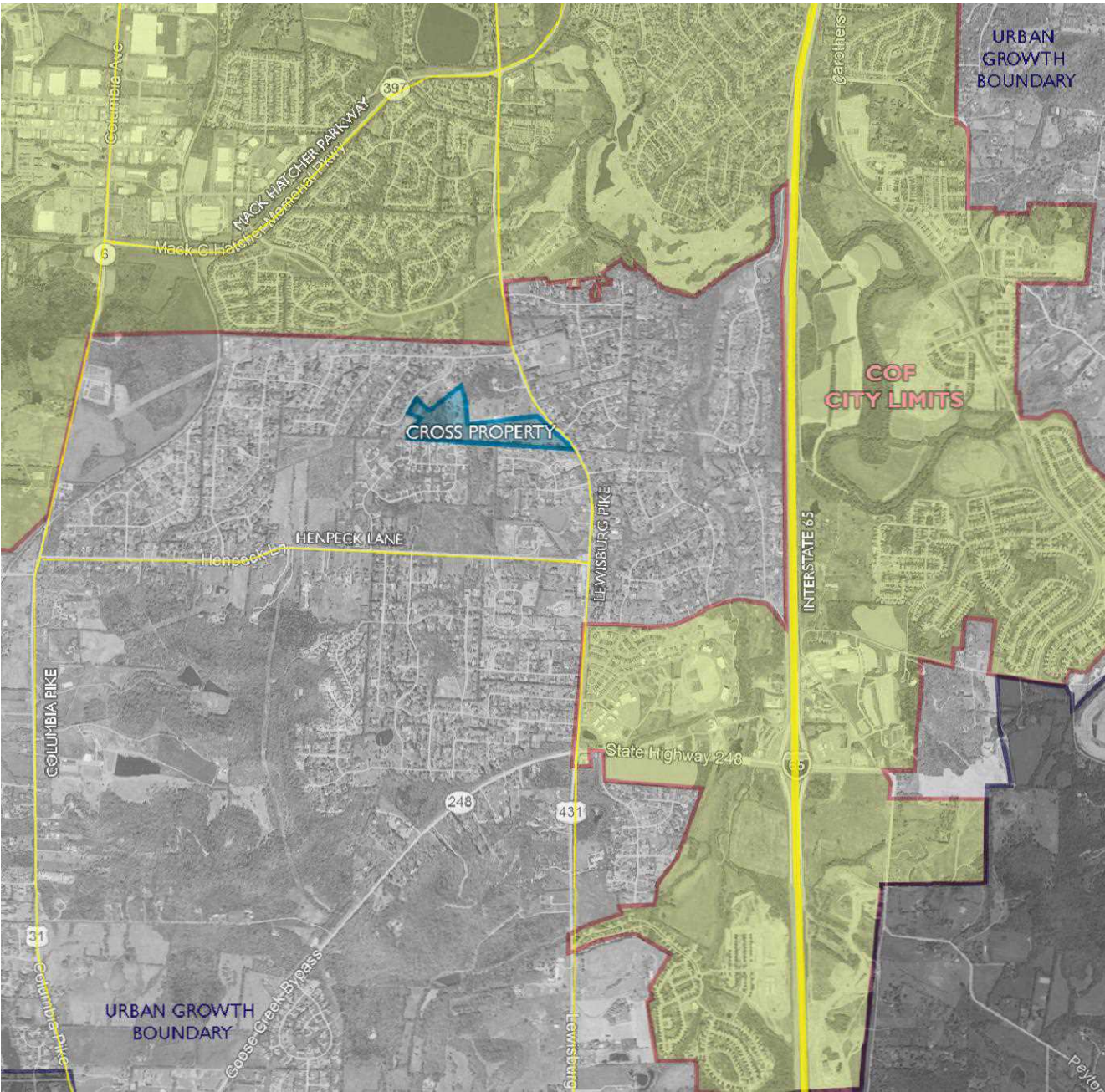
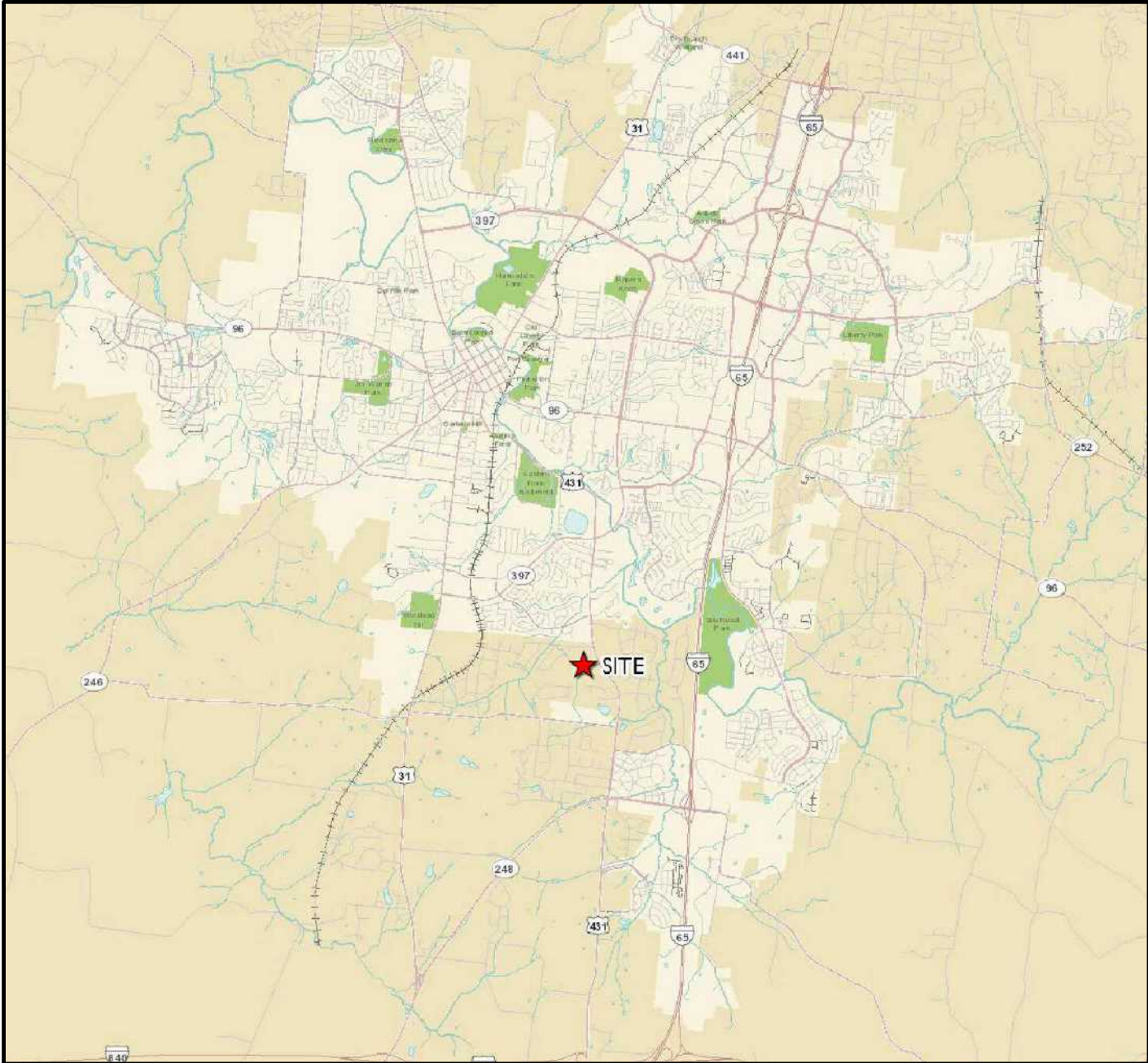
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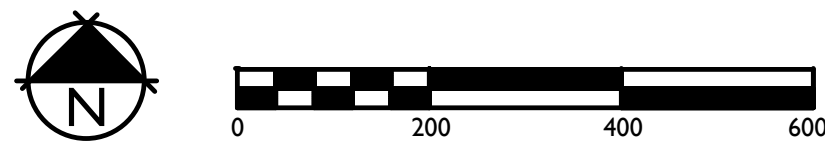


PRE-APP SUBMITTAL: SEPTEMBER 28, 2020
INITIAL SUBMITTAL: OCTOBER 12, 2020
RESUBMITTAL:
ONE STOP:
COF #:





KEY
--- PROPERTY LINE
--- HHO & 500' BUFFER



Revision	Date
△	_____
△	_____
△	_____
△	_____



HISTORIC
FRANKLIN
TENNESSEE

MEMORANDUM

Date: January 19, 2021~~April 13, 2020~~

To: Franklin Board of Mayor and Aldermen (BOMA)

From: Emily (Hunter) Wright, Director of Planning & Sustainability

Re: **Noncontiguous Annexation Guidelines for Staff Recommendations**

With changes to state law (T.C.A.) in 2015, municipalities' ability to annex property within the Urban Growth Boundary became limited to:

- Annexation by property owner request
- Annexation by referendum (a requirement if outside of the UGB)

Also, during this time, the state adopted legislation to permit noncontiguous annexation. This came about because municipalities were no longer able to annex property where property owners did not agree to be annexed; however, property owners farther outside the City limits would continue to be interested in annexation. While noncontiguous annexation is not ideal or always efficient, it is one of the only ways that cities can continue to expand their boundaries under the existing parameters of the law. Another important factor pertains to the City's plans for extending reliable, public water and sanitary sewer services and how these plans and the investments made to date will be impacted. So, why should noncontiguous annexation be considered in some circumstances?

City staff use the **following guidelines** to evaluate noncontiguous annexation requests (responses relate to current annexation requests along Lewisburg Pike at Henpeck Lane):

1. **Where does the property rate in the 2018 Growth Priority Study, which analyzed developable acreage, future land uses/return on investment, infrastructure, and emergency response?** These particular annexations on Lewisburg Pike are located in the SW4 Drainage Basin, which was rated as a Long-Term Capability; however, these particular properties are near Sullivan Farms and in closer proximity to sewer than much of the SW4 basin.
2. **What is the magnitude of public and private investment needed to serve the property with infrastructure and City services?** Sewer is already in close proximity, and the needed investment is much less than other large noncontiguous annexations considered in the past. Extension of sewer would be at the cost of the property owner.
3. **Where are the existing City limits in proximity to the property to be annexed?** The properties being considered for annexation are located between the existing City limit boundaries along Lewisburg Pike. They begin to fill a gap between Berry Farms at the south and Sullivan Farms at the north. Additional property owners along Lewisburg Pike have expressed interest in annexation, as well.



File #: 20-01607

DATE: January 21, 2021
TO: Board of Mayor and Aldermen
FROM: Emily Wright, Planning Director
Amy Diaz-Barriga, Planning Supervisor
Joseph Bryan, Principal Planner

SUBJECT:

Consideration of Ordinance 2020-35, An Ordinance To Zone 52.0 Acres Planned (PD 0.73) District, Hillside-Hillcrest Overlay (HHO) District And 500ft Hillside Buffer, For The Property Located South Of Bowman Road And West Of Lewisburg Pike, 1190 Lewisburg Pike And 2208 Crossway Drive (Tuck Away PUD). Establishing A Public Hearing For March 23, 2021.
FMPC 1/28/21, 7-1

PURPOSE:

PROJECT INFORMATION

COF Project Number: 7373
Applicant: Greg Gamble, Gamble Design Collaborative
Owner: Jim Cross

BACKGROUND/STAFF COMMENTS:

The applicant is proposing to rezone 52.0 acres to Planned (PD 0.73) District to accommodate the proposed Tuck Away PUD Subdivision. The Envision Franklin Land Use Plan places the subject parcels into the Single Family Design Concept. Envision Franklin states, "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." Envision Franklin also states that new development should be compatible with and help preserve the integrity of existing neighborhoods and subdivisions.

Tuck Away PUD Subdivision is a residential development consisting of 37 single-family lots on 52 acres located south of Bowman Road and west of Lewisburg Pike. While the proposed density meets the intent of the single-family design concept, Staff cannot support the proposed rezoning. As designed with 37 single-family lots and only a single external outlet to Lewisburg Pike, City Staff believes the proposed density is too high for a single-connection community. A high volume, single-connection community would provide inconveniences to visitors to the subdivision, and it would create inefficiencies in services such as Sanitations Services and general deliveries. Further, the associated Development Plan does not fulfill the goals of Envision Franklin for a walkable, well-connected community. Should the Development Plan make a full connection (not emergency only) to

Crossway Drive to west, or include a connection to the south (as required by the Zoning Ordinance), staff could support this rezoning at the proposed density. As an alternative, fewer houses and less density would mean less frequency of deliveries and services, and less of a need for a larger connectivity network. As such, staff recommends **disapproval** of the proposed rezoning.

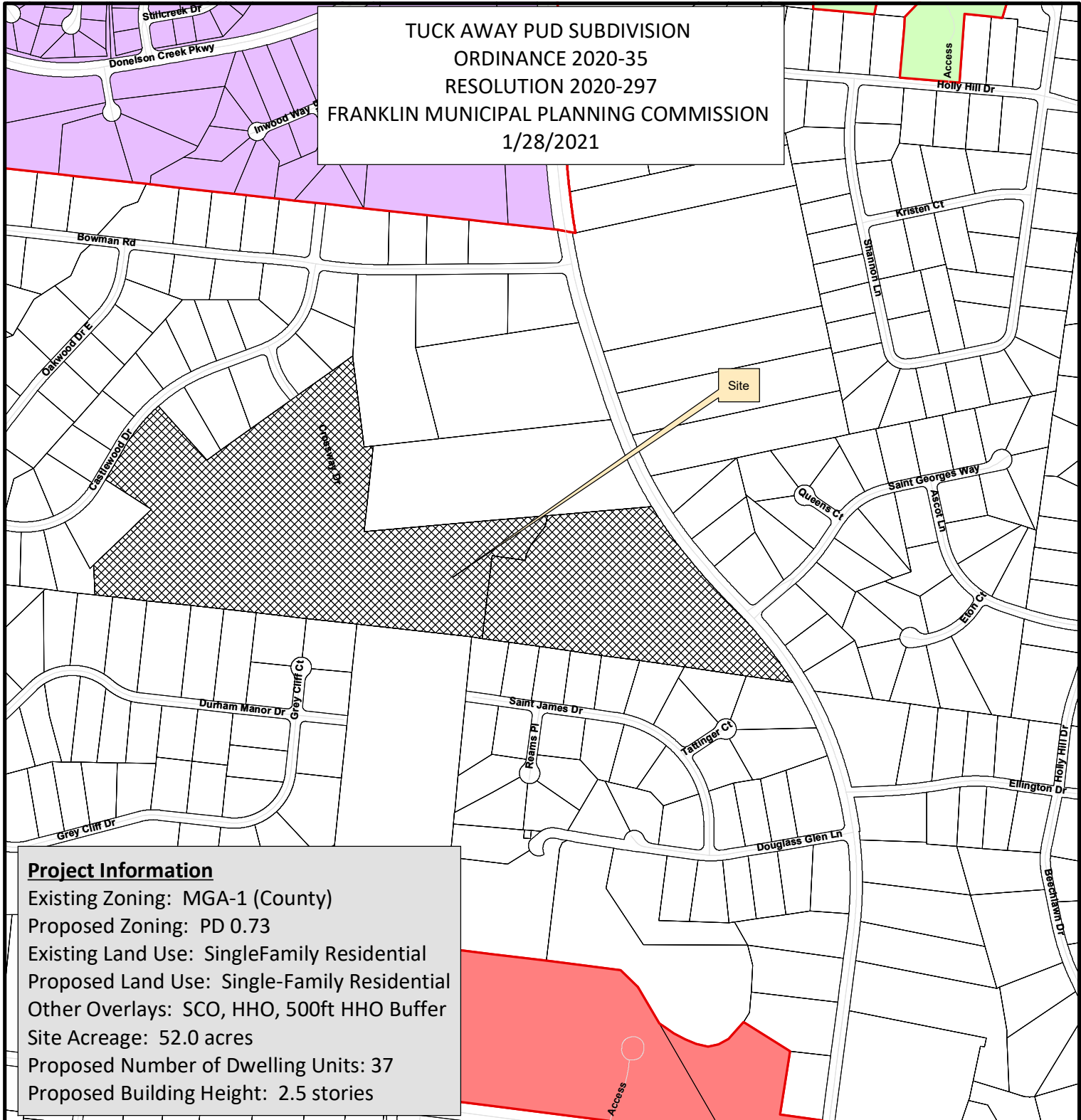
FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen deny Ordinance 2020-35.

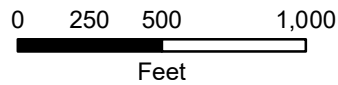
TUCK AWAY PUD SUBDIVISION
ORDINANCE 2020-35
RESOLUTION 2020-297
FRANKLIN MUNICIPAL PLANNING COMMISSION
1/28/2021



Project Information

Existing Zoning: MGA-1 (County)
Proposed Zoning: PD 0.73
Existing Land Use: SingleFamily Residential
Proposed Land Use: Single-Family Residential
Other Overlays: SCO, HHO, 500ft HHO Buffer
Site Acreage: 52.0 acres
Proposed Number of Dwelling Units: 37
Proposed Building Height: 2.5 stories

- | | |
|--------------------------------|------------------------------------|
| Tuck Away PUD Subdivision | CI Civic Institutional District |
| AG Agricultural District | NC Neighborhood Commercial |
| ER Estate Residential District | CC Central Commercial District |
| R1 Residential 1 District | DD Downtown District |
| R2 Residential 2 District | 1ST Avenue District |
| R3 Residential 3 District | 5TH Avenue District |
| R4 Residential 4 District | RC6 Regional Commerce 6 District |
| R6 Residential 6 District | RC12 Regional Commerce 12 District |
| MR Mixed Residential District | GO General Office District |
| PD Planned District | LI Light Industrial District |
| OR Office Residential District | HI Heavy Industrial District |



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ORDINANCE 2020-35

AN ORDINANCE TO ZONE 52.0 ACRES PLANNED (PD 0.73) DISTRICT, HILLSIDE-HILLCREST OVERLAY (HHO) DISTRICT AND 500FT HILLSIDE BUFFER, FOR THE PROPERTY LOCATED SOUTH OF BOWMAN ROAD AND WEST OF LEWISBURG PIKE, 1190 LEWISBURG PIKE AND 2208 CROSSWAY DRIVE (TUCK AWAY PUD).

WHEREAS, Jim Cross, ("Owner") of property located at 1190 Lewisburg Pike and 2208 Crossway Drive ("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 2020-295 and Resolution 2020-296; and

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

WHEREAS, the Planned (PD 0.73) district, HHO and 550ft Hillside Buffer, provide zoning for land uses compatible with both the Envision Franklin Land Use Plan and the surrounding development; and

WHEREAS, the BOMA adopted Resolution 2020-297, approving a Planned Unit Development ("PUD") Development Plan as required by the Franklin Zoning Ordinance; and

WHEREAS, the zoning has been reviewed and approved by BOMA after a public hearing and a recommendation by the Franklin Municipal Planning Commission ("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: Planned (PD 0.73) district, HHO and 550ft Hillside Buffer

PREMISES CONSIDERED

Map-Parcel	Acres
105-28.01	34.79
106-8.00	17.21
Total	52.00

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

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

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____

Eric Stuckey

City Administrator/Recorder

Approved as to form by:

By: _____

Dr. Ken Moore

Mayor

Shauna R. Billingsley

City Attorney

PLANNING COMMISSION RECOMMENDED:

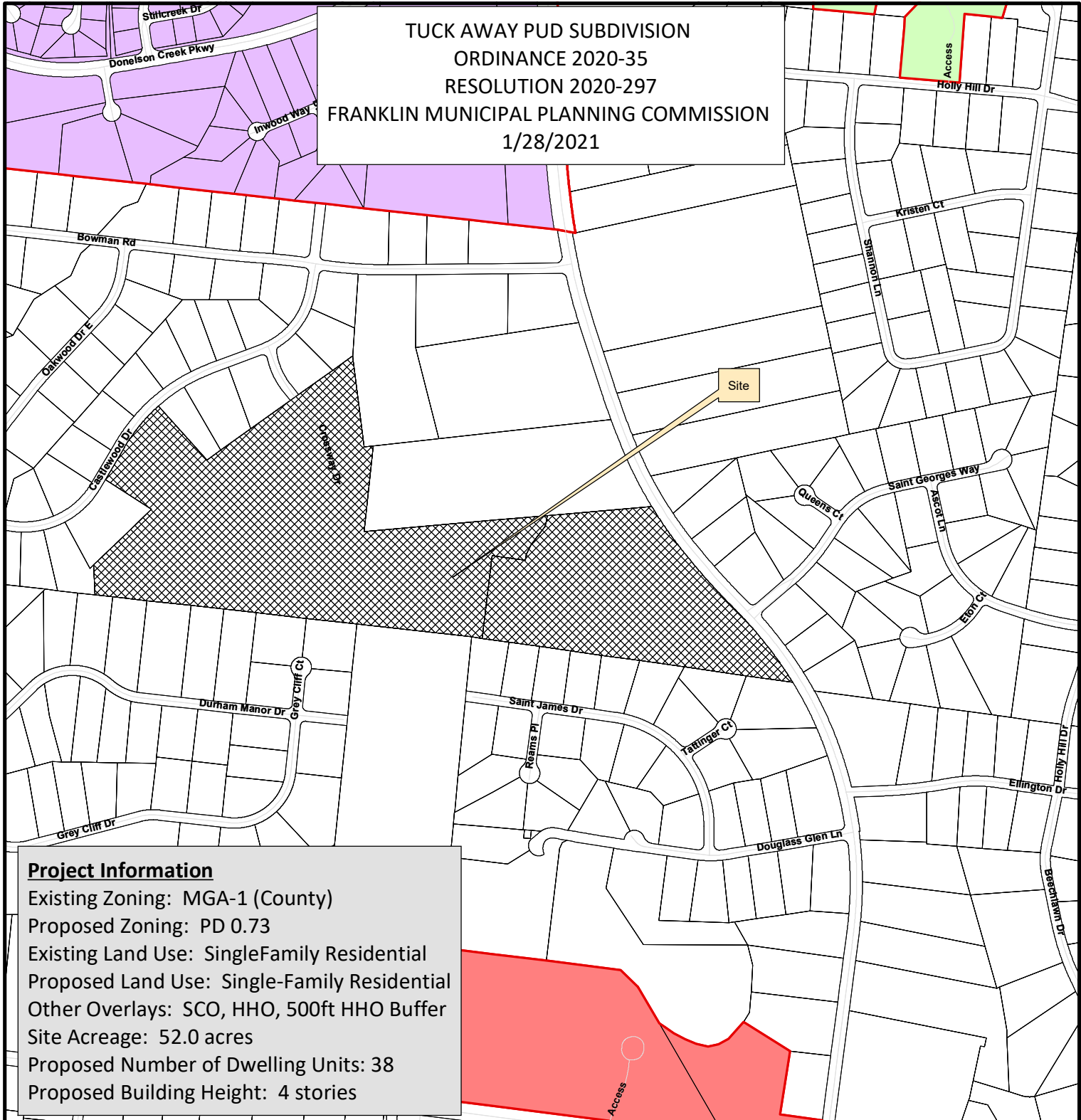
PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

PASSED THIRD READING:

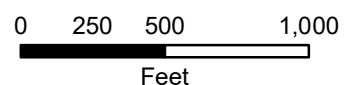
TUCK AWAY PUD SUBDIVISION
ORDINANCE 2020-35
RESOLUTION 2020-297
FRANKLIN MUNICIPAL PLANNING COMMISSION
1/28/2021



Project Information

Existing Zoning: MGA-1 (County)
Proposed Zoning: PD 0.73
Existing Land Use: SingleFamily Residential
Proposed Land Use: Single-Family Residential
Other Overlays: SCO, HHO, 500ft HHO Buffer
Site Acreage: 52.0 acres
Proposed Number of Dwelling Units: 38
Proposed Building Height: 4 stories

- | | |
|--------------------------------|------------------------------------|
| Tuck Away PUD Subdivision | CI Civic Institutional District |
| AG Agricultural District | NC Neighborhood Commercial |
| ER Estate Residential District | CC Central Commercial District |
| R1 Residential 1 District | DD Downtown District |
| R2 Residential 2 District | 1ST Avenue District |
| R3 Residential 3 District | 5TH Avenue District |
| R4 Residential 4 District | RC6 Regional Commerce 6 District |
| R6 Residential 6 District | RC12 Regional Commerce 12 District |
| MR Mixed Residential District | GO General Office District |
| PD Planned District | LI Light Industrial District |
| OR Office Residential District | HI Heavy Industrial District |



This map was created by the Franklin Planning Department. It was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials (c) copyright 2018. All rights reserved.

SHEET INDEX

C0.0 COVER SHEET

- C1.0 EXISTING CONDITIONS
- C1.1 EXST. CONDITIONS ENLARGEMENT
- C1.2 EXST. CONDITIONS ENLARGEMENT
- C1.3 EXST. CONDITIONS ENLARGEMENT
- C1.4 EXST. CONDITIONS ENLARGEMENT

TUCK AWAY REZONING

PD (SPECIFIC DEVELOPMENT - RESIDENTIAL - 0.71)
FRANKLIN, WILLIAMSON, TENNESSEE

SITE DATA

SUBDIVISION/DEVELOPMENT:	TUCK AWAY / PD
COF PROJECT NUMBER:	7374
TAX MAP & PARCELS:	106 00800, 105 02801
ADDRESS:	1190 LEWISBURG PIKE
CITY:	FRANKLIN
COUNTY:	WILLIAMSON
STATE:	TENNESSEE
CIVIL DISTRICT:	10TH
SITE ACREAGE:	52 AC
CHARACTER OVERLAY:	HHO, HHO 500' BUFFER
EXISTING ZONING:	MGA-1
PROPOSED ZONING:	PD (0.71)
DESIGN CONCEPT(S):	SINGLE FAMILY-RESIDENTIAL
APPLICABLE DEVELOPMENT STANDARDS:	CONVENTIONAL

APPLICANT & LANDSCAPE ARCHITECT:

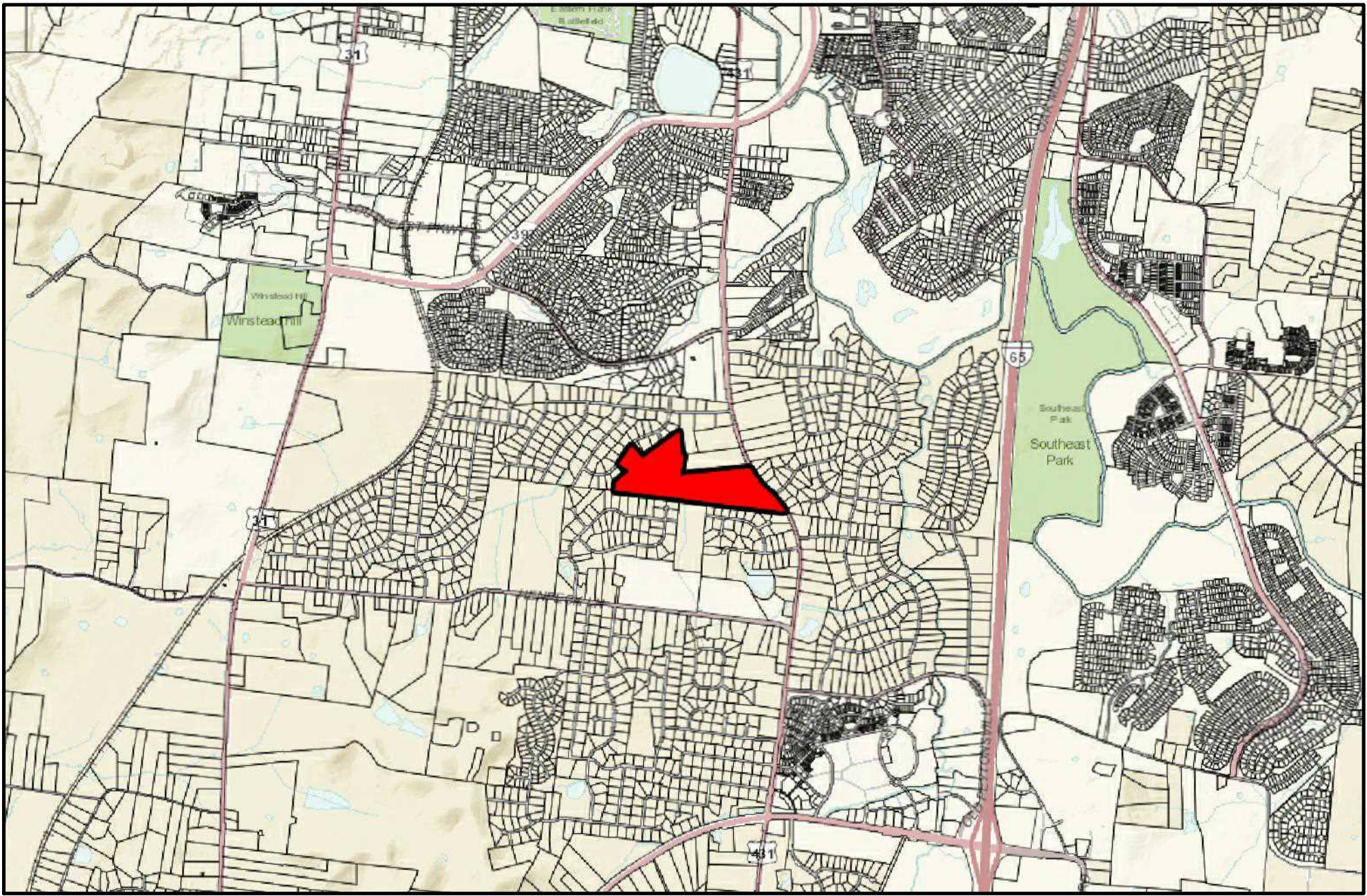
GAMBLE DESIGN COLLABORATIVE
GREG GAMBLE
324 LIBERTY PIKE
SUITE 145
FRANKLIN, TN 37064
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:

ENERGY, LAND, AND INFRASTRUCTURE LLC.
1420 DONELSON PIKE
SUITE A-12
NASHVILLE, TN 37217
(615) 383-6300

OWNER / DEVELOPER:

JIM CROSS
103 FORREST CROSSING BLVD.
SUITE 205
FRANKLIN, TN 37064



NOT TO SCALE

VICINITY MAP

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY CITY OF FRANKLIN STAFF WILL OCCUR 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.

STATEMENT OF IMPACTS

WATER FACILITIES

WATER SERVICE TO BE PROVIDED BY CITY OF FRANKLIN.
37 UNITS x 350 GPD = 12,950 GPD

SEWER FACILITIES

SEWER SERVICE TO BE PROVIDED BY CITY OF FRANKLIN.

POLICE, FIRE, AND RECREATIONAL FACILITIES

NEAREST POLICE STATION: 3.6 MI (FRANKLIN POLICE DEPARTMENT)
NEAREST FIRE STATION: 1.8 MI (FRANKLIN FIRE STATION 5)
NEAREST RECREATIONAL FACILITY: 2.3 MI (WINSTEAD HILL PARK)

PROJECTED STUDENT POPULATION

14 ELEMENTARY SCHOOL
9 MIDDLE SCHOOL
7 HIGH SCHOOL
TOTAL 30 STUDENTS

REFUSE STORAGE AND SANITATION COLLECTION FACILITIES

REFUSE COLLECTION FOR THE DEVELOPMENT SHALL BE PROVIDED BY THE CITY OF FRANKLIN



PRE-APP SUBMITTAL: SEPTEMBER 28, 2020
INITIAL SUBMITTAL: OCTOBER 12, 2020
RESUBMITTAL: DECEMBER 14, 2020
ONE STOP
COF #: 7374





SITE DATA

SUBDIVISION/DEVELOPMENT: TUCK AWAY / PD
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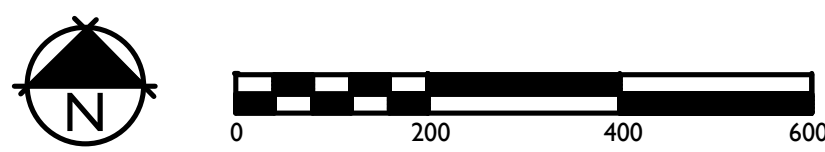
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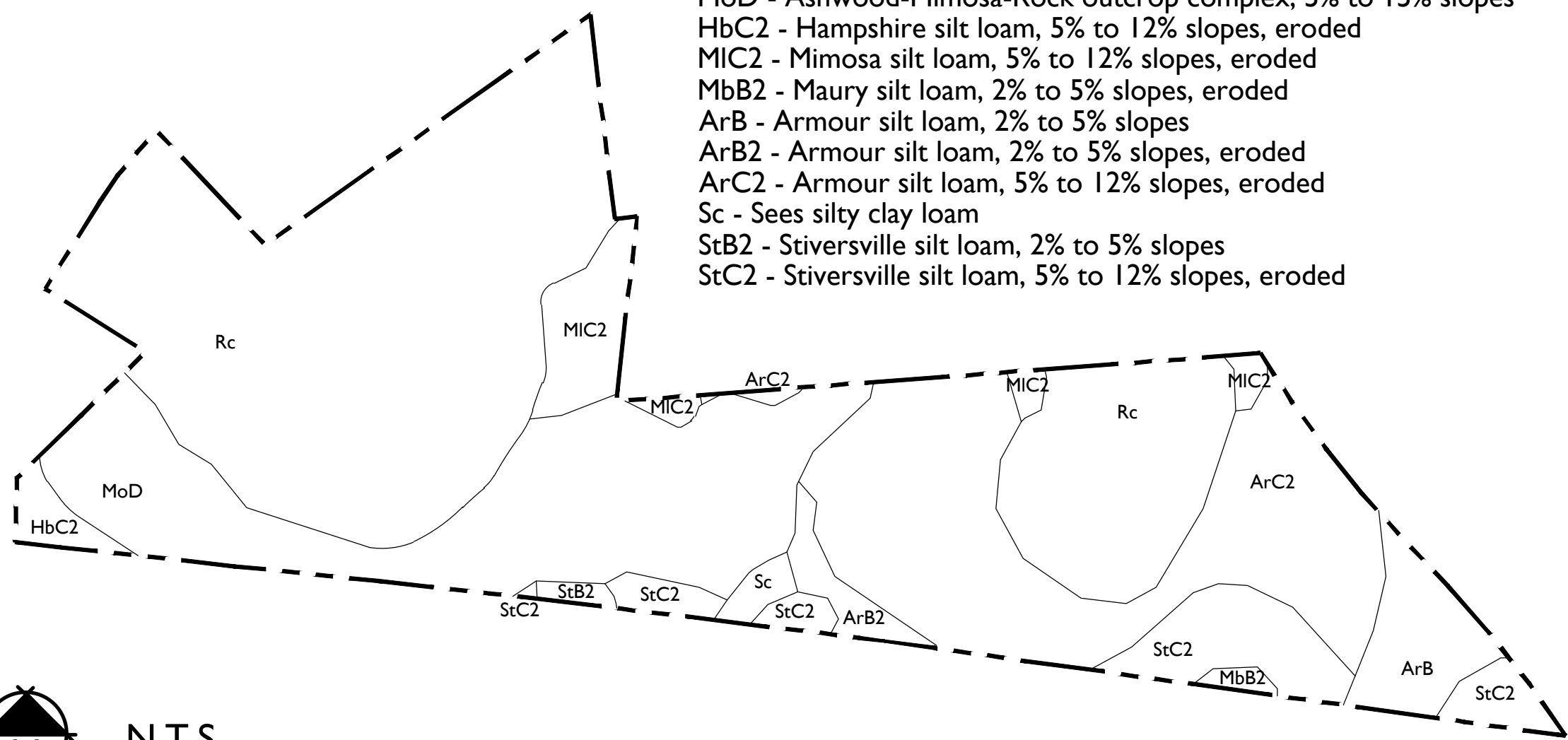
KEY

- SLOPES 14%-19.99%
- SLOPES 20%+
- PROPERTY LINE
- HHO & 500' HHO BUFFER
- EXISTING TREES



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GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

TUCK AWAY
REZONING

Franklin, Williamson County, Tennessee



Revision	Date
△	
△	
△	
△	

EXISTING
CONDITIONS
SHEET
C1.0
COF #7374

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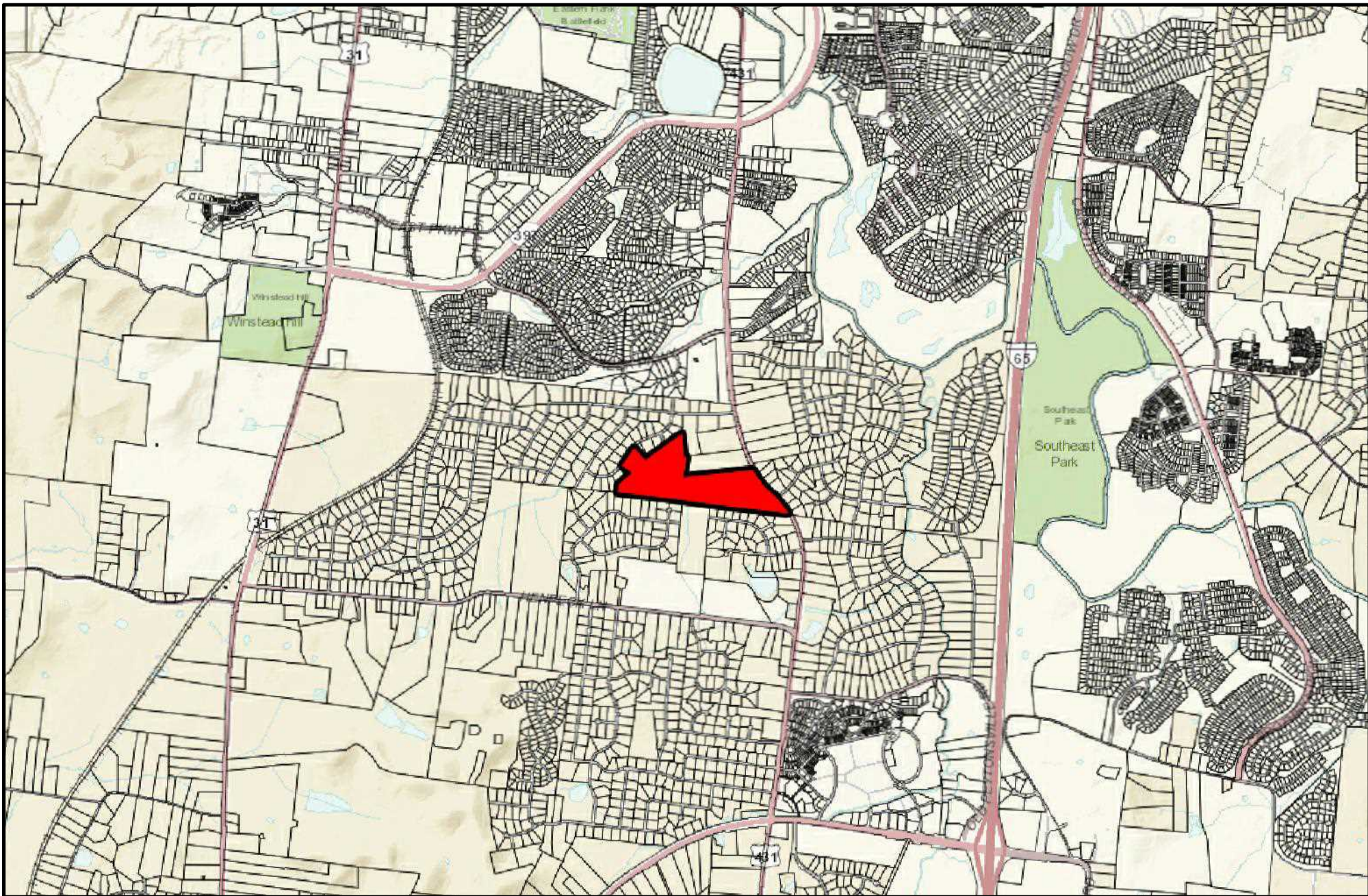
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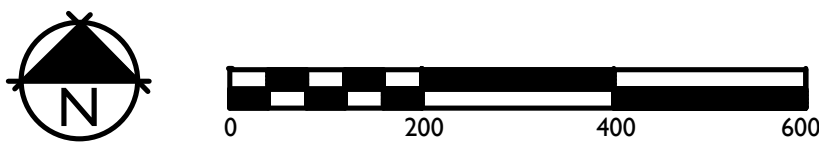
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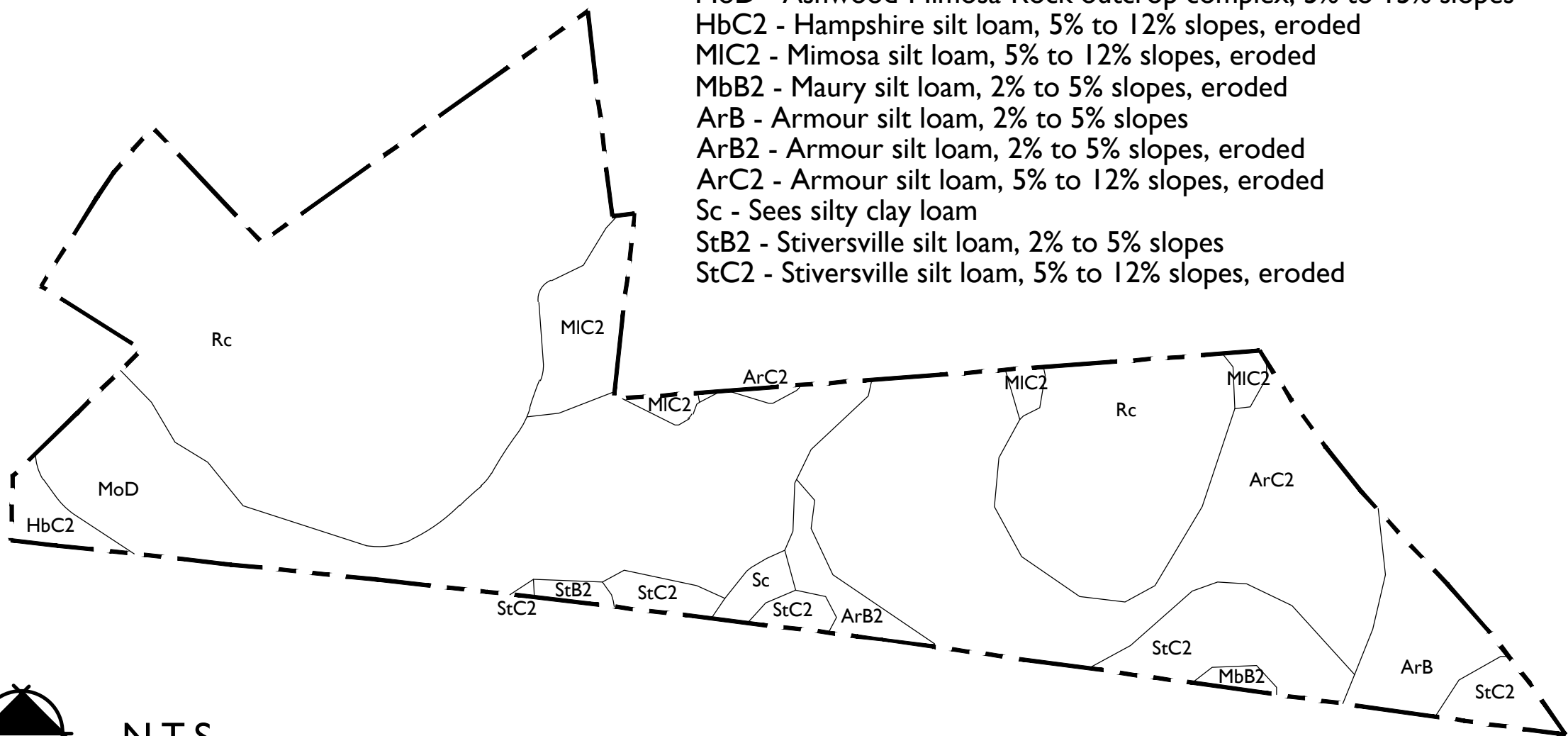
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File #: 20-01610

DATE: January 21, 2021
TO: Franklin Municipal Planning Commission
FROM: Emily Wright, Planning Director
Amy Diaz-Barriga, Planning Supervisor
Joseph Bryan, Principal Planner

SUBJECT:

Consideration of Resolution 2020-297, A Resolution Approving A Development Plan For Tuck Away PUD Subdivision With 1 Modification Of Development Standards For External Connectivity, For The Property Located South Of Bowman Road And West Of Lewisburg Pike, Located At 1190 Lewisburg Pike And 2208 Crossway Drive. Establishing A Public Hearing For March 23, 2021.
FMPC 1/28/21, 6-2; MOS #1, 7-1

PURPOSE:

PROJECT INFORMATION

COF Project Number: 7374
Applicant: Greg Gamble, Gamble Design Collaborative
Owner: Jim Cross

BACKGROUND/STAFF COMMENTS:

The Tuck Away PUD Subdivision is a residential development consisting of 37 single-family lots on 52 acres located south of Bowman Road and west of Lewisburg Pike. The Envision Franklin Land Use Plan places the subject parcels into the Single Family Design Concept. Envision Franklin states, "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." Envision Franklin also states that new development should be compatible with and help preserve the integrity of existing neighborhoods and subdivisions.

Envision Franklin has a special consideration for new development along Lewisburg Pike that states, "Newly developed lots along Lewisburg Pike shall be comparable in size and width to those in existing neighborhoods on the opposite side of Lewisburg Pike." The proposed development with 37 lots has a density of 0.7 and responds to the HHO and natural features of the site. Additionally, the lots along Lewisburg are compatible with the size and width of those already existing along Lewisburg.

In regards to connectivity, Envision Franklin states, "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." Section 9.5.1 of the Zoning Ordinance additionally requires that new developments provide street connections in every direction from the property. As proposed, the development does not create a well-connected street system to surrounding neighborhoods. The Williamson County Highway Board denied full access to the northwestern connection at Crossway Drive, allowing for an emergency access gate only, and the applicant is requesting to eliminate the southern connection through a Modification of Standards.

As designed with 37 single-family lots, City Staff believes that the proposed density is too high for a single-connection community. While the northern connection could be approved as a full connection point in the future, that option is not guaranteed. As a result, it heavily limits traffic flow and does not provide a long-term solution for how services, such as sanitation trucks and package delivery, effectively serve and turn around within the neighborhood. As presented, the last houses on the street will have burden of having trucks turn around in their driveway for the foreseeable future. Their plan only proposes a *temporary* turn-around, which by City Street Standards must be removed within three years. The applicant has also requested that this be a gated community, which goes against the street standards and zoning requirements as only private roads can be gated and all new residential lots must front on public roads.

With fewer houses and less density, there would be less frequency of deliveries and services, and less of a need for a larger connectivity network. However, staff recommends full connections be created in all directions, which would support this increased density. Without it staff recommends **disapproval** of the Tuck Away PUD Subdivision.

Modification of Standards

MOS #1: Request to remove external street stub connections to southern boundary.

Section 9.5.1(B) of the Franklin Zoning Ordinance states, "Street connections, street stubs, or internal drive connections shall be provided in every direction (north, south, east, and west), including connections to all existing streets or internal drives adjacent to the development site." Due to the emergency access only gate at the northern connection point, the elimination of the southern connection would leave 37 lots to be served by a single external connection to Lewisburg Pike.

Staff recommends **disapproval** of MOS #1.

Staff also recommends **disapproval** of the Tuck Away PUD Subdivision, for its lack of connectivity, for the lack of a long-term solution for deliveries and services, and for its request for a gated community.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen deny Resolution 2020-297.

RESOLUTION 2020-297

A RESOLUTION APPROVING A DEVELOPMENT PLAN FOR TUCK AWAY PUD SUBDIVISION WITH 1 MODIFICATION OF DEVELOPMENT STANDARDS FOR EXTERNAL CONNECTIVITY, FOR THE PROPERTY LOCATED SOUTH OF BOWMAN ROAD AND WEST OF LEWISBURG PIKE, LOCATED AT 1190 LEWISBURG PIKE AND 2208 CROSSWAY DRIVE

WHEREAS, Jim Cross, (Owner) of property located at 1190 Lewisburg Pike and 2208 Crossway Drive (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 2020-295 and Resolution 2020-296; and

WHEREAS, the BOMA has, or will, approve zoning for the Property as part of Ordinance 2020-35; and

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

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

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

WHEREAS, in accordance with the provisions of the City of Franklin, Tennessee, Zoning Ordinance, and as required by Tennessee Code Annotated § 13-4-310, as amended, the approval of the Development Plan by the BOMA will initiate a vesting period during which the development standards adopted by the City and in effect on the date of approval shall remain the standards applicable to the approved Development Plan.

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

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

PREMISES CONSIDERED

Map-Parcel	Acres
105-28.01	34.79
106-8.00	17.21
Total	52.00

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

SECTION III: That the overall entitlements for the Tuck Away PUD Subdivision are as follows:

Entitlements	Tuck Away PUD
Base Zone District	PD 0.73
Other Zoning Overlays	HHO, 500ft Hillside Buffer
Number of Dwelling Units	37
Number of Nonresidential Square Footage	N/A
Number of Hotel Rooms	N/A
Open Space Requirements	5% Open 10% Natural Area
Number of Phases in Development	1

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

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

MOS 1: Request to remove external street stub connection to southern boundary. Approved: _____ Denied: _____	9.5.1(B): Street connections, street stubs, or internal drive connections shall be provided in all directions (north, south, east, and west). <i>Staff recommended <u>disapproval</u>.</i>
--	---

SECTION VI. That this Resolution shall take effect from and after its passage ORD 2020-35, on third and final reading, the health, safety, and welfare of the citizens requiring it.

ERIC S. STUCKEY
City Administrator

DR. KEN MOORE
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

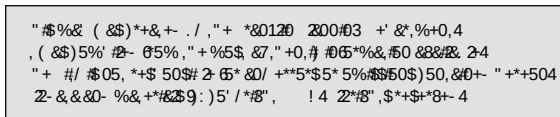
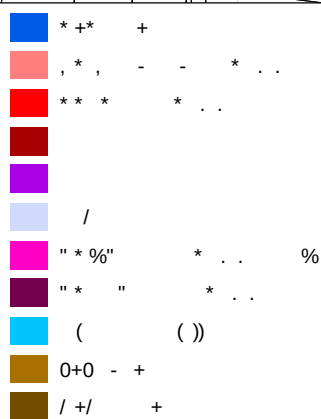
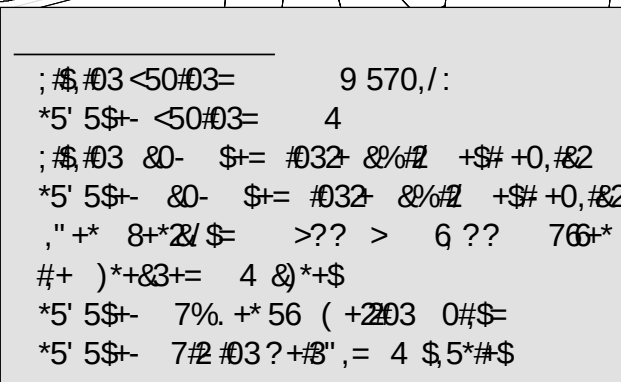
PREAPPLICATION CONFERENCE: _____10/6/20_____

BOMA/FMPC JOINT CONCEPTUAL WORKSHOP: _____10/22/20_____

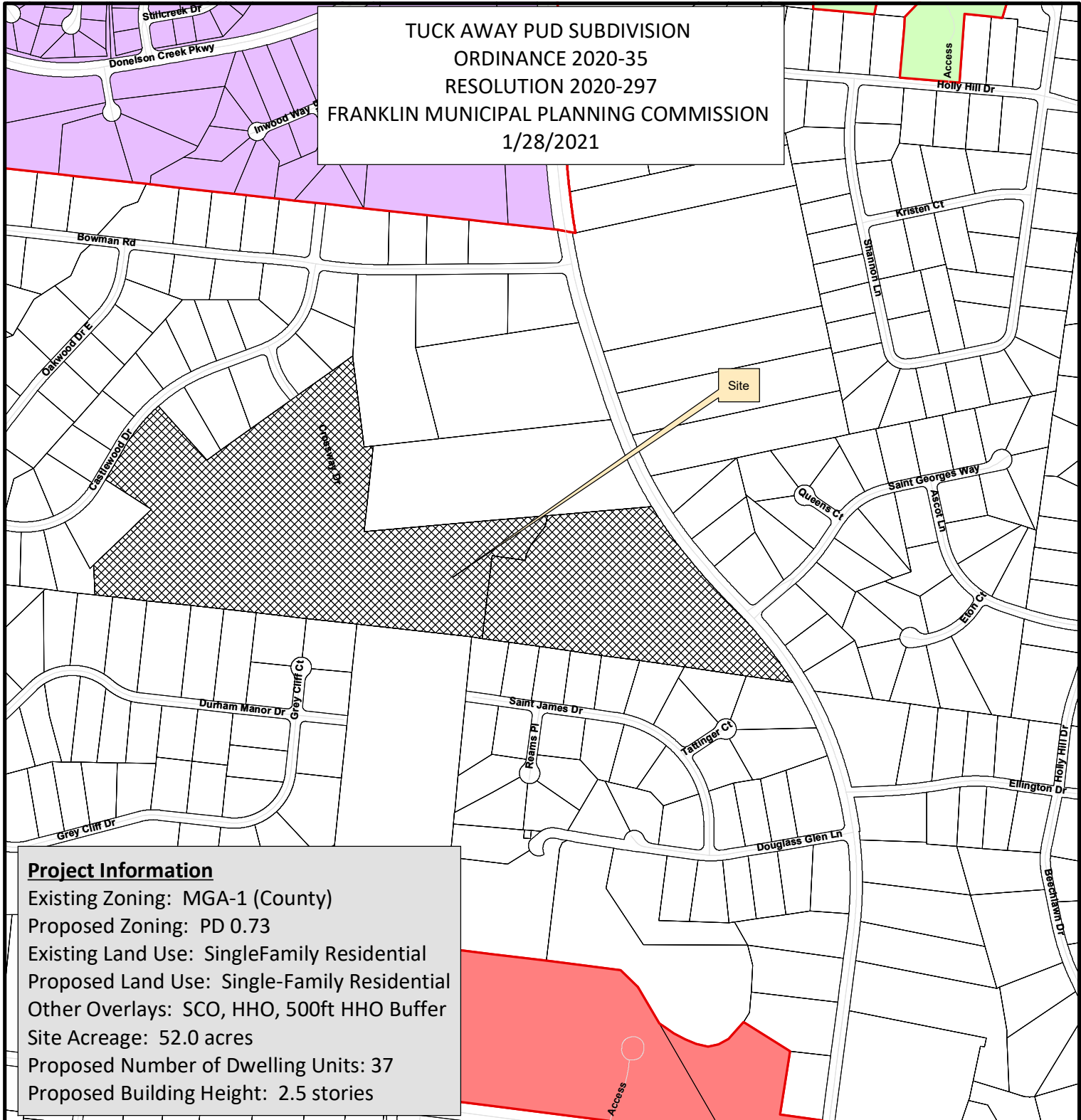
NEIGHBORHOOD MEETING: _____10/6/20_____

PLANNING COMMISSION RECOMMENDED _____: _____

PUBLIC HEARING AND BOMA APPROVAL: _____



TUCK AWAY PUD SUBDIVISION
ORDINANCE 2020-35
RESOLUTION 2020-297
FRANKLIN MUNICIPAL PLANNING COMMISSION
1/28/2021



Project Information

Existing Zoning: MGA-1 (County)
 Proposed Zoning: PD 0.73
 Existing Land Use: SingleFamily Residential
 Proposed Land Use: Single-Family Residential
 Other Overlays: SCO, HHO, 500ft HHO Buffer
 Site Acreage: 52.0 acres
 Proposed Number of Dwelling Units: 37
 Proposed Building Height: 2.5 stories

Tuck Away PUD Subdivision	CI Civic Institutional District
AG Agricultural District	NC Neighborhood Commercial
ER Estate Residential District	CC Central Commercial District
R1 Residential 1 District	DD Downtown District
R2 Residential 2 District	1ST Avenue District
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MR Mixed Residential District	GO General Office District
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OR Office Residential District	HI Heavy Industrial District



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.
 All data and materials (c) copyright 2018. All rights reserved.

CONDITIONS OF APPROVAL:

Open Issues: 21 These issues are currently being filtered

Addressing

General Issues

80. Subdivision and Street Name Approval

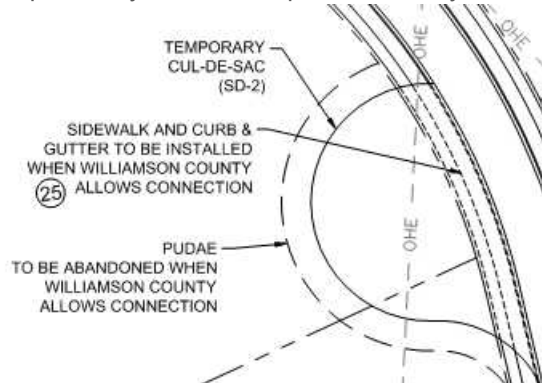
lori.jarosz@franklintn.gov Applicant was sent the street names that were approved.

Engineering - Checklist

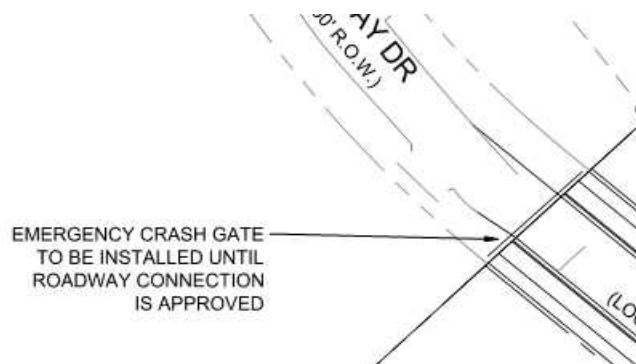
General Issues

3. Streets

lance.fittro@franklintn.gov For the temporary turnaround added with this submittal, applicant shall indicate on the plans that removal of the cul-de-sac pavement and installation of the sidewalk, curb and gutter are the responsibility of the Developer, not the City of Franklin. Likewise, applicant shall clarify that revising the final plat for abandonment of the PUDAE over the portion of the turnaround which lies outside of the ROW on lots 25 and 26 shall be the responsibility of the developer, not the City of Franklin.



For the emergency access gate proposed to be installed at the roadway connection to Crossway Drive, applicant shall note that it is a requirement of Williamson County, not City of Franklin, and include the information for the gate as requested by Fire Department staff per separate Condition of Approval so that uninterrupted access by emergency personnel is ensured.



Engineering - Development Plan Checklist

General Issues

40. External Connectivity

jimmy.wiseman@franklinton.gov Without a planned connection to the undeveloped property to the south, any future development of that parcel will require street connections to Durham Manor Drive and Saint James Drive. Providing a future connection will allow traffic to be distributed through Tuck Away out to Lewisburg.

It is imperative that the design of this property consider future connectivity in the region. Staff recommends disapproval of the modification of standards request.

DRT has serious concerns about the development of this property with the lack of connectivity being proposed.



54. H. Stormwater Management Plan

lance.fittro@franklinton.gov The previous comment, "Identify the existing stormwater outfalls from the property on the Existing Conditions Plan sheet C1.0" has not been addressed. Applicant shall label the existing stormwater outfalls on the Existing Conditions Plan sheet C1.0.

With the site plan, pre-development vs. post-development stormwater runoff shall be evaluated for each outfall separately. Where existing sheet flow is being concentrated to a point discharge onto adjacent property, off-site drainage easements shall be utilized or obtained, and analysis of downstream channels or infrastructure shall be provided to verify adequacy to receive the proposed stormwater flows. Where downstream infrastructure is inadequate to receive concentrated flows from any outfall, improvements to the downstream system will be required.

78. F. Development Plan

lance.fittro@franklinton.gov The previous comment, "Per Franklin Transportation and Street and Technical Standards 2.3.7 (1) (a) "In no case shall a cul-de-sac or temporary dead end street serve more than twenty (20) single-family residential lots."

Because the 20-lot limitation will be exceeded with Phase 2 of the development, the vehicular connection to Crossway Drive shall be constructed with Phase 2 of the development and accepted for public use prior to the issuance of building permits within the Phase 2 or Phase 3 portions of the development. This requirement applies whether the connection to Crossway Drive is a full connection or limited to emergency vehicles.

Applicant shall provide a note on the phasing plan sheet C6.0 to memorialize the understanding of this requirement." has not been addressed.

Applicant shall add a note to the Phasing Plan sheet C6.0 stating:

"The vehicular connection to Crossway Drive shall be constructed with Phase 2 of the development and accepted for public use prior to the issuance of building permits within the Phase 2 or Phase 3 portions of the development."

79. F. Development Plan

lance.fittro@franklinton.gov Applicant shall comply with Cul-de-sac requirements (Section 2.3.7 of Street Standards):

a) Cul-de-sacs shall not extend for more than 500' as measured from the center of the cul-de-sac turn around to the nearest right-of-way boundary of the adjoining street right-of-way intersection. If adjoining properties install fire sprinkler systems, this length may be extended to 1,000' in accordance with the adopted fire code. In no case shall a cul-de-sac or temporary dead end street serve more than twenty (20) single-family residential lots.

b) Any Local Street with a cul-de-sac that exceeds the maximum lengths above shall be provided with a secondary access point.

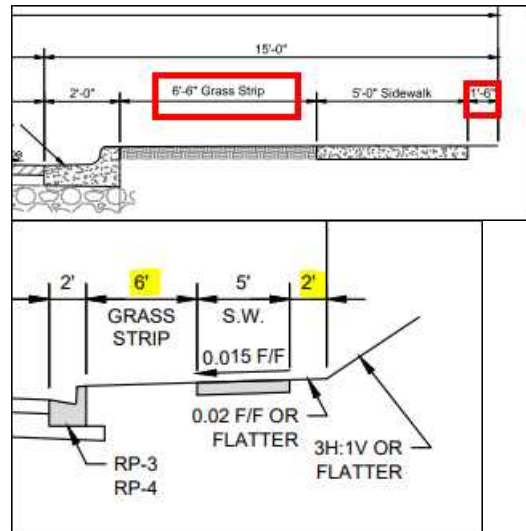
Upon further discussion with COF Fire staff, in the event that a full roadway connection to Crossway Drive is made and the required gating of the roadway by the Williamson County Highway Commission is what creates the long cul-de-sac, sprinklers for the homes on the cul-de-sac will not be required so long as the roadway connection is made and the gate is accessible by emergency personnel. Failure to complete the roadway connection and provide full access or a gate accessible by emergency personnel shall result in sprinklers being required for the homes.

87. Street Sections

joe.marlo@franklntn.gov The following is a newcomment due to changes in the submittal.

Applicant shall revise the local street sections to match COF Standard Drawing TS-6, including providing a 6'-0" wide grass strip and 2'-0" grass strip beyond the sidewalk.

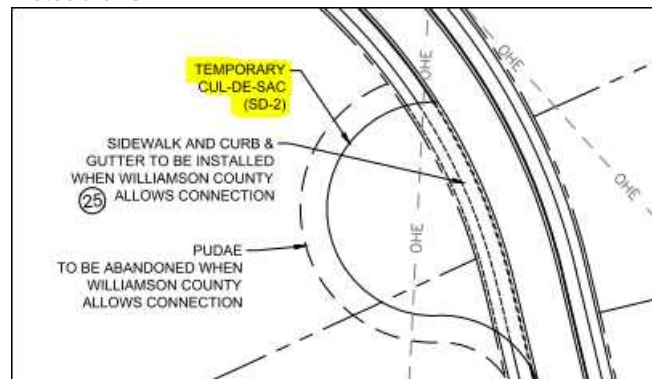
DWG NO TS-6 Low Volume Local Street Sections



89. Cul-de-sac

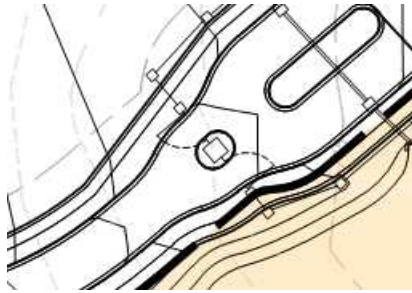
joe.marlo@franklntn.gov The following is a newcomment based on newinformation shown.

Applicant shall revise the note shown below to reference COF Standard Drawing SD-1 instead of SD-2.



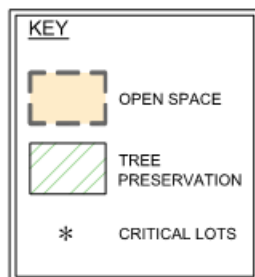
90. F. Development Plan

lance.fittro@franklintn.gov Linework indicating the gating of the public street at the entrance to the development that has been added to the plans with this Resubmittal shall be removed from all plan sheets. Below is one example of several where this proposed gating of the public ROW has reappeared on the plans:



91. F. Development Plan

lance.fittro@franklintn.gov Several of the lots previously designated as Critical Lots do not appear as such with this latest submittal. Applicant shall designate lots 13 through 20, 32 through 35, as well as all lots containing portions of the HHO and 500-foot HHO Buffer with an asterisk (*) on the lot and note them as as Critical Lots for Grading. These lots will require submittal of a Critical Lot Site Plan with the Building Permit submittal.



FIRE--Planning

General Issues

22. Connectivity

curt.edelmann@franklintn.gov Issue to remain open pending outcome of MOS request.

From an emergency response perspective, connectivity between properties is desirable. The fire department would like to see connectivity to the south.

The Franklin Zoning Ordinance requires a site to have connectivity in four directions to adjacent properties (9.5.1). The DRT will determine appropriate connections and may waive the requirement under certain conditions.

[Edited By Curt Edelmann]

83. Hydrant flow test

curt.edelmann@franklintn.gov Applicant provided a flow test dated November 3, 2020. The test showed an available fire flow of 1,042-gpm at 20-psi. Minimum fire flow is as follows:

1,000-gpm for single-family homes less than 3,600-SF
1,750-gpm for single-family homes from 3,600-SF to 4,800-SF

Since minimum fire flows are not available. All houses larger than 3,600-SF in the development will require fire sprinklers.

84. Gates

curt.edelmann@franklintn.gov It appears that a gate has been added to Sheet C4.3. The fire department will not address whether or not a gate is permitted. In general, the fire department discourages the use of gates because it slows emergency response. If a gate is approved, the following requirements must be met.

1. Motorized gate: Must have a Siren-Operated Sensor (SOS) and an electronic back-up with a Knox key switch or Knox Box with owner-supplied key.
2. Gate must be capable of manual operation in the event of a power loss.
3. Gate must have an override feature to permit access by multiple emergency vehicles without having to wait for intermittent opening of the gate.
4. Manual gate: Knox padlock or Knox Box with owner-supplied key.
5. Gate must be a minimum of 20-feet wide. Where there is a divided roadway, the gate must be a minimum of 12-feet wide.
6. Minimum height clearance is 13-feet, 6-inches.
7. Automatic gates must comply with UL 325 and ASTM F2200.

Parks

General Issues

1. Parkland information

kevinl@franklintn.gov The Parkland Agreement has been sent to Law for approval. This could take up to 45 days for approval.

Planning

General Issues

66. Modification of Standards

joseph.bryan@franklintn.gov Staff is unable to recommend the MOS request to remove the required connectivity to the south.

92. Critical Lots

joseph.bryan@franklintn.gov Applicant shall label the lots with HHO as Critical lots and establish conservation easements along the established HHO lines.

93. Temporary Turnaround

joseph.bryan@franklintn.gov Applicant shall include a note that temporary turnaround must be removed within 3 years of installation per the streets standards.
[Edited By Joseph Bryan]

94. Shared Driveway

joseph.bryan@franklinton.gov Applicant shall label the shared driveway for the three lots along Lewisburg Pike as such.

Planning (Landscape)

General Issues

77. Specimen Trees

jason.arnold@franklinton.gov With the one stop submission, provide total inches of specimen trees proposed for removal.

Stormwater

General Issues

48. Drainage

ellen.moore@franklinton.gov Advisory comment, but does not hinder approval:

All permanent outfalls onsite shall not aggravate any downstream flooding. Offsite and hillside water shall not be diverted in such a way to add additional stormwater to any point offsite.

[Edited By Ellen Moore]

86. Stormwater Management Plan

ellen.moore@franklinton.gov Applicant shall be aware that if this development plan is approved by July 1, 2021 that the development plan will be vested under the 2016 BMP Manual.

TUCK AWAY

PD SUBDIVISION

DEVELOPMENT PLAN

PD (0.71 - RESIDENTIAL)

FRANKLIN, WILLIAMSON, TENNESSEE

SHEET INDEX

C0.0 COVER SHEET

C1.0 EXISTING CONDITIONS
C1.1 EXST. CONDITIONS ENLARGEMENT
C1.2 EXST. CONDITIONS ENLARGEMENT
C1.3 EXST. CONDITIONS ENLARGEMENT
C1.4 EXST. CONDITIONS ENLARGEMENT

C2.0 DEVELOPMENT PLAN
C2.1 DEV. PLAN ENLARGEMENT
C2.2 DEV. PLAN ENLARGEMENT
C2.3 DEV. PLAN ENLARGEMENT
C2.4 DEV. PLAN ENLARGEMENT

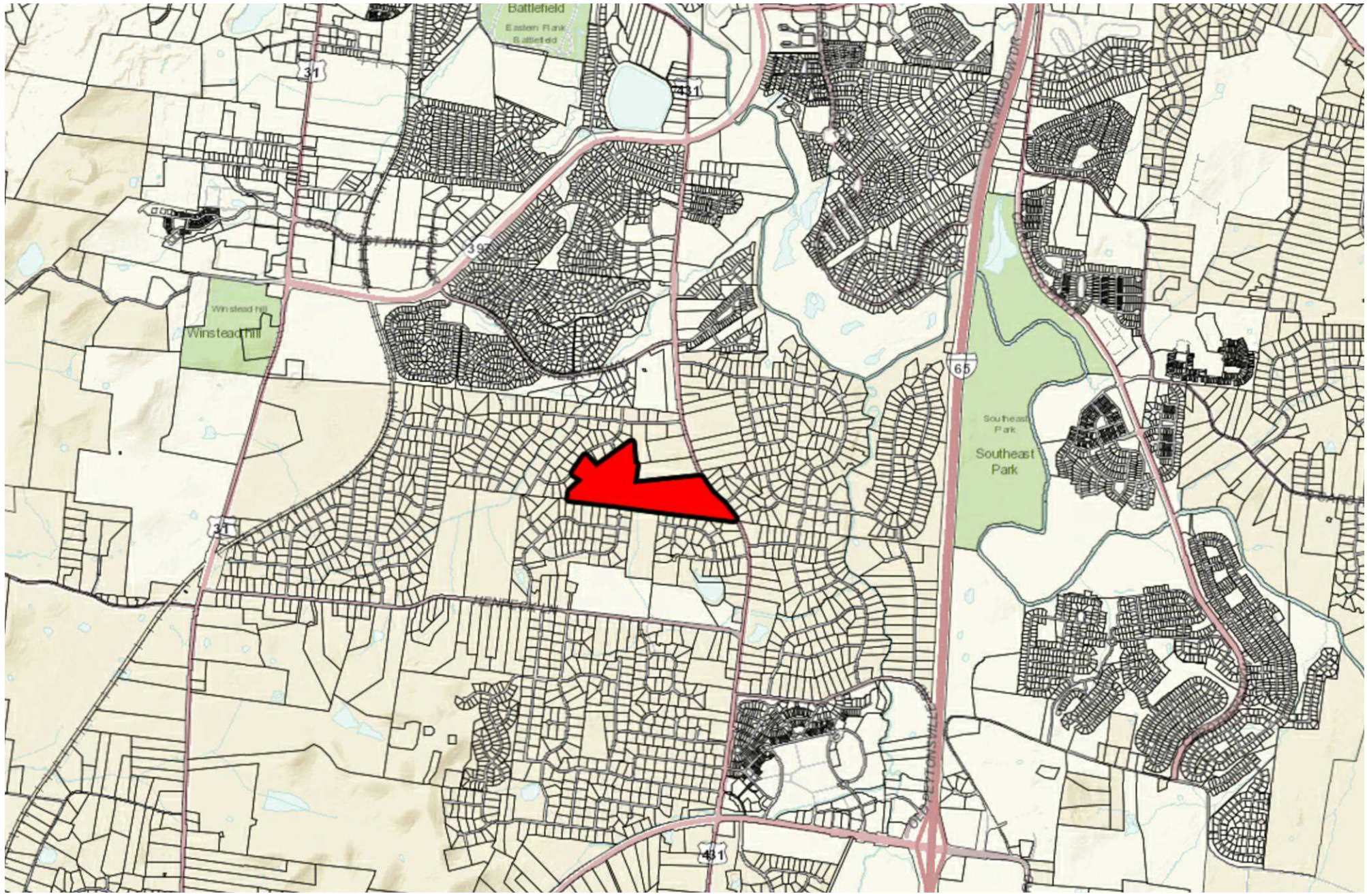
C3.0 OVERALL GRADING & DRAINAGE PLAN
C3.1 ENLARGED GRADING & DRAINAGE PLAN
C3.2 ENLARGED GRADING & DRAINAGE PLAN

C4.0 OVERALL ROW & ACCESS PLAN
C4.1 ENLARGED ROW & ACCESS PLAN
C4.2 ENLARGED ROW & ACCESS PLAN
C4.3 ENLARGED ROW & ACCESS PLAN

C5.0 OVERALL SITE UTILITY PLAN
C5.1 ENLARGED SITE UTILITY PLAN
C5.2 ENLARGED SITE UTILITY PLAN
C5.3 ENLARGED SITE UTILITY PLAN

C6.0 PHASING PLAN

L1.0 TREE PRESERVATION PLAN
L1.1 TREE PRES. ENLARGEMENT
L1.2 TREE PRES. ENLARGEMENT
L1.3 TREE PRES. ENLARGEMENT
L1.4 TREE PRES. ENLARGEMENT



NOT TO SCALE

VICINITY MAP

APPLICANT & LANDSCAPE ARCHITECT:

GAMBLE DESIGN COLLABORATIVE
GREG GAMBLE
324 LIBERTY PIKE
SUITE 145
FRANKLIN, TN 37064
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:

ENERGY, LAND, AND INFRASTRUCTURE LLC.
1420 DONELSON PIKE
SUITE A-12
NASHVILLE, TN 37217
(615) 383-6300

OWNER / DEVELOPER:

JIM CROSS
103 FORREST CROSSING BLVD.
SUITE 205
FRANKLIN, TN 37064

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY CITY OF FRANKLIN STAFF WILL OCCUR 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.

STATEMENT OF IMPACTS

WATER FACILITIES

WATER SERVICE TO BE PROVIDED BY CITY OF FRANKLIN.
37 UNITS x 350 GPD = 12,950 GPD

SEWER FACILITIES

SEWER SERVICE TO BE PROVIDED BY CITY OF FRANKLIN.

POLICE, FIRE, AND RECREATIONAL FACILITIES

NEAREST POLICE STATION: 3.6 MI (FRANKLIN POLICE DEPARTMENT)
NEAREST FIRE STATION: 1.8 MI (FRANKLIN FIRE STATION 5)
NEAREST RECREATIONAL FACILITY: 2.3 MI (WINSTEAD HILL PARK)

PROJECTED STUDENT POPULATION

14 ELEMENTARY SCHOOL
9 MIDDLE SCHOOL
7 HIGH SCHOOL
TOTAL 30 STUDENTS

REFUSE STORAGE AND SANITATION COLLECTION FACILITIES

REFUSE COLLECTION FOR THE DEVELOPMENT SHALL BE PROVIDED BY THE CITY OF FRANKLIN

SITE DATA CHART

PROJECT NAME:	TUCK AWAY
PROJECT NUMBER:	7374
ADDRESS:	1190 LEWISBURG PIKE, FRANKLIN, TN 37064
PARCEL(S):	106 00800, 105 02801
ACREAGE / SF OF SITE:	52 AC / 2,261,220 SF
VESTING (IF APPLICABLE):	
CIVIL DISTRICT:	10TH
EXISTING ZONING:	MGA-1
PROPOSED ZONING:	PD (0.71)
ZONING OVERLAY:	HHO, 500' HHO BUFFER
BUILDING TYPES APPLIED:	SINGLE FAMILY
FRONTAGE TYPES APPLIED:	YARD FRONTAGE
LOT WIDTH (RESIDENTIAL):	95' & 100'
LOT SIZE (RESIDENTIAL):	1 AC, 2 AC
SETBACKS:	
FRONT:	15' / 80'
SIDE:	5'
REAR:	20'
DWELLING UNIT COUNT (BY TYPE):	37
SINGLE FAMILY:	37
BUILDING HEIGHT:	MAX 2.5 STORIES
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5%
NATURAL AREA REQUIRED:	10%
TREE CANOPY RETENTION ACREAGE:	16.27 AC
PARKLAND DEDICATION:	37 DWELLINGS W/ 3 EXST. UNITS
FEES IN LIEU:	34 UNITS X \$4,304 = \$146,336 DUE AT FINAL PLAT
OWNER:	JIM CROSS 103 FORREST CROSSING BLVD. FRANKLIN, TN 37064 SUITE 205
APPLICANT:	GAMBLE DESIGN COLLABORATIVE
ADDRESS:	324 LIBERTY PIKE, FRANKLIN, TN 37064 SUITE 145 (615) 975-5765 greg.gamble@gdc-tn.com GREG GAMBLE
PHONE:	
EMAIL:	
CONTACT:	

MOS 1

Section 9.5.1(B) External Connectivity.

B. Street connections, street stubs, or internal drive connections shall be provided in every direction (north, south, east, and west), including connections to all existing streets or internal drives adjacent to the development site.

Request to remove external street stub connections to southern boundary.

This modification enhances the development by providing connections to areas that have potential to be annexed into the City of Franklin. The southern boundary is bordered by established Williamson County subdivisions.

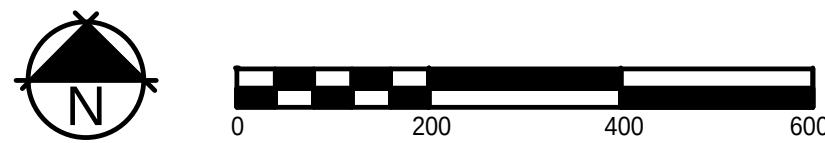
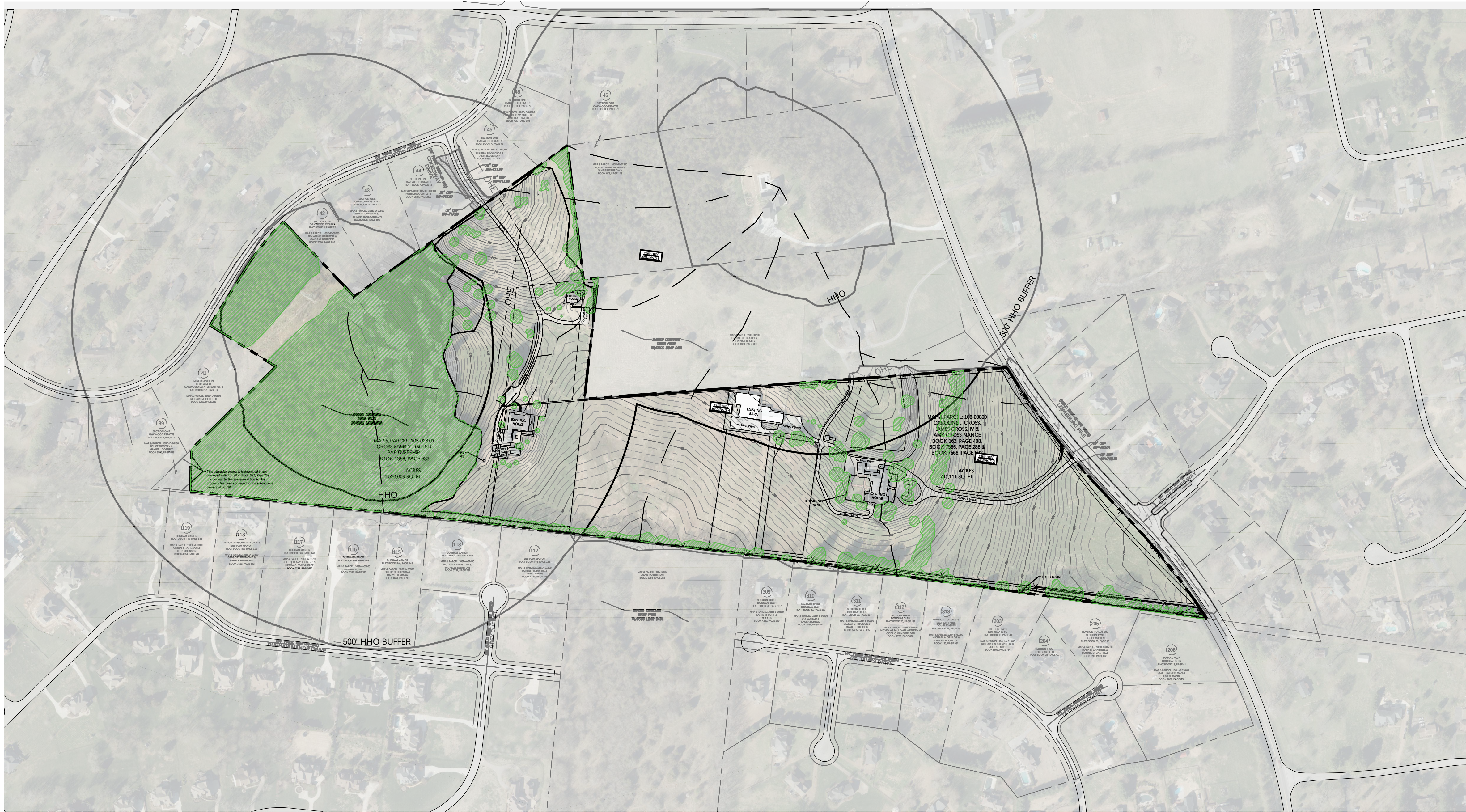
This site is unique in that it surrounded by Williamson County property on all sides. The concern for connectivity in all directions comes from the neighbors in the Williamson County Subdivision of Oakwood Estates as well as the Williamson County Highway Commission. Oakwood Estates, Durham Manor, and Douglas Glen subdivisions are already established neighborhoods, currently in Williamson County jurisdiction that could only be annexed in the City of Franklin at the request of the property owner. Full unrestricted connectivity to these neighborhoods will increase through traffic North and South through the neighborhoods. This increase will change the character of the communities and will affect the quality of life of the residents.

Single-Family policy established in Envision Franklin speaks of creating transition from existing neighborhoods in adjacent properties to the new development. Oakwood Estates, Durham Manor, and Douglas Glen subdivisions are established neighborhoods, currently in Williamson County jurisdiction and do not wish to have connections made to the new development. Our plan focuses on creating connections to areas of growth potential for the City of Franklin and creating transition back to these neighborhoods.



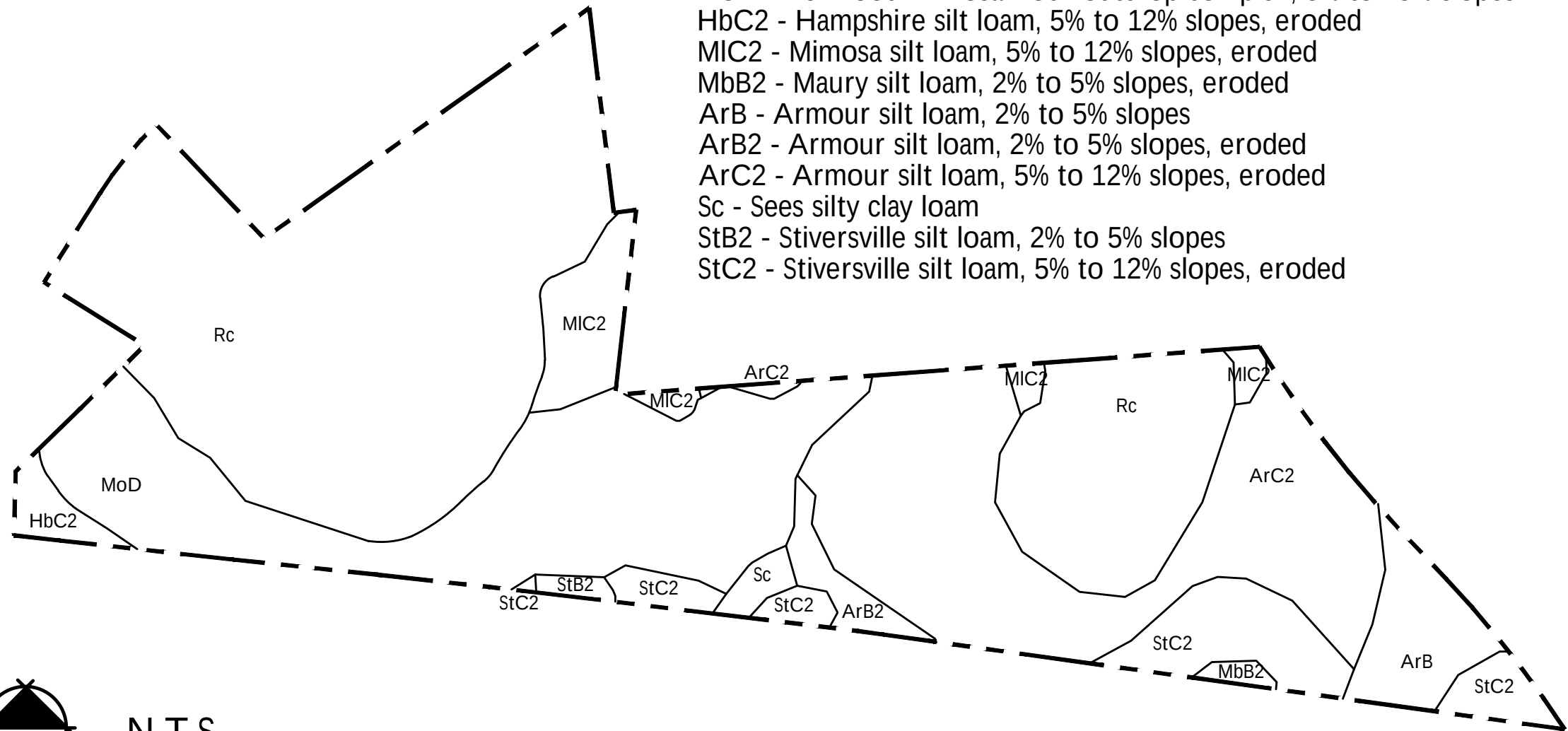
PRE-APP SUBMITTAL: SEPTEMBER 28, 2020
INITIAL SUBMITTAL: OCTOBER 12, 2020
RESUBMITTAL: JANUARY 7, 2021
ONE STOP:
COF #: 7374

GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
greg.gamble@gdc-tn.com



SOIL DATA

Rc - Rockland, 3% to 30% slopes
MoD - Ashwood-Mimosa-Rock outcrop complex, 5% to 15% slopes
HbC2 - Hampshire silt loam, 5% to 12% slopes, eroded
MIC2 - Mimosa silt loam, 5% to 12% slopes, eroded
MbB2 - Maury silt loam, 2% to 5% slopes, eroded
ArB - Armour silt loam, 2% to 5% slopes
ArB2 - Armour silt loam, 2% to 5% slopes, eroded
ArC2 - Armour silt loam, 5% to 12% slopes, eroded
Sc - Sees silty clay loam
StB2 - Stiversville silt loam, 2% to 5% slopes
StC2 - Stiversville silt loam, 5% to 12% slopes, eroded



SITE DATA CHART

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VESTING (IF APPLICABLE):	
CIVIL DISTRICT:	10TH
EXISTING ZONING:	MGA-1
PROPOSED ZONING:	PD (0.71)
ZONING OVERLAY:	HHO, 500' HHO BUFFER
BUILDING TYPES APPLIED:	SINGLE FAMILY
FRONTAGE TYPES APPLIED:	YARD FRONTAGE
LOT WIDTH (RESIDENTIAL):	95' & 100'
LOT SIZE (RESIDENTIAL):	1 AC, 2 AC
SETBACKS:	
FRONT:	15' / 80'
SIDE:	5'
REAR:	20'
DWELLING UNIT COUNT (BY TYPE):	37
SINGLE FAMILY:	37
BUILDING HEIGHT:	MAX 2.5 STORIES
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5%
NATURAL AREA REQUIRED:	10%
TREE CANOPY RETENTION ACREAGE:	16.27 AC
PARKLAND DEDICATION:	37 DWELLINGS W/ 3 EXST. UNITS
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ADDRESS:	324 LIBERTY PIKE, FRANKLIN, TN 37064 SUITE 145
PHONE:	(615) 975-5765
EMAIL:	greg.gamble@gdc-in.com
CONTACT:	GREG GAMBLE

KEY	
	SLOPES 14%-19.99%
	SLOPES 20%+
	PROPERTY LINE
	HHO & 500' HHO BUFFER
	EXISTING TREES

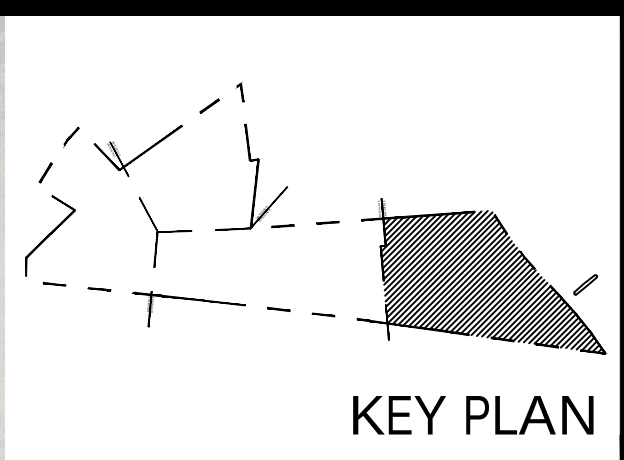
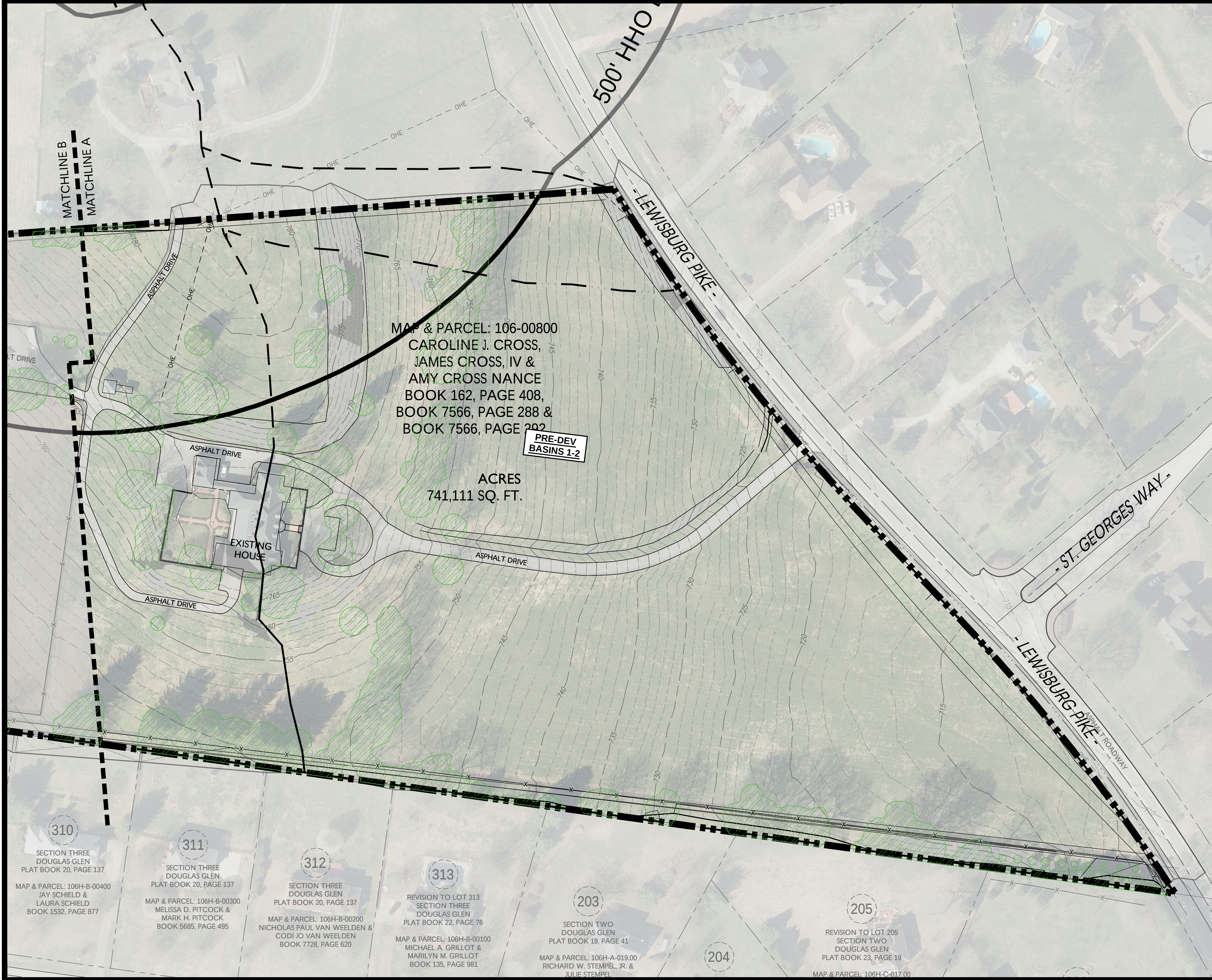
TREE CANOPY RETENTION

OVERALL SITE AREA = 2,261,220 SF (52 AC)			
EXISTING TREE CANOPY	REMOVED TREE CANOPY	PRESERVED TREE CANOPY	
17.92 AC	780,781 SF	1.53 AC	66,686 SF
		16.39 AC	714,096 SF
TREE CANOPY DATA:			
TOTAL EXISTING TREE CANOPY:	781,030.8 SF;	17.93 AC (34.5% OF SITE)	
REQUIRED CANOPY PRESERVATION:	48%	(374,894.8 SF; 8.61 AC)	
PROVIDED CANOPY PRESERVATION:	91.4%	(714,096 SF; 16.39 AC)	

NOTES:

SURVEY BY:	TWM ENGINEERING & GEOSPATIAL SERVICES
METHOD:	FIELD-RUN TOPO
DATE:	07-10-2020
SOIL SURVEY:	NRCS WEB SOIL SURVEY

Pre-Dev Basin 1 Grading & Drainage Data Chart - Basin Area: 12.92 AC - Impervious Area: 0 AC - CN: 79 - Peak Flow Runoff 2 year: 31.72 CFS 5 year: 44.02 CFS 10 year: 54.16 CFS 25 year: 68.66 CFS 50 year: 80.56 CFS 100 year: 92.84 CFS	Pre-Dev Basins 3-4 Grading & Drainage Data Chart - Basin Area: 29.48 AC - Impervious Area: 0.21 AC - CN: 78 - Peak Flow Runoff 2 year: 76.44 CFS 5 year: 106.49 CFS 10 year: 131.46 CFS 25 year: 167.26 CFS 50 year: 196.66 CFS 100 year: 227.04 CFS	Pre-Dev Basins 5-6 Grading & Drainage Data Chart - Basin Area: 14.91 AC - Impervious Area: 0.09 AC - CN: 76 - Peak Flow Runoff 2 year: 35.40 CFS 5 year: 49.97 CFS 10 year: 62.34 CFS 25 year: 80.19 CFS 50 year: 94.92 CFS 100 year: 110.19 CFS
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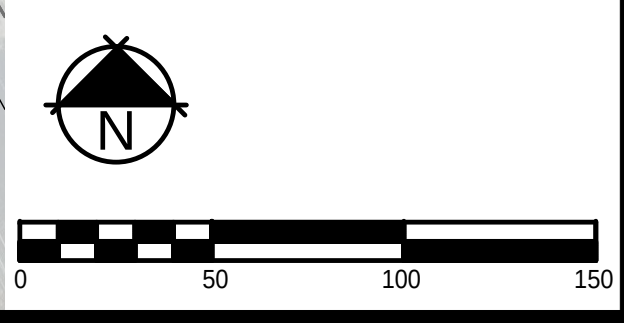


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	EXST. TREES

**TUCK AWAY
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee



Revision Date
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△
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△



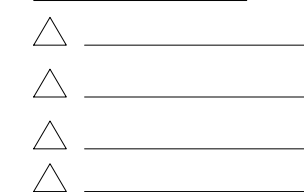


**TUCK AWAY
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee

Franklin, Williamson County, Tennessee



Revision Date

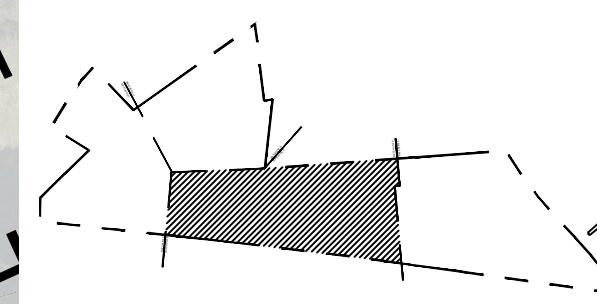


EXISTING CONDITIONS

SHEET

C1.2

COF #7374

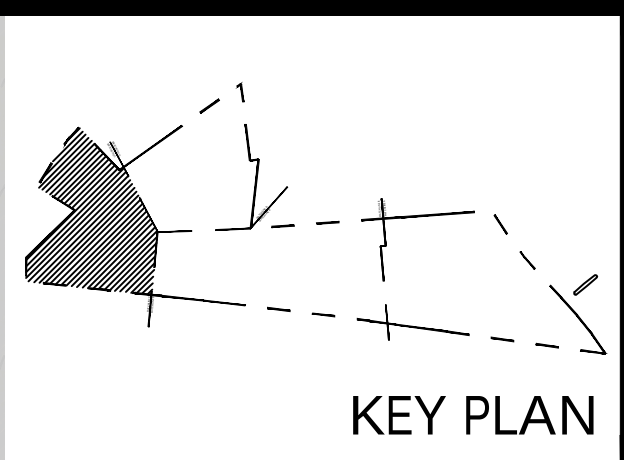
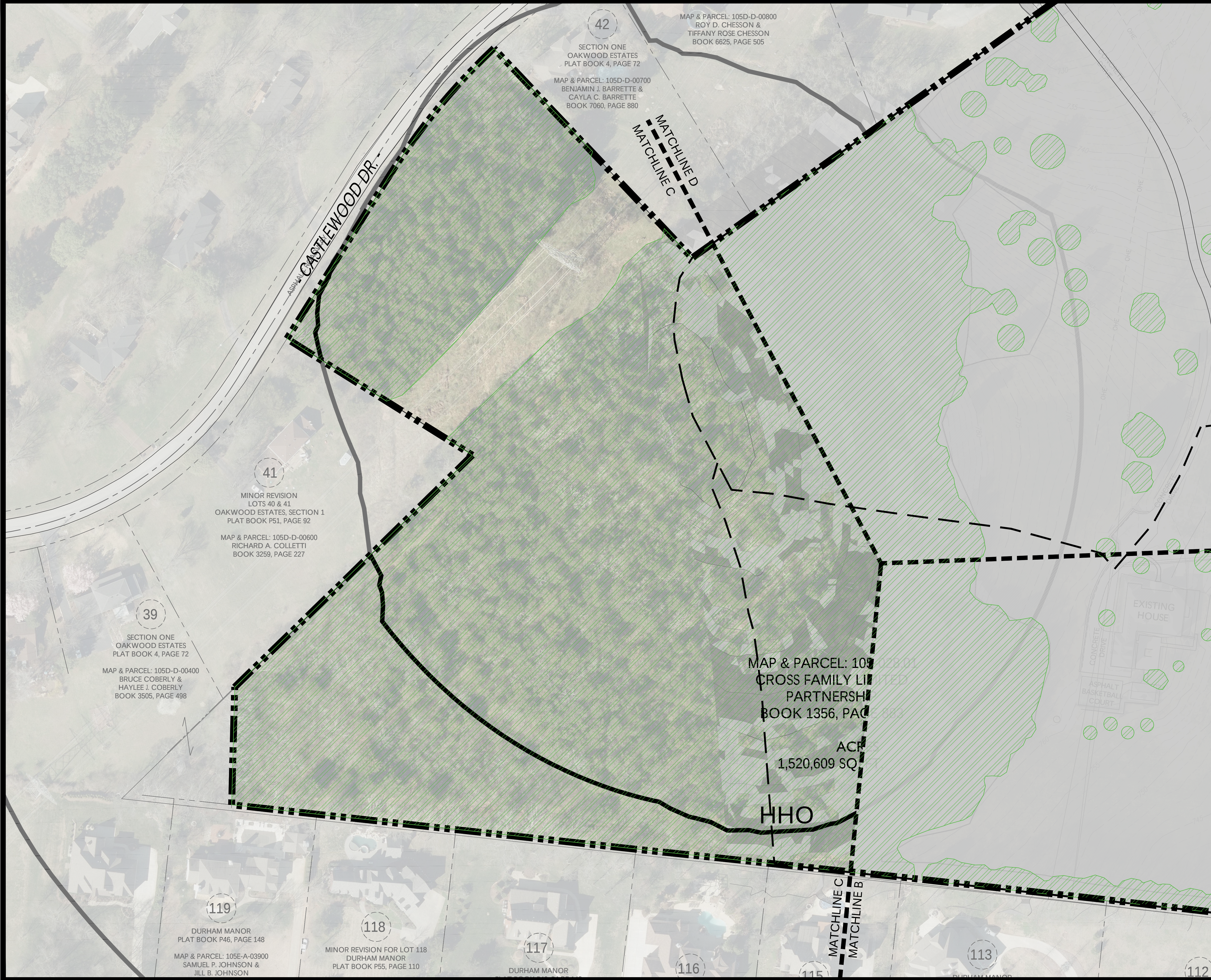


KEY PLAN

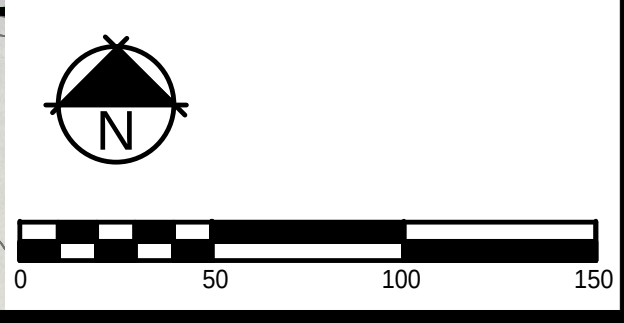
KEY

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 SLOPES 20%+
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 HHO & 500' BUFFER
 EXST. TREES

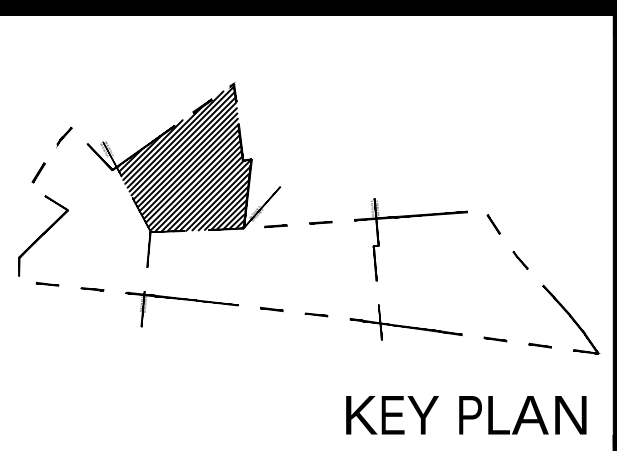
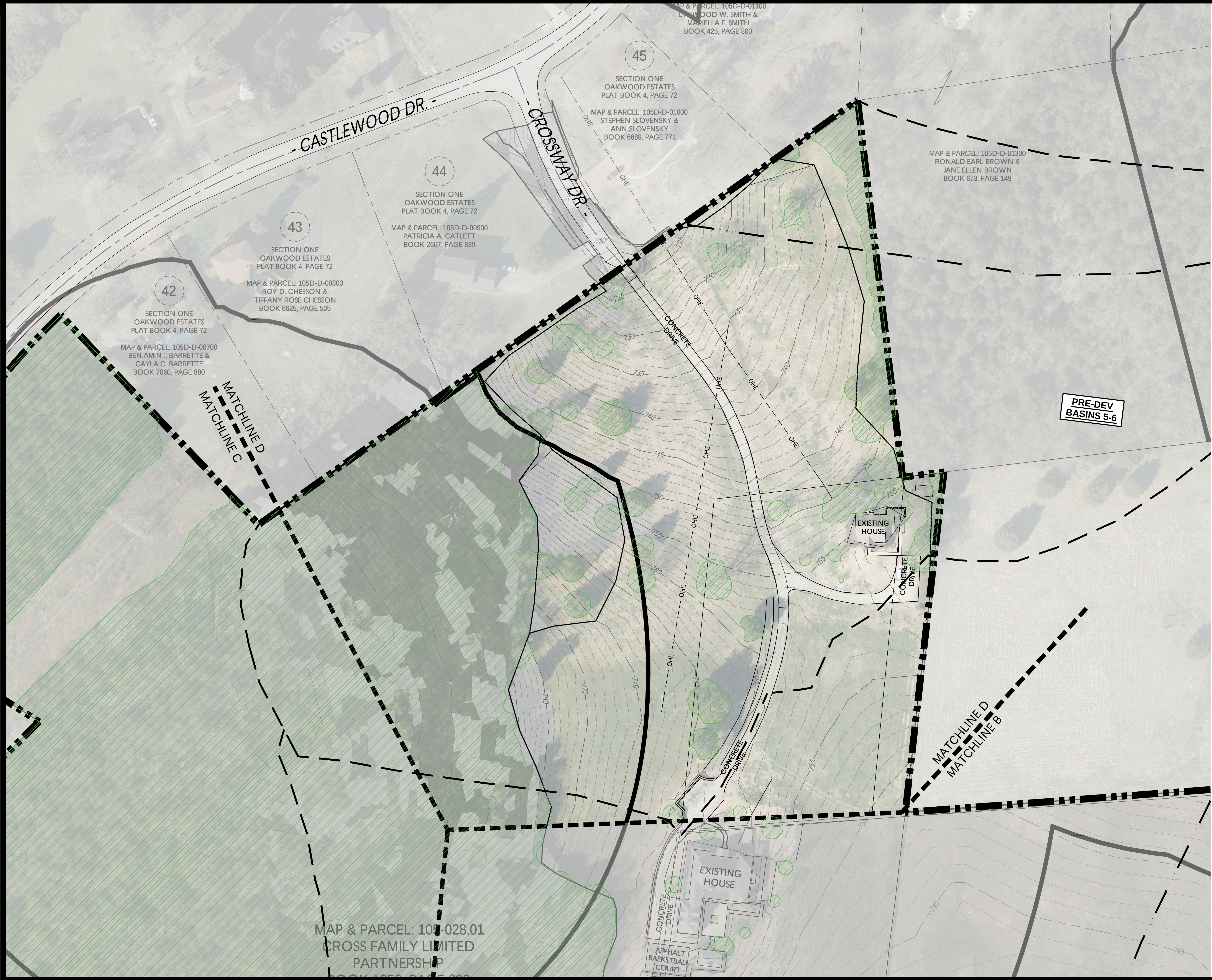




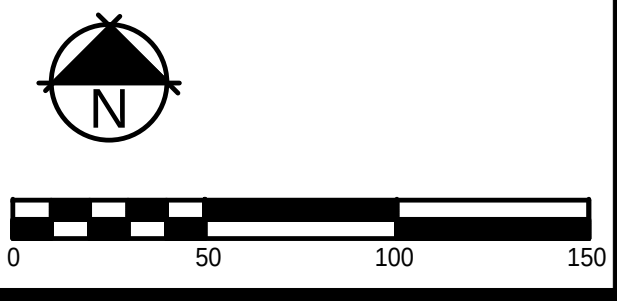
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Revision	Date
△	
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△	
△	



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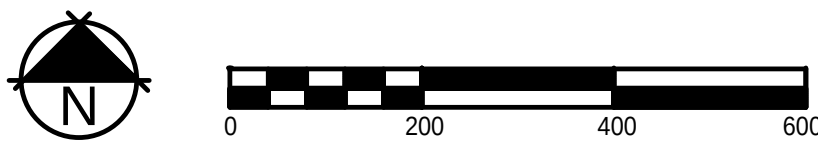
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

Drake A. Reed
REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE NO. 010921

Revision Date _____
△ _____
△ _____
△ _____
△ _____

EXISTING
CONDITIONS
SHEET
C1.4
COF #7374



SITE DATA CHART

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ADDRESS:	1190 LEWISBURG PIKE, FRANKLIN, TN 37064
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PHONE:	(615) 975-5765
EMAIL:	greg.gamble@gdc-tn.com
CONTACT:	GREG GAMBLE

OPEN SPACE REQUIREMENT

TOTAL 2,261,220 SF ~ 1,075,270 SF (FROM LOTS > 30,000 SF)
= 1,185,950 SF APPLICABLE TO REQUIREMENT

MINIMUM OPEN SPACE REQUIREMENT: 5%
REQUIRED TOTAL = 59,300 SF
(5% MIN. OPEN SPACE x 1,185,950 SF = 59,300 SF, 1.36 AC)

ADDITIONAL NATURAL AREA REQUIREMENT: 10%
REQUIRED TOTAL = 118,600
(10% ADDITIONAL 'NATURAL AREA' x 1,185,950 SF = 118,600 SF)

REQUIRED: 177,900 SF; 4.08 AC TOTAL
PROVIDED: 284,010 SF; 5.69 AC TOTAL (139.4%)
(PROVIDED OPEN SPACE = 80,150 SF, 1.84 AC)
(ADDITIONAL 'NATURAL AREA' = 203,860 SF, 3.85 AC)

LOT	TYPE	AREA (ACRES)
100	NATURAL AREA	1.77 AC
101	POCKET PARK	0.63 AC
102	POCKET PARK	0.39 AC
103	COURTYARD	0.82 AC
104	NATURAL AREA	2.08 AC

NOTE: ALL OPEN SPACE LOTS SERVE AS PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENTS

KEY	
	OPEN SPACE
	TREE PRESERVATION
	CRITICAL LOTS

TREE CANOPY RETENTION

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GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee

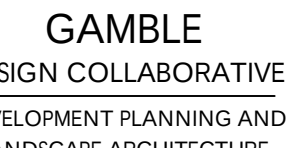


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DEVELOPMENT PLAN

SHEET
C2.0

COF #7374



KEY

OPEN SPACE

TREE PRESERVATION

★ CRITICAL LOTS

TUCK AWAY DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee

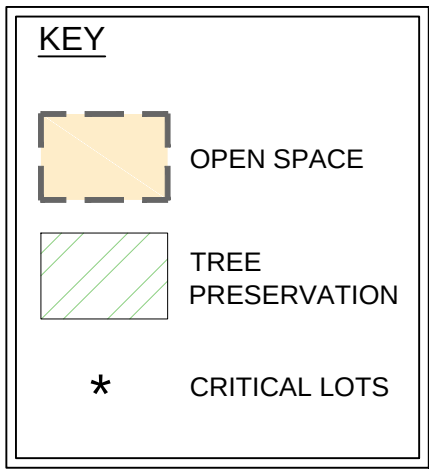


Division Date _____

SHEET
C2.1

DF #7374





LUCK AWAY DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee



Revision Date _____

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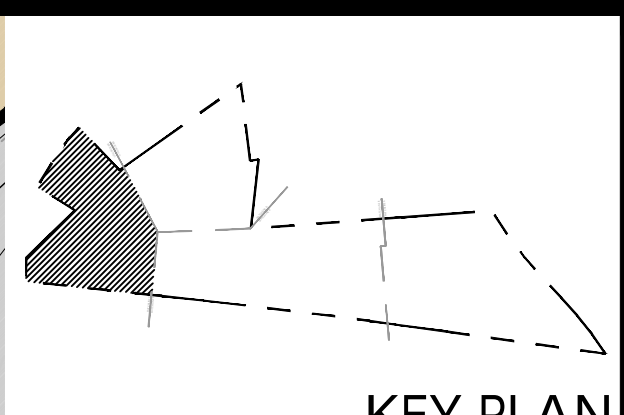
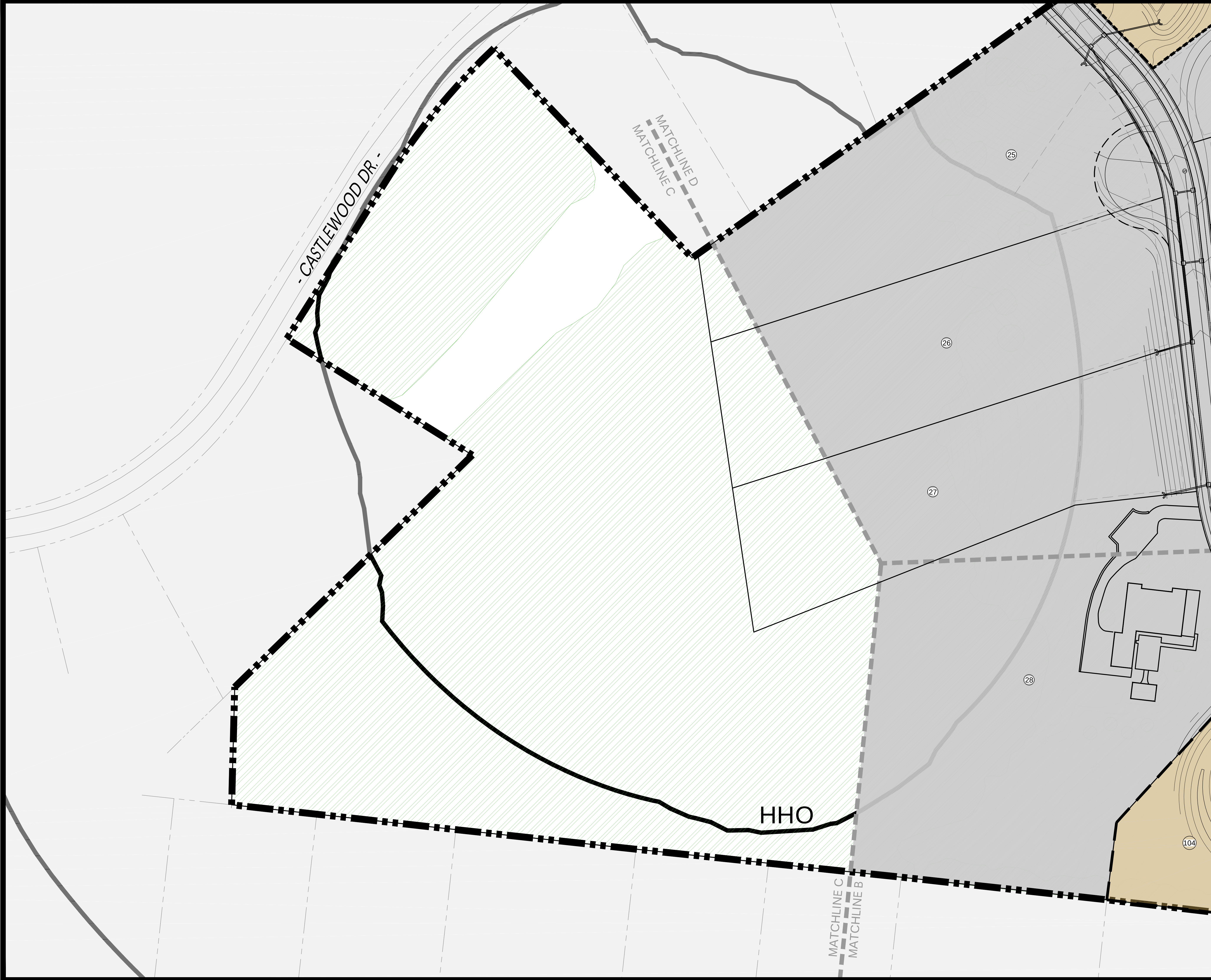
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DEVELOPMENT PLAN

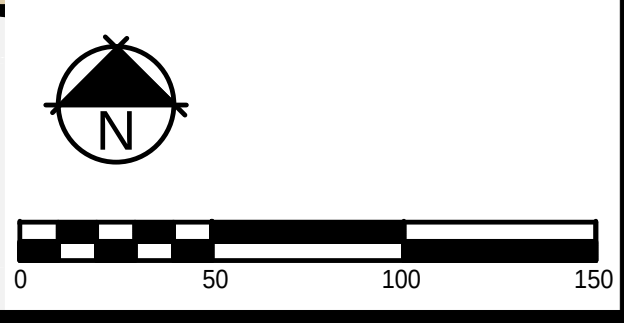
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COF #7374



KEY

- OPEN SPACE
- TREE PRESERVATION
- CRITICAL LOTS



GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

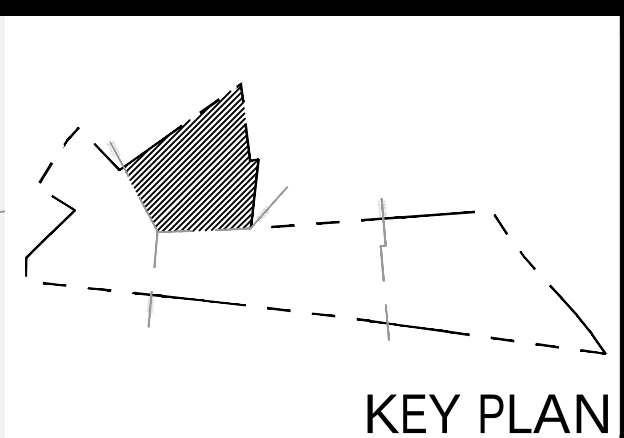
TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

Drake A. Reiser
REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE
010921

Revision Date _____
△ _____
△ _____
△ _____
△ _____

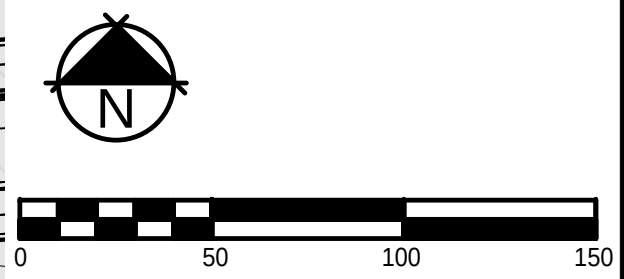
DEVELOPMENT PLAN

SHEET
C2.3
COF #7374



KEY

- OPEN SPACE
- TREE PRESERVATION
- CRITICAL LOTS





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DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



DRAKE A. RECORD
REGISTERED
LANDSCAPE ARCHITECT
Tennessee No. 1010721

Revision Date _____

△ _____

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△ _____

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DEVELOPMENT PLAN

SHEET
C2.4
COF #7374

Runoff from Basin 1 will be conveyed to a level 1 bioretention basin. This basin drains to the roadside ditch along the west side of Lewisburg Pike.

Runoff from Basin 3 will be conveyed to the same dry detention pond described in Basin 2 and then to the existing offsite conveyance to the south.

Runoff from Basin 5 will be conveyed to a level 1 bioretention basin. This basin drains to the ditch along Crossway Drive toward Castlewood Drive.

The cumulative pre-treatment and post-treatment weighted R_v is 0.300 and 0.197 respectively. Practices will be sized such that adjusted curve numbers incorporated in the post-development runoff hydrographs combined with the dry detention pond will reduce post-development peak flows to rates at or below pre-development peak flows.

The treated post-development Rv for the site will meet the city's requirements (less than 0.20). This information will be reflected on the Post Construction / Final EPSC Plan in each Site Plan submittal. The total post-development peak flow runoff rates will be less than the pre-development conditions for each of the 2-100 YR events.

There are no jurisdictional water features located on or immediately adjacent to the site. The western portions of the site are located in the Donelson Creek basin while the eastern portions of the site are in the Fivemile Creek basin.

Downstream receiving infrastructure and off-site drainage easements shall be evaluated at Site Plan stage.

**Post-Dev Basin 1 Grading
& Drainage Data Chart**

- Basin Area: 13.09 AC
- Impervious Area: 2.42 AC
- Disturbed Area: 12.63 AC
- Adjusted CN: 73
- Peak Flow Runoff
 - 2 year: 26.90 CFS
 - 5 year: 39.04 CFS
 - 10 year: 49.26 CFS
 - 25 year: 64.50 CFS
 - 50 year: 77.17 CFS
 - 100 year: 90.39 CFS

Post-Dev Basins 2-3 Grading & Drainage Data Chart

- Basin Area: 13.17 AC
- Impervious Area: 2.58 AC
- Disturbed Area: 13.17 AC
- Adjusted CN: 81
- Peak Flow Runoff
 - 2 year: 41.17 CFS
 - 5 year: 55.86 CFS
 - 10 year: 67.85 CFS
 - 25 year: 84.87 CFS
 - 50 year: 98.74 CFS
 - 100 year: 113.01 CFS

Post-Dev Basins 2-3 Pond
Outflows Grading & Drainage Data Chart

- Site Area: 13.17 AC
- Impervious Area: 2.58 AC
- Disturbed Area: 13.17 AC
- Adjusted CN: 81
- Peak Flow Runoff
 - 2 year: 11.92 CFS
 - 5 year: 16.79 CFS
 - 10 year: 20.59 CFS
 - 25 year: 25.57 CFS
 - 50 year: 28.27 CFS
 - 100 year: 30.71 CFS

**Post-Dev Basin 4 Grading
& Drainage Data Chart**

- Basin Area: 17.60 AC
- Impervious Area: 1.21 AC
- Disturbed Area: 9.5 AC
- CN: 79
- Peak Flow Runoff
 - 2 year: 47.61 CFS
 - 5 year: 65.88 CFS
 - 10 year: 80.92 CFS
 - 25 year: 102.42 CFS
 - 50 year: 120.04 CFS
 - 100 year: 138.21 CFS

**Post-Dev Basin 2-4 Grading
& Drainage Data Chart**

- Site Area: 30.77 AC
- Impervious Area: 3.79 AC
- Disturbed Area: 22.67 AC
- Adjustd CN: 80
- Peak Flow Runoff
 - 2 year: 58.43 CFS
 - 5 year: 80.82 CFS
 - 10 year: 99.04 CFS
 - 25 year: 124.69 CFS
 - 50 year: 145.15 CFS
 - 100 year: 165.84 CFS

**Post-Dev Basin 5-7 Grading
& Drainage Data Chart**

- Site Area: 13.47 AC
- Impervious Area: 1.12 AC
- Disturbed Area: 8.5 AC
- Adjustd CN: 76
- Peak Flow Runoff
 - 2 year: 31.98 CFS
 - 5 year: 45.14 CFS
 - 10 year: 56.31 CFS
 - 25 year: 72.44 CFS
 - 50 year: 85.75 CFS
 - 100 year: 99.55 CFS



GRAPHIC SCALE (IN FEET)

0 50 100 200

1 inch = 100 ft.

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1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. ____
FRANKLIN, TENNESSEE

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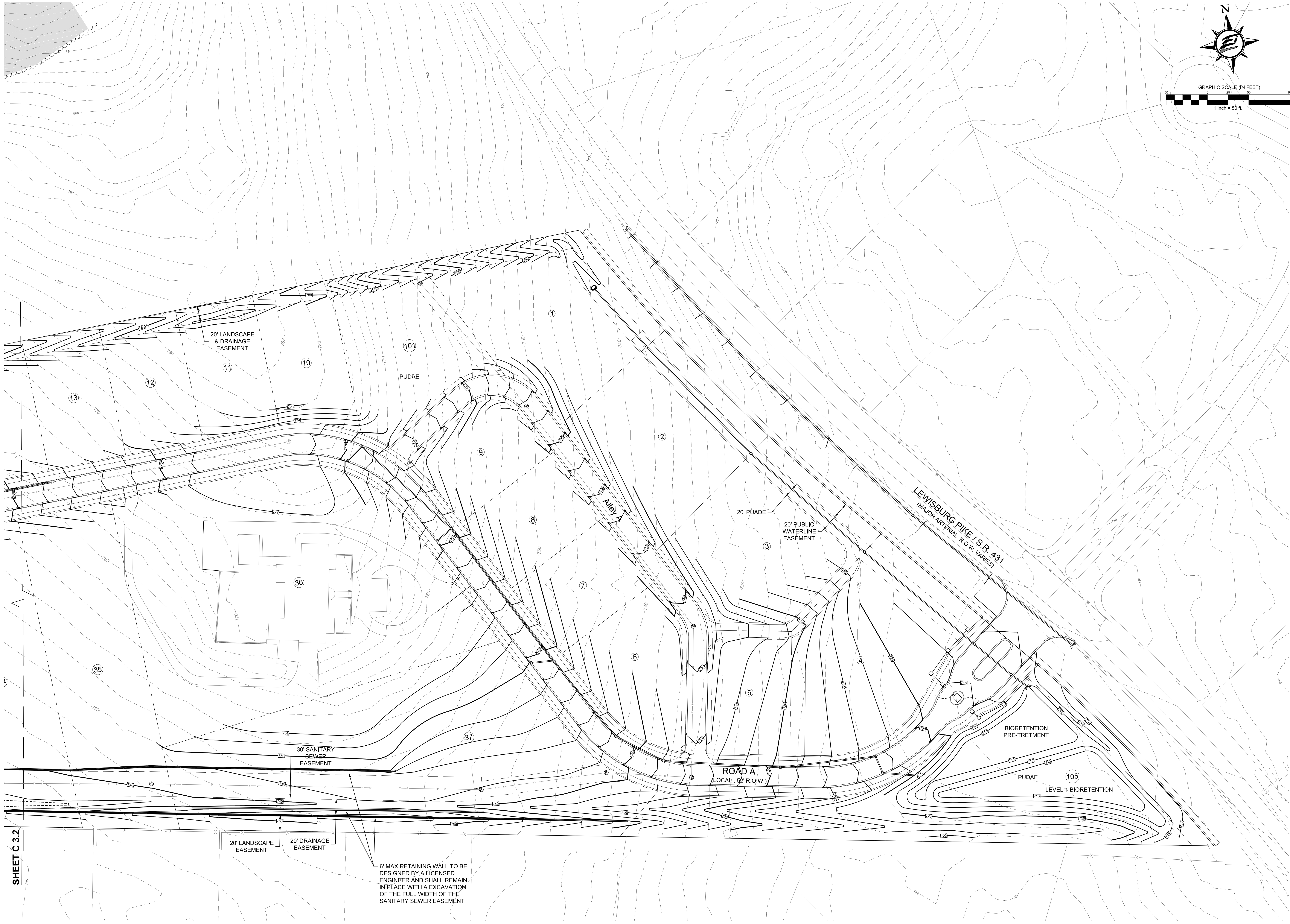
Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW

Sheet No.

C 3.0

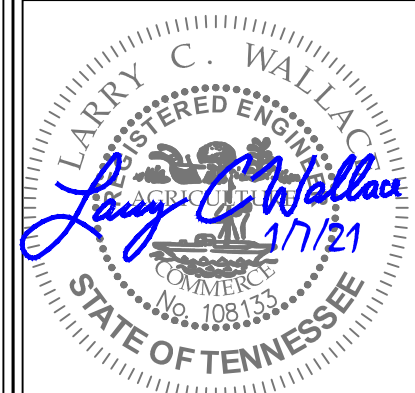
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Plotted: Thursday, January 07, 2021 3:25 pm
By: rlfence

SHEET C 3.2



**TUCK AWAY
DEVELOPMENT PLAN**
1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. —
FRANKLIN, TENNESSEE

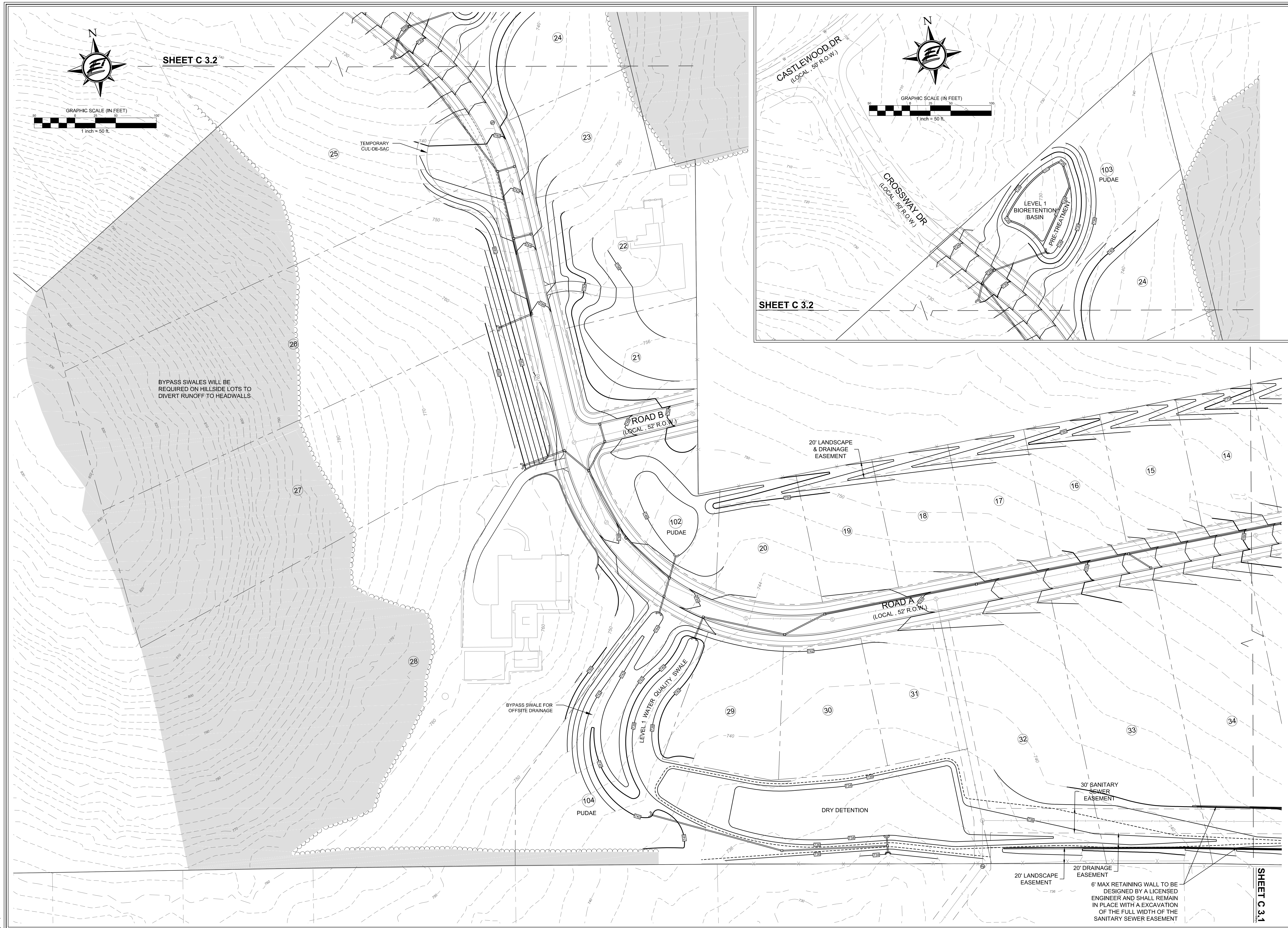
Rev.	Date	Per City of Franklin Comments	Revision Description
1	1/7/21		

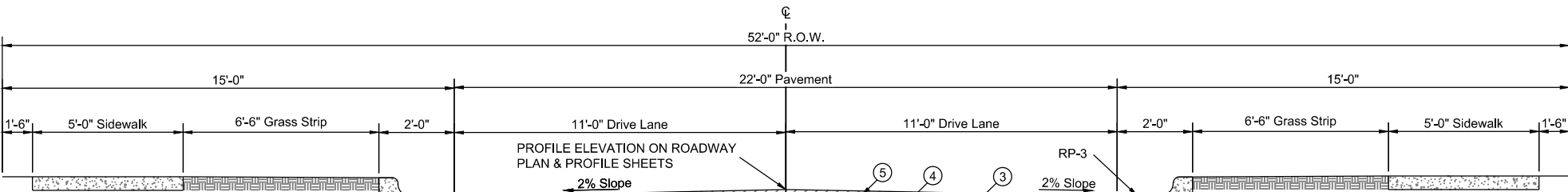


Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW

Sheet Title:
**ENLARGED
GRADING &
DRAINAGE
PLAN**

Sheet No.
C 3.1

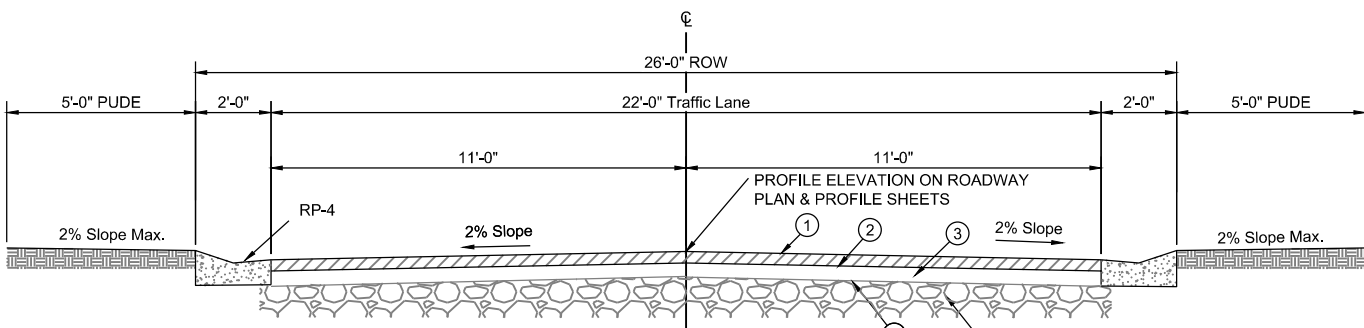




TYPICAL SECTION (Roads A & B)
BASED ON COF STD, DWG, TS-6 (Low Volume Local)

N.T.S.

- ① 8" MINERAL AGGREGATE BASE 303-01 MINERAL
303-01 MINERAL AGGREGATE TYPE 'A' BASE GRADING 'V'
- ② PRIME COAT
402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (@.30-0.35 GAL/SY)
402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 12 LB/SY
- ③ 3" - BITUMINOUS AGGREGATE BASE
303-01.08 ASPHALT CONCRETE MIX (PG64-22)(BPM-HM) GRADING B-M2
- ④ TACK COAT
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (@.07 GAL/SY (@.10 GAL/SY MILLERED SURFACES))
- ⑤ 1" - BITUMINOUS SURFACE COURSE
411 - 01.11 ACS MIX (PG64-22) GRADING R-DVWY



26' TYPICAL MEWS CROSS SECTION

Based on COF STD.DWG. TS-7 (Mews and Alley Sections)
N.T.S.

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



GRAPHIC SCALE (IN FEET)

100 0 50 100 200

1 inch = 100 ft.

Roadway Network Narrative

Residents will enter and leave the site via driveway connection to Roadway A.

Roadway Impact Statement

The traffic generated by this section would be consistent with the typical traffic generated by 38 residential units.

Refuse Collection & Service Areas

Rollaway bins will be utilized for refuse collection

BOWMAN RD.

CASTLEWOOD DR
(LOCAL, 50' R.O.W.)

CROSSWAY DR.
(LOCAL, 50' R.O.W.)

TEMPORARY

PUDAE
TO BE ABANDONED WHEN
WILLIAMSON COUNTY
ALLOWS CONNECTION

ROAD B
(LOCAL, 52' R.O.W.)

ROAD R
LOCAL, 52' R.O.W.)

ROW RESERVATION
'63' FROM EXISTING
(CENTERLINE)

LEWISBURG PIKE / S.R. 4
(MAJOR ARTERIAL, R.O.W. VARIES)

GEORGES WAY
(LOCAL, 80' R.O.W.)

ST. JAMES DR.

GDC

GAMBLE
DESIGN COLLABORATIVE

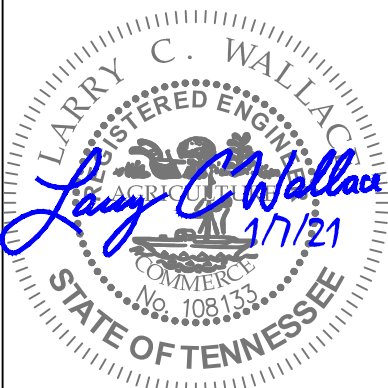
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TUCK AWAY DEVELOPMENT PLAN

1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. ____
FRANKLIN, TENNESSEE

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Issue Date: 25 September 2020	
ELI Project No:	20-11-1106
Drafted By:	RDP
Checked By:	LCW

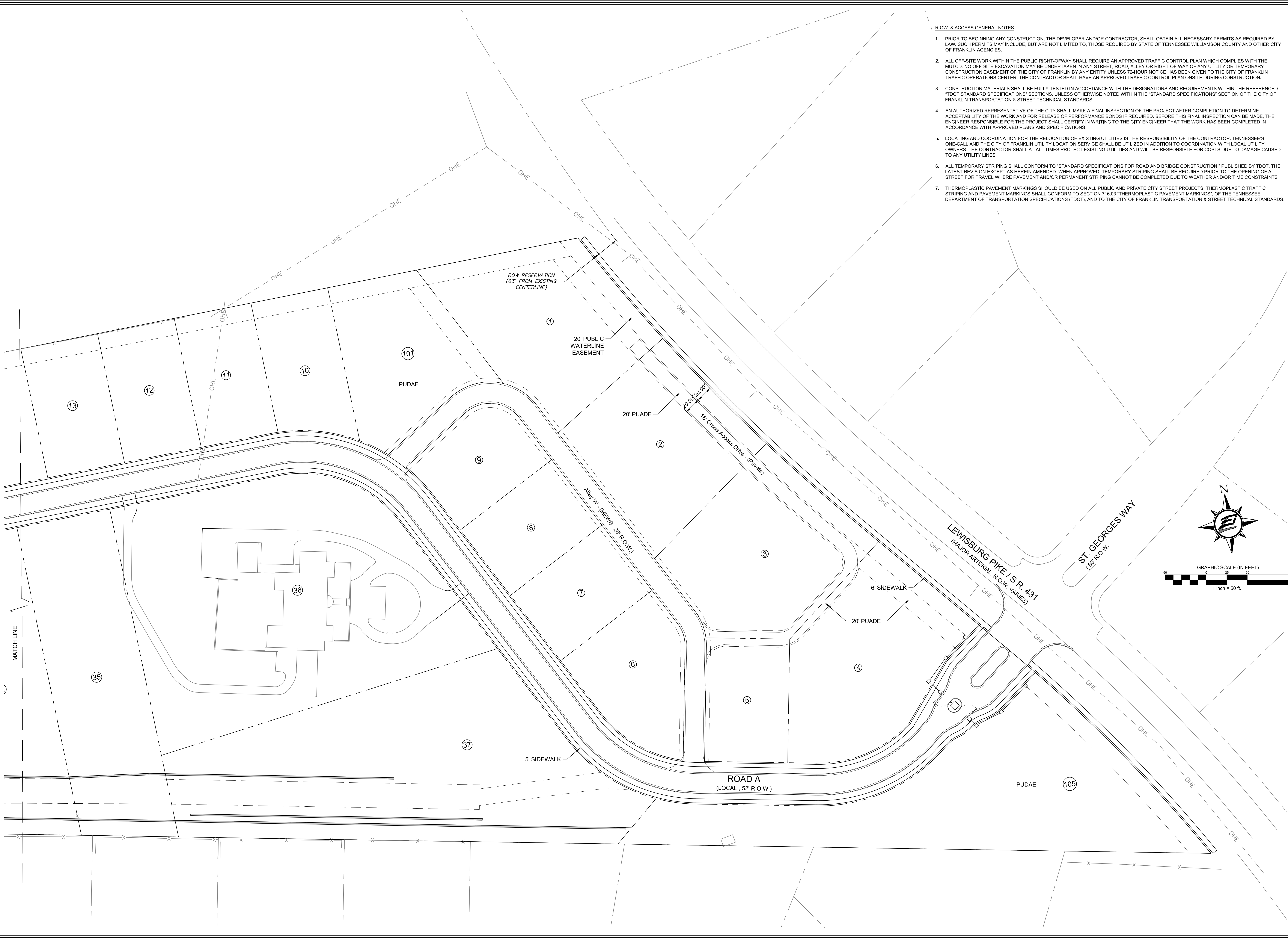
Sheet Title:

OVERALL R.O.W. & ACCESS PLAN

Sheet No.

C 4.0

Filename: W:\20-11-1106 Cross Property\3.0\3.0\Production\1_Development Plan\Cross Dev ROW.dwg
Plotted: Thursday, January 07, 2021 3:28 pm
By: rlerice



- R.O.W. & ACCESS GENERAL 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 FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
 3. CONSTRUCTION MATERIALS SHALL BE FULLY TESTED IN ACCORDANCE WITH THE DESIGNATIONS AND REQUIREMENTS WITHIN THE REFERENCED "DOT STANDARD SPECIFICATIONS" SECTIONS, UNLESS OTHERWISE NOTED WITHIN THE "STANDARD SPECIFICATIONS" SECTION OF THE CITY OF FRANKLIN TRANSPORTATION & 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.
 5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
 6. 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 SPECIFICATIONS (TDOT), AND TO THE CITY OF FRANKLIN TRANSPORTATION & STREET TECHNICAL STANDARDS.

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**TUCK AWAY
DEVELOPMENT PLAN**

1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. —
FRANKLIN, TENNESSEE

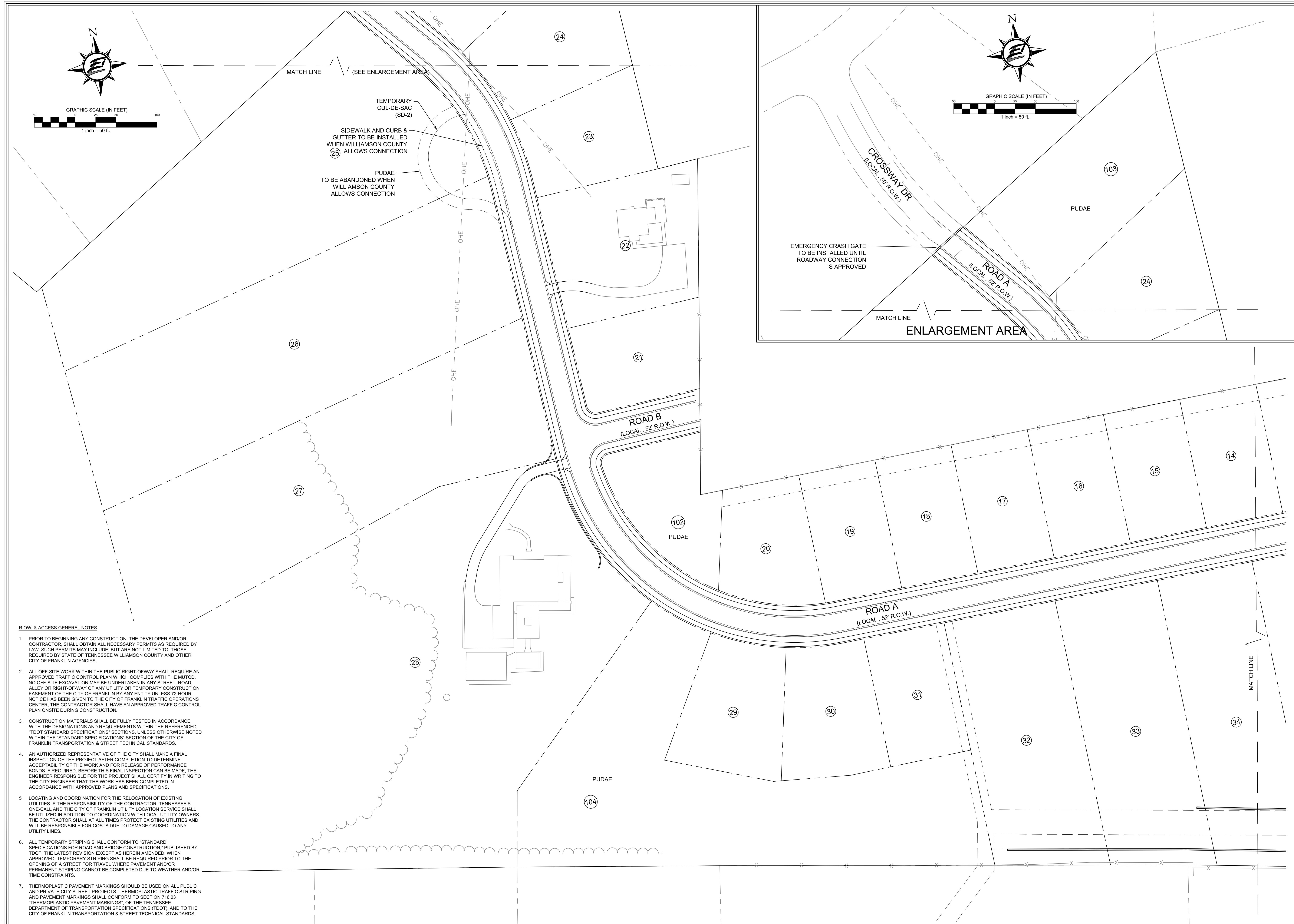
Rev.	Date	Per City of Franklin Comments	Revision Description
1	1/7/21		

Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW

Sheet Title:

**ENLARGED
R.O.W. &
ACCESS
PLAN**

Sheet No.
C 4.1



FLOW TEST (CENTURY FIRE PROTECTION)

DATE: 11/3/2020

HYDRANT A1 (1175 LEWISBURG PIKE)

FLOW 934 GPM @ 20 PSI
STATIC (B) 56 PSI
RESIDUAL (B) 42 PSI

HYDRANT A2 (1190 LEWISBURG PIKE)

FLOW 1,042 GPM @ 20 PSI
STATIC (B) 70 PSI
RESIDUAL (B) 58 PSI

UTILITY PROVIDERS

Electric
MTEMC
Gary Osburn
(615) 595-4677

Natural Gas
Atmos
(615) 771-8300

Sewer & Water
CITY OF FRANKLIN WATER & SEWER
124 LUMBER DR.
FRANKLIN, TN 37064
ATTN: UTILITY INSPECTOR
615-794-4554



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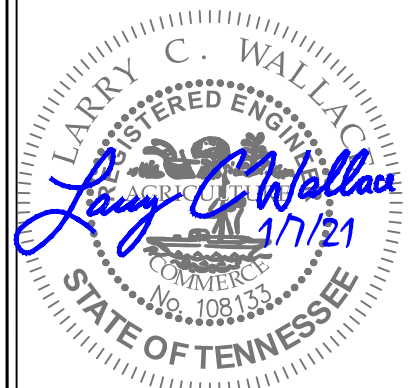
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TUCK AWAY
DEVELOPMENT PLAN

1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. —
FRANKLIN, TENNESSEE

Rev.	Date	Per City of Franklin Comments	Revision Description
1	1/7/21		



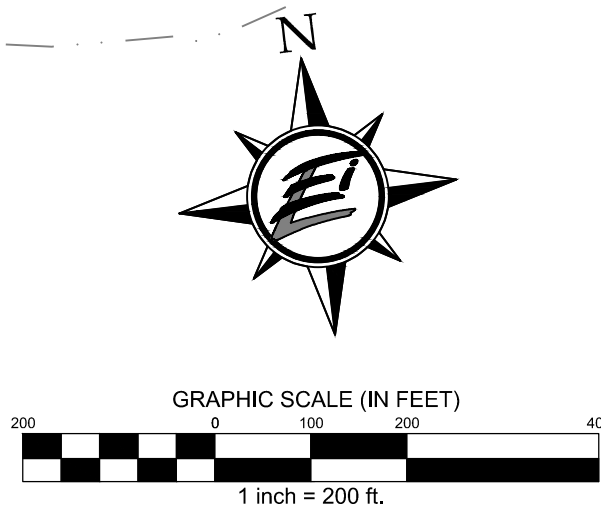
Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW

Sheet Title:

OVERALL
UTILITY
PLAN

Sheet No.

C 5.0



Water & Sewer Data Chart
Development Type: Single Family Residential Development
Unit Flow in GPD: 350 GPD
Number of Units: 37 (Residential Units)
Flow in GPD: 12,950 GPD

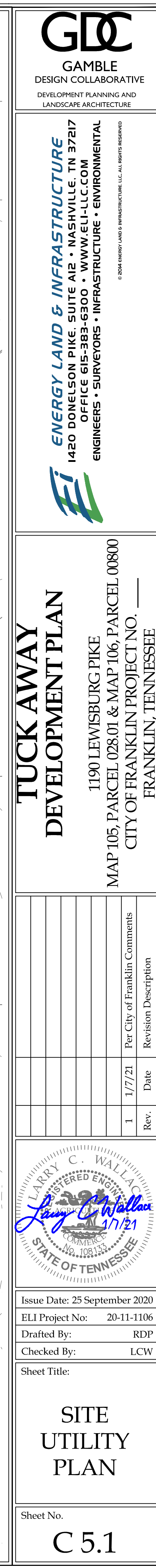
Utility Network Narrative
Proposed 8" waterline to connect to existing 16" water main along Lewisburg Pike. Offsite sewer is proposed to run south through the vacant parcel and tie in along Henpeck Lane near Oak View Elementary School. Sewer depths within residential development exceed 12' depths.

Utility Impact Statement
The anticipated demand for water and sewer is 12,950 GPD based on a 350 GPD unit flow and 37 residential units. There are no reclaimed water lines in the vicinity.

Note
All street lights shall have a LED light source.

Water & Sewer General Notes

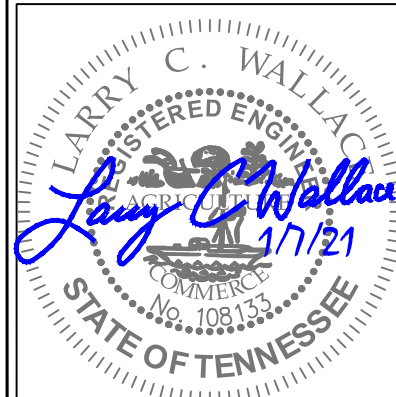
- All persons who undertake the construction of water, sewer and/or reclaimed water lines located in, or affecting services provided by the City of Franklin shall comply with the requirements and regulations set forth in the "General Requirements & Technical Specifications, Water Management Department, City of Franklin, Tennessee" latest edition, along with any amendments, additions, or alteration that may thereafter be adopted by the board of mayor and aldermen by resolution.
- Contractor shall obtain Water & Sewer Infrastructure Installation Permit prior to scheduling required Pre-Construction Site Meeting. Contractor shall complete the Pre-Construction Site Meeting prior to commencing with construction.
- Contractor shall obtain and keep all of the following items on the jobsite at all times during construction:
 - Approved, Stamped and Signed Water and/or Sewer Plans
 - Water & Sewer Infrastructure Installation Permit, with all steps completed and signed by appropriate City employees.
 - Copy of approved availability request response letter.
 - A copy of all approved Cut Sheets.
- Acceptance of City of Franklin public water infrastructure, sanitary sewer infrastructure and/or reclaimed water infrastructure shall become the responsibility of the City of Franklin, TN following approval from the City of Franklin Inspectors and acceptance by the Franklin Municipal Planning Commission. The Acceptance date shall be based on the day maintenance sureties are established by the Franklin Municipal Planning Commission.
- Prior to the acceptance of City of Franklin public water infrastructure, sanitary sewer infrastructure and/or reclaimed water infrastructure the contractor shall be required to submit as-built drawings to the Planning and Sustainability Department.
- All off-site work within the public right-of-way shall require an approved traffic control plan which complies with the MUTCD. No off-site excavation may be undertaken in any street, road, alley or right-of-way of any utility or temporary construction easement of the City of Franklin by any entity unless 72-hour notice has been given to the City of Franklin Traffic Operations Center. The contractor shall have an approved traffic control plan onsite during construction.
- Any damages caused to existing utilities during construction shall, at his own expense, be replaced or repaired to original condition and quality, as approved by the owner and representative of the appropriate utility company, by the Contractor.
- Final location of the offsite and onsite proposed sanitary sewer extension will be established at Site Plan. Proposed sanitary sewer manholes shall be located outside the existing Columbia Gulf easement and outside the future travel lanes of Carothers Pkwy.





**TUCK AWAY
DEVELOPMENT PLAN**

1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. ____
FRANKLIN, TENNESSEE

[illegible]

Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW
Sheet Title:

SITE UTILITY PLAN

Sheet No.

C 5.2



SITE DATA CHART

PROJECT NAME:	TUCK AWAY
PROJECT NUMBER:	7374
ADDRESS:	1190 LEWISBURG PIKE, FRANKLIN, TN 37064
PARCEL(S):	106 00800, 105 02801
ACREAGE / SF OF SITE:	52 AC / 2,261,220 SF
VESTING (IF APPLICABLE):	10TH
CIVIL DISTRICT:	
EXISTING ZONING:	MGA-1
PROPOSED ZONING:	PD (0.71)
ZONING OVERLAY:	HHO, 500' HHO BUFFER
BUILDING TYPES APPLIED:	SINGLE FAMILY
FRONTAGE TYPES APPLIED:	YARD FRONTAGE
LOT WIDTH (RESIDENTIAL):	95' & 100'
LOT SIZE (RESIDENTIAL):	1 AC, 2 AC
SETBACKS:	
FRONT:	15' / 80'
SIDE:	5'
REAR:	20'
DWELLING UNIT COUNT (BY TYPE):	37
SINGLE FAMILY:	37
BUILDING HEIGHT:	MAX 2.5 STORIES
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5%
NATURAL AREA REQUIRED:	10%
TREE CANOPY RETENTION ACREAGE:	16.27 AC
PARKLAND DEDICATION:	37 DWELLINGS W/ 3 EXST. UNITS
FEES IN LIEU:	34 UNITS X \$4,304 = \$146,336 DUE AT FINAL PLAT
OWNER:	JIM CROSS 103 FORREST CROSSING BLVD. FRANKLIN, TN 37064 SUITE 205
APPLICANT:	GAMBLE DESIGN COLLABORATIVE
ADDRESS:	324 LIBERTY PIKE, FRANKLIN, TN 37064 SUITE 145
PHONE:	(615) 975-5765
EMAIL:	greg.gamble@gdc-tn.com
CONTACT:	GREG GAMBLE



GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN

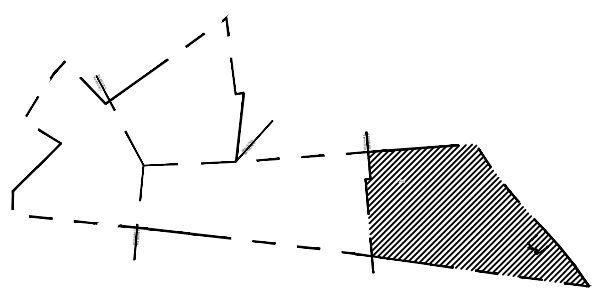
Franklin, Williamson County, Tennessee



Revision	Date
△	_____
△	_____
△	_____
△	_____

PHASING PLAN

SHEET
C6.0
COF #7374



KEY PLAN



GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

KEY

PRESERVED TREES

REMOVED TREES

REMOVE SPECIMEN

SPECIMEN TREES

#	Diameter (in.)	Species
1	27	Hackberry
2	25	Hackberry
3	26	Oak
4	26	Oak
5	70	Osage
6	33	Oak
7	30	Cedar
8	24	Cedar
9	27	Hackberry
10	34	Cedar
11	32	Cedar
12	34	Cedar
13	28	Cedar
14	25	Cedar
15	46	Cedar
16	46	Oak
17	41	Oak
18	26	Walnut
19	32	Pear
20	41	Pear
21	26	Maple
22	42	Oak
23	58	Hackberry
24	56	Hackberry
25	27	Hackberry
26	33	Hackberry
27	32	Elm
28	24	Maple
29	34	Oak
30	32	Hackberry
31	25	Cedar
32	38	Oak
33	28	Hackberry
34	28	Hackberry
35	46	Hackberry
36	35	Hackberry
37	35	Oak
38	34	Oak
39	36	Oak
40	36	Oak
41	30	Oak
42	28	Oak
43	24	Pine
44	24	Pine
45	24	Pine

TUCK AWAY
DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee



Revision Date _____

△ _____

△ _____

△ _____

△ _____

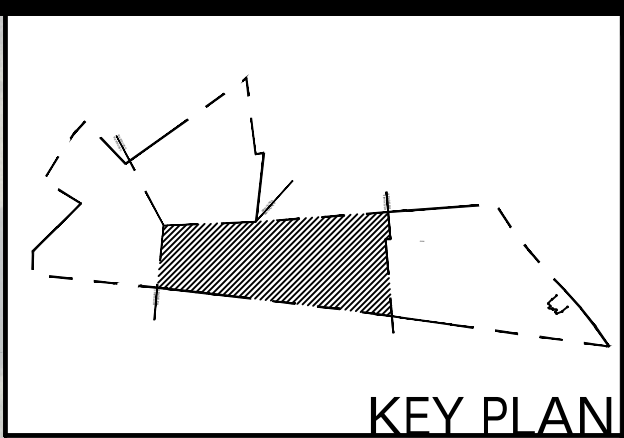
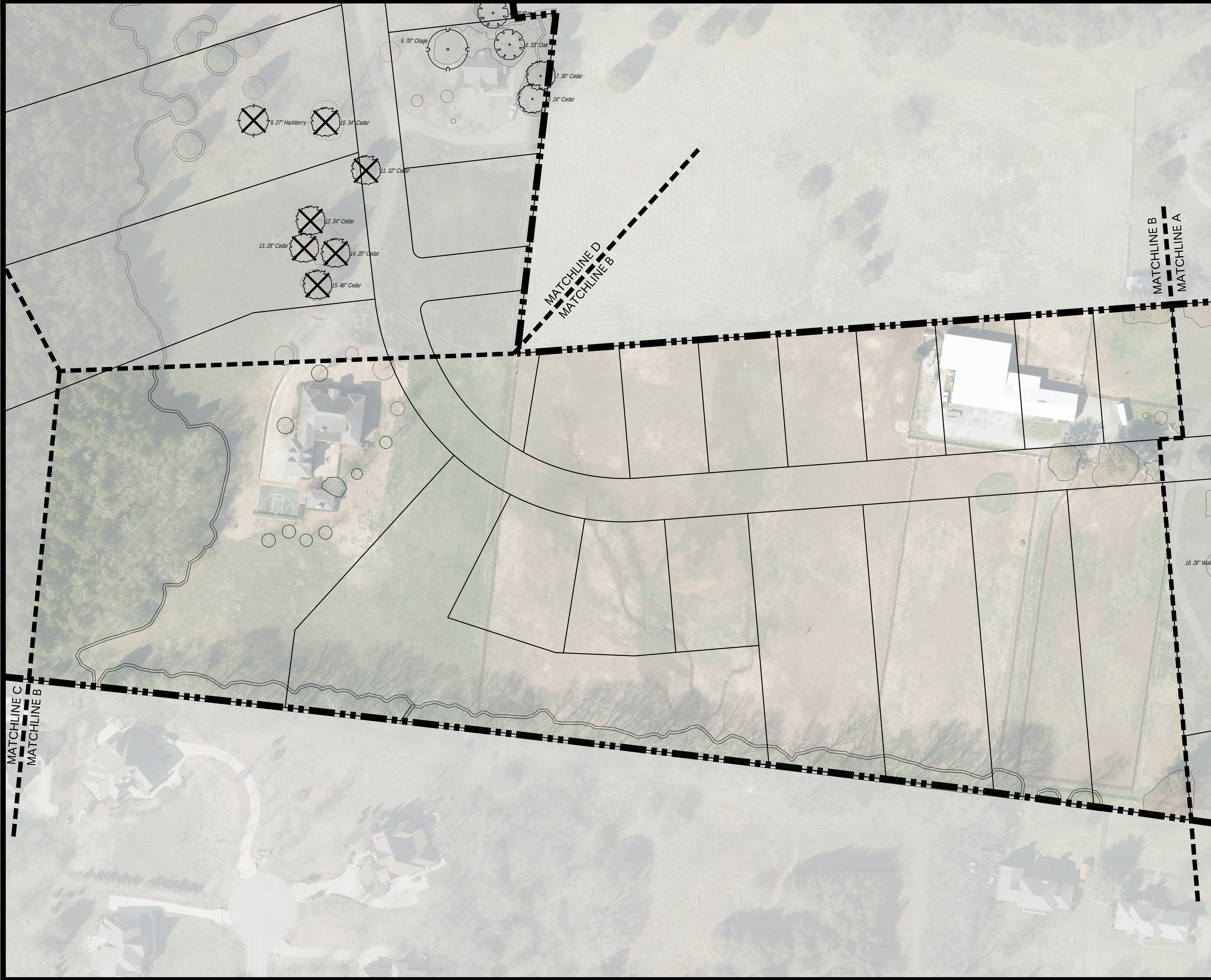
TREE PRESERVATION
PLAN

SHEET

L1.1

COF #7374





KEY

PRESERVED TREES

REMOVED TREES

REMOVE SPECIMEN

SPECIMEN TREES

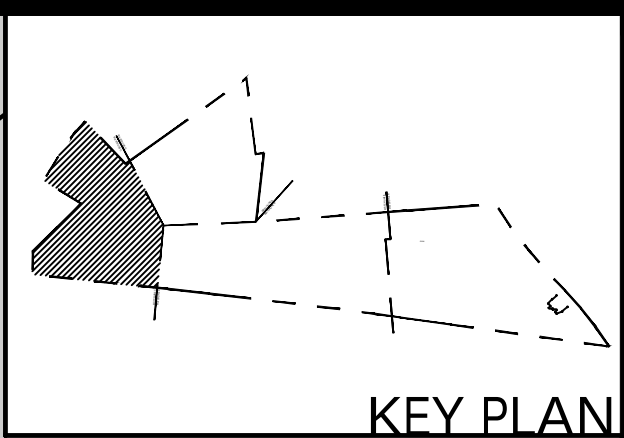
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18	26	Walnut
19	32	Pear
20	41	Pear
21	26	Maple
22	42	Oak
23	58	Hackberry
24	56	Hackberry
25	27	Hackberry
26	33	Hackberry
27	32	Elm
28	24	Maple
29	34	Oak
30	32	Hackberry
31	25	Cedar
32	38	Oak
33	28	Hackberry
34	28	Hackberry
35	46	Hackberry
36	35	Hackberry
37	35	Oak
38	34	Oak
39	36	Oak
40	36	Oak
41	30	Oak
42	28	Oak
43	24	Pine
44	24	Pine
45	24	Pine

GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

Revision Date _____
△ _____
△ _____
△ _____
△ _____

TREE PRESERVATION
PLAN
SHEET
L1.2
COF #7374

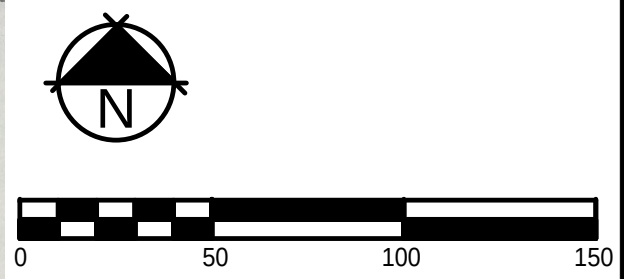


KEY

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- REMOVED TREES
- REMOVE SPECIMEN

SPECIMEN TREES

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44	24	Pine
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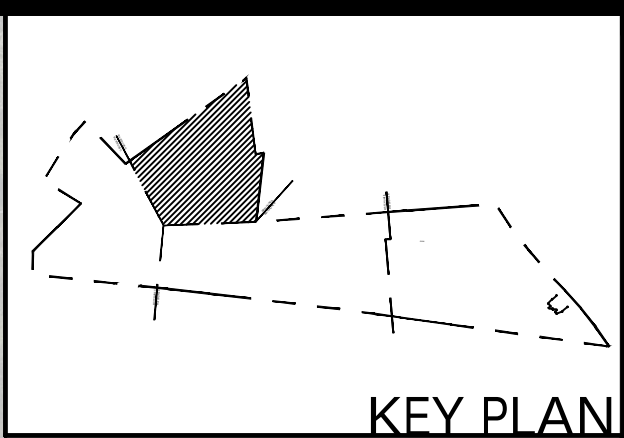
GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

**TUCK AWAY
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee

DRAKE A. RECORD
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE NO. 010921

Revision Date _____
△ _____
△ _____
△ _____
△ _____

TREE PRESERVATION PLAN
SHEET
L1.3
COF #7374



KEY

- PRESERVED TREES
- REMOVED TREES
- REMOVE SPECIMEN

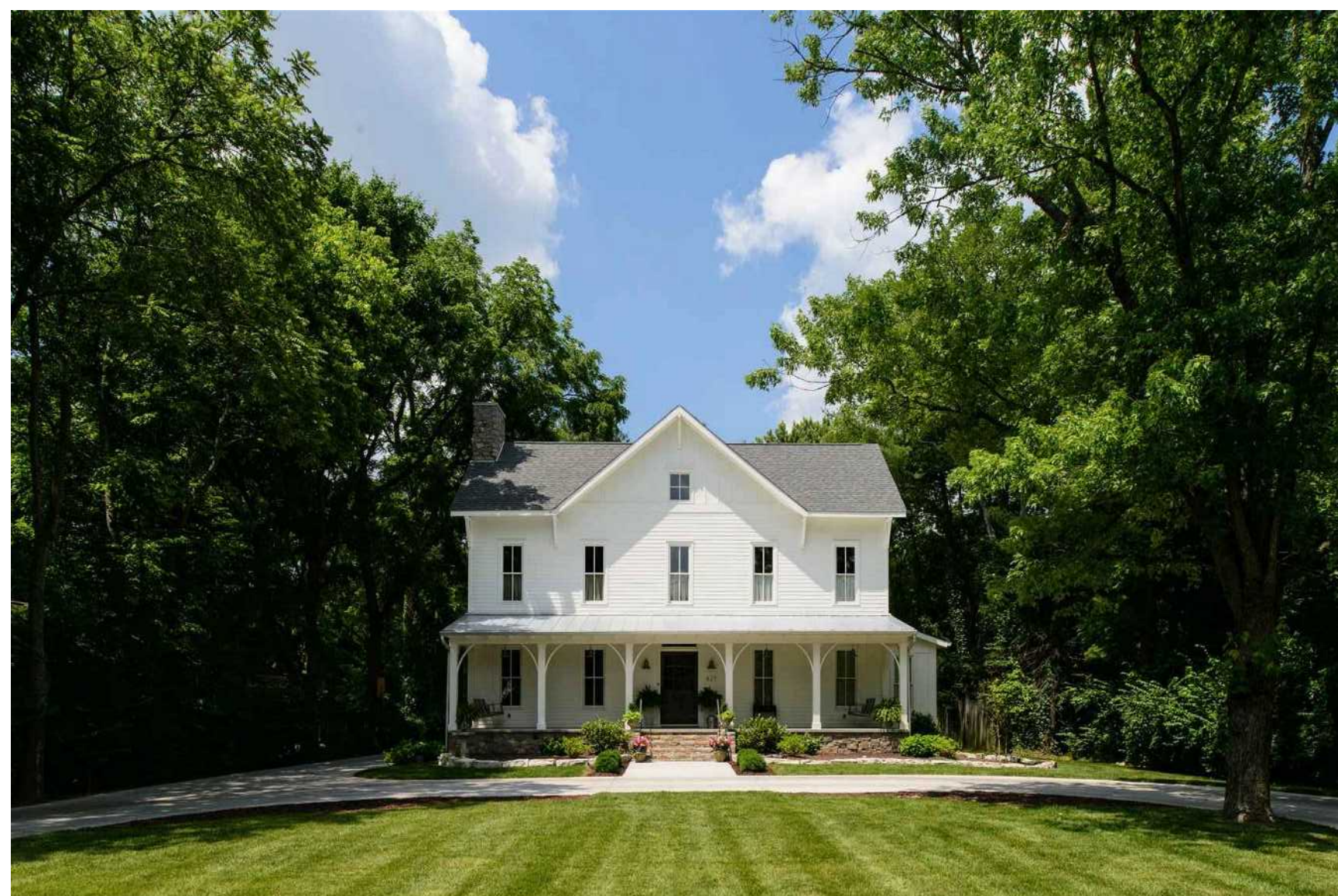
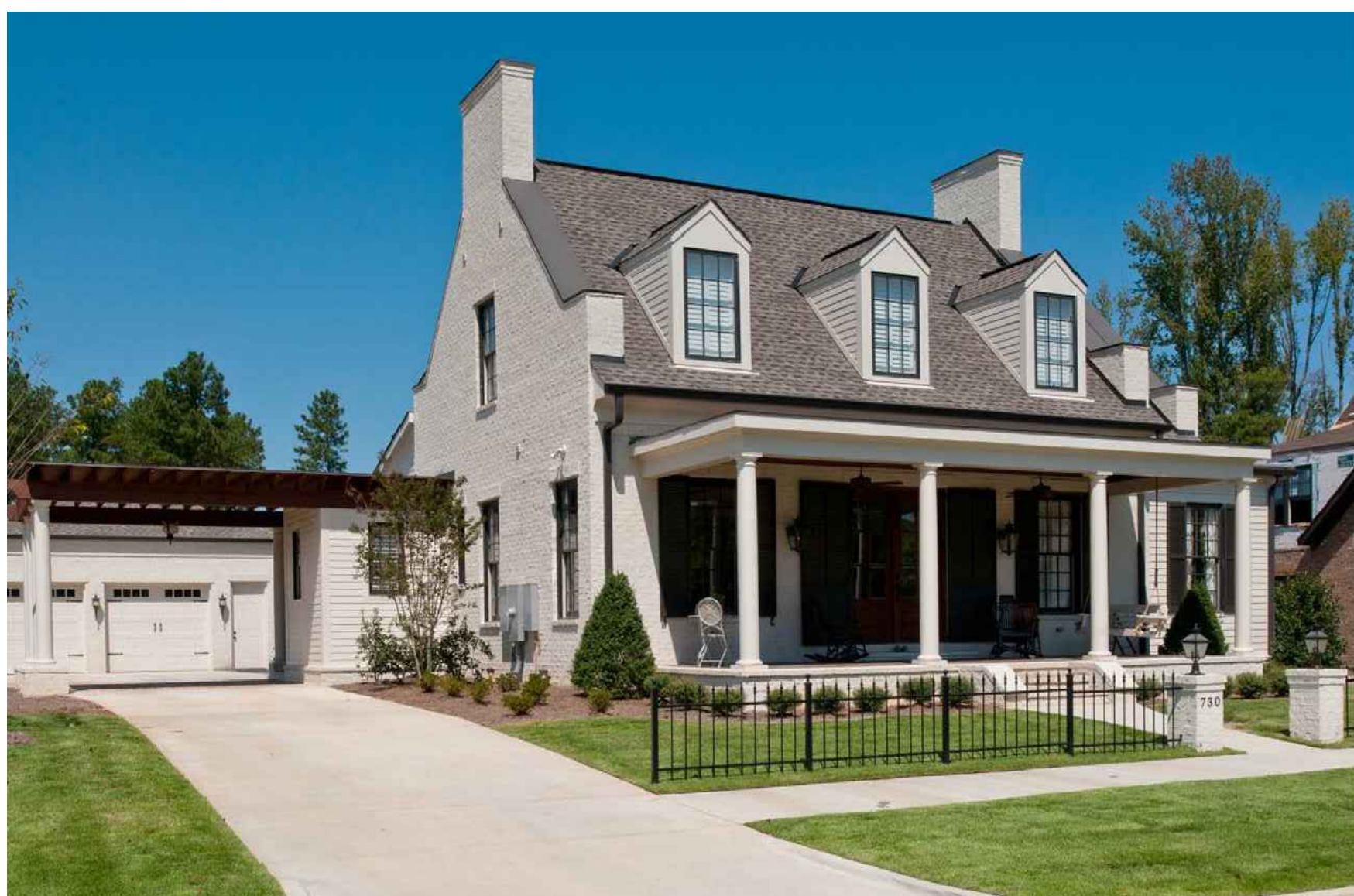
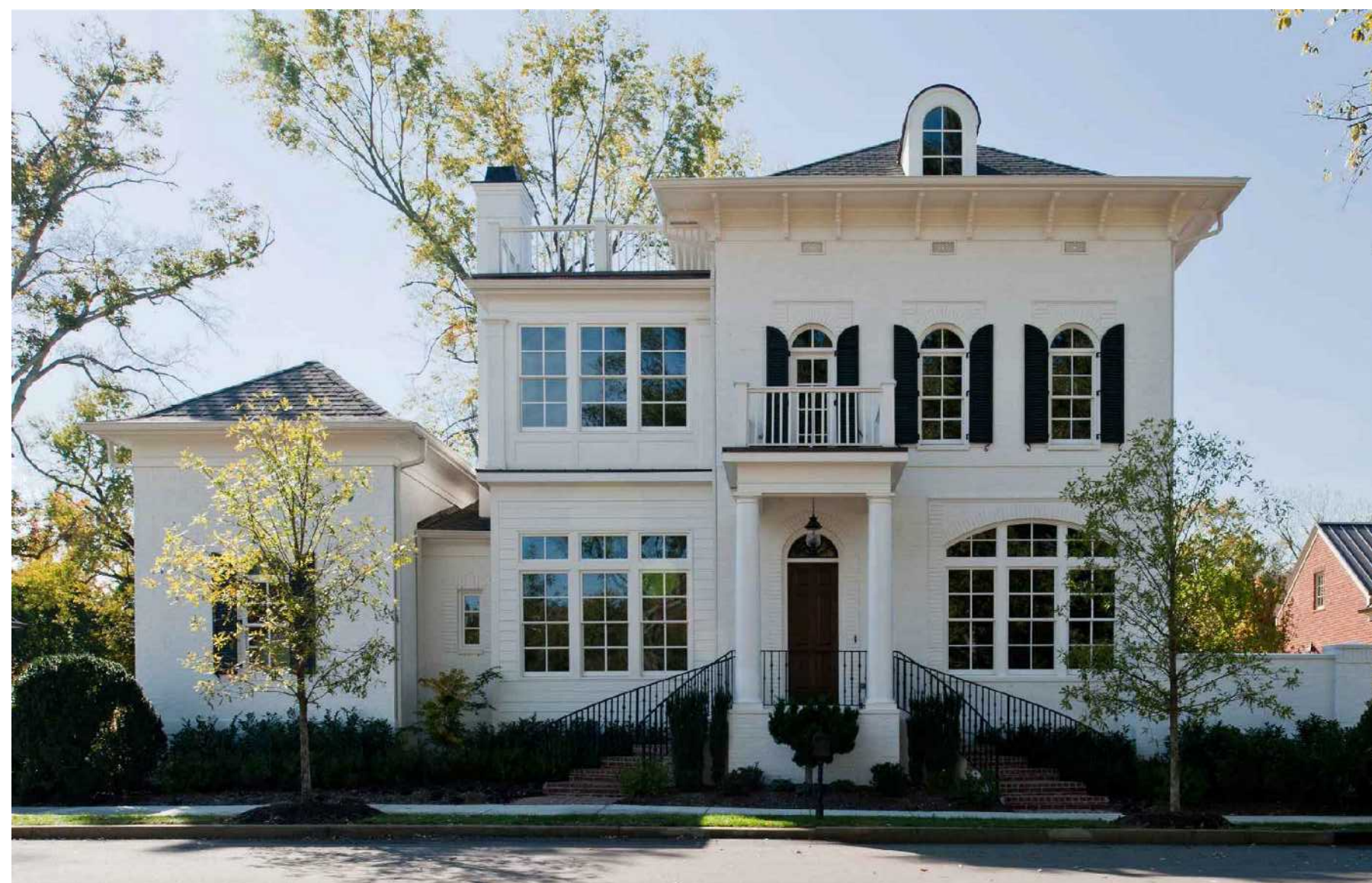
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19	32	Pear
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40	36	Oak
41	30	Oak
42	28	Oak
43	24	Pine
44	24	Pine
45	24	Pine

**TUCK AWAY
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee



Revision	Date
△	_____
△	_____
△	_____
△	_____



01 TYP. ARCHITECTURE
NTS

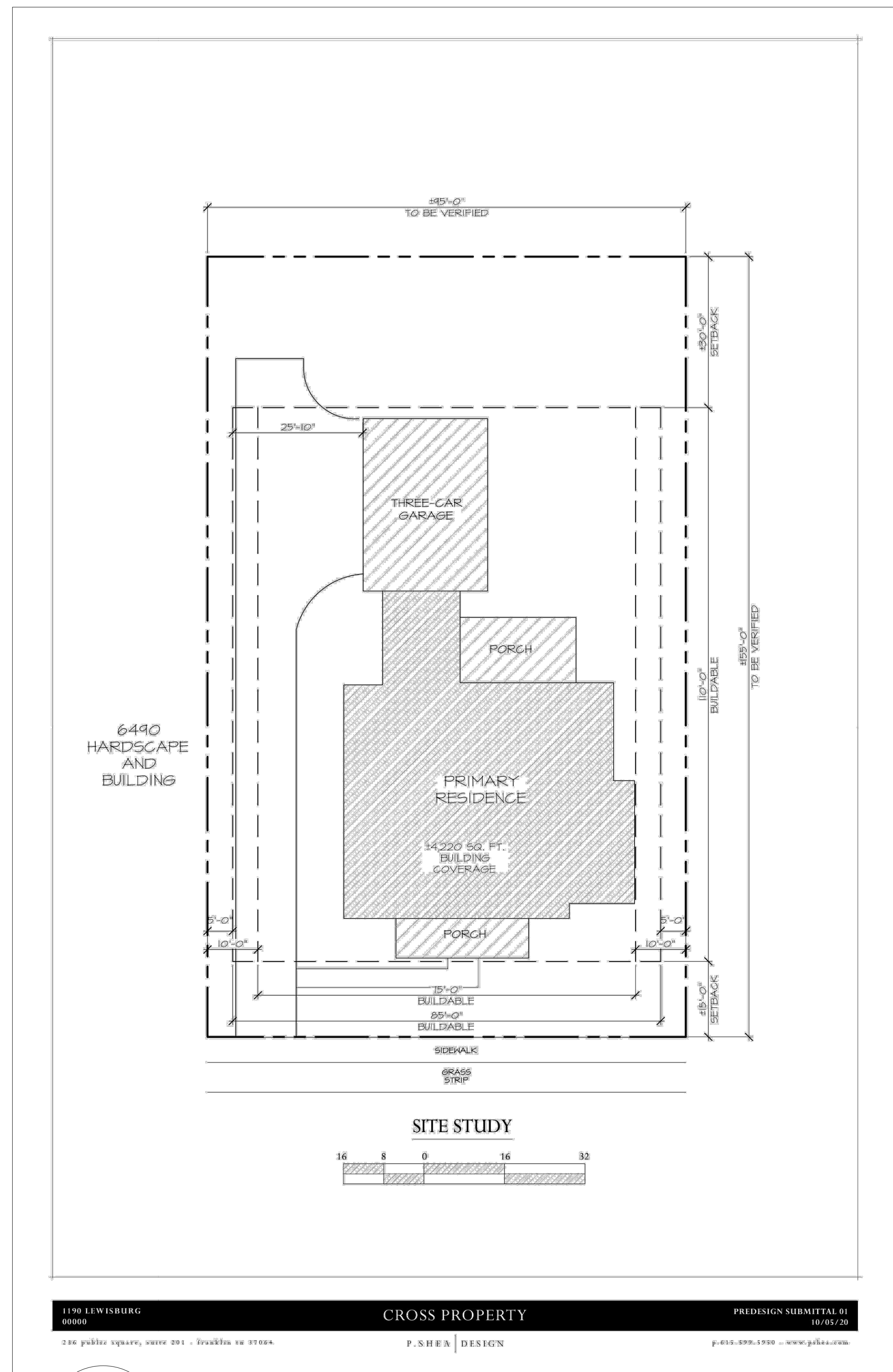
02 TYP. ARCHITECTURE - 95' LOTS
NTS



Revision Date _____
△ _____
△ _____
△ _____
△ _____



Revision	Date
△	_____
△	_____
△	_____
△	_____



01

95' LOT LAYOUT CONCEPT
NTS

SHEET INDEX

C0.0 COVER SHEET

- C1.0 EXISTING CONDITIONS
- C1.1 EXST. CONDITIONS ENLARGEMENT
- C1.2 EXST. CONDITIONS ENLARGEMENT
- C1.3 EXST. CONDITIONS ENLARGEMENT
- C1.4 EXST. CONDITIONS ENLARGEMENT

APPLICANT & LANDSCAPE ARCHITECT:

GAMBLE DESIGN COLLABORATIVE
GREG GAMBLE
324 LIBERTY PIKE
SUITE 145
FRANKLIN, TN 37064
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:

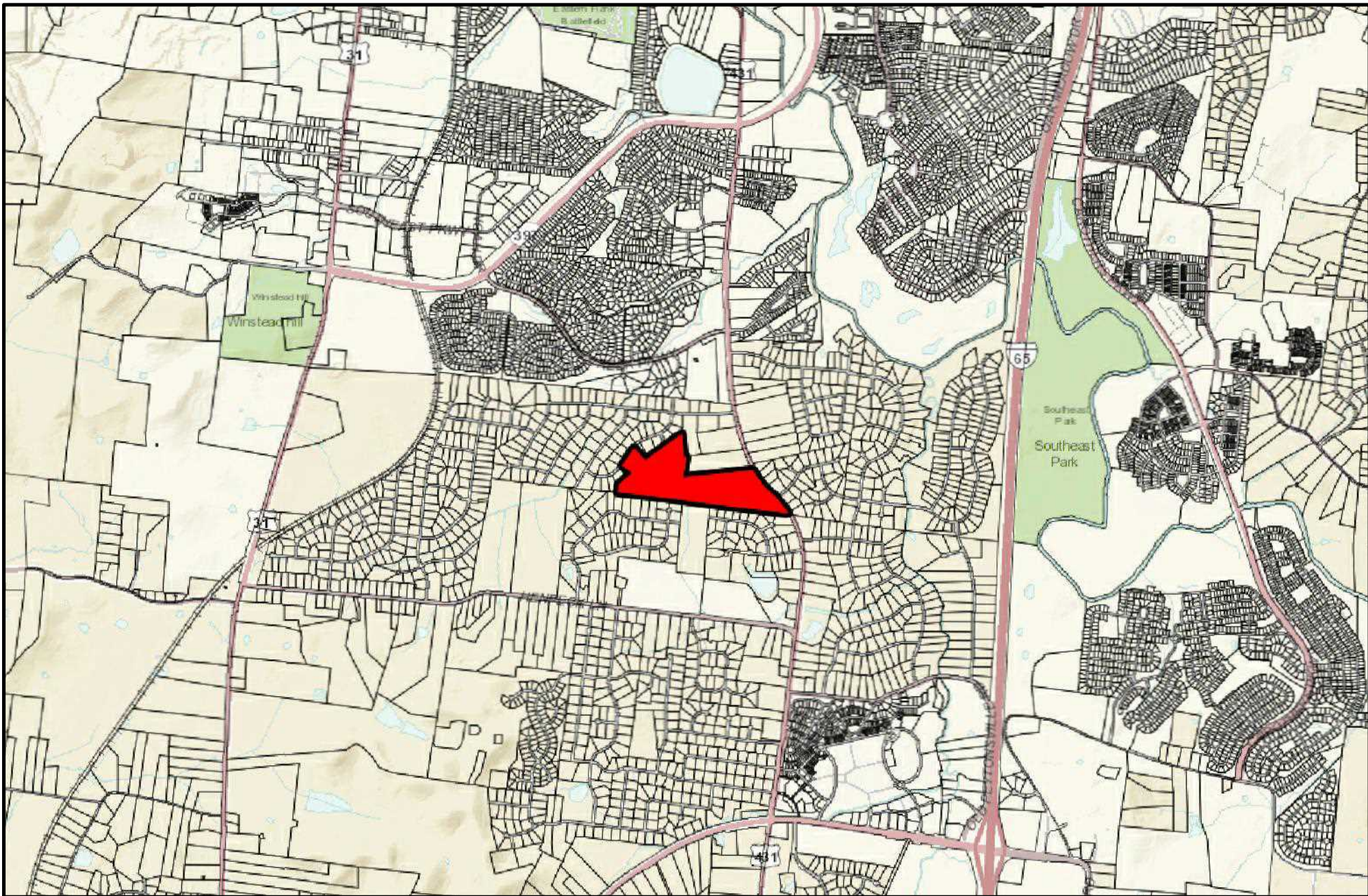
ENERGY, LAND, AND INFRASTRUCTURE LLC.
1420 DONELSON PIKE
SUITE A-12
NASHVILLE, TN 37217
(615) 383-6300

OWNER / DEVELOPER:

JIM CROSS
103 FORREST CROSSING BLVD.
SUITE 205
FRANKLIN, TN 37064

TUCK AWAY
REZONING

PD (SPECIFIC DEVELOPMENT - RESIDENTIAL - 0.71)
FRANKLIN, WILLIAMSON, TENNESSEE



NOT TO SCALE

VICINITY MAP

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY CITY OF FRANKLIN STAFF WILL OCCUR 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.

STATEMENT OF IMPACTS

WATER FACILITIES

WATER SERVICE TO BE PROVIDED BY CITY OF FRANKLIN.
37 UNITS x 350 GPD = 12,950 GPD

SEWER FACILITIES

SEWER SERVICE TO BE PROVIDED BY CITY OF FRANKLIN.

POLICE, FIRE, AND RECREATIONAL FACILITIES

NEAREST POLICE STATION: 3.6 MI (FRANKLIN POLICE DEPARTMENT)
NEAREST FIRE STATION: 1.8 MI (FRANKLIN FIRE STATION 5)
NEAREST RECREATIONAL FACILITY: 2.3 MI (WINSTEAD HILL PARK)

PROJECTED STUDENT POPULATION

14 ELEMENTARY SCHOOL
9 MIDDLE SCHOOL
7 HIGH SCHOOL
TOTAL 30 STUDENTS

REFUSE STORAGE AND SANITATION COLLECTION FACILITIES

REFUSE COLLECTION FOR THE DEVELOPMENT SHALL BE PROVIDED BY THE CITY OF FRANKLIN

SITE DATA

SUBDIVISION/DEVELOPMENT: TUCK AWAY / PD
COF PROJECT NUMBER: 7374
TAX MAP & PARCELS: 106 00800, 105 02801

ADDRESS: 1190 LEWISBURG PIKE
CITY: FRANKLIN
COUNTY: WILLIAMSON
STATE: TENNESSEE
CIVIL DISTRICT: 10TH

SITE ACREAGE: 52 AC
CHARACTER OVERLAY: HHO, HHO 500' BUFFER
EXISTING ZONING: MGA-1
PROPOSED ZONING: PD (0.71)
DESIGN CONCEPT(S): SINGLE FAMILY-RESIDENTIAL

APPLICABLE DEVELOPMENT STANDARDS: CONVENTIONAL



PRE-APP SUBMITTAL: SEPTEMBER 28, 2020
INITIAL SUBMITTAL: OCTOBER 12, 2020
RESUBMITTAL: DECEMBER 14, 2020
ONE STOP
COF #: 7374

GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
greg.gamble@gdc-tn.com



SITE DATA

SUBDIVISION/DEVELOPMENT: TUCK AWAY / PD
COF PROJECT NUMBER: 7374
TAX MAP & PARCELS: 106 00800, 105 02801

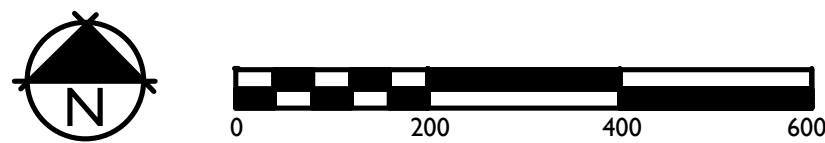
ADDRESS: 1190 LEWISBURG PIKE
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COUNTY: WILLIAMSON
STATE: TENNESSEE
CIVIL DISTRICT: 10TH

SITE ACREAGE: 52 AC
CHARACTER OVERLAY: HHO, HHO 500' BUFFER
EXISTING ZONING: MGA-1
PROPOSED ZONING: PD (0.71)
DESIGN CONCEPT(S): SINGLE-FAMILY RESIDENTIAL

APPLICABLE DEVELOPMENT STANDARDS: CONVENTIONAL

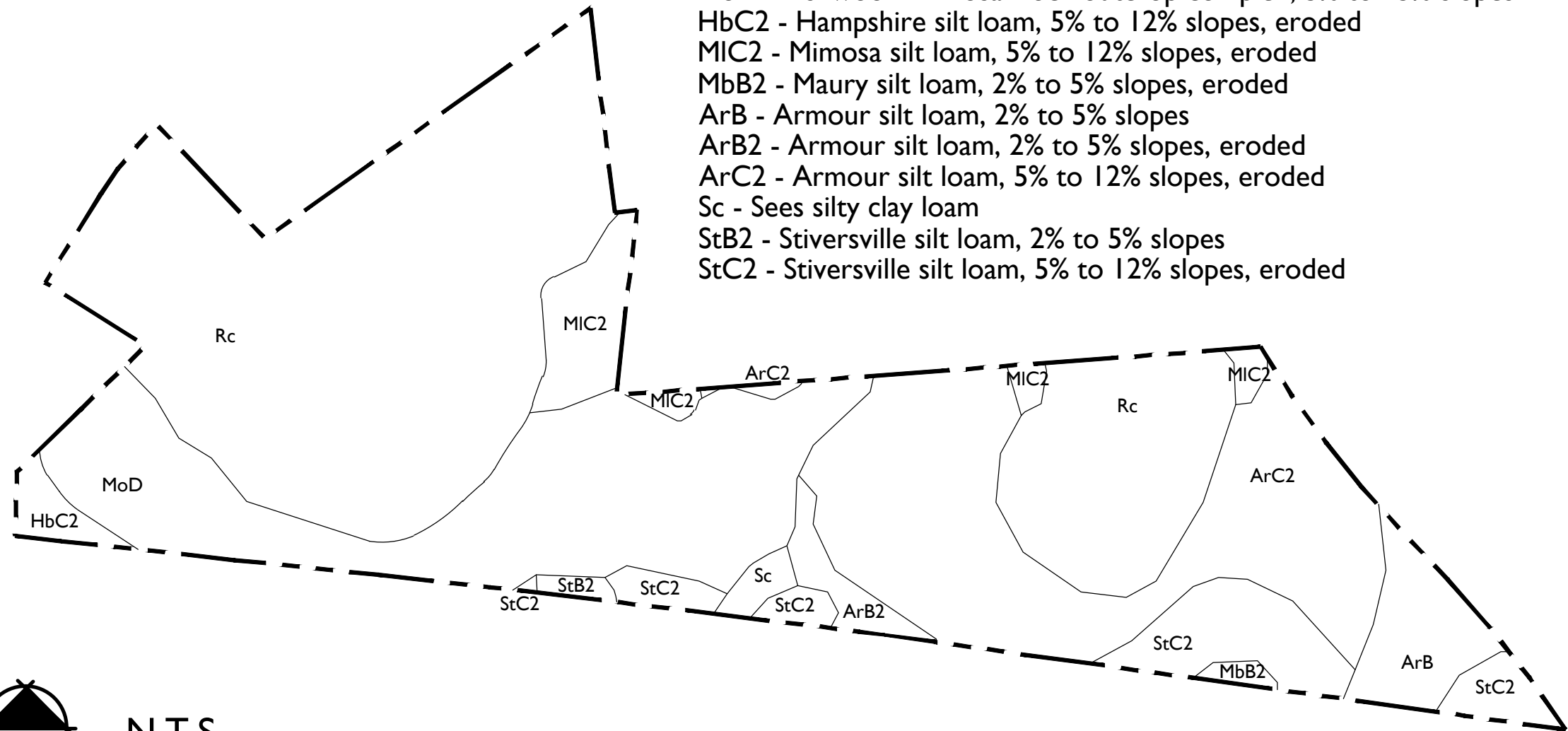
KEY

- SLOPES 14%-19.99%
- SLOPES 20%+
- PROPERTY LINE
- HHO & 500' HHO BUFFER
- EXISTING TREES



SOIL DATA

Rc - Rockland, 3% to 30% slopes
MoD - Ashwood-Mimosa-Rock outcrop complex, 5% to 15% slopes
HbC2 - Hampshire silt loam, 5% to 12% slopes, eroded
MIC2 - Mimosa silt loam, 5% to 12% slopes, eroded
MbB2 - Maury silt loam, 2% to 5% slopes, eroded
ArB - Armour silt loam, 2% to 5% slopes
ArB2 - Armour silt loam, 2% to 5% slopes, eroded
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Sc - Sees silty clay loam
StB2 - Stiversville silt loam, 2% to 5% slopes
StC2 - Stiversville silt loam, 5% to 12% slopes, eroded



TUCK AWAY

PD SUBDIVISION

DEVELOPMENT PLAN

PD (0.71 - RESIDENTIAL)

FRANKLIN, WILLIAMSON, TENNESSEE

SHEET INDEX

C0.0 COVER SHEET

C1.0 EXISTING CONDITIONS
C1.1 EXST. CONDITIONS ENLARGEMENT
C1.2 EXST. CONDITIONS ENLARGEMENT
C1.3 EXST. CONDITIONS ENLARGEMENT
C1.4 EXST. CONDITIONS ENLARGEMENT

C2.0 DEVELOPMENT PLAN
C2.1 DEV. PLAN ENLARGEMENT
C2.2 DEV. PLAN ENLARGEMENT
C2.3 DEV. PLAN ENLARGEMENT
C2.4 DEV. PLAN ENLARGEMENT

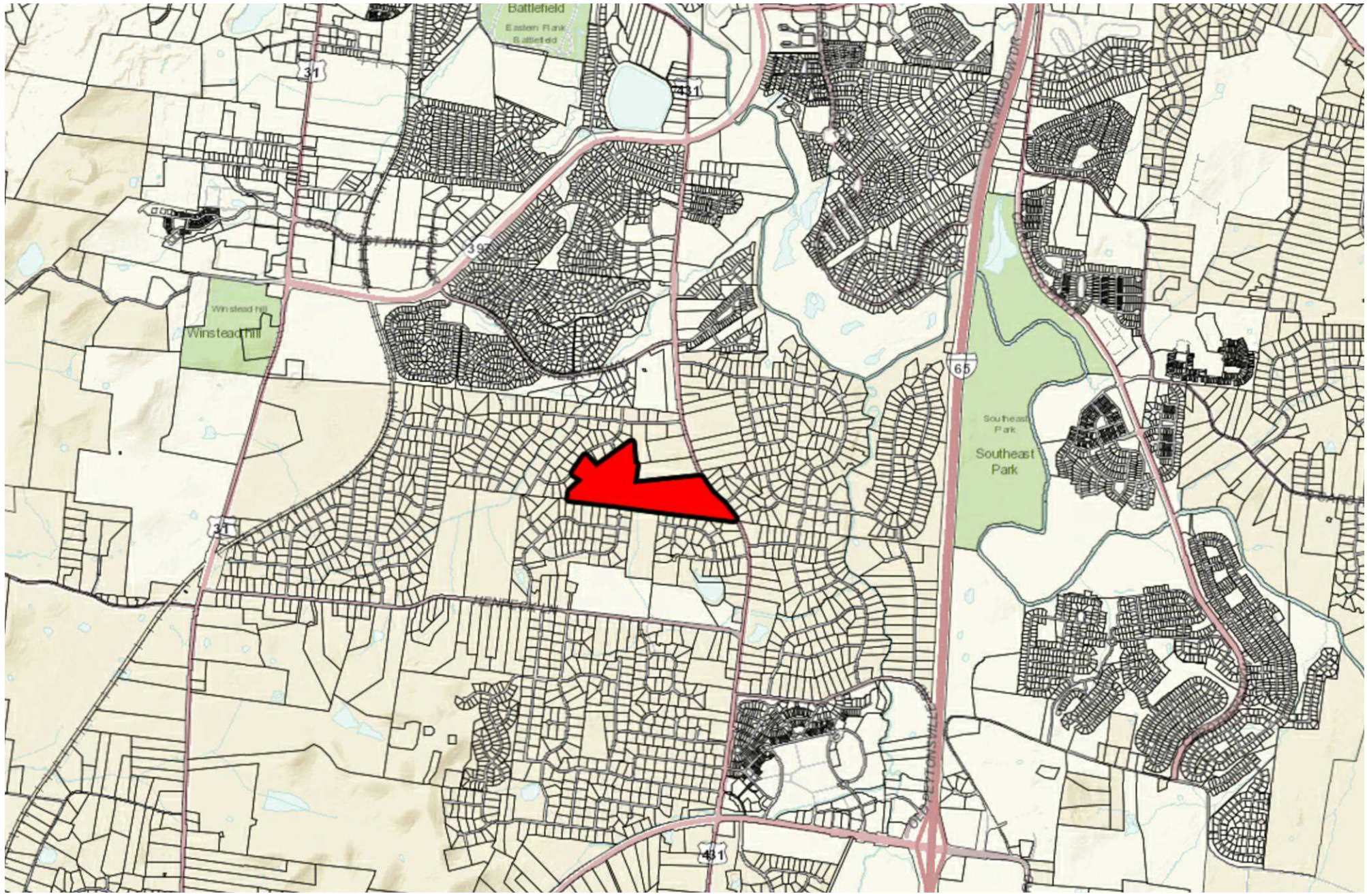
C3.0 OVERALL GRADING & DRAINAGE PLAN
C3.1 ENLARGED GRADING & DRAINAGE PLAN
C3.2 ENLARGED GRADING & DRAINAGE PLAN

C4.0 OVERALL ROW & ACCESS PLAN
C4.1 ENLARGED ROW & ACCESS PLAN
C4.2 ENLARGED ROW & ACCESS PLAN
C4.3 ENLARGED ROW & ACCESS PLAN

C5.0 OVERALL SITE UTILITY PLAN
C5.1 ENLARGED SITE UTILITY PLAN
C5.2 ENLARGED SITE UTILITY PLAN
C5.3 ENLARGED SITE UTILITY PLAN

C6.0 PHASING PLAN

L1.0 TREE PRESERVATION PLAN
L1.1 TREE PRES. ENLARGEMENT
L1.2 TREE PRES. ENLARGEMENT
L1.3 TREE PRES. ENLARGEMENT
L1.4 TREE PRES. ENLARGEMENT



NOT TO SCALE

VICINITY MAP

APPLICANT & LANDSCAPE ARCHITECT:

GAMBLE DESIGN COLLABORATIVE
GREG GAMBLE
324 LIBERTY PIKE
SUITE 145
FRANKLIN, TN 37064
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:

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9 MIDDLE SCHOOL
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SITE DATA CHART

PROJECT NAME:	TUCK AWAY
PROJECT NUMBER:	7374
ADDRESS:	1190 LEWISBURG PIKE, FRANKLIN, TN 37064
PARCEL(S):	106 00800, 105 02801
ACREAGE / SF OF SITE:	52 AC / 2,261,220 SF
VESTING (IF APPLICABLE):	
CIVIL DISTRICT:	10TH
EXISTING ZONING:	MGA-1
PROPOSED ZONING:	PD (0.71)
ZONING OVERLAY:	HHO, 500' HHO BUFFER
BUILDING TYPES APPLIED:	SINGLE FAMILY
FRONTAGE TYPES APPLIED:	YARD FRONTAGE
LOT WIDTH (RESIDENTIAL):	95' & 100'
LOT SIZE (RESIDENTIAL):	1 AC, 2 AC
SETBACKS:	
FRONT:	15' / 80'
SIDE:	5'
REAR:	20'
DWELLING UNIT COUNT (BY TYPE):	37
SINGLE FAMILY:	37
BUILDING HEIGHT:	MAX 2.5 STORIES
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5%
NATURAL AREA REQUIRED:	10%
TREE CANOPY RETENTION ACREAGE:	16.27 AC
PARKLAND DEDICATION:	37 DWELLINGS W/ 3 EXST. UNITS
FEES IN LIEU:	34 UNITS X \$4,304 = \$146,336 DUE AT FINAL PLAT
OWNER:	JIM CROSS 103 FORREST CROSSING BLVD. FRANKLIN, TN 37064 SUITE 205
APPLICANT:	GAMBLE DESIGN COLLABORATIVE
ADDRESS:	324 LIBERTY PIKE, FRANKLIN, TN 37064 SUITE 145 (615) 975-5765 greg.gamble@gdc-tn.com GREG GAMBLE
PHONE:	
EMAIL:	
CONTACT:	

MOS 1

Section 9.5.1(B) External Connectivity.

B. Street connections, street stubs, or internal drive connections shall be provided in every direction (north, south, east, and west), including connections to all existing streets or internal drives adjacent to the development site.

Request to remove external street stub connections to southern boundary.

This modification enhances the development by providing connections to areas that have potential to be annexed into the City of Franklin. The southern boundary is bordered by established Williamson County subdivisions.

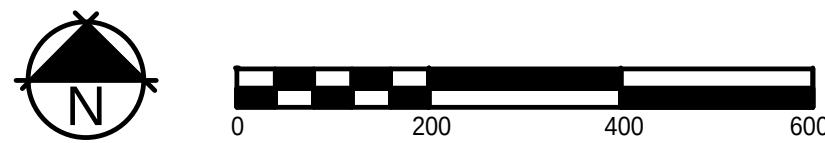
This site is unique in that it surrounded by Williamson County property on all sides. The concern for connectivity in all directions comes from the neighbors in the Williamson County Subdivision of Oakwood Estates as well as the Williamson County Highway Commission. Oakwood Estates, Durham Manor, and Douglas Glen subdivisions are already established neighborhoods, currently in Williamson County jurisdiction that could only be annexed in the City of Franklin at the request of the property owner. Full unrestricted connectivity to these neighborhoods will increase through traffic North and South through the neighborhoods. This increase will change the character of the communities and will affect the quality of life of the residents.

Single-Family policy established in Envision Franklin speaks of creating transition from existing neighborhoods in adjacent properties to the new development. Oakwood Estates, Durham Manor, and Douglas Glen subdivisions are established neighborhoods, currently in Williamson County jurisdiction and do not wish to have connections made to the new development. Our plan focuses on creating connections to areas of growth potential for the City of Franklin and creating transition back to these neighborhoods.



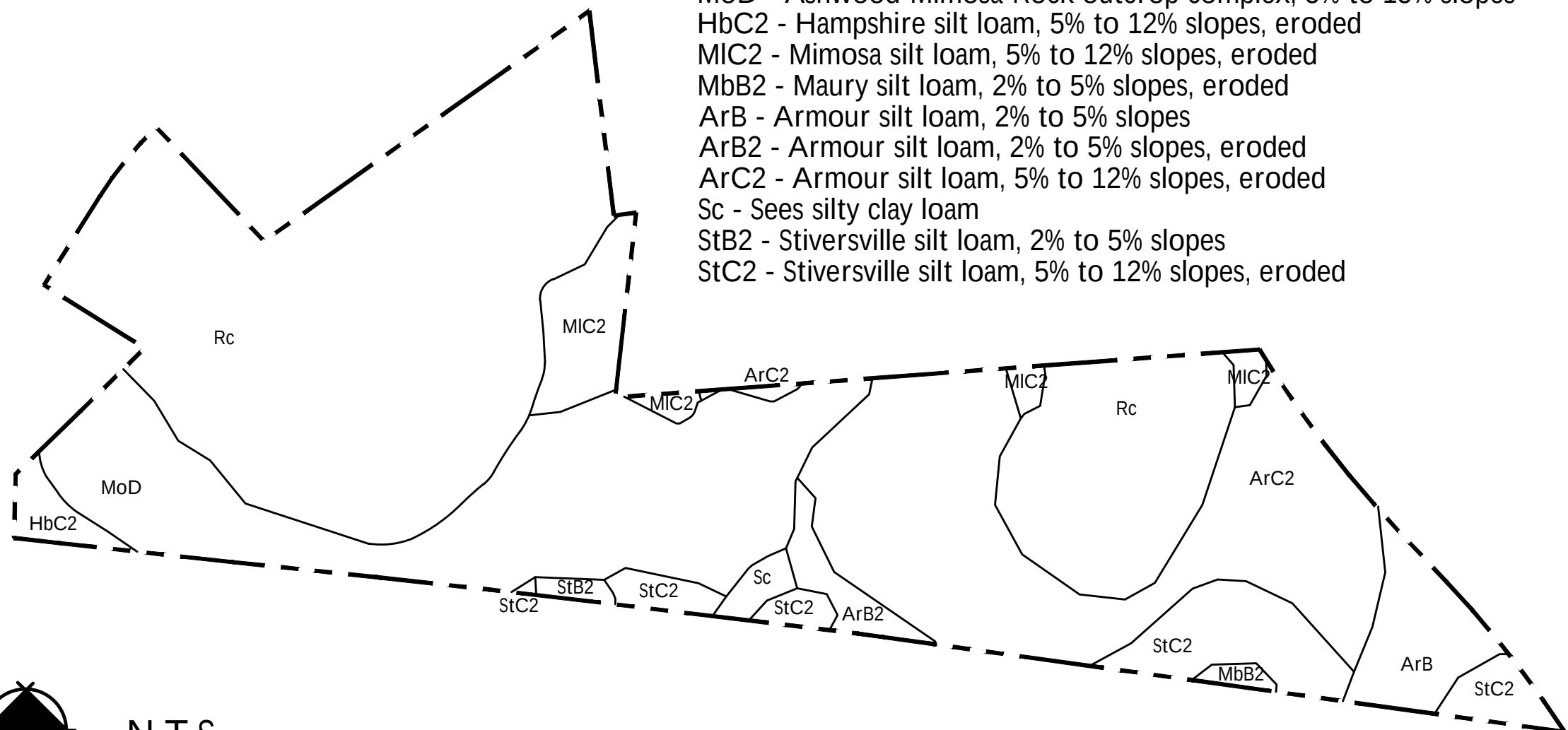
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INITIAL SUBMITTAL: OCTOBER 12, 2020
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ONE STOP:
COF #: 7374

GDC
GAMBLE
DESIGN COLLABORATIVE
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SOIL DATA

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FRONTAGE TYPES APPLIED:	YARD FRONTAGE
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LOT SIZE (RESIDENTIAL):	1 AC, 2 AC
SETBACKS:	
FRONT:	15' / 80'
SIDE:	5'
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ADDRESS:	324 LIBERTY PIKE, FRANKLIN, TN 37064 SUITE 145
PHONE:	(615) 975-5765
EMAIL:	greg.gamble@gdc-in.com
CONTACT:	GREG GAMBLE

KEY	
	SLOPES 14%-19.99%
	SLOPES 20%+
	PROPERTY LINE
	HHO & 500' HHO BUFFER
	EXISTING TREES

TREE CANOPY RETENTION

OVERALL SITE AREA = 2,261,220 SF (52 AC)			
EXISTING TREE CANOPY	REMOVED TREE CANOPY	PRESERVED TREE CANOPY	
17.92 AC / 780,781 SF	1.53 AC / 66,686 SF	16.39 AC	714,096 SF
TREE CANOPY DATA:			
TOTAL EXISTING TREE CANOPY:	781,030.8 SF; 17.93 AC (34.5% OF SITE)		
REQUIRED CANOPY PRESERVATION:	48% (374,894.8 SF; 8.61 AC)		
PROVIDED CANOPY PRESERVATION:	91.4% (714,096 SF; 16.39 AC)		

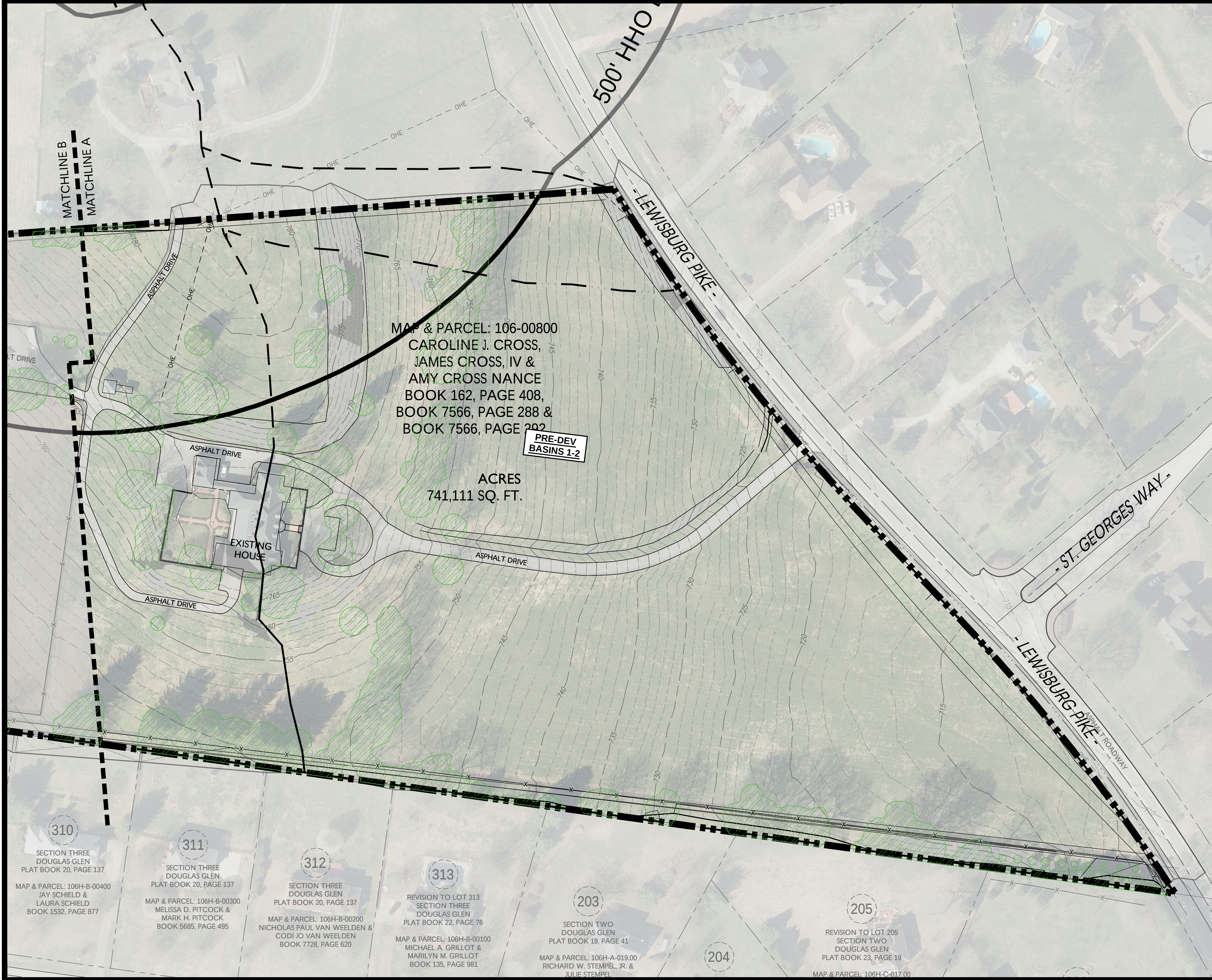
NOTES:

SURVEY BY:	TWM ENGINEERING & GEOSPATIAL SERVICES
METHOD:	FIELD-RUN TOPO
DATE:	07-10-2020
SOIL SURVEY:	NRCS WEB SOIL SURVEY

Pre-Dev Basin 1 Grading & Drainage Data Chart - Basin Area: 12.92 AC - Impervious Area: 0 AC - CN: 79 - Peak Flow Runoff 2 year: 31.72 CFS 5 year: 44.02 CFS 10 year: 54.16 CFS 25 year: 68.66 CFS 50 year: 80.56 CFS 100 year: 92.84 CFS	Pre-Dev Basins 3-4 Grading & Drainage Data Chart - Basin Area: 29.48 AC - Impervious Area: 0.21 AC - CN: 78 - Peak Flow Runoff 2 year: 76.44 CFS 5 year: 106.49 CFS 10 year: 131.46 CFS 25 year: 167.26 CFS 50 year: 196.66 CFS 100 year: 227.04 CFS	Pre-Dev Basins 5-6 Grading & Drainage Data Chart - Basin Area: 14.91 AC - Impervious Area: 0.09 AC - CN: 76 - Peak Flow Runoff 2 year: 35.40 CFS 5 year: 49.97 CFS 10 year: 62.34 CFS 25 year: 80.19 CFS 50 year: 94.92 CFS 100 year: 110.19 CFS
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Revision Date	
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KEY

- SLOPES 14%-19.99%
- SLOPES 20%+
- PROPERTY LINE
- HHO & 500' BUFFER
- EXST. TREES

0 50 100 150

N

GDC

GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

KEY PLAN

**TUCK AWAY
DEVELOPMENT PLAN**

Franklin, Williamson County, Tennessee

DRAKE A. RECTOR
REGISTERED
LANDSCAPE ARCHITECT
10/10/21

Revision Date _____

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EXISTING
CONDITIONS
SHEET
C1.1
COF #7374



KEY PLAN

KEY

- SLOPES 14%-19.99%
- SLOPES 20%+
- PROPERTY LINE
- HHO & 500' BUFFER
- EXST. TREES

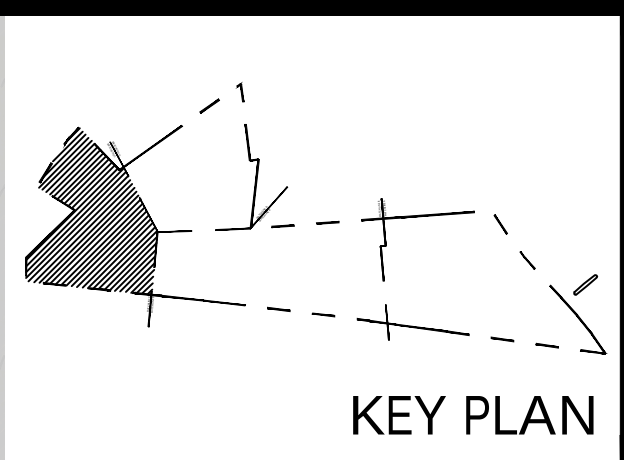
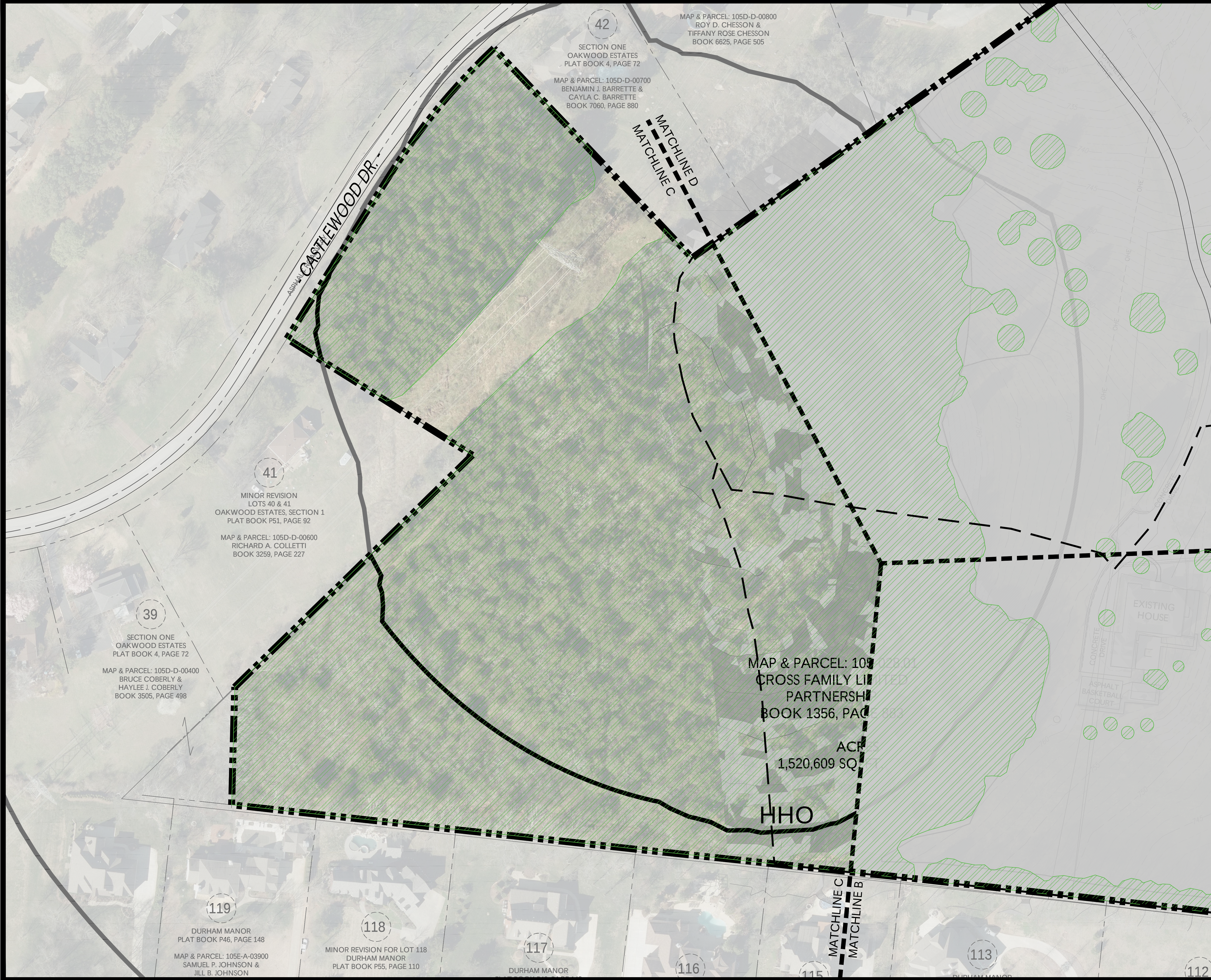
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DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

**TUCK AWAY
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee

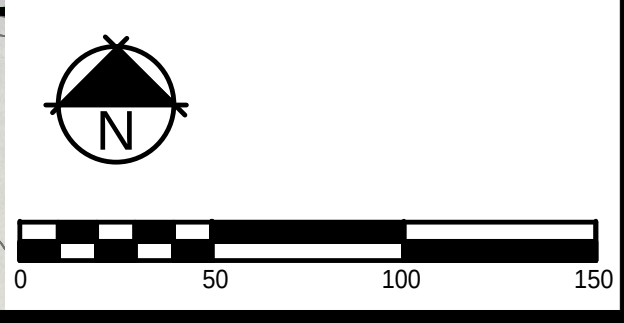
DRAKE A. RECTOR
REGISTERED
LANDSCAPE ARCHITECT
Tennessee No. 0107021

Revision Date
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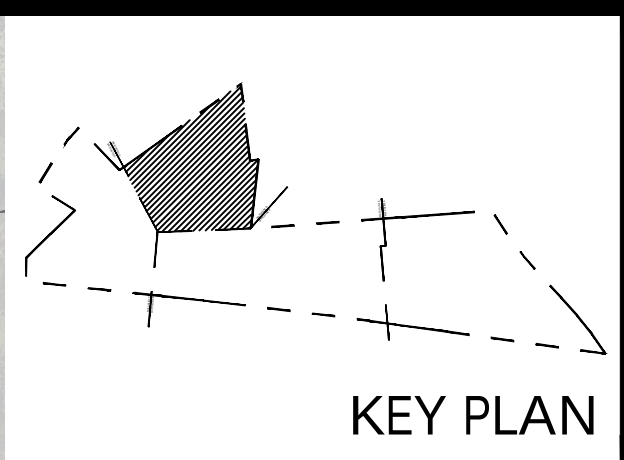
EXISTING
CONDITIONS
SHEET
C1.2
COF #7374



KEY	
	SLOPES 14%-19.99%
	SLOPES 20%+
	PROPERTY LINE
	HHO & 500' BUFFER
	EXST. TREES



Revision	Date
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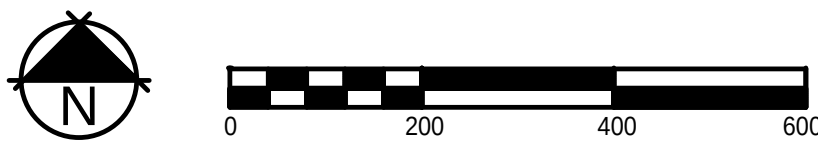


KEY	
	SLOPES 14%-19.99%
	SLOPES 20%+
	PROPERTY LINE
	HHO & 500' BUFFER
	EXST. TREES

**TUCK AWAY
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee



Revision	Date
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SITE DATA CHART

PROJECT NAME:	TUCK AWAY
PROJECT NUMBER:	7374
ADDRESS:	1190 LEWISBURG PIKE, FRANKLIN, TN 37064
PARCEL(S):	106 00800, 105 02801
ACREAGE / SF OF SITE:	52 AC / 2,261,220 SF
VESTING (IF APPLICABLE):	
CIVIL DISTRICT:	10TH
EXISTING ZONING:	MGA-1
PROPOSED ZONING:	PD (0.71)
ZONING OVERLAY:	HHO, 500' HHO BUFFER
BUILDING TYPES APPLIED:	SINGLE FAMILY
FRONTAGE TYPES APPLIED:	YARD FRONTAGE
LOT WIDTH (RESIDENTIAL):	95' & 100'
LOT SIZE (RESIDENTIAL):	1 AC, 2 AC
SETBACKS:	
FRONT:	15' / 80'
SIDE:	5'
REAR:	20'
DWELLING UNIT COUNT (BY TYPE):	37
SINGLE FAMILY:	37
BUILDING HEIGHT:	MAX 2.5 STORIES
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5%
NATURAL AREA REQUIRED:	10%
TREE CANOPY RETENTION ACREAGE:	16.27 AC
PARKLAND DEDICATION:	37 DWELLINGS W/ 3 EXST. UNITS
FEES IN LIEU:	34 UNITS X \$4,304 = \$146,336 DUE AT FINAL PLAT
OWNER:	JIM CROSS 103 FORREST CROSSING BLVD. FRANKLIN, TN 37064 SUITE 205
APPLICANT:	GAMBLE DESIGN COLLABORATIVE
ADDRESS:	324 LIBERTY PIKE, FRANKLIN, TN 37064 SUITE 145
PHONE:	(615) 975-5765
EMAIL:	greg.gamble@gdc-tn.com
CONTACT:	GREG GAMBLE

OPEN SPACE REQUIREMENT

TOTAL 2,261,220 SF ~ 1,075,270 SF (FROM LOTS > 30,000 SF)
= 1,185,950 SF APPLICABLE TO REQUIREMENT

MINIMUM OPEN SPACE REQUIREMENT: 5%
REQUIRED TOTAL = 59,300 SF
(5% MIN. OPEN SPACE x 1,185,950 SF = 59,300 SF, 1.36 AC)

ADDITIONAL NATURAL AREA REQUIREMENT: 10%
REQUIRED TOTAL = 118,600
(10% ADDITIONAL 'NATURAL AREA' x 1,185,950 SF = 118,600 SF)

REQUIRED: 177,900 SF; 4.08 AC TOTAL
PROVIDED: 284,010 SF; 5.69 AC TOTAL (139.4%)
(PROVIDED OPEN SPACE = 80,150 SF, 1.84 AC)
(ADDITIONAL 'NATURAL AREA' = 203,860 SF, 3.85 AC)

LOT	TYPE	AREA (ACRES)
100	NATURAL AREA	1.77 AC
101	POCKET PARK	0.63 AC
102	POCKET PARK	0.39 AC
103	COURTYARD	0.82 AC
104	NATURAL AREA	2.08 AC

NOTE: ALL OPEN SPACE LOTS SERVE AS PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENTS

KEY	
	OPEN SPACE
	TREE PRESERVATION
	CRITICAL LOTS

TREE CANOPY RETENTION

OVERALL SITE AREA = 2,261,220 SF (52 AC)					
EXISTING TREE CANOPY		REMOVED TREE CANOPY		PRESERVED TREE CANOPY	
17.92 AC	780,781 SF	1.53 AC	66,685 SF	16.39 AC	714,096 SF

TREE CANOPY DATA:	
TOTAL EXISTING TREE CANOPY:	781,030.8 SF; 17.93 AC (34.5% OF SITE)
REQUIRED CANOPY PRESERVATION:	48% (374,894.8 SF; 8.61 AC)
PROVIDED CANOPY PRESERVATION:	91.4% (714,096 SF; 16.39 AC)



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LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee

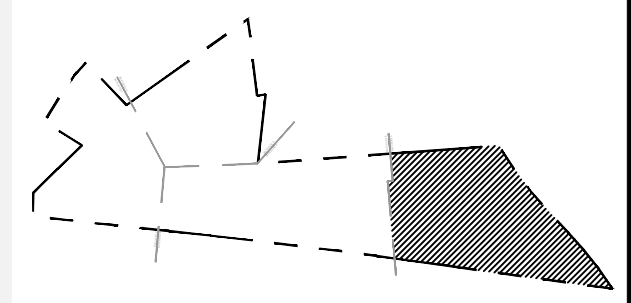


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DEVELOPMENT PLAN

SHEET
C2.0

COF #7374



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SIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

LUCK AWAY DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee

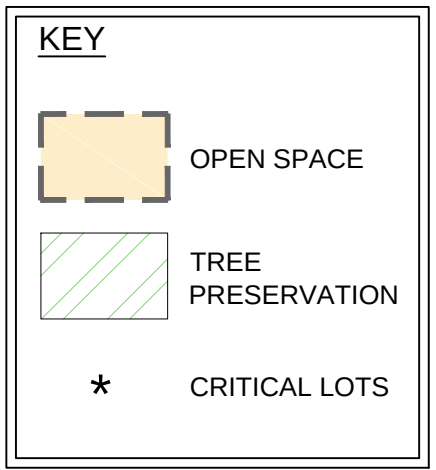
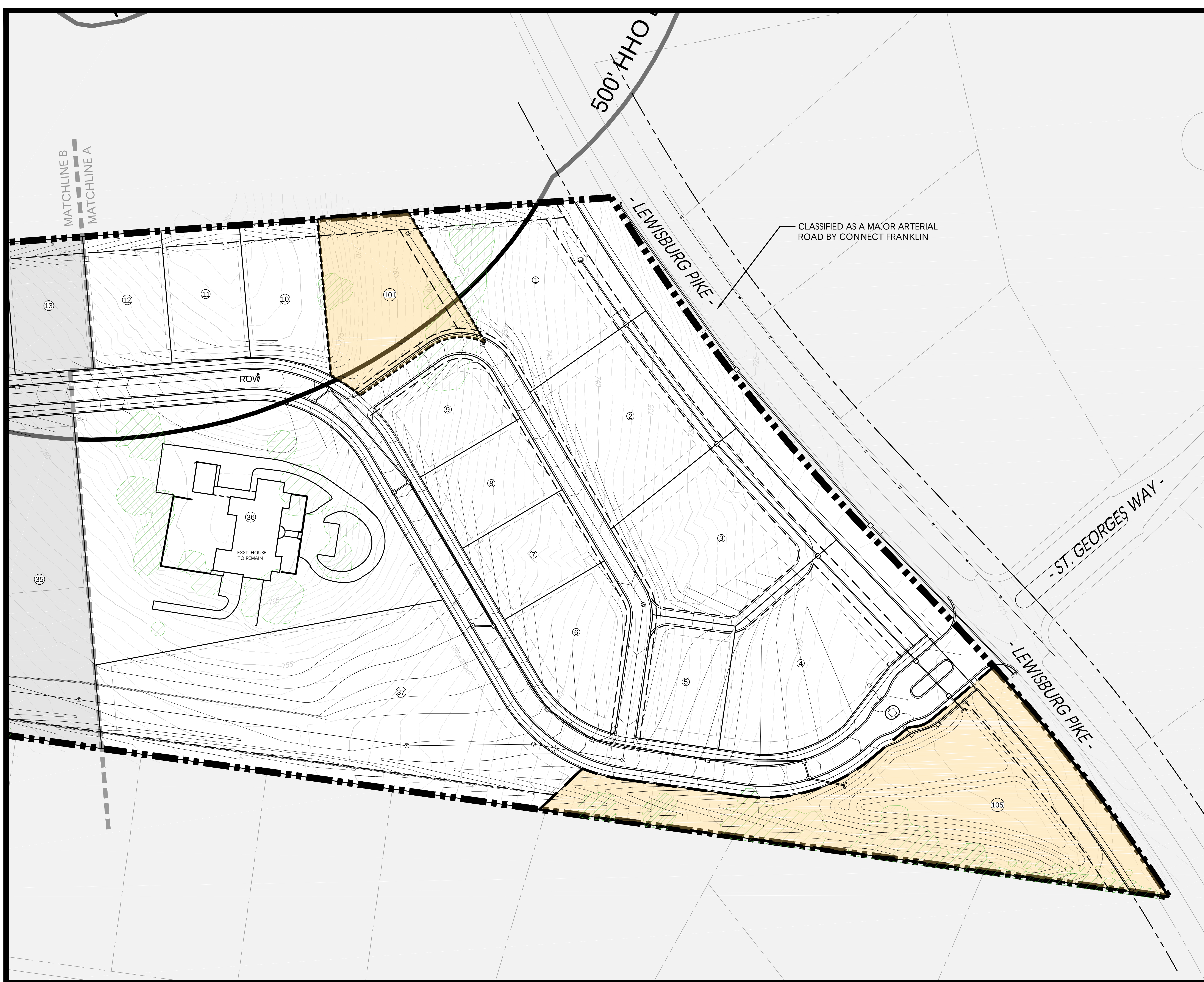


Division Date _____

DEVELOPMENT PLAN

SHEET
C2.1

DF #7374



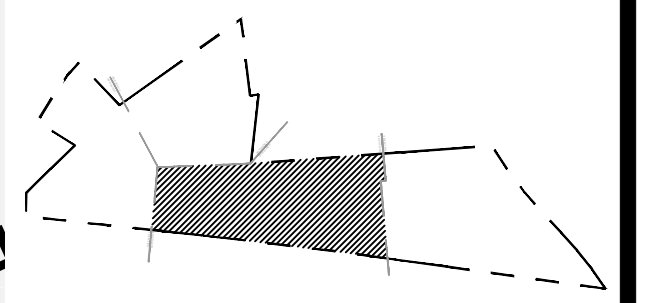


LUCK AWAY

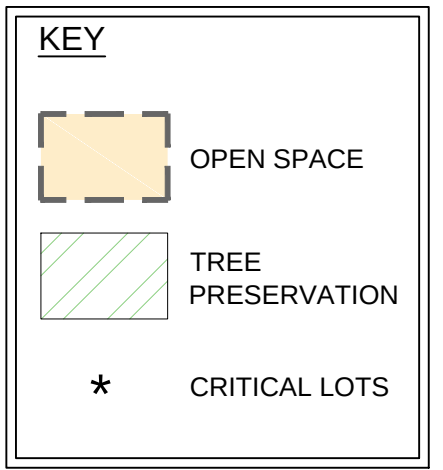
DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee

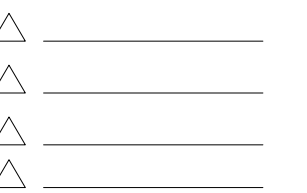
Franklin, Williamson County, Tennessee



KEY PLAN



Revision Date _____

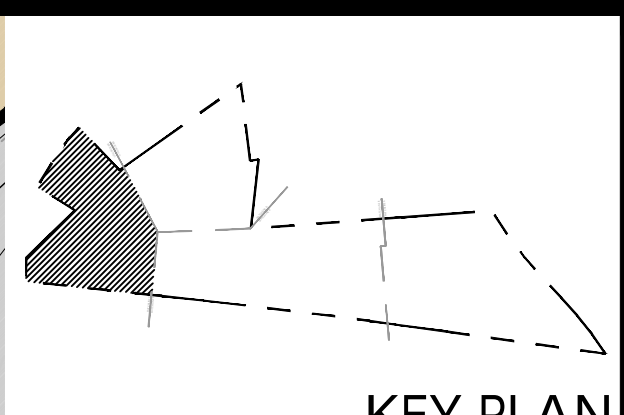
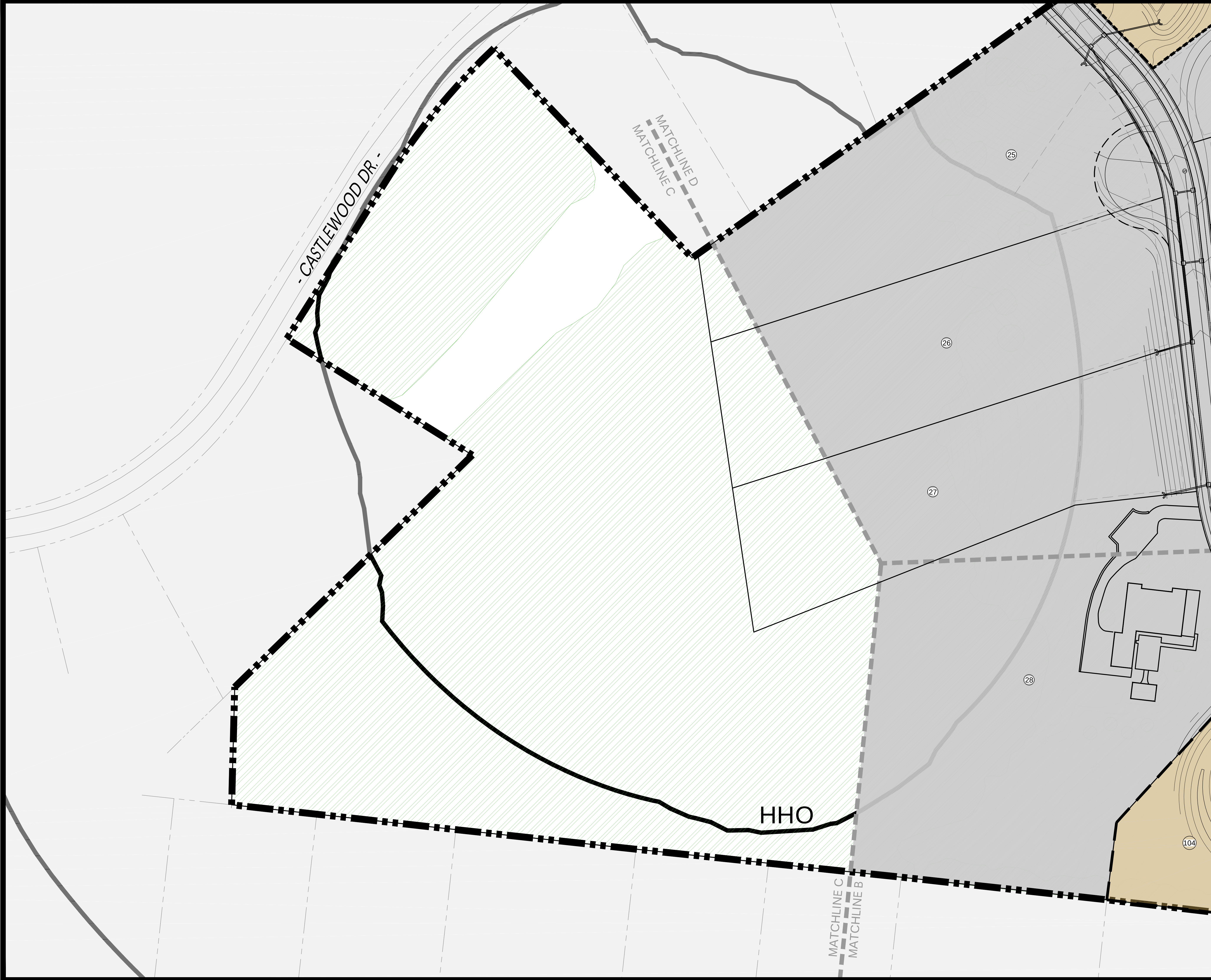


DEVELOPMENT PLAN

SHEET

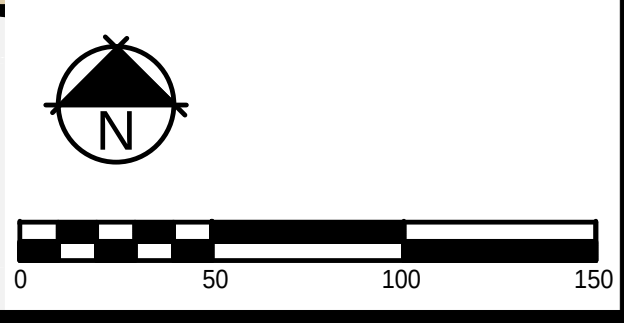
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F #7374



KEY

- OPEN SPACE
- TREE PRESERVATION
- CRITICAL LOTS



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LANDSCAPE ARCHITECTURE

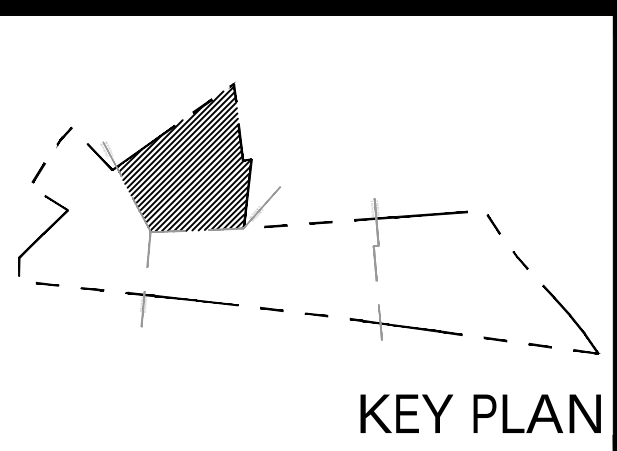
TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

Drake A. Reiser
REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE
LICENSE NO. 010921

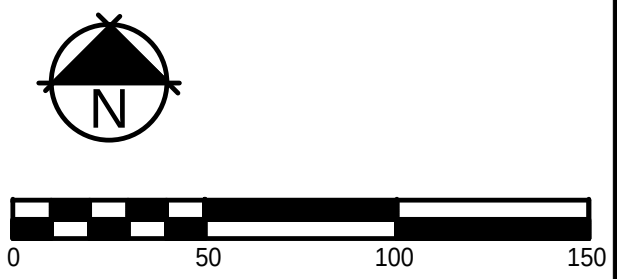
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DEVELOPMENT PLAN

SHEET
C2.3
COF #7374



KEY	
	OPEN SPACE
	TREE PRESERVATION
	CRITICAL LOTS





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LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



Revision Date _____
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DEVELOPMENT PLAN

SHEET
C2.4
COF #7374

Runoff from Basin 1 will be conveyed to a level 1 bioretention basin. This basin drains to the roadside ditch along the west side of Lewisburg Pike.

Runoff from Basin 3 will be conveyed to the same dry detention pond described in Basin 2 and then to the existing offsite conveyance to the south.

Runoff from Basin 5 will be conveyed to a level 1 bioretention basin. This basin drains to the ditch along Crossway Drive toward Castlewood Drive.

The cumulative pre-treatment and post-treatment weighted R_v is 0.300 and 0.197 respectively. Practices will be sized such that adjusted curve numbers incorporated in the post-development runoff hydrographs combined with the dry detention pond will reduce post-development peak flows to rates at or below pre-development peak flows.

The treated post-development Rv for the site will meet the city's requirements (less than 0.20). This information will be reflected on the Post Construction / Final EPSC Plan in each Site Plan submittal. The total post-development peak flow runoff rates will be less than the pre-development conditions for each of the 2-100 YR events.

There are no jurisdictional water features located on or immediately adjacent to the site. The western portions of the site are located in the Donelson Creek basin while the eastern portions of the site are in the Fivemile Creek basin.

Downstream receiving infrastructure and off-site drainage easements shall be evaluated at Site Plan stage.

**Post-Dev Basin 1 Grading
& Drainage Data Chart**

- Basin Area: 13.09 AC
- Impervious Area: 2.42 AC
- Disturbed Area: 12.63 AC
- Adjusted CN: 73
- Peak Flow Runoff
 - 2 year: 26.90 CFS
 - 5 year: 39.04 CFS
 - 10 year: 49.26 CFS
 - 25 year: 64.50 CFS
 - 50 year: 77.17 CFS
 - 100 year: 90.39 CFS

**Post-Dev Basins 2-3 Grading
& Drainage Data Chart**

- Basin Area: 13.17 AC
- Impervious Area: 2.58 AC
- Disturbed Area: 13.17 AC
- Adjusted CN: 81
- Peak Flow Runoff
 - 2 year: 41.17 CFS
 - 5 year: 55.86 CFS
 - 10 year: 67.85 CFS
 - 25 year: 84.87 CFS
 - 50 year: 98.74 CFS
 - 100 year: 113.01 CFS

Post-Dev Basins 2-3 Pond
Outflows Grading & Drainage Data Chart

- Site Area: 13.17 AC
- Impervious Area: 2.58 AC
- Disturbed Area: 13.17 AC
- Adjusted CN: 81
- Peak Flow Runoff
 - 2 year: 11.92 CFS
 - 5 year: 16.79 CFS
 - 10 year: 20.59 CFS
 - 25 year: 25.57 CFS
 - 50 year: 28.27 CFS
 - 100 year: 30.71 CFS

Post-Dev Basin 4 Grading & Drainage Data Chart

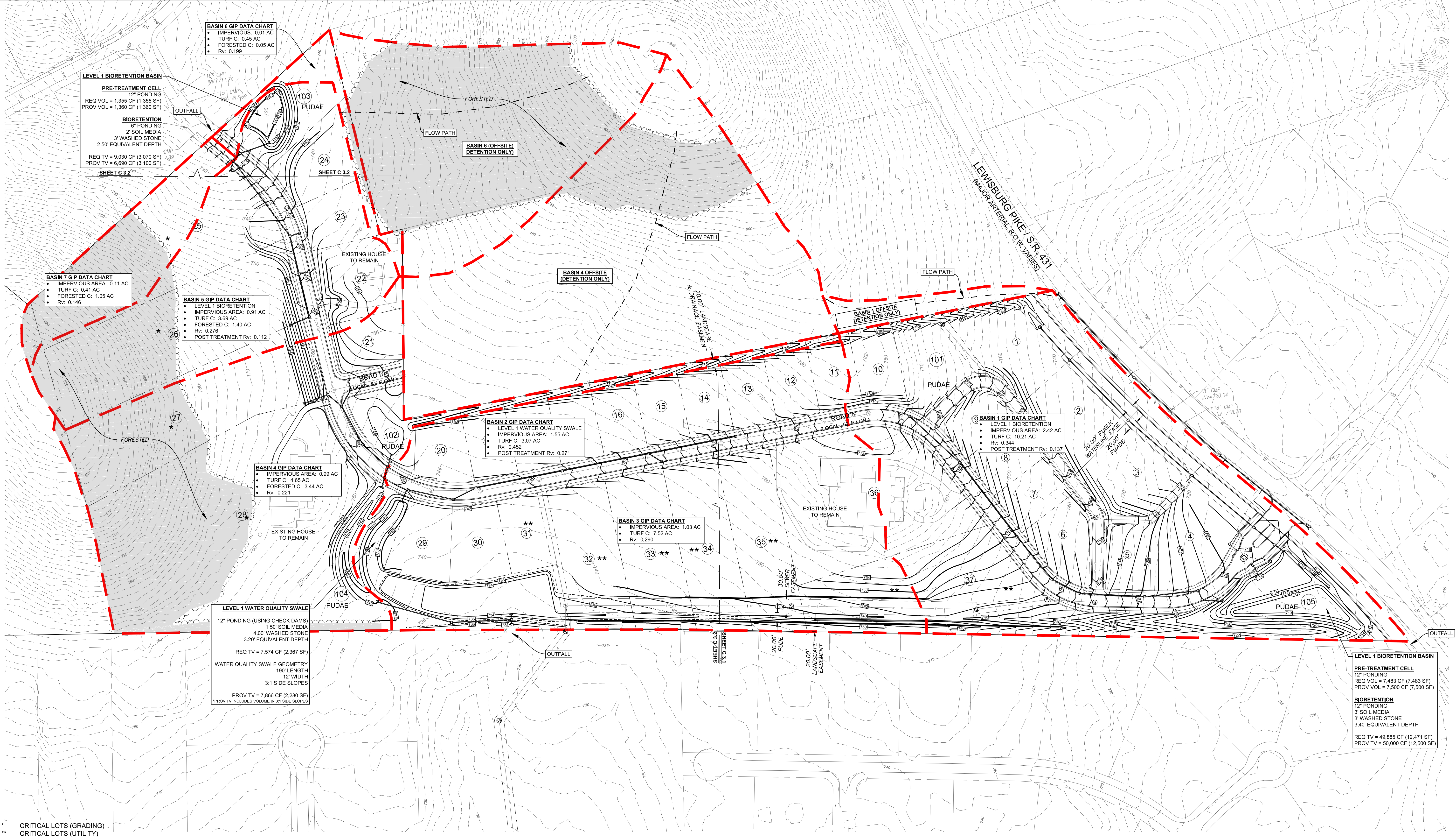
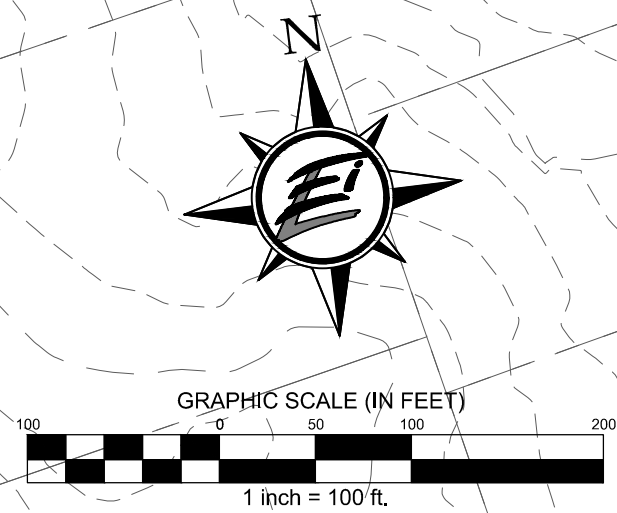
- Basin Area: 17.60 AC
- Impervious Area: 1.21 AC
- Disturbed Area: 9.5 AC
- CN: 79
- Peak Flow Runoff
 - 2 year: 47.61 CFS
 - 5 year: 65.88 CFS
 - 10 year: 80.92 CFS
 - 25 year: 102.42 CFS
 - 50 year: 120.04 CFS
 - 100 year: 138.21 CFS

**Post-Dev Basin 2-4 Grading
& Drainage Data Chart**

- Site Area: 30.77 AC
- Impervious Area: 3.79 AC
- Disturbed Area: 22.67 AC
- Adjustd CN: 80
- Peak Flow Runoff
 - 2 year: 58.43 CFS
 - 5 year: 80.82 CFS
 - 10 year: 99.04 CFS
 - 25 year: 124.69 CFS
 - 50 year: 145.15 CFS
 - 100 year: 165.84 CFS

**Post-Dev Basin 5-7 Grading
& Drainage Data Chart**

- Site Area: 13.47 AC
- Impervious Area: 1.12 AC
- Disturbed Area: 8.5 AC
- Adjustd CN: 76
- Peak Flow Runoff
 - 2 year: 31.98 CFS
 - 5 year: 45.14 CFS
 - 10 year: 56.31 CFS
 - 25 year: 72.44 CFS
 - 50 year: 85.75 CFS
 - 100 year: 99.55 CFS



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Plotted: Thursday, January 07, 2021 - 3:25 pm
By: rpierce

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TUCK AWAY DEVELOPMENT PLAN

1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. ____
FRANKLIN, TENNESSEE

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Issue Date: 25 September 2020	
ELI Project No:	20-11-1106
Drafted By:	RDP
Checked By:	LCW
Sheet Title:	

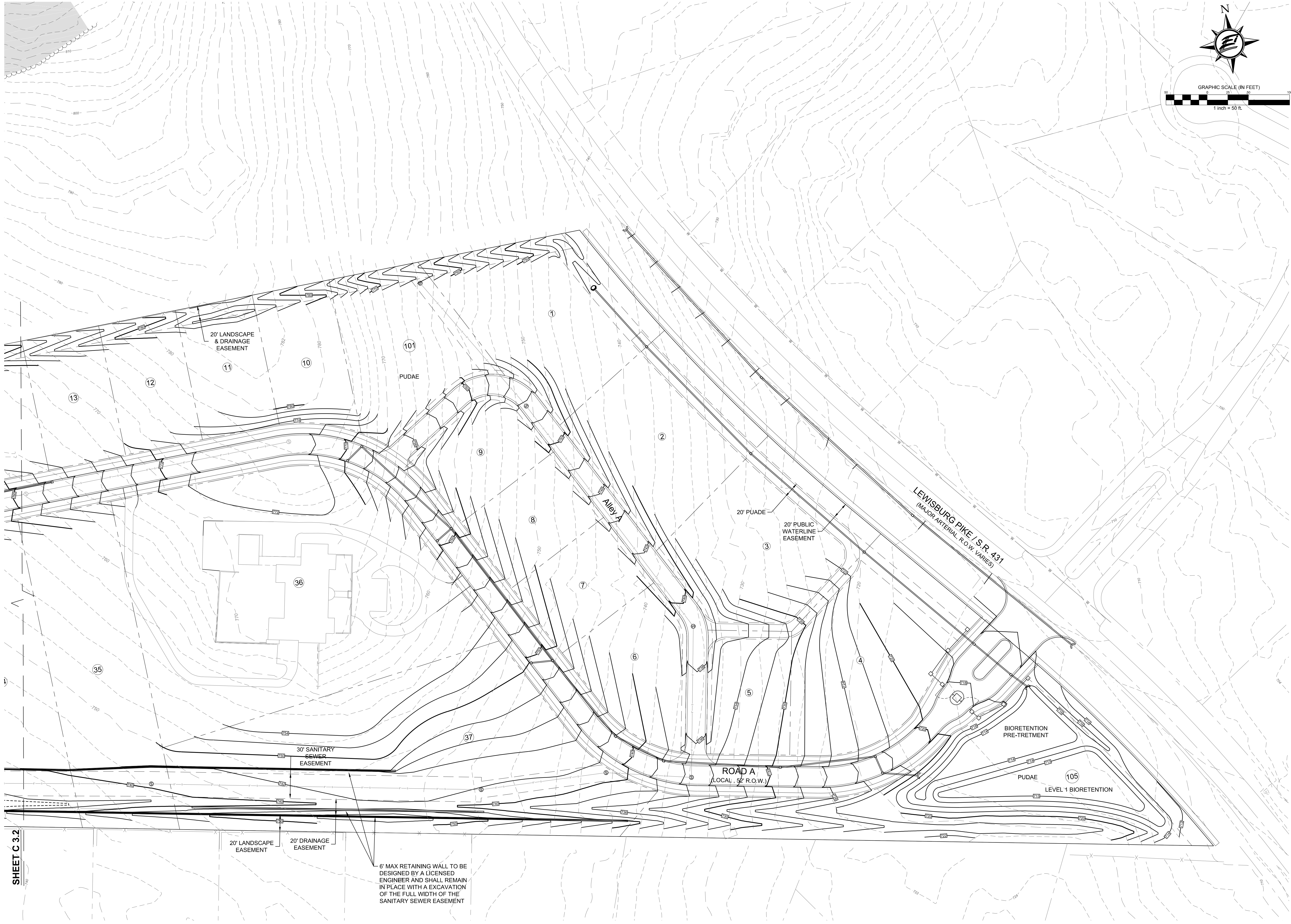
OVERALL GRADING & DRAINAGE PLAN

Sheet No.

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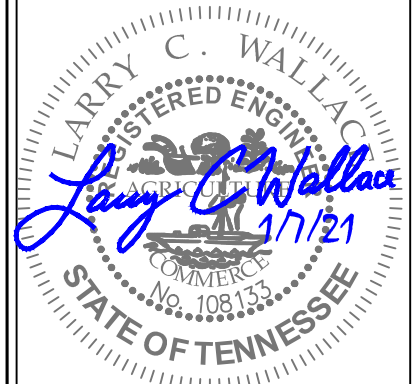
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DEVELOPMENT PLAN**
1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. —
FRANKLIN, TENNESSEE

Rev.	Date	Per City of Franklin Comments	Revision Description
1	1/7/21		

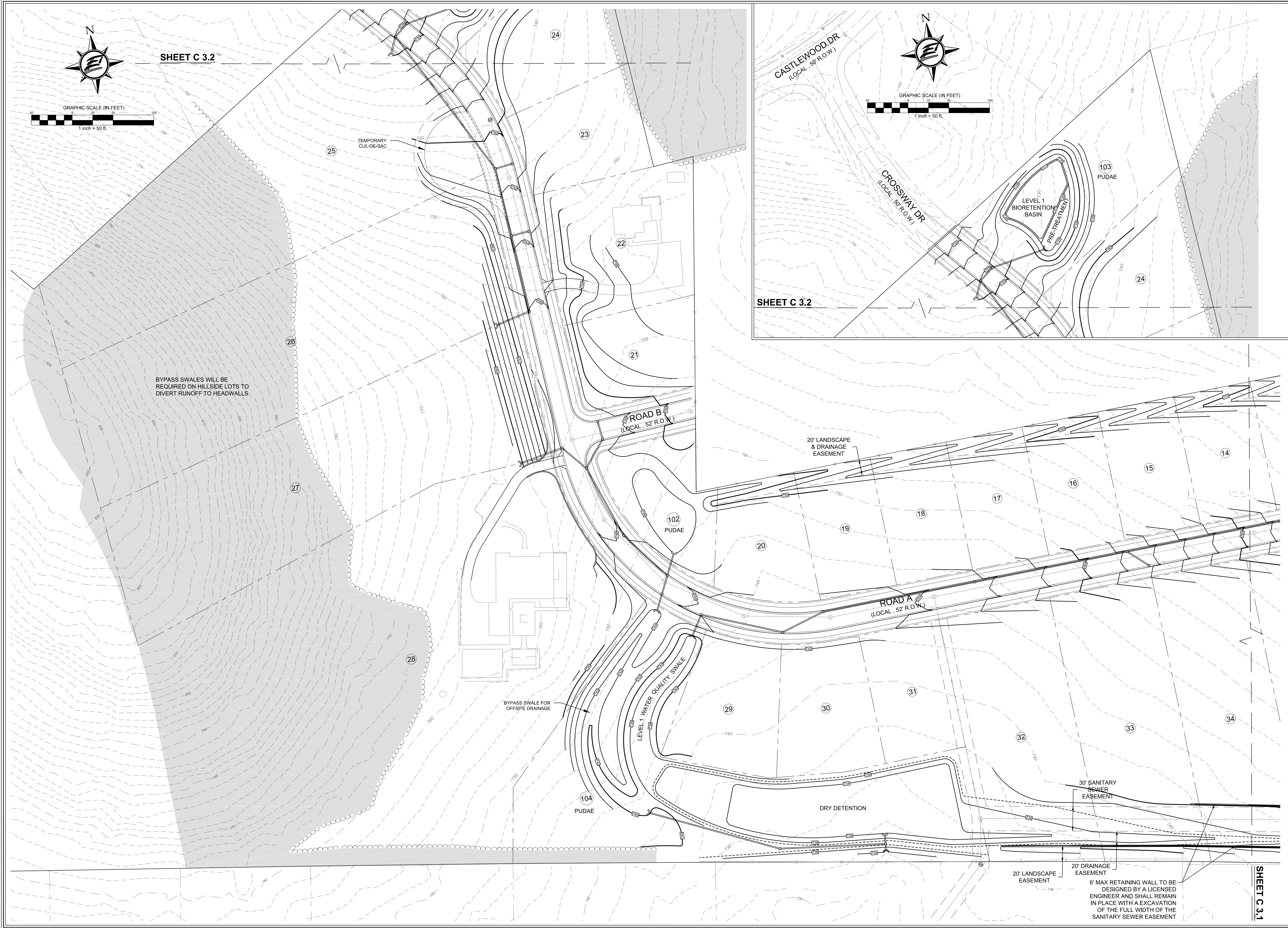


Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW
Sheet Title:

**ENLARGED
GRADING &
DRAINAGE
PLAN**

Sheet No.
C 3.1

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CITY OF FRANKLIN PROJECT NO. —
FRANKLIN, TENNESSEE

Rev.	Date	Per City of Franklin Comments	Revision Description
1	1/7/21		

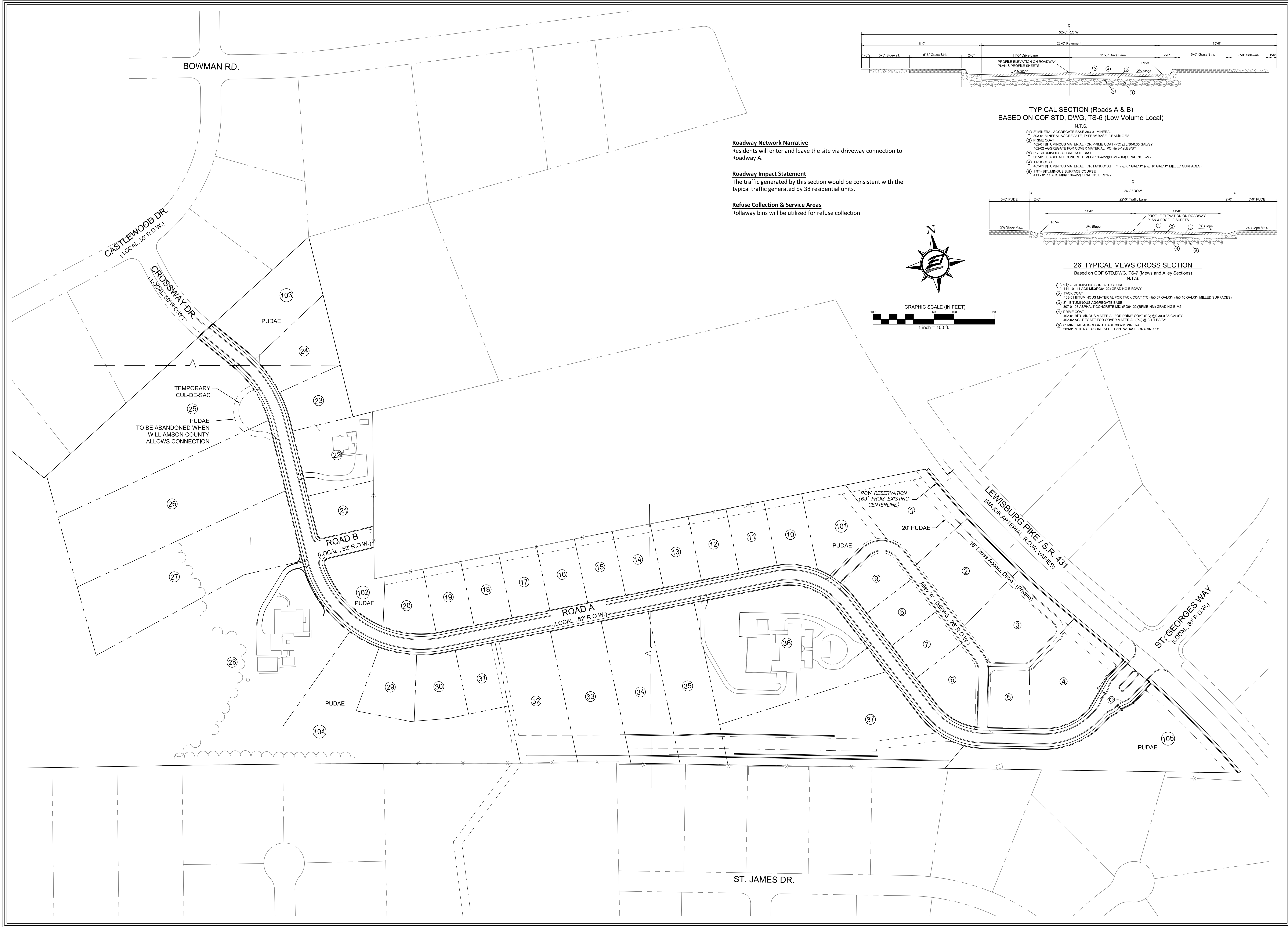
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ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW

Sheet Title:

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GRADING &
DRAINAGE
PLAN**

Sheet No.
C 3.2

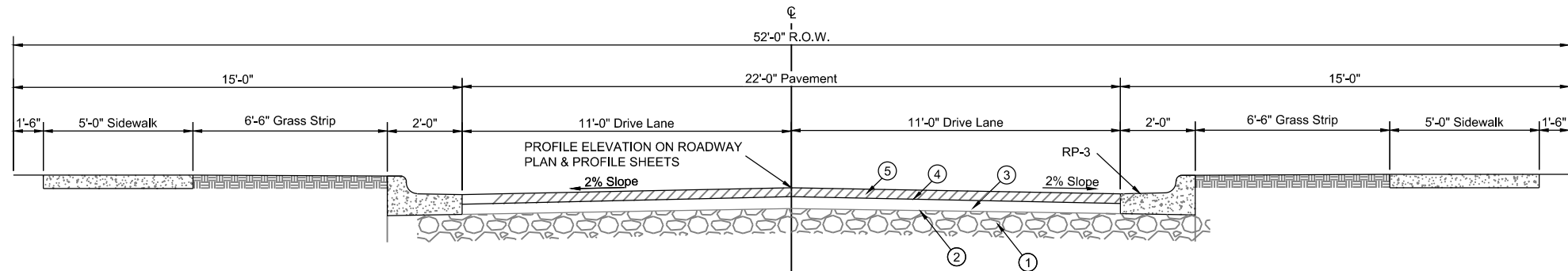
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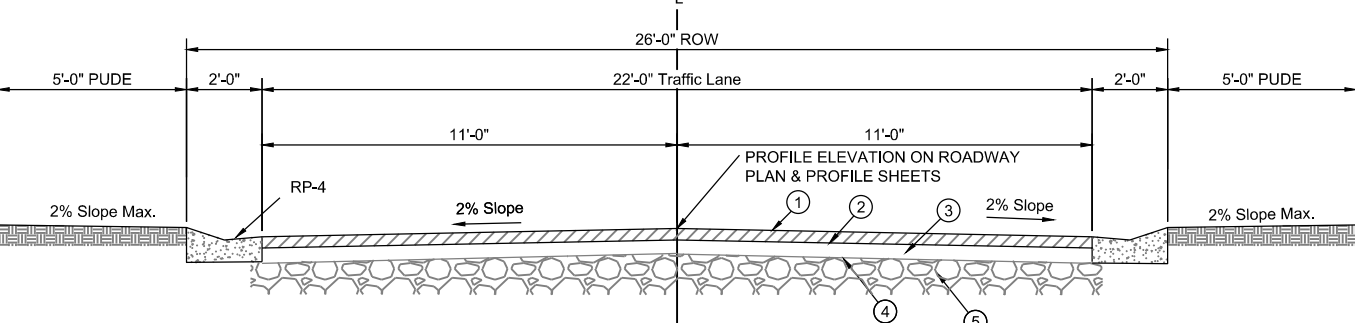
Roadway Network Narrative
Residents will enter and leave the site via driveway connection to Roadway A.

Roadway Impact Statement
The traffic generated by this section would be consistent with the typical traffic generated by 38 residential units.

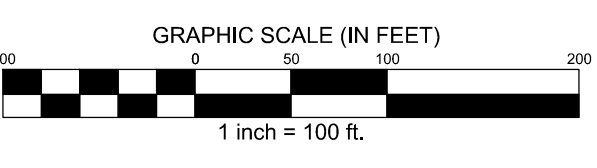
Refuse Collection & Service Areas
Rollaway bins will be utilized for refuse collection



- TYPICAL SECTION (Roads A & B)**
BASED ON COF STD, DWG, TS-6 (Low Volume Local)
- N.T.S.
- 1" 8" MINERAL AGGREGATE BASE 30-51 MINERAL
 - 2" 30-51 MINERAL AGGREGATE, TYPE 'A' BASE, GRADING 17'
 - 3" PRIME COAT
 - 4" 40-60 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 30-35 GAL/SY
 - 5" 40-60 AGGREGATE FOR COVER MATERIAL (PC) @ 5-12.5 GAL/SY
 - 6" 3" BITUMINOUS AGGREGATE BASE
 - 7" 30-51.08 ASPHALT CONCRETE MIX (PG64-22)(BPM-BHM) GRADING B-M2
 - 8" TACK COAT
 - 9" 40-60 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.07 GAL/SY (@ 0.10 GAL/SY MILLED SURFACES)
 - 10" 1 1/2" BITUMINOUS SURFACE COURSE
 - 11" 1 1/2" ACS MIX (PG64-22) GRADING E ROW



- 26' TYPICAL MEWS CROSS SECTION**
Based on COF STD, DWG, TS-7 (Mews and Alley Sections)
- N.T.S.
- 1" 1 1/2" BITUMINOUS SURFACE COURSE
 - 2" 1 1/2" ACS MIX (PG64-22) GRADING E ROW
 - 3" TACK COAT
 - 4" 30-51 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.07 GAL/SY (@ 0.10 GAL/SY MILLED SURFACES)
 - 5" 3" BITUMINOUS AGGREGATE BASE
 - 6" 30-51.08 ASPHALT CONCRETE MIX (PG64-22)(BPM-BHM) GRADING B-M2
 - 7" PRIME COAT
 - 8" 40-60 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 30-35 GAL/SY
 - 9" 40-60 AGGREGATE FOR COVER MATERIAL (PC) @ 5-12.5 GAL/SY
 - 10" 8" MINERAL AGGREGATE BASE 30-51 MINERAL
 - 11" 30-51 MINERAL AGGREGATE, TYPE 'A' BASE, GRADING 17'



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1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. —
FRANKLIN, TENNESSEE

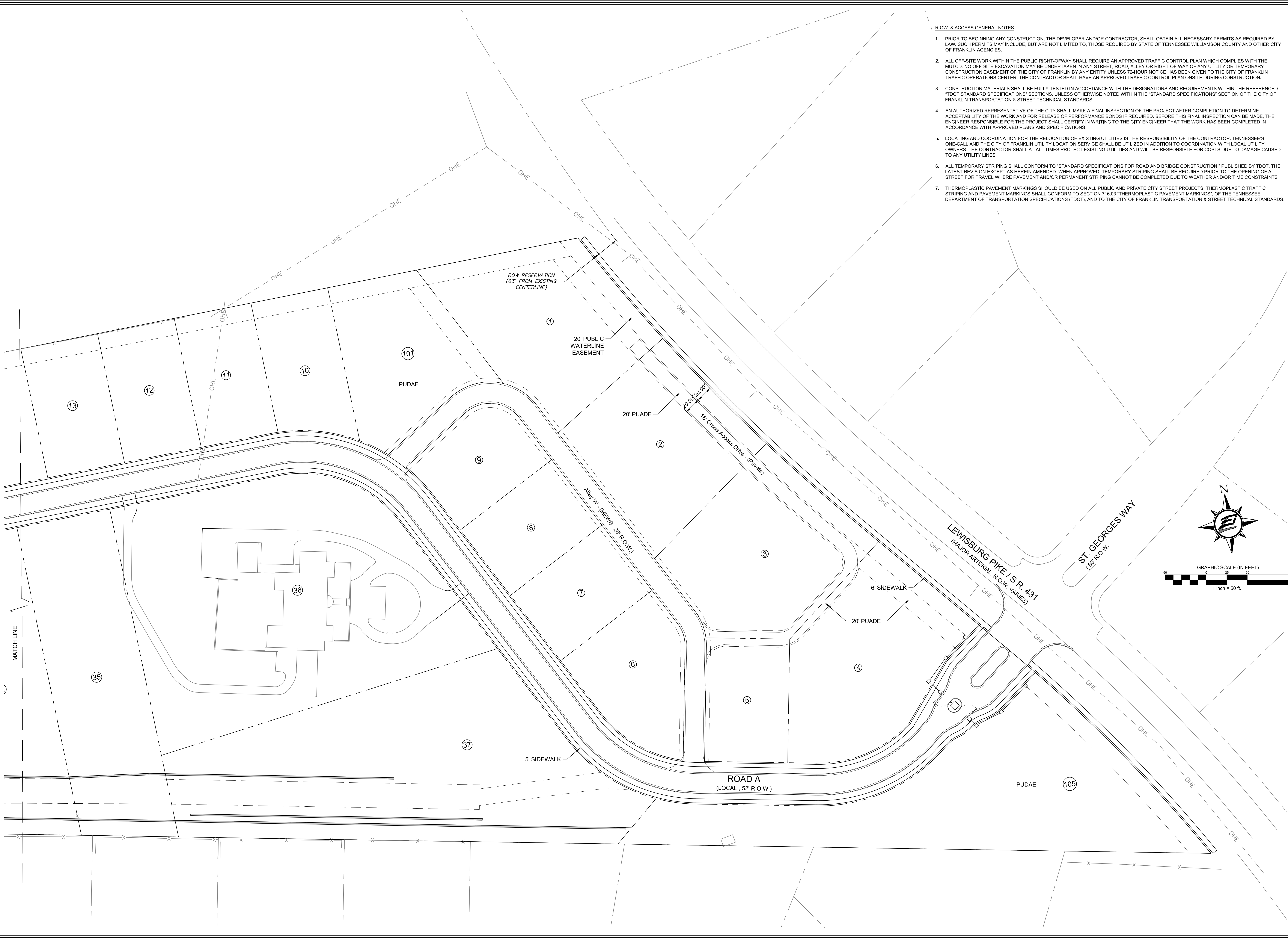
Rev.	Date	Per City of Franklin Comments	Revision Description
1	1/7/21		

Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW

Sheet Title:
OVERALL R.O.W. & ACCESS PLAN

Sheet No.
C 4.0

Filename: W:\20-11-1106 Cross Property\3.0\3.0\Production\1_Development Plan\Cross Dev ROW.dwg
Plotted: Thursday, January 07, 2021 3:28 pm
By: rlerice



- R.O.W. & ACCESS GENERAL 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 FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
 3. CONSTRUCTION MATERIALS SHALL BE FULLY TESTED IN ACCORDANCE WITH THE DESIGNATIONS AND REQUIREMENTS WITHIN THE REFERENCED "DOT STANDARD SPECIFICATIONS" SECTIONS, UNLESS OTHERWISE NOTED WITHIN THE "STANDARD SPECIFICATIONS" SECTION OF THE CITY OF FRANKLIN TRANSPORTATION & 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.
 5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
 6. 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 SPECIFICATIONS (TDOT), AND TO THE CITY OF FRANKLIN TRANSPORTATION & STREET TECHNICAL STANDARDS.

ENERGY LAND & INFRASTRUCTURE
1420 DONELSON PIKE, SUITE A12 • NASHVILLE, TN 37217
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TUCK AWAY
DEVELOPMENT PLAN

1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. —
FRANKLIN, TENNESSEE

Rev.	Date	Per City of Franklin Comments	Revision Description
1	1/7/21		

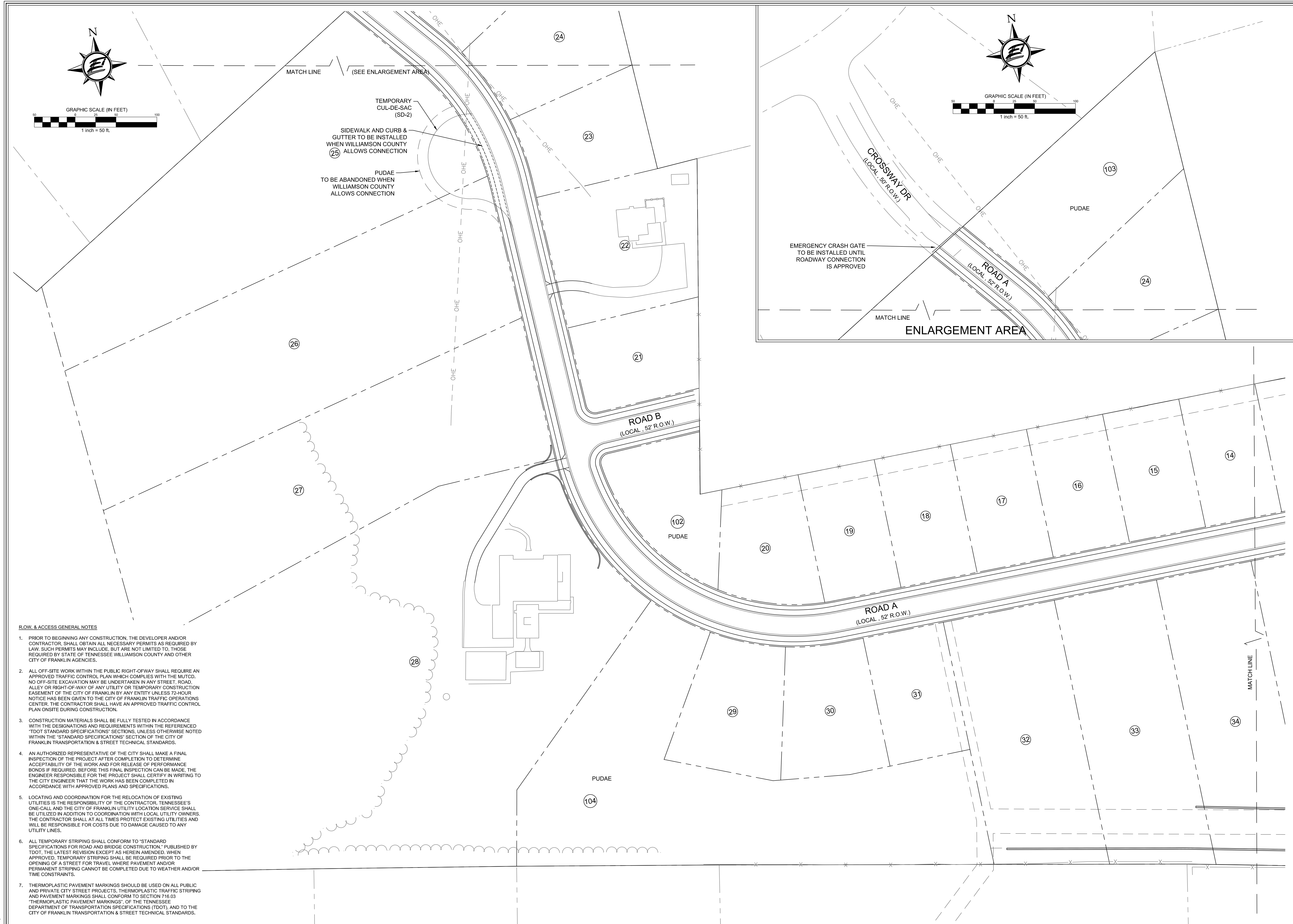
Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW

Sheet Title:

ENLARGED
R.O.W. &
ACCESS
PLAN

Sheet No.

C 4.1



FLOW TEST (CENTURY FIRE PROTECTION)

DATE: 11/3/2020

HYDRANT A1 (1175 LEWISBURG PIKE)

FLOW 934 GPM @ 20 PSI
STATIC (B) 56 PSI
RESIDUAL (B) 42 PSI

HYDRANT A2 (1190 LEWISBURG PIKE)

FLOW 1,042 GPM @ 20 PSI
STATIC (B) 70 PSI
RESIDUAL (B) 58 PSI

UTILITY PROVIDERS

Electric
MTEMC
Gary Osburn
(615) 595-4677

Natural Gas
Atmos
(615) 771-8300

Sewer & Water
CITY OF FRANKLIN WATER & SEWER
124 LUMBER DR.
FRANKLIN, TN 37064
ATTN: UTILITY INSPECTOR
615-794-4554



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DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

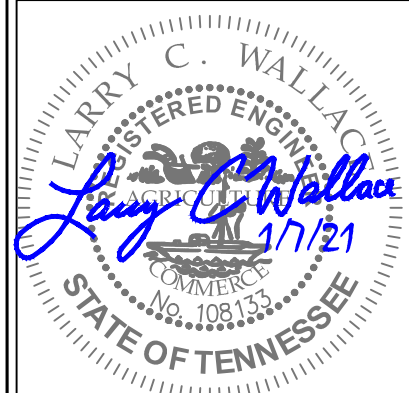
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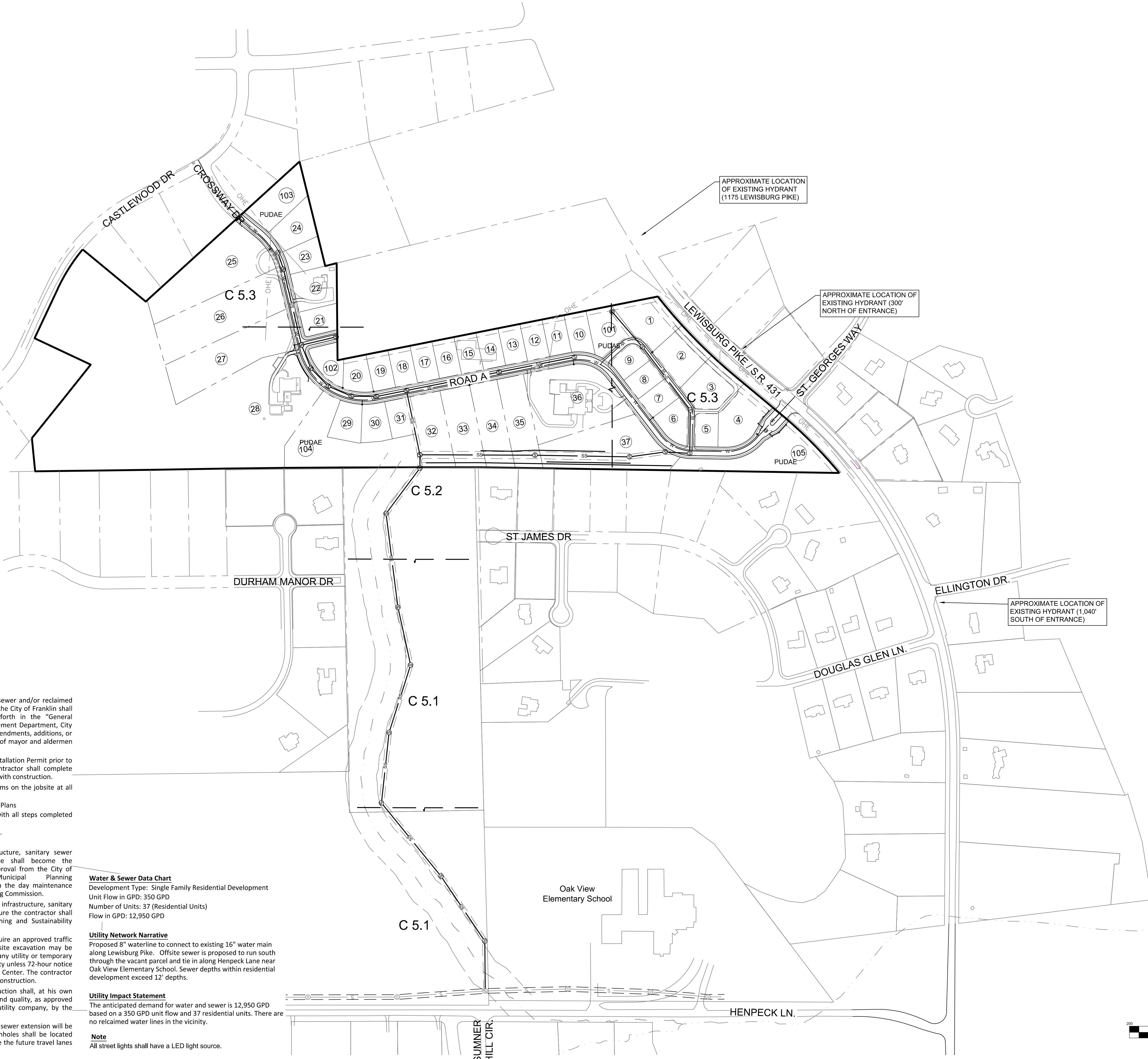
Issue Date: 25 September 2020
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Drafted By: RDP
Checked By: LCW

Sheet Title:

OVERALL
UTILITY
PLAN

Sheet No.

C 5.0



Water & Sewer General Notes

- All persons who undertake the construction of water, sewer and/or reclaimed water lines located in, or affecting services provided by the City of Franklin shall comply with the requirements and regulations set forth in the "General Requirements & Technical Specifications, Water Management Department, City of Franklin, Tennessee" latest edition, along with any amendments, additions, or alteration that may thereafter be adopted by the board of mayor and aldermen by resolution.
- Contractor shall obtain Water & Sewer Infrastructure Installation Permit prior to scheduling required Pre-Construction Site Meeting. Contractor shall complete the Pre-Construction Site Meeting prior to commencing with construction.
- Contractor shall obtain and keep all of the following items on the jobsite at all times during construction:
 - Approved, Stamped and Signed Water and/or Sewer Plans
 - Water & Sewer Infrastructure Installation Permit, with all steps completed and signed by appropriate City employees.
 - Copy of approved availability request response letter.
 - A copy of all approved Cut Sheets.
- Acceptance of City of Franklin public water infrastructure, sanitary sewer infrastructure and/or reclaimed water infrastructure shall become the responsibility of the City of Franklin, TN following approval from the City of Franklin Inspectors and acceptance by the Franklin Municipal Planning Commission. The Acceptance date shall be based on the day maintenance sureties are established by the Franklin Municipal Planning Commission.
- Prior to the acceptance of City of Franklin public water infrastructure, sanitary sewer infrastructure and/or reclaimed water infrastructure the contractor shall be required to submit as-built drawings to the Planning and Sustainability Department.
- All off-site work within the public right-of-way shall require an approved traffic control plan which complies with the MUTCD. No off-site excavation may be undertaken in any street, road, alley or right-of-way of any utility or temporary construction easement of the City of Franklin by any entity unless 72-hour notice has been given to the City of Franklin Traffic Operations Center. The contractor shall have an approved traffic control plan onsite during construction.
- Any damages caused to existing utilities during construction shall, at his own expense, be replaced or repaired to original condition and quality, as approved by the owner and representative of the appropriate utility company, by the Contractor.
- Final location of the offsite and onsite proposed sanitary sewer extension will be established at Site Plan. Proposed sanitary sewer manholes shall be located outside the existing Columbia Gulf easement and outside the future travel lanes of Carothers Pkwy.

Water & Sewer Data Chart

Development Type: Single Family Residential Development
Unit Flow in GPD: 350 GPD
Number of Units: 37 (Residential Units)
Flow in GPD: 12,950 GPD

Utility Network Narrative

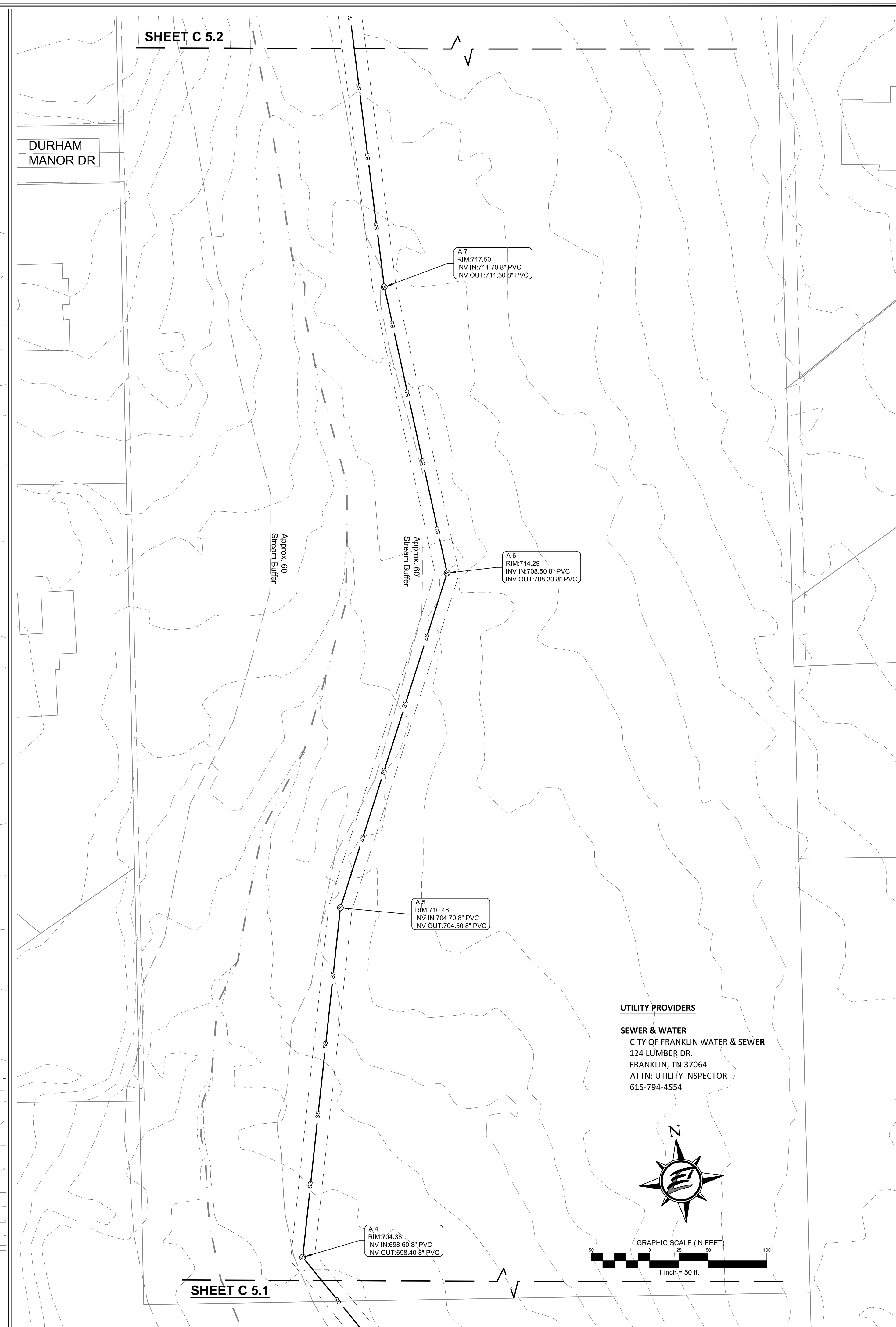
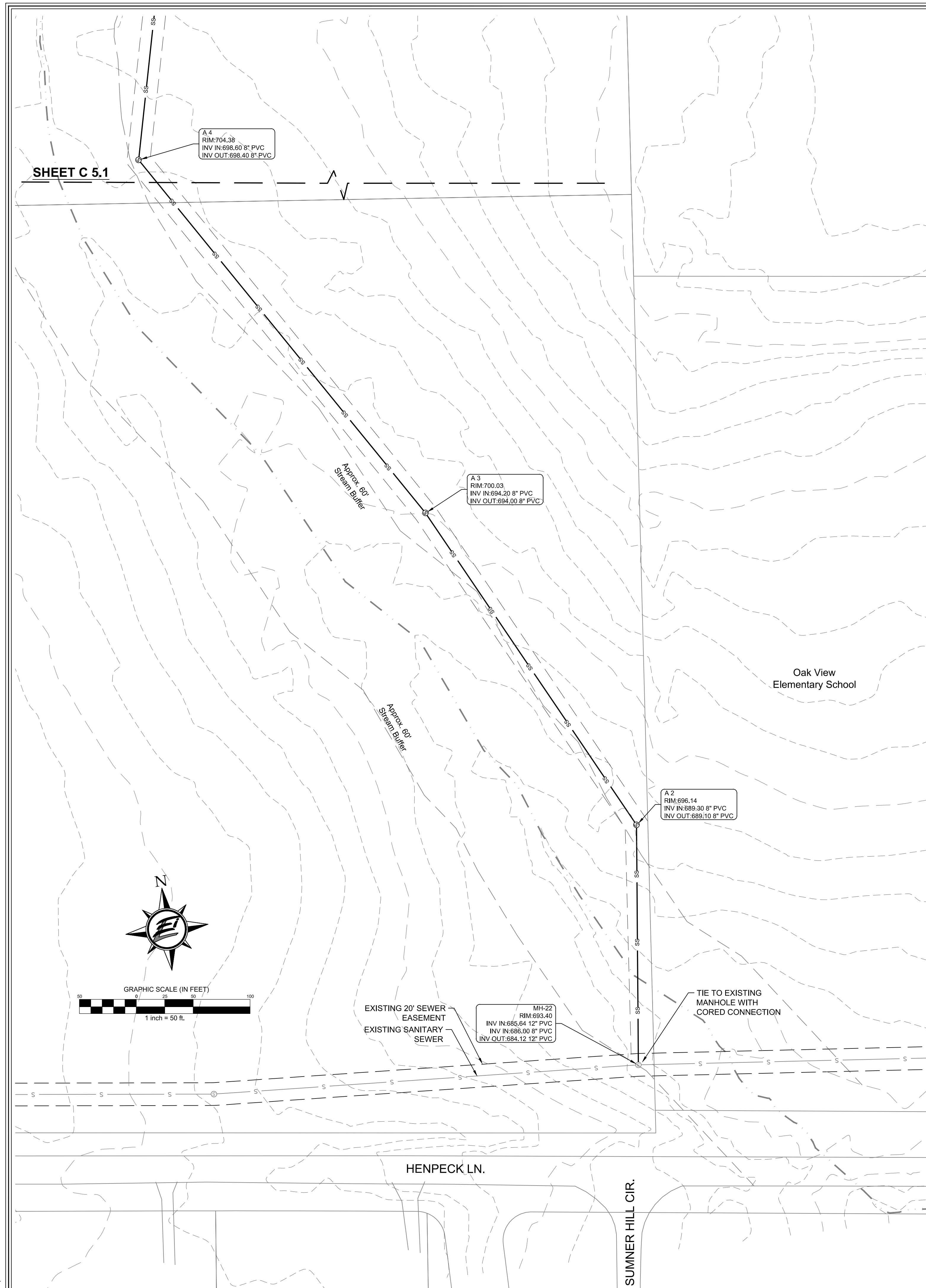
Proposed 8" waterline to connect to existing 16" water main along Lewisburg Pike. Offsite sewer is proposed to run south through the vacant parcel and tie in along Henpeck Lane near Oak View Elementary School. Sewer depths within residential development exceed 12' depths.

Utility Impact Statement

The anticipated demand for water and sewer is 12,950 GPD based on a 350 GPD unit flow and 37 residential units. There are no reclaimed water lines in the vicinity.

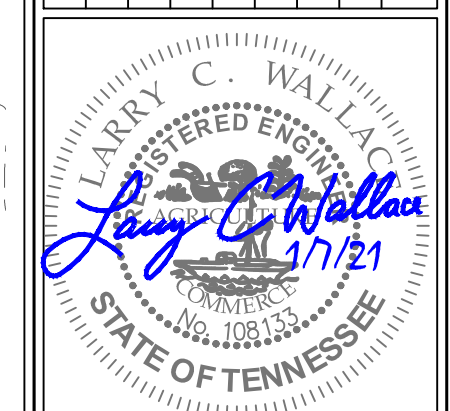
Note

All street lights shall have a LED light source.



TUCK AWAY DEVELOPMENT PLAN

1190 LEWISBURG PIKE
MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. ____
FRANKLIN, TENNESSEE

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Issue Date: 25 September 2020
ELI Project No: 20-11-1106
Drafted By: RDP
Checked By: LCW
Sheet Title:

SITE UTILITY PLAN

Sheet No.

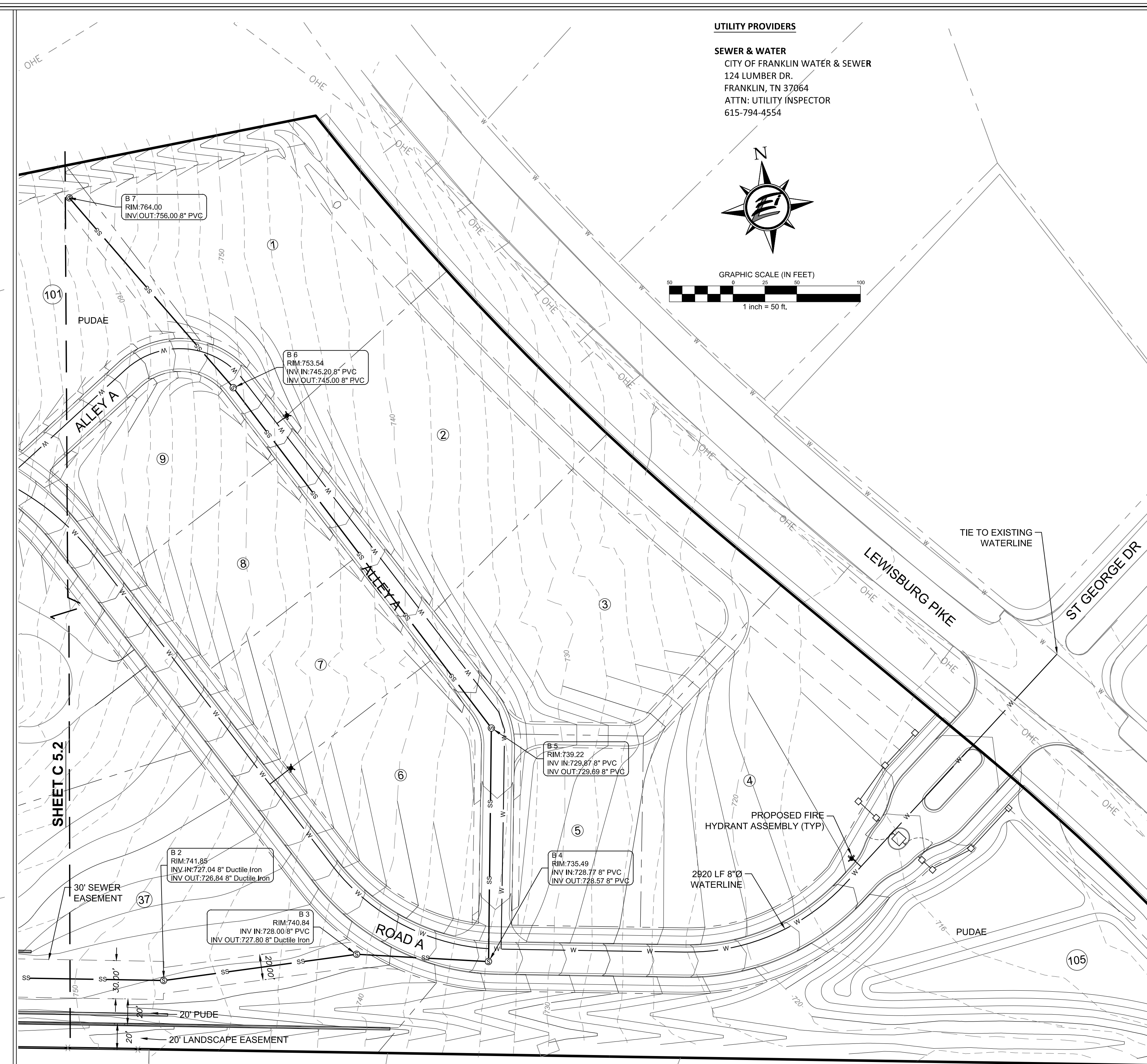
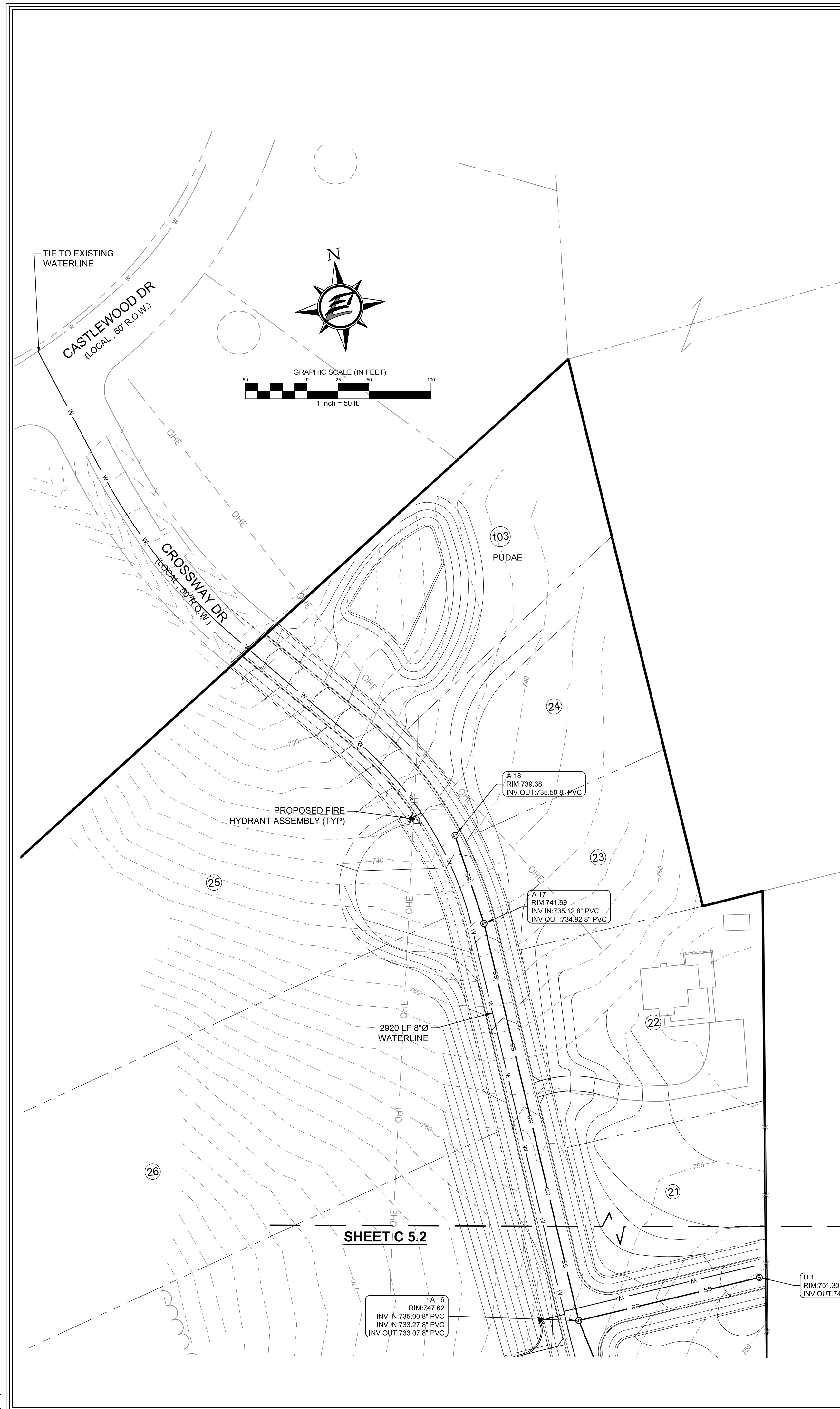
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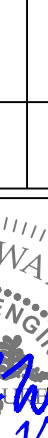
1190 LEWISBURG PIKE
MAP 105, PARCEL .028.01 & MAP 106, PARCEL 00800
CITY OF FRANKLIN PROJECT NO. ____
FRANKLIN, TENNESSEE

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SITE UTILITY PLAN

C 5.2



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		TUCK AWAY DEVELOPMENT PLAN 1190 LEWISBURG PIKE MAP 105, PARCEL 028.01 & MAP 106, PARCEL 00800 CITY OF FRANKLIN PROJECT NO. _____ FRANKLIN, TENNESSEE						
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Rev.</th> <th style="width: 15%;">Date</th> <th style="width: 80%;">Revision Description</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1/7/21</td> <td>Per City of Franklin Comments</td> </tr> </tbody> </table>	Rev.	Date	Revision Description	1	1/7/21	Per City of Franklin Comments
Rev.	Date	Revision Description						
1	1/7/21	Per City of Franklin Comments						
		Issue Date: 25 September 2020 ELI Project No: 20-11-1106 Drafted By: RDP Checked By: LCW Sheet Title: SITE UTILITY PLAN Sheet No. C 5.3						



SITE DATA CHART

PROJECT NAME:	TUCK AWAY
PROJECT NUMBER:	7374
ADDRESS:	1190 LEWISBURG PIKE, FRANKLIN, TN 37064
PARCEL(S):	106 00800, 105 02801
ACREAGE / SF OF SITE:	52 AC / 2,261,220 SF
VESTING (IF APPLICABLE):	10TH
CIVIL DISTRICT:	
EXISTING ZONING:	MGA-1
PROPOSED ZONING:	PD (0.71)
ZONING OVERLAY:	HHO, 500' HHO BUFFER
BUILDING TYPES APPLIED:	SINGLE FAMILY
FRONTAGE TYPES APPLIED:	YARD FRONTAGE
LOT WIDTH (RESIDENTIAL):	95' & 100'
LOT SIZE (RESIDENTIAL):	1 AC, 2 AC
SETBACKS:	
FRONT:	15' / 80'
SIDE:	5'
REAR:	20'
DWELLING UNIT COUNT (BY TYPE):	37
SINGLE FAMILY:	37
BUILDING HEIGHT:	MAX 2.5 STORIES
MINIMUM LSA:	20%
OPEN SPACE REQUIRED:	5%
NATURAL AREA REQUIRED:	10%
TREE CANOPY RETENTION ACREAGE:	16.27 AC
PARKLAND DEDICATION:	37 DWELLINGS W/ 3 EXST. UNITS
FEES IN LIEU:	34 UNITS X \$4,304 = \$146,336 DUE AT FINAL PLAT
OWNER:	JIM CROSS 103 FORREST CROSSING BLVD. FRANKLIN, TN 37064 SUITE 205
APPLICANT:	GAMBLE DESIGN COLLABORATIVE
ADDRESS:	324 LIBERTY PIKE, FRANKLIN, TN 37064 SUITE 145 (615) 975-5765 greg.gamble@gdc-tn.com GREG GAMBLE
PHONE:	
EMAIL:	
CONTACT:	



GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN

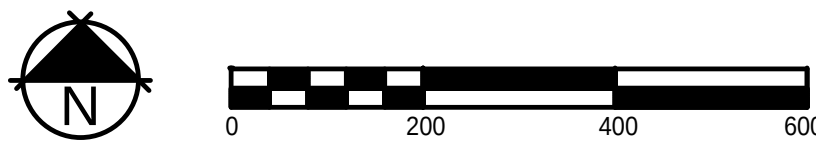
Franklin, Williamson County, Tennessee



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PHASING PLAN

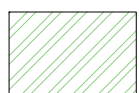
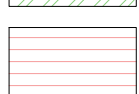
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COF #7374



SITE DATA CHART

PROJECT NAME:	TUCK AWAY
PROJECT NUMBER:	7374
ADDRESS:	1190 LEWISBURG PIKE, FRANKLIN, TN 37064
PARCEL(S):	106 00800, 105 02801
ACREAGE / SF OF SITE:	52 AC / 2,261,220 SF
VESTING (IF APPLICABLE):	
CIVIL DISTRICT:	10TH
EXISTING ZONING:	MCA-1
PROPOSED ZONING:	PD (0.71)
ZONING OVERLAY:	HHO, 500' HHO BUFFER
BUILDING TYPES APPLIED:	SINGLE FAMILY
FRONTAGE TYPES APPLIED:	YARD FRONTAGE
LOT WIDTH (RESIDENTIAL):	95' & 100'
LOT SIZE (RESIDENTIAL):	1 AC, 2 AC
SETBACKS:	
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BUILDING HEIGHT:	MAX 2.5 STORIES
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ADDRESS:	324 LIBERTY PIKE, FRANKLIN, TN 37064 SUITE 145
PHONE:	(615) 975-5765
EMAIL:	greg.gamble@gdc-tn.com
CONTACT:	GREG GAMBLE

OPEN SPACE REQUIREMENT
TOTAL 2,261,220 SF = 1,075,270 SF (FROM LOTS > 30,000 SF)
= 1,185,950 SF APPLICABLE TO REQUIREMENT
MINIMUM OPEN SPACE REQUIREMENT: 5%
REQUIRED TOTAL = 59,300 SF
(5% MIN. OPEN SPACE x 1,185,950 SF = 59,300 SF, 1.36 AC)
ADDITIONAL NATURAL AREA REQUIREMENT: 10%
REQUIRED TOTAL = 118,600
(10% ADDITIONAL 'NATURAL AREA' x 1,185,950 SF = 118,600 SF)
REQUIRED: 177,900 SF; 4.08 AC TOTAL
PROVIDED: 284,010 SF; 6.52 AC TOTAL (159.6%)
(PROVIDED OPEN SPACE = 80,150 SF; 1.84 AC)
(ADDITIONAL 'NATURAL AREA' = 203,860 SF; 4.68 AC)

KEY
 PRESERVED TREES
 REMOVED TREES
 REMOVE SPECIMEN

TREE CANOPY RETENTION

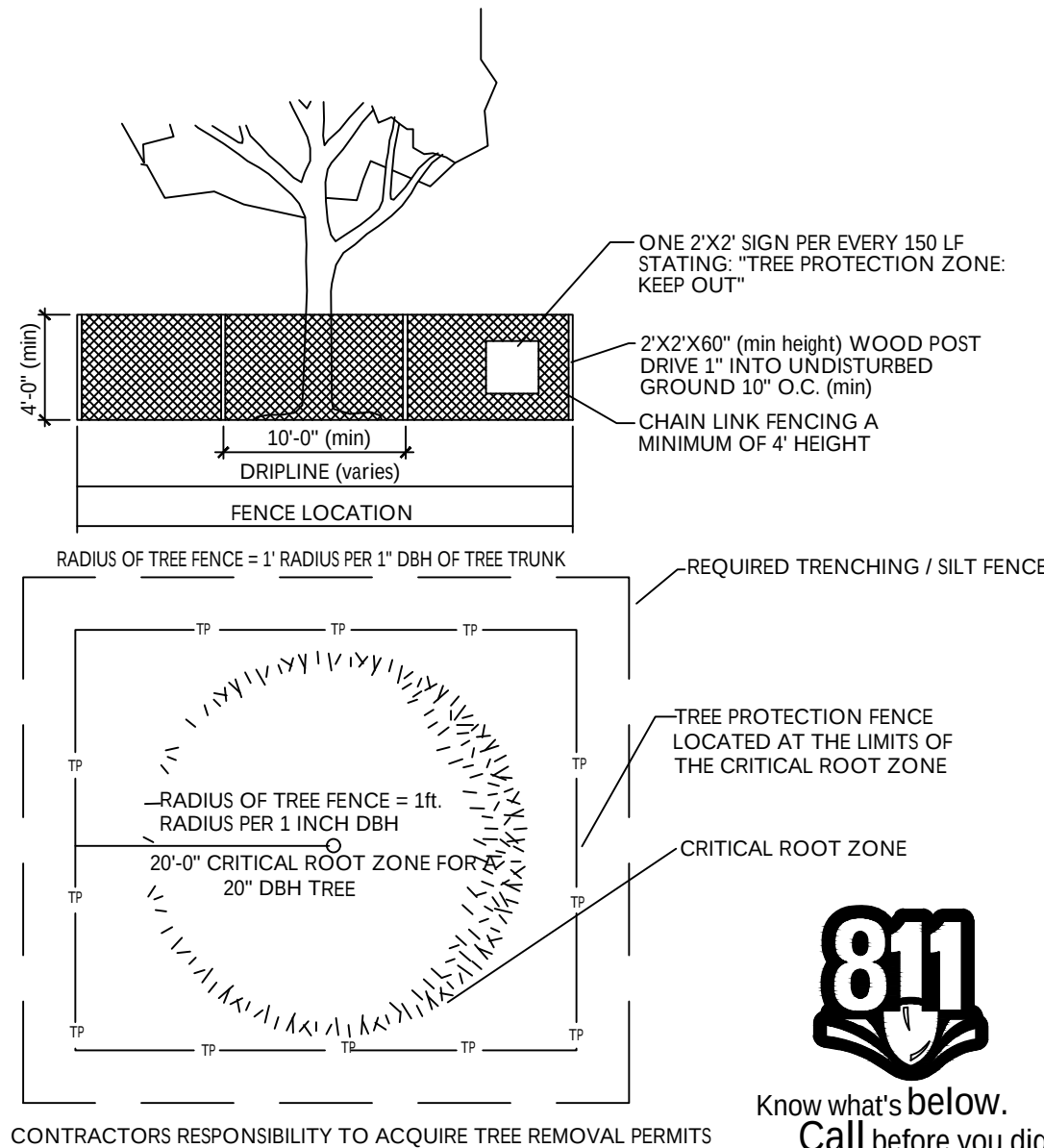
OVERALL SITE AREA = 2,261,220 SF (52 AC)		
EXISTING TREE CANOPY	REMOVED TREE CANOPY	PRESERVED TREE CANOPY
17.92 AC 780,781 SF	1.53 AC 66,685 SF	16.39 AC 714,096 SF
<u>TREE CANOPY DATA:</u>		
TOTAL EXISTING TREE CANOPY:	781,030.8 SF; 17.93 AC (34.5% OF SITE)	
REQUIRED CANOPY PRESERVATION:	48% (374,894.8 SF; 8.61 AC)	
PROVIDED CANOPY PRESERVATION:	91.4% (714,096 SF; 16.39 AC)	

SURVEYED SPECIMEN TREES

*SPECIMEN TREES FIELD SURVEYED BY LANDSCAPE ARCHITECT.
ACTUAL SIZES / REPLACEMENT MAY VARY

#	Diameter (in.)	Species	#	Diameter (in.)	Species
1	27	Hackberry	24	56	Hackberry
2	25	Hackberry	25	27	Hackberry
3	26	Oak	26	33	Hackberry
4	26	Oak	27	32	Elm
5	70	Osage	28	24	Maple
6	33	Oak	29	34	Oak
7	30	Cedar	30	32	Hackberry
8	24	Cedar	31	25	Cedar
9	27	Hackberry	32	38	Oak
10	34	Cedar	33	28	Hackberry
11	32	Cedar	34	28	Hackberry
12	34	Cedar	35	46	Hackberry
13	28	Cedar	36	35	Hackberry
14	25	Cedar	37	35	Oak
15	46	Cedar	38	34	Oak
16	46	Oak	39	36	Oak
17	41	Oak	40	36	Oak
18	26	Walnut	41	30	Oak
19	32	Pear	42	28	Oak
20	41	Pear	43	24	Pine
21	26	Maple	44	24	Pine
22	42	Oak	45	24	Pine
23	58	Hackberry			

TREE PROTECTION FENCING DETAIL NTS



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.



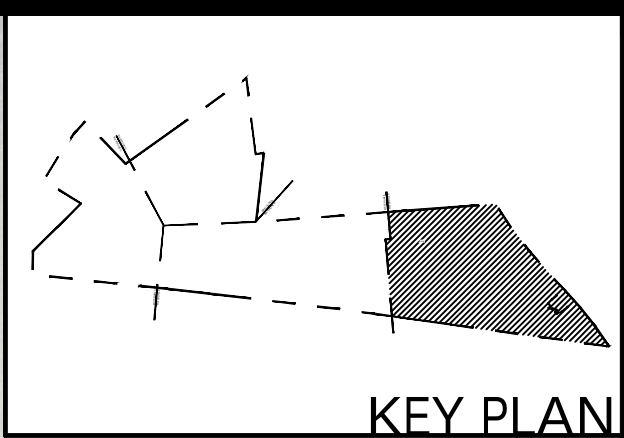
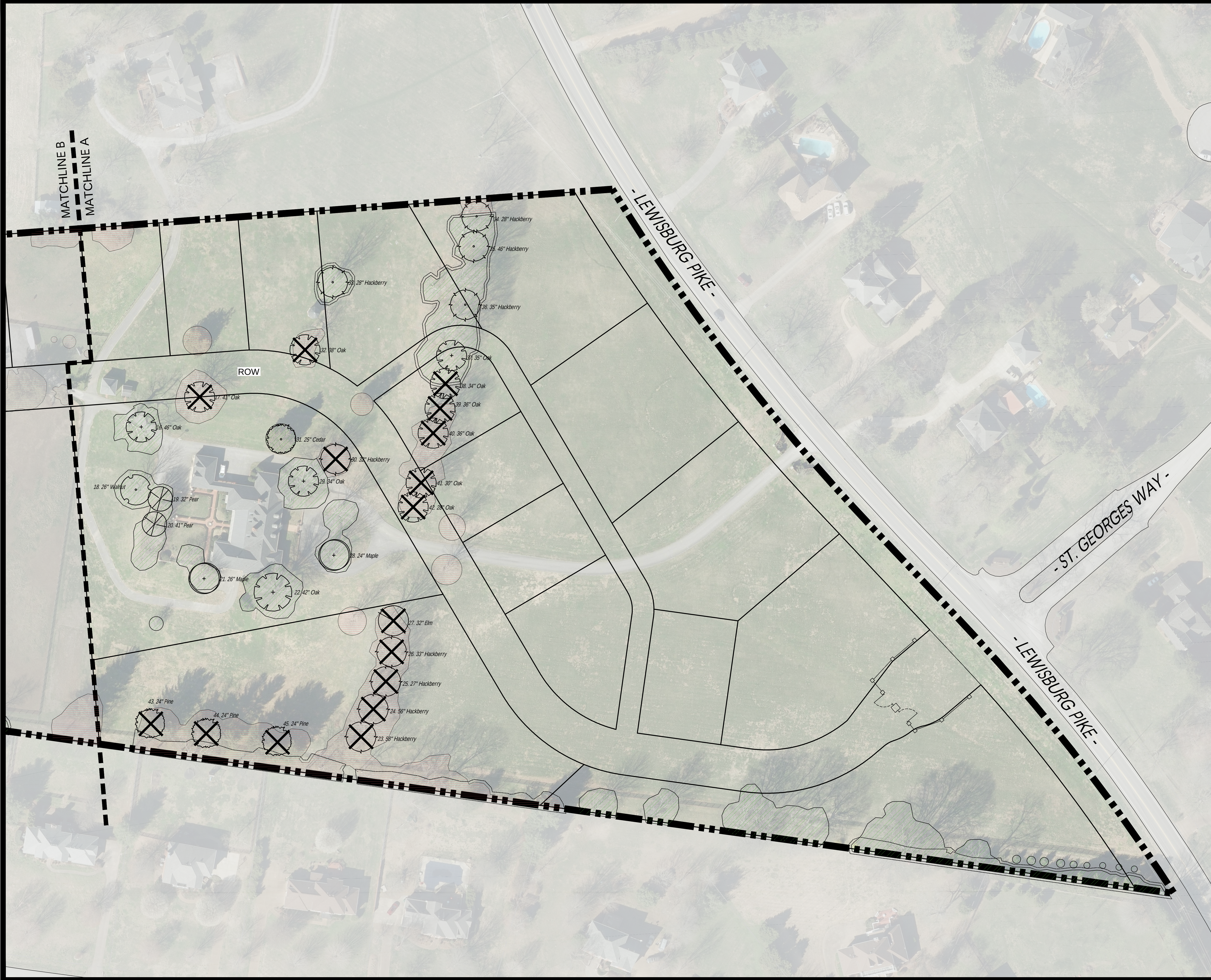
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LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



Revision Date _____
△ _____
△ _____
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TREE PRESERVATION
PLAN
SHEET
L1.0
COF #7374



KEY

- PRESERVED TREES
- REMOVED TREES
- REMOVE SPECIMEN

SPECIMEN TREES

#	Diameter (in.)	Species
1	27	Hackberry
2	25	Hackberry
3	26	Oak
4	26	Oak
5	70	Osage
6	33	Oak
7	30	Cedar
8	24	Cedar
9	27	Hackberry
10	34	Cedar
11	32	Cedar
12	34	Cedar
13	28	Cedar
14	25	Cedar
15	46	Cedar
16	46	Oak
17	41	Oak
18	26	Walnut
19	32	Pear
20	41	Pear
21	26	Maple
22	42	Oak
23	58	Hackberry
24	56	Hackberry
25	27	Hackberry
26	33	Hackberry
27	32	Elm
28	24	Maple
29	34	Oak
30	32	Hackberry
31	25	Cedar
32	38	Oak
33	28	Hackberry
34	28	Hackberry
35	46	Hackberry
36	35	Hackberry
37	35	Oak
38	34	Oak
39	36	Oak
40	36	Oak
41	30	Oak
42	28	Oak
43	24	Pine
44	24	Pine
45	24	Pine

TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



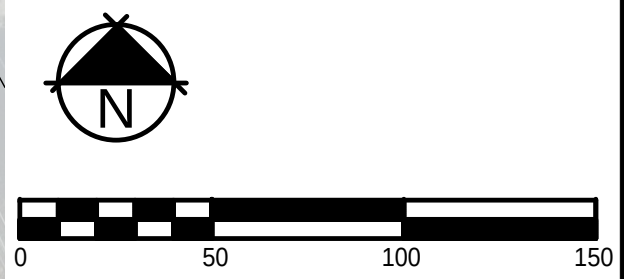
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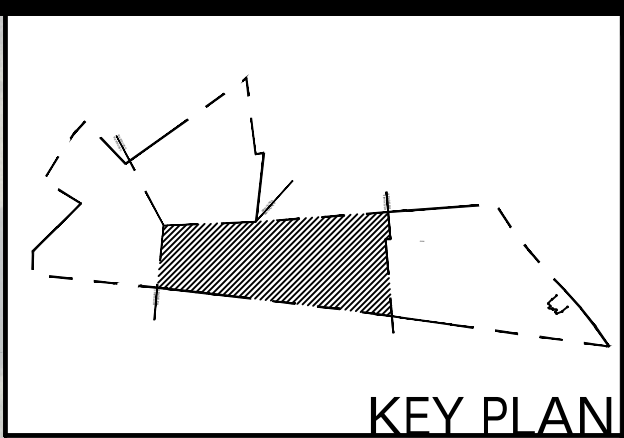
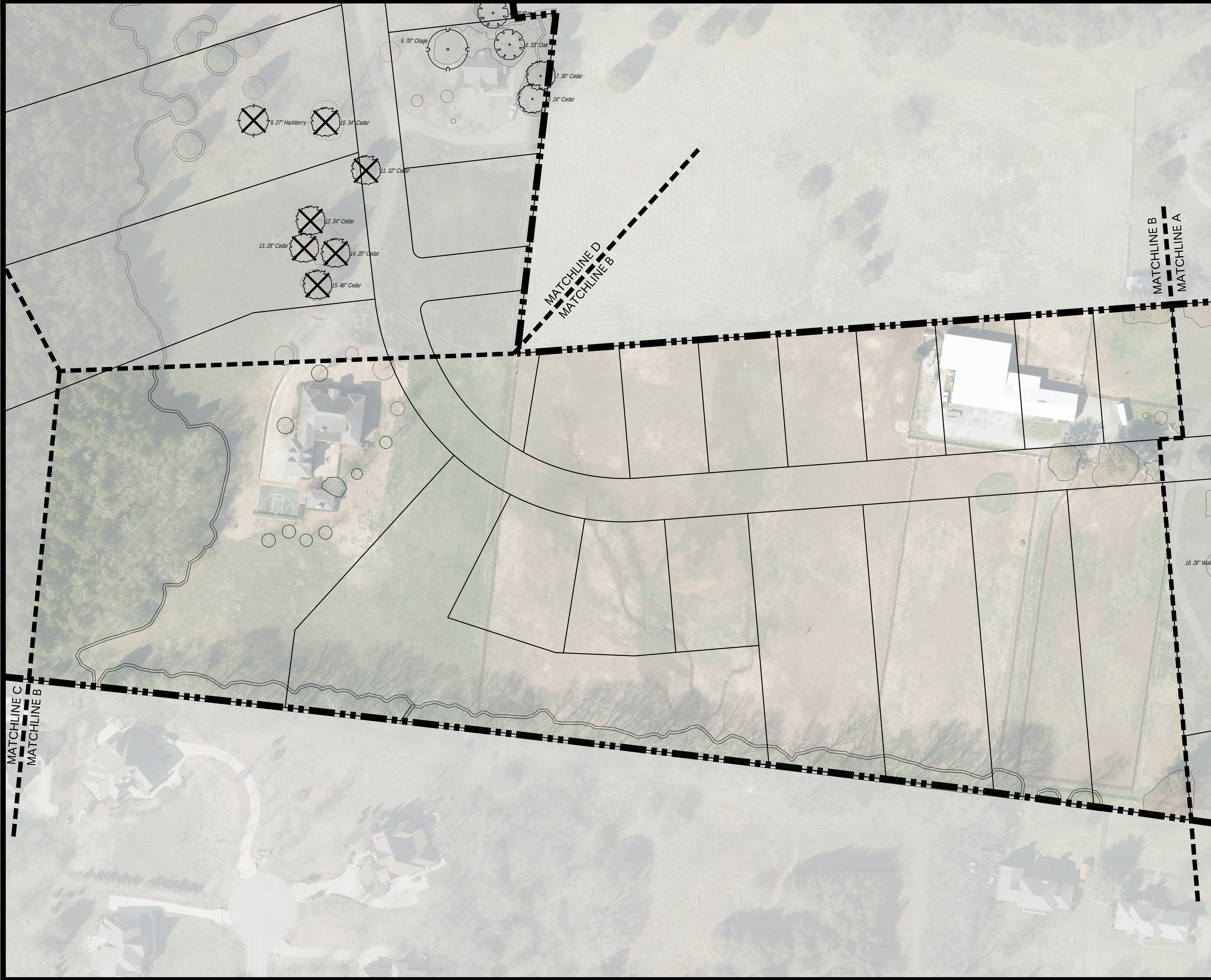
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KEY

PRESERVED TREES

 REMOVED TREES

SPECIMEN TREES

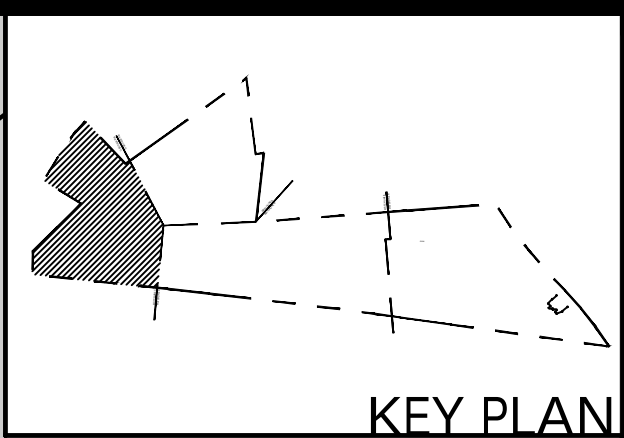
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12	34	Cedar
13	28	Cedar
14	25	Cedar
15	46	Cedar
16	46	Oak
17	41	Oak
18	26	Walnut
19	32	Pear
20	41	Pear
21	26	Maple
22	42	Oak
23	58	Hackberry
24	56	Hackberry
25	27	Hackberry
26	33	Hackberry
27	32	Elm
28	24	Maple
29	34	Oak
30	32	Hackberry
31	25	Cedar
32	38	Oak
33	28	Hackberry
34	28	Hackberry
35	46	Hackberry
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42	28	Oak
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DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

TUCK AWAY
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

Revision Date _____
△ _____
△ _____
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TREE PRESERVATION
PLAN
SHEET
L1.2
COF #7374

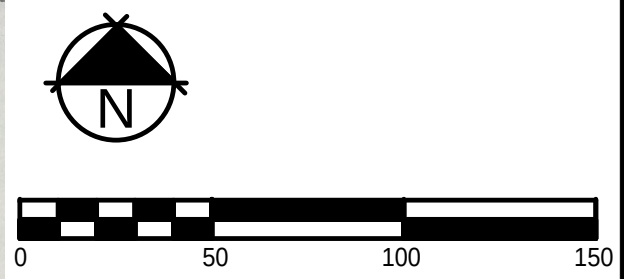


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18	26	Walnut
19	32	Pear
20	41	Pear
21	26	Maple
22	42	Oak
23	58	Hackberry
24	56	Hackberry
25	27	Hackberry
26	33	Hackberry
27	32	Elm
28	24	Maple
29	34	Oak
30	32	Hackberry
31	25	Cedar
32	38	Oak
33	28	Hackberry
34	28	Hackberry
35	46	Hackberry
36	35	Hackberry
37	35	Oak
38	34	Oak
39	36	Oak
40	36	Oak
41	30	Oak
42	28	Oak
43	24	Pine
44	24	Pine
45	24	Pine



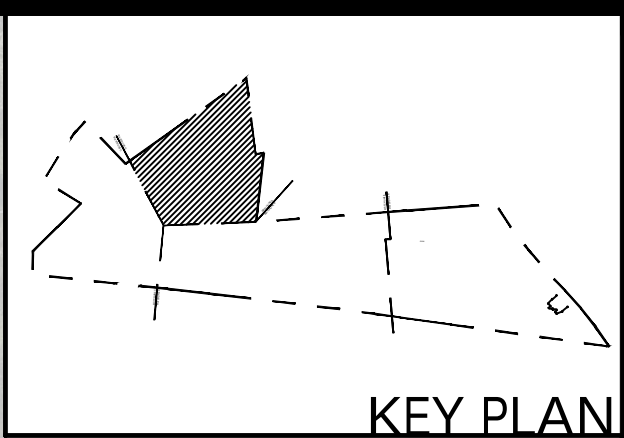
GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE

**TUCK AWAY
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee

DRAKE A. RECORD
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE NO. 010921

Revision Date _____
△ _____
△ _____
△ _____
△ _____

**TREE PRESERVATION
PLAN**
SHEET
L1.3
COF #7374



KEY

- PRESERVED TREES
- REMOVED TREES
- REMOVE SPECIMEN

SPECIMEN TREES

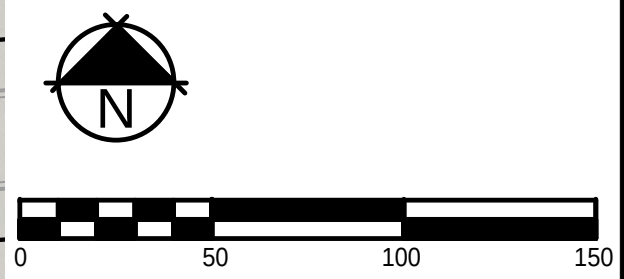
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2	25	Hackberry
3	26	Oak
4	26	Oak
5	70	Osage
6	33	Oak
7	30	Cedar
8	24	Cedar
9	27	Hackberry
10	34	Cedar
11	32	Cedar
12	34	Cedar
13	28	Cedar
14	25	Cedar
15	46	Cedar
16	46	Oak
17	41	Oak
18	26	Walnut
19	32	Pear
20	41	Pear
21	26	Maple
22	42	Oak
23	58	Hackberry
24	56	Hackberry
25	27	Hackberry
26	33	Hackberry
27	32	Elm
28	24	Maple
29	34	Oak
30	32	Hackberry
31	25	Cedar
32	38	Oak
33	28	Hackberry
34	28	Hackberry
35	46	Hackberry
36	35	Hackberry
37	35	Oak
38	34	Oak
39	36	Oak
40	36	Oak
41	30	Oak
42	28	Oak
43	24	Pine
44	24	Pine
45	24	Pine

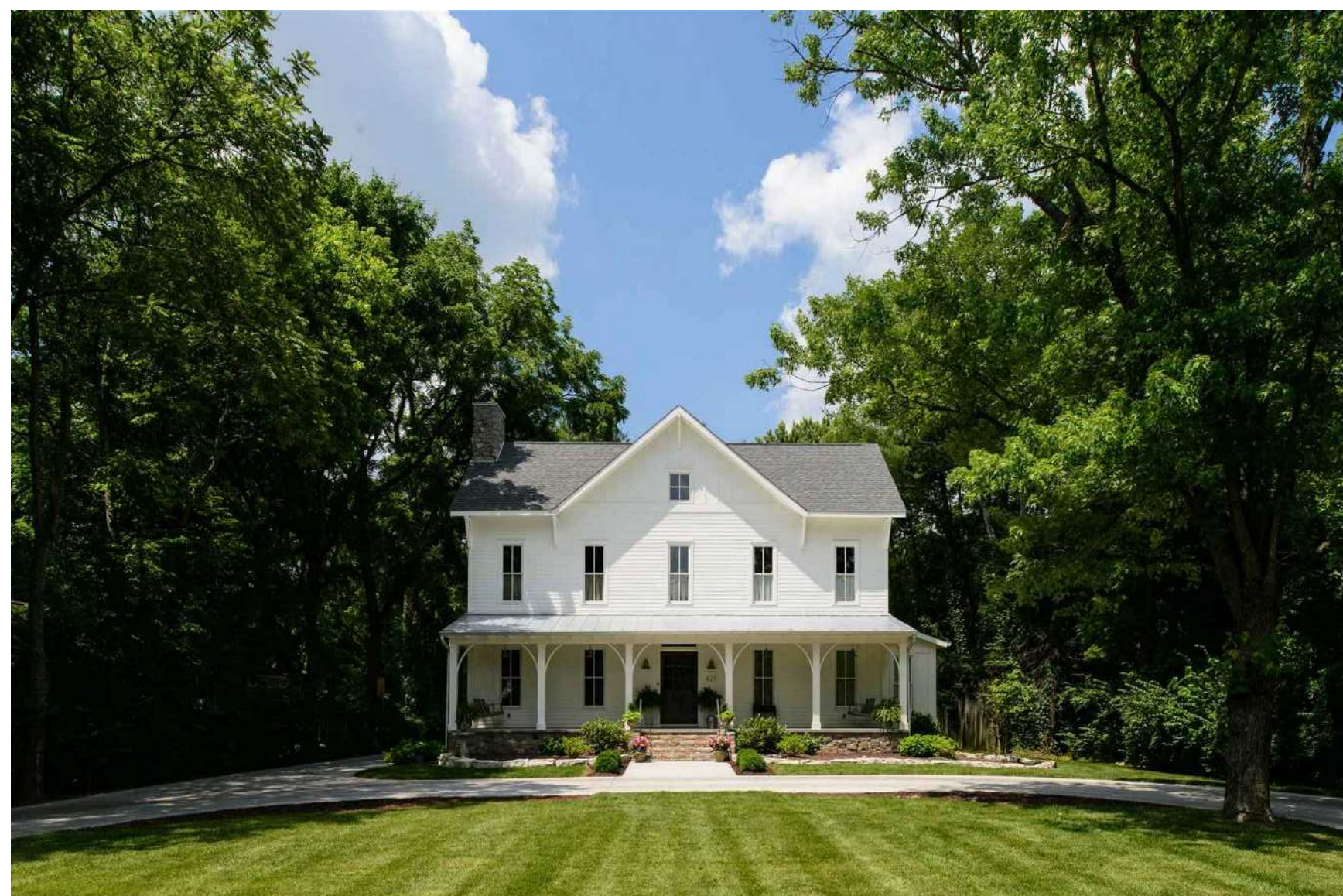
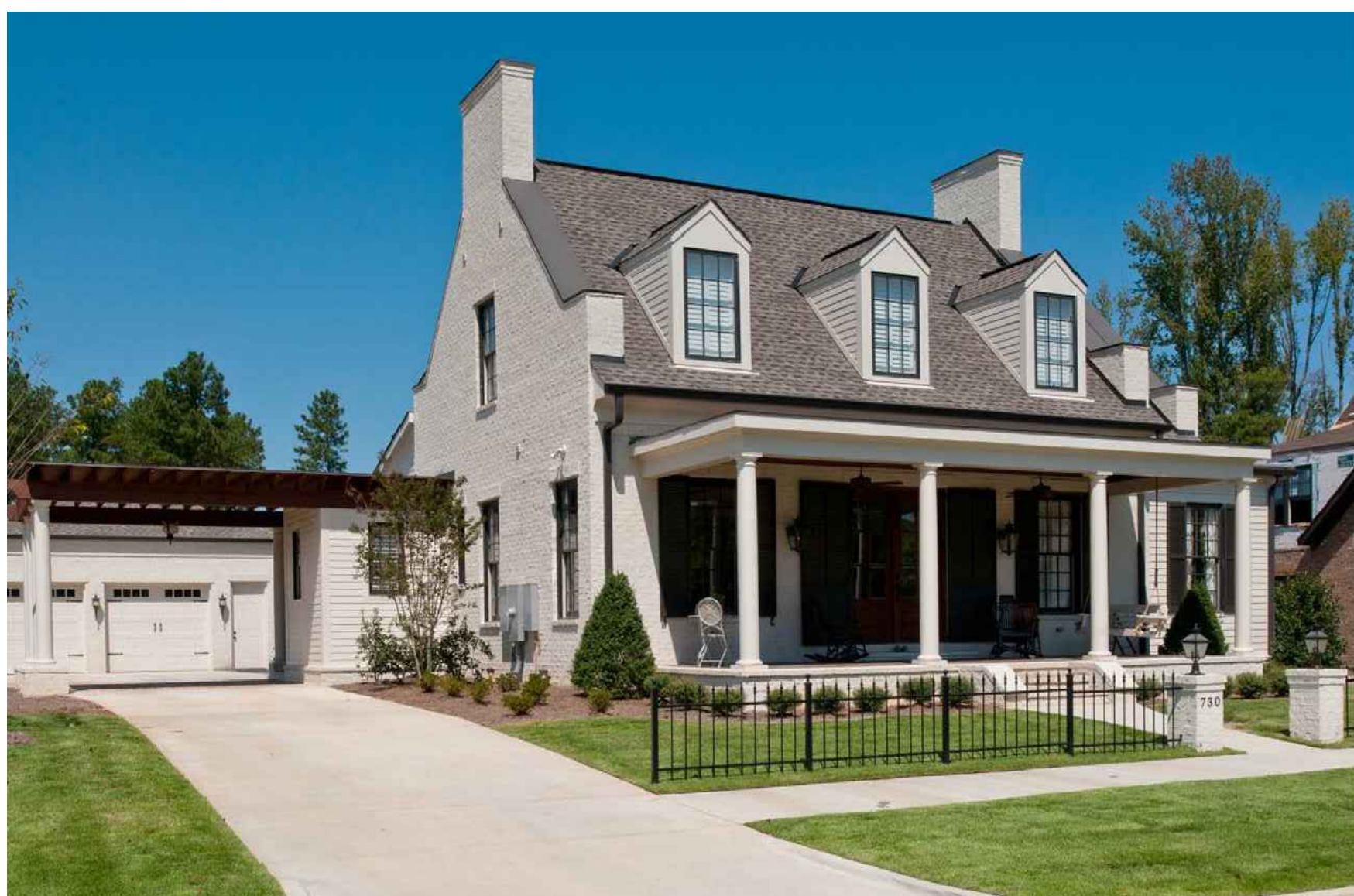
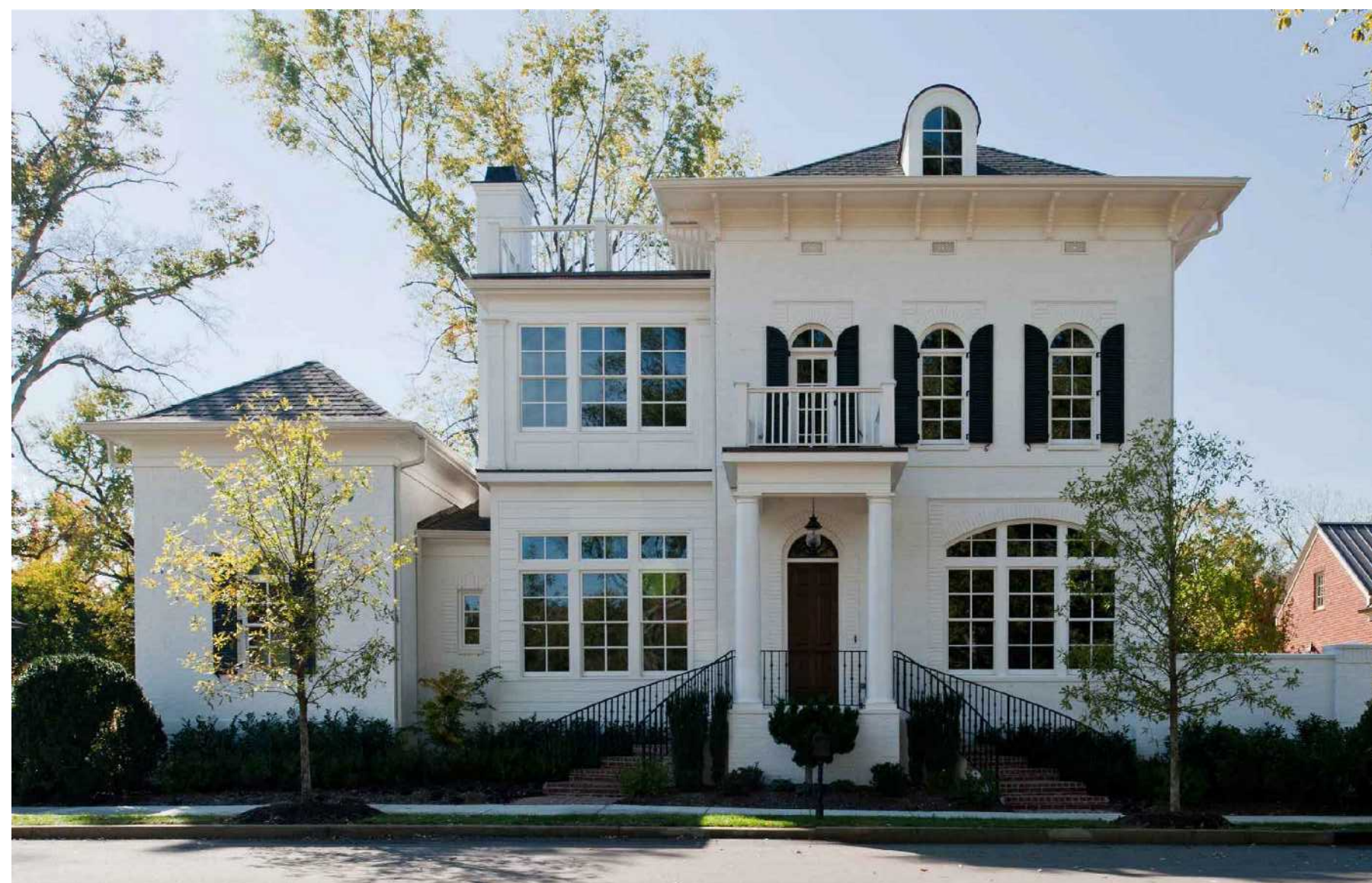
**TUCK AWAY
DEVELOPMENT PLAN**
Franklin, Williamson County, Tennessee



Revision Date

△	_____
△	_____
△	_____
△	_____





01 TYP. ARCHITECTURE
NTS

02 TYP. ARCHITECTURE - 95' LOTS
NTS



Revision Date _____

△ _____

△ _____

△ _____

△ _____

LOT LAYOUT
CONCEPTS
SHEET
A1.1
COF #7374



File #: 20-01621

DATE: January 25, 2021
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Paul Holzen, Director of Engineering
Jonathan Marston, Asst. Director of Engineering
Adam Moser, Traffic Engineer

SUBJECT:

*Consideration Of Resolution 2020-182, A Resolution To Adopt The Revision Of The City Of Franklin Neighborhood Traffic Calming Program (NTCP).
CIC 9/24/20, 4-0
WS 10/24/20

PURPOSE:

The purpose of this memorandum is to provide the Board of Mayor and Aldermen with information to consider Resolution 2020-182, the City of Franklin's revision to the Neighborhood Traffic Calming Program (NTCP).

BACKGROUND/STAFF COMMENTS:

The City of Franklin's Neighborhood Traffic Calming Program (NTCP) contains guidelines and study criteria for a group of neighbors or a neighborhood Homeowners Association (HOA) to request traffic calming devices, such as speed humps. The current program criteria was reviewed by Engineering staff and found to be out of date and inefficient for residents that are requesting traffic calming devices on local streets. Staff researched the latest nationwide practice for requesting and implementing traffic calming devices and applied those changes to the current program guidelines and criteria. The final version including all comments addressed is included in the resolution.

FINANCIAL IMPACT:

Current budget has funding for the NTCP traffic calming devices. This revision to the program guidelines will not have direct financial impact

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2020-182.

RESOLUTION NO. 2020-182

A RESOLUTION TO ADOPT THE REVISION OF THE CITY OF FRANKLIN NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP)

WHEREAS, the City of Franklin currently has an adopted Neighborhood Traffic Calming Program (NTCP); and

WHEREAS, staff has revised the NTCP to align with nationwide engineering practice for traffic calming request and implementation; and

WHEREAS, the City of Franklin desires to clarify the traffic calming study criteria and the process for residents requesting traffic calming devices; and

WHEREAS, the revised NTCP can be found attached as Exhibit A.

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

SECTION 1. The Board of Mayor and Aldermen of the City of Franklin, Tennessee, hereby authorizes the City Engineer to administer the revised Neighborhood Traffic Calming Program (NTCP), which is attached as Exhibit A.

SECTION 2. This Resolution shall take effect immediately from and after the date of passage and adoption.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 202____.

ATTEST:

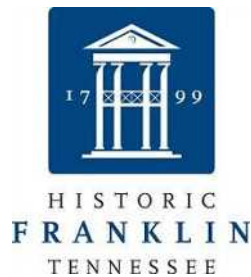
CITY OF FRANKLIN, TENNESSEE:

By: _____
Eric S. Stuckey
City Administrator

By: _____
Dr. Ken Moore
Mayor

Approved as to Form:

By: _____
Shauna R. Billingsley
City Attorney



NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP) FRANKLIN, TENNESSEE

INTRODUCTION

Welcome to the City of Franklin's traffic calming program. Traffic calming is a term used in Traffic Engineering to encourage safer, more responsible vehicular driving. Traffic calming uses physical design and/or devices on existing streets to improve safety for roadway users, including pedestrians and bicyclists.

The purpose of this policy is to provide an appropriate and consistent treatment for traffic calming requests from a citizen group or HOA. This policy examined other Local, State, and National traffic calming standards to ensure that the guidelines and criteria are fair and equitable. Not every successful request is guaranteed to be constructed or funded and may rely on the number of requests received and available funding in any particular budget year.

These instructions outline the steps in the traffic calming request process. Please read and understand this document before filling out the Request for Traffic Calming form or Petition (Appendix H). A reduced speed limit request is also available through this process and additional information is available in Appendix D.

Application

This policy applies to local, residential streets only. Collector streets, arterial streets and streets that are located in commercial zoning districts, as designated by the City's Major Thoroughfare Plan, will not be considered for traffic calming.

PROCESS

Projects that are being considered for the Neighborhood Traffic Calming Program (NTCP) must follow the procedure that is outlined below. A flowchart summarizing this procedure is provided in Appendix A.

Step 1: Request Traffic Calming

A homeowner's association (HOA) or a neighborhood group must submit a written request for traffic calming on a specific street segment or segments to the Engineering Department. A neighborhood that does not have an organized HOA may form a small group of 4 different property owners (1 individual from each owned property); however, the requesting group must live along the street being submitted for traffic calming. The written request must identify the perceived traffic problem and must include contact information for a representative (the requester) of the HOA or neighborhood group. Individual citizens and rental tenants are not eligible to initiate projects for



the NTCP. Single family home renters will need to request the participation of the property owner to represent them in any traffic calming request.

Step 2: Initial Review

Upon receipt of a valid written request and per the guidelines of this policy, Engineering staff will conduct an initial review of the street(s). This initial review will complete the following:

1. Ensure that the street(s) meets the minimum criteria
2. Conduct a field review and inspection of the street(s) to determine if a need exists
3. Determine if there are any preliminary solutions, such as posting speed limit signs, that could be put in place.

In order for a project to be considered for traffic calming measures, the following **minimum criteria** must be met on the street(s) requested during initial review:

- The posted speed limit is 30 mph or less on the street.
- The street must be classified as a local street as found in Connect Franklin, pg. 21 adopted in August 2016. No arterials, collectors, commercial areas or streets in the downtown business district are eligible for the NTCP. Certain traffic calming devices on Minor Collectors may be acceptable, as determined by the Engineer.
- The local street is a through street connecting between two collector streets, two arterial streets, or a collector to an arterial street. In other words, a through street is any street that a driver can use to 'cut through' from one larger street to another larger designated street (collector or arterial).
- Residential street 'circles' (having the same entrance and exit) and cul-de-sacs are not eligible for traffic calming.
- An exception to the requirement of a street being a 'through street' includes a local street that services a general public area, such as a public park, a school, or other larger venues/development/business in which there may be more traffic generated than just local residential traffic of a specific neighborhood. *Note: Individual resident, contractor, or delivery vehicle speeding issues should be addressed by the HOA or group with those residents/businesses and/or the Franklin Police Department.*
- The street must measure longer than 1000 feet between stop signs, sharp curves or 90 degree turns.
- The combination of horizontal and vertical curves along the roadway is not such that would result in inadequate stopping sight distance for motorists as they encounter a potential traffic calming device.
- The street is not a transit route or a primary emergency access route.

Once the initial review has been completed, streets that meet the criteria will move on to Step 3. All other applications will be terminated. The requester will be notified if the street did or did not



meet the minimum criteria including a summary of which criteria was either met or not met. If preliminary solutions, such as signage, are identified, they will be discussed with the requester.

Step 3: Data Collection and Analysis

Upon passing initial review in Step 2, Engineering staff will perform data collection for the requested street(s) to ensure the street(s) meet specific study criteria, as stated herein. Data will typically be collected on weekdays over a continuous, minimum 48-hour period while schools are in session, unless otherwise advised in the request. Data will not be collected on holidays, or at least one day before or after a holiday. The data collection will assist in determining the eligibility of the street(s) based on the following specific study criteria and Grading System:

- The maximum grade on the section of roadway that is being considered for traffic calming measures does not exceed 7 percent.
- The Average Daily Traffic (ADT) volume must be greater than 150 vehicles per day and less than or equal to 2,000 vehicles per day (in a 24-hour period).
- The 85th percentile speed is at least 4 mph faster than the posted speed limit.
- The combination of traffic volume and 85th percentile speed of traffic will be quantified using the Grading System Criteria in Table 1. A total of at least **6 points** is required to move to Step 4.

Table 1 Grading System Criteria	
Daily Traffic Volumes	
0 - 150	Not Eligible
151 - 300	1
301 - 500	2
501 - 700	3
751 – 1,000	4
1,001 – 2,000	5
2,001+	Not Eligible**
85th Percentile Speeds*	
0-4 MPH	Not Eligible
4 MPH	1
5 MPH	2
6 MPH	3
7 MPH	4
8 MPH	5
≥ 10 MPH	6
*over speed limit	
** Unless Approved by City Engineer	



- Streets that do not have sidewalks on at least one side are given one (1) point resulting in the need to obtain at least 5 points from Table 1.
- Historical crash data will also be obtained and analyzed to assist in prioritizing traffic calming projects, however, crashes alone do not constitute need for traffic calming devices.

The above criteria and a total of at least 6 points must be met to qualify for the NTCP. If Engineering staff determine that the street segment does not meet the study criteria, then the project request will be terminated. The requested street(s) will be ineligible for the NTCP for a period of two years unless Engineering staff determine that changing conditions, such as additional development, has resulted in a traffic volume or speeding problem. If Engineering staff determine that a street segment in question does not meet the above criteria in full, then Engineering staff will work with the Traffic Division of the Franklin Police Department and the neighborhood association/group to address the problem with education and enforcement efforts. Education and enforcement efforts may include written information, temporary driver feedback signs, citations, etc. Further information can be found in Appendix C.

If Engineering staff determine that the above criteria are met in full, then the project will be included in the NTCP and Step 4 will be initiated. Engineering staff will identify feasible and appropriate traffic calming alternatives to address the identified traffic problem. Examples of traffic calming techniques are provided in Appendix B.

Step 4: Public Meeting and Conduct Petition

Once Engineering staff have identified an issue for the requested street(s) and it meets all criteria set forth in the previous steps, a neighborhood meeting will be scheduled. This meeting will be publicized by the City of Franklin in a manner that is consistent with the City's standard procedures. Engineering staff will attend the meeting to present the traffic calming request, discuss the study results, share preliminary alternatives, identify the study area, and explain the remaining NTCP process to the neighborhood. This meeting will also be used to identify an appropriate traffic calming measure that is to be approved by the property owners in attendance. Signed designated proxy votes submitted by property owners not in attendance will be allowed. Citizens can also ask questions, provide input, and feedback at this public meeting.

Engineering staff will define the petition area. The petition area will typically include the following:

- Properties along the street that is being considered for traffic calming measures
- Properties along streets where access is substantially dependent upon the street that is proposed to be calmed
- Properties along any street that is expected to receive significant increases, as determined by Engineering staff, in traffic volumes or types as a result of the traffic calming installation



Engineering staff will prepare a petition packet that includes the petition form, a copy of the NTCP policy, a map of the study area, the approved traffic calming solution and approximate location, and the names and addresses of the property owners within the petition area. The petition packet will be given to the requester, who will be responsible for conducting the petition along with other volunteers from within the study area. In extenuating circumstances, the City may accommodate a neighborhood group in the petition process. HOAs will be responsible for conducting the petition process.

After the meeting, the requester must obtain supporting signatures, or “yes” votes, that represent **67 percent** (2/3) of the property owners within the petition area. Single family home renters will need to request permission of the property owner to represent them in the petition voting process. Only one vote per property will be counted. Missing signatures will be counted as “no” votes. The requester will have 90 days to collect signatures and submit the petition results, after Engineering staff provide the requester notice to proceed. If the petition is successful, then the proposed project will proceed to Step 5. If the petition fails, or if the petition is not returned by the petition deadline, then the project is terminated, and the neighborhood group or HOA will be ineligible to submit another request for traffic calming for a period of one year, and the street(s) requested shall not be eligible for a period of two years. Engineering staff will make every effort to avoid installation of Traffic calming measures or devices adjacent to the property owners that vote “No”.

During the petition and signature process, if it is found by the HOA or representatives that the original NTCP measure is not acceptable to its residents, an additional meeting can be called to further discuss different alternatives. The additional public meeting will follow the same format as the first meeting. A different alternative **must** be decided on at this meeting and the petition and signature gathering process must begin again if this meeting is requested. If the petition is successful, the request will then move onto Step 5.

Step 5: Develop, Prioritize, and Install Traffic Calming Measures

Based on the feasible and appropriate solutions identified by Engineering staff and property owners during Step 4, Engineering staff will develop construction documents with estimated costs for the proposed traffic calming measures to be implemented.

Projects will be prioritized by Engineering staff based on a variety of factors, such as availability of funding, Table 1 score, implementation costs, and cost sharing participation with the HOA or neighborhood group. Projects that include HOA or neighborhood funding will receive higher prioritization. For example, if there are two identical projects each costing the same amount and one group elects to participate in the cost by providing 25% and the other group elects to participation of 75%, then the project that participates with 75% of the cost will be higher on the list than the group that participates 25%. The cost to the City is smaller and the City’s limited funding for traffic calming will go further and include more projects when cost sharing with HOAs and citizen groups. Projects funded 100% by the HOA or neighborhood group will get top priority for implementation, but must be approved by the City of Franklin.



Projects that have the highest priority will be implemented first. Implementation of a project will not occur until all associated maintenance/landscape/payment agreements have been finalized and City budget allows. Installation of the traffic calming measures will be performed by City crews or by a contractor that is selected by the City. Once implementation has been completed, the request will proceed to Step 6.

Step 6: Monitor the Effectiveness of the Traffic Calming Measures

Approximately three months after the proposed traffic calming devices have been installed, Engineering staff will evaluate the project to determine if the traffic calming devices have sufficiently addressed the traffic problem identified during Step 3. An additional 'after' study, similar to the study that Engineering staff complete in Step 3, will be completed. This study will collect speed and count data and analyze the data to determine what the constructed traffic calming measure effects had on speed and/or ADT. Once the after study has been completed and it is determined that the criteria does not meet the requirements in Table 1 from Step 3, (6 points), the traffic calming request will be considered resolved. If the traffic problem has been resolved, then the project will be considered complete. If the issue has not been resolved from the after study data, then Engineering staff will consider other solutions that were identified during Step 3. If an alternate solution is selected by Engineering staff, then the project will return to Step 5. If Engineering staff determine that there are no feasible alternatives, then the project will be terminated and enforcement will be recommended.

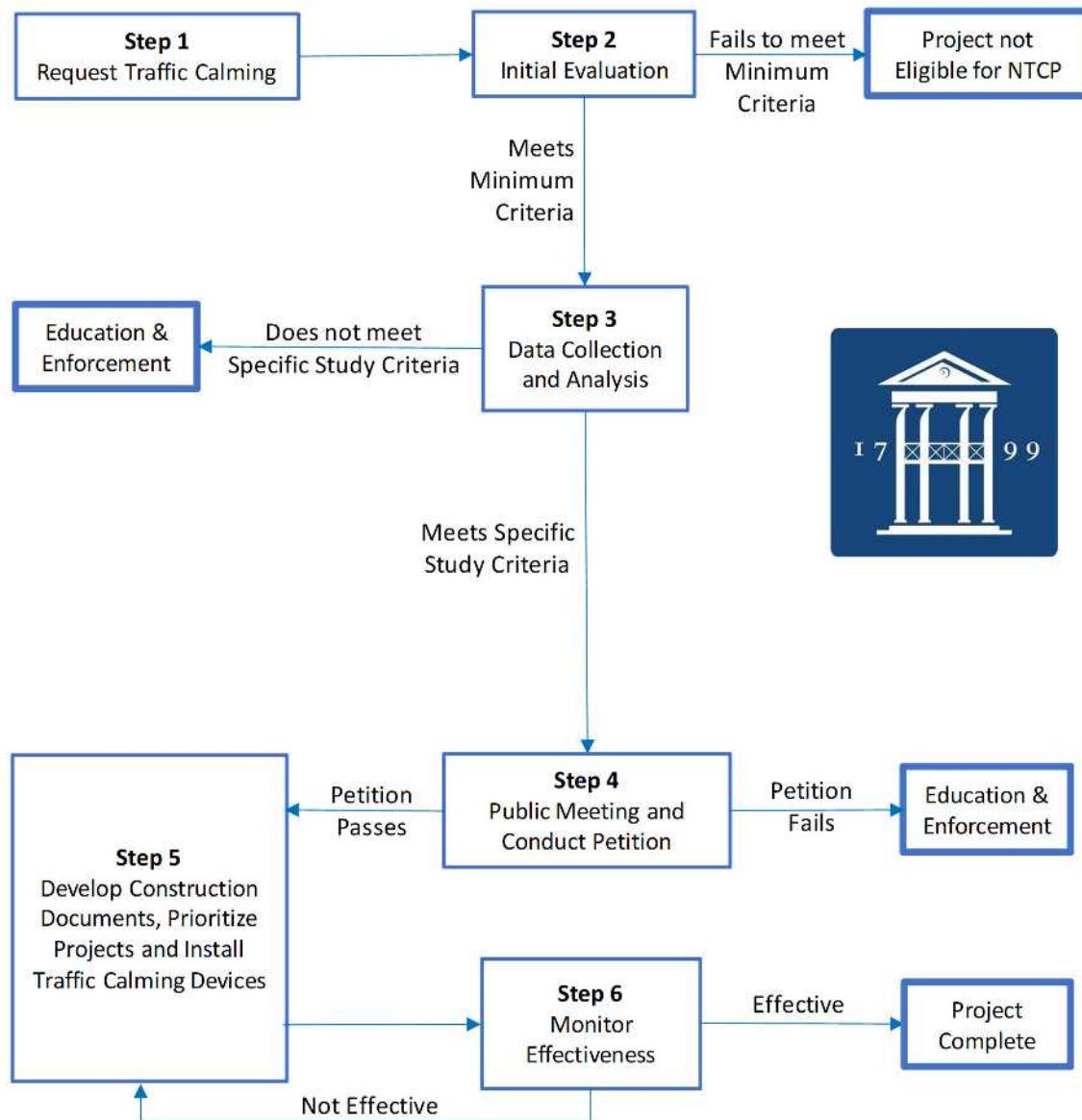
MODIFICATION OR REMOVAL OF A TRAFFIC CALMING DEVICE

Process

If Engineering staff determine that a traffic calming device needs to be modified or removed due to a public health or safety issue, then Engineering staff, with assistance from the Street Department, shall modify or remove the device and notify the HOA or residents on the reasoning for removal. If the neighborhood association/group wishes to remove or significantly alter a traffic calming device, then the neighborhood must conduct the same petitioning process outlined in Step 4 for removal or modification. If the petition supporting the removal/modification is successful, then the HOA or neighborhood must pay for the costs that are associated with the removal/modification of the traffic calming device. A traffic calming device will not be removed until all payment agreements have been finalized. If the removal/modification is initiated by the neighborhood association/group, then the neighborhood will be ineligible to participate in the NTCP for a period of five years.

APPENDIX A

FLOW CHART FOR THE NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP)



APPENDIX B

TRAFFIC CALMING TECHNIQUES

There are a variety of techniques that can be used to calm traffic on local, residential streets. Techniques that are specifically permitted, as well as techniques that are specifically prohibited, in the City of Franklin are described below. Techniques that are specifically permitted are summarized in Table B1, which also identifies the potential benefits and disadvantages of each.

**TABLE B1:
POTENTIAL IMPACTS OF TRAFFIC CALMING TECHNIQUES THAT MAY BE USED IN THE
CITY OF FRANKLIN**

Measure	Potential Benefits			Potential Disadvantages			Cost
	Speed Reduction	Volume Reduction	Conflict Reduction	Limits Local Access	Increases Emergency Response Time	Maintenance Required	
Chicanes	●	●	●	○	◐	◐	\$\$\$\$
Curb Extensions	◐	○	○	○	○	◐	\$\$\$
Raised Median	◐	○	◐	◐	○	◐	\$\$\$
Traffic Circle	●	◐	●	○	◐	◐	\$\$\$\$
Speed Hump/Table	●	◐	●	○	◐	◐	\$\$\$
Road Diet	◐	○	◐	○	○	○	\$\$\$\$
Driver Feedback Sign	◐	○	○	○	○	◐	\$\$
Enhanced Signage	◐	○	○	○	○	◐	\$
Speed Legend	◐	○	○	○	○	◐	\$
Roadway Striping	◐	○	○	○	○	◐	\$
Reduced Speed Limit	◐	◐	○	○	○	◐	\$
 - Substantial Benefits/Disadvantages  - Minor Benefits/Disadvantages  - No Benefits/Disadvantages \$ - Low Cost \$\$ - Moderate Cost \$\$\$ - High Cost							

TECHNIQUES THAT ARE SPECIFICALLY PERMITTED IN THE NTCP

Horizontal Traffic Calming Measures

Horizontal traffic calming measures are segments of roadway where vehicles are moved side to side. By removing a vehicles straight line of travel, vehicles are encouraged to reduce speed to navigate the movements.

Chicane

A **chicane** shifts motorists' path of travel by creating a horizontal diversion in the roadway. A chicane is usually formed by a series of curb extensions that are placed on alternating sides of the roadway. These curb extensions reduce the roadway width and force motorists to steer from one side of the roadway to the other in order to travel through the chicane. More information regarding chicanes can be found [here](#).



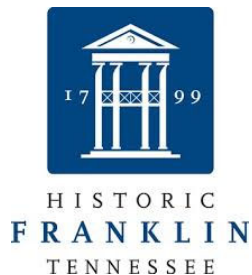
A chicane creates a horizontal deflection in the roadway. (Source: Google Street View)

Curb extensions

Curb extensions are formed by extending the curb on one or both sides of the roadway into the vehicular travel lanes to reduce the paved roadway width. The reduction in width creates "slow points" in traffic flow. Curb extensions are also commonly referred to as chokers, neckdowns, traffic throats, and pedestrian bulb-outs. Click for more information regarding [Bulbouts](#) and [Chokers](#).



intersections and create shorter crossing distances for pedestrians. The reduction in lane width encourages motorists to slow down when driving through the intersection. (3rd Ave / 4th Ave, Franklin TN)



Raised Median Island

A **raised median island** is an elevated island that is constructed on the centerline of a two-way street to reduce the width of the adjacent travel lanes. Raised medians can be paved or landscaped. They create “slow points” in the roadway, can serve as pedestrian refuges for designated mid-block pedestrian crossings, and can be used in conjunction with other traffic calming measures. Click [here](#) for more information regarding [raised median islands](#).



Raised medians reduce the width of the adjacent travel lanes. (Source: Google)

Traffic Circle

A **traffic circle** is a raised, circular island that is typically placed in the center of a residential street intersection to allow traffic to flow through the intersection without being controlled by a stop sign or a traffic signal. The design of a traffic circle requires motorists to travel through the intersection in a counterclockwise direction around the island, which reduces the number of conflict points and reduces vehicular speeds. Please click to find more information regarding [traffic circles](#).



A traffic circle creates a horizontal deflection in the roadway, which causes motorists to slow down as they travel through the intersection. (Twin Oaks Drive / Birchwood Circle, Franklin TN)



Vertical Traffic Calming Measures

Vertical traffic calming measures are segments of roadway where vehicles are moved up and down causing some driver discomfort at higher speeds. By removing a vehicles straight line of travel, vehicles are encouraged to reduce speed to navigate the movements.

A **speed table/hump/cushions** is a wide and flat undulation that is placed on a street, typically across the width of the roadway, to reduce vehicular speeds. They have a height of three to four inches and a length of 12 or 22 feet. Speed humps should be distinguished from speed “bumps”, which are much shorter (six to 12 inches long) and have been associated with maintenance, safety, and liability concerns. Speed “bumps” are not allowed in the City as a traffic calming device. Where traffic volumes exceed 1,500 vehicles per day, Speed Humps are prohibited due to the high number of vehicles and the noise generated by these devices. Speed Humps will not be



The speed table/hump that may be used in the City of Franklin is 22 feet long and three inches high. (Vera Valley Drive, Franklin TN)

permitted on any Minor Collector Roadways that are included in the Neighborhood Traffic Calming Program. Please click for more information regarding [Speed Humps](#), [Speed Tables](#), and [Speed Cushions](#).

Non-Physical Measures

Non-physical measures are ones that do not require construction or physical changes to the existing roadway.

Road Diet – Non-Structural

Reducing the number of travel lanes, or the width of travel lanes, on a roadway can be an effective technique for calming traffic on that street. This process, called a road diet, can help to reduce vehicular speeds, reduce the number of conflict points for right-of-way users, and can help make streets more bicycle and pedestrian friendly. Road diets can be accomplished by adding parking lanes, adding bike lanes, or by reclaiming some of the roadway width, which can create room for sidewalks and street trees. Please click for more information regarding [road diets](#).



*The addition of a bike lane and a parking lane on this street helps to create a narrow travel lane for motorists.
(Source: Google)*

Driver Feedback Signs

Driver feedback signs show the current speed limit and the speed that a vehicle is traveling at the moment. These signs inform drivers of the speed that they are traveling and encourage them to drive the speed limit. These signs can be programed to alert a driver that is traveling over the speed limit by flashing and or displaying a message.



*This driver feedback signs lets drivers know the speed they are traveling and can tell them to slow down.
(Ernest Rice, Franklin TN)*



Enhanced Signage

Posting signs is an informative way to let drivers know what is expected or required while driving various roadways. Some of these signs include speed limit signs, no trucks signs, pedestrian crossing, etc. These signs inform and encourage drivers to follow the law.



These signs have supplemental plaques included to add additional clarity and information for the drivers. (Alexander Drive, Franklin TN)

Speed Legend

Speed legends are large numbers that are painted in the roadway to inform drivers of the speed limit. These alert drivers if they miss the posted speed limit sign. These can also display other important messages.

These makings are painted messages on the roadway to provide additional indication of speed limits. (Source: Google)





HISTORIC
FRANKLIN
TENNESSEE

Roadway Striping

Many residential roads do not have any striping on the roadway. Adding striping alerts drivers to the proper location to where they should position their vehicles on the roadway rather than using the whole width to go around turns.

Reduced Speed Limit

Establishing a lower speed limit may help to reduce speeding and cut-through traffic in residential neighborhoods. Some local, residential roadways have speed limits that are posted at up to 30 mph. It may be desirable to lower the speed limits on these roadways from the City's default speed limit, 25 mph for local or residential roadways. The criteria for a reduction in speed limit differs slightly from the NTCP and can be found in Appendix D.

TECHNIQUES THAT ARE SPECIFICALLY PROHIBITED IN THE NTCP

Rumble strips are raised buttons, bars, or groves that are closely placed on a roadway at regular intervals. They cause both noise and vibration in vehicles as motorists drive over them. Typically, rumble strips are used to alert motorists of unusual conditions ahead. As motorists get used to the rumble strips, the strips become less effective over time. Rumble strips can result in increased noise levels for nearby residents. Also, rumble strips require a high amount of maintenance. For these reasons, rumble strips may not be used as a traffic calming technique in the City of Franklin.



Rumble strips may not be used as a traffic calming technique in the City of Franklin. (Source: Google)

Speed Bumps are shorter (six to 12 inches long) than speed humps (12-22 feet) and have been associated with maintenance, safety, and liability concerns. Speed “bumps” are not allowed in the City as a traffic calming device on residential streets.



Speed bumps are not an approved traffic calming technique for residential streets in the City of Franklin. (City Hall)

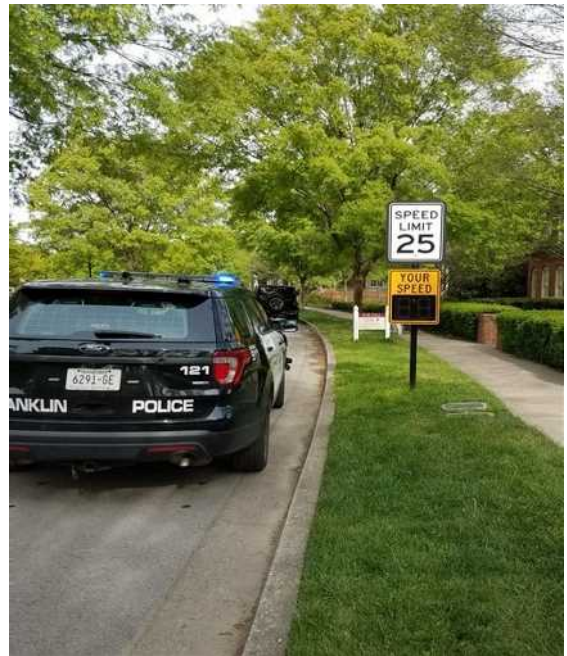
APPENDIX C

Failed Requests Options

Education is a key component of keeping all residents safe in the City of Franklin. Engineering staff may assist the neighborhood HOA or groups in developing educational programs for the residents. This may come in the form of a flyer/brochure or written information. It will be the responsibility of the neighborhood HOA or groups to implement the educational programs.



Speed trailers may be used as part of the enforcement efforts to control speeding in neighborhoods that request traffic calming. (Source: City of Franklin PD)



Temporary driver feedback signs may be used as part of the education efforts to control speeding in neighborhoods that request traffic calming. (Source: City of Franklin PD)

Enforcement efforts may be completed in tandem with neighborhood education. The Franklin Police Department will work with Engineering staff to help resolve traffic problems, such as speeding. Enforcement efforts may involve the use of speed trailers, officers and may include citations for violators.



APPENDIX D

Speed Limit Reduction Criteria

A speed limit reduction request does not have the same requirements that are outlined in the Neighborhood Traffic Calming Program (NTCP); however, the requirements are similar, as stated below. For a roadway to be considered for a speed limit reduction it must be classified as a residential roadway/local street and have an existing speed limit of 30 mph or less. The lowest posted speed limit that is allowed on City of Franklin streets is 20 mph, and speed limits will be set in increments of 5 mph (30 to 25, 25 to 20). Unlike the Traffic Calming Program, all residential roadways are eligible for this reduction, including non-through streets.

A request for a speed limit reduction shall include all streets within a neighborhood, HOA, or Development, and shall be initiated by an HOA, group of HOAs or a group of residents. Streets shall not be submitted individually for the reduction in speed limit. Since the entire neighborhood shall apply for the reduction, the petition area will include all households in the neighborhood. If a street connects two or more different neighborhoods or developments, both neighborhoods or developments shall apply for the reduction of speed limit and will be included in the petition area. The City may alter the petition limits or area at the discretion of the City Engineer. The City shall approve the petition area prior to collecting signatures.

A request for speed limit reduction shall be submitted to the City of Franklin Engineering Department. Once received, Engineering staff will review the proposed petition area and ensure that it meets the minimum requirements. Once the petition area is approved by the City, a speed study will be performed to ensure speed limits can be reduced, per federal guidelines for setting speed limits. A public meeting will then be held to discuss the results of the study and to outline the remaining process. The petition process is the same as outlined in this NTCP. An approval of the speed reduction shall be 2/3 of the property owners in the petition area. If a property owner does not vote, it is considered a no vote.

If the petition is successful, an ordinance will be drafted by Engineering staff and be presented to the Board of Mayor and Alderman (BOMA) for vote. The requestor or representative are encouraged to be present for BOMA meetings in which the ordinance is on the agenda. If the ordinance is approved, Engineering staff will work with the Streets Department to get the speed limit signs changed per the approved ordinance. The streets that the reduced speed ordinance affects will not be eligible for the NTCP for two years.



APPENDIX E

Frequently Asked Questions

- **Can we have a “Slow - Children at Play” sign?** – Federal Standards discourages the use of “Children at Play” signs. There is a widespread false believe that traffic signs provide added protection. Studies have shown there is no long-term reduction in speed with these signs nor enforcement of ‘lower’ speeds. These signs may be found in locations through-out the city; however, these signs were placed before the MUTCD changed the recommendation for the use of this sign. The current edition of the MUTCD does not include this sign and therefore should not be used.
- **Can we have an All-way Stop for Traffic Calming?** – All-way stop signs must meet specific requirements found in the MUTCD. These requirements typically involve traffic volumes, crash history, and pedestrians. The MUTCD specifically states that “Yield or Stop signs should not be used for speed control.”. Multiway or All-way stop requests shall be requested separately and are not included in the NTCP.
- **What is the Speed Limit on residential streets when not posted?** – Per City of Franklin Ordinance Section 15-301, the speed limit for residential streets where not posted is 25 mph.
- **Can I request that a speed limit sign be posted on a street or in a neighborhood?** – Yes, we can review current signage and recommend a speed limit sign location(s) should it not be posted. This is at the discretion of the City, per their findings and allowable budget. It should be noted, the City does not supply decorative posts or install decorative posts for signs. If a neighborhood has decorative posts or standards, the City can only supply the sign to the HOA for them to install on their post.



APPENDIX F

Definitions

- **Through Street** – A through street is a roadway that provides access to or connects to multiple similar type roadways. A through street gives priority to the vehicles using it. A through street does not end at a Cul de sac and typically connects to other through or collectors streets.
- **85th Percentile Speed** – The 85th percentile speed is the speed at which 85 percent of the vehicles are traveling at or lower. For example, if the 85th percentile speed was found to be 32 mph, that means that 85 percent of vehicles were traveling at or below 32 mph.
- **Functional Classification** – Functional Classifications are classified based on the amount of access and mobility a roadway provides. These classifications provide different levels of emphasis in regard to traffic movement (getting from one side of town to the other) versus direct access to property. There are three main categories; Local, Collector, and Arterial. Each has their own unique characteristics to regard to access versus mobility.



APPENDIX G

Additional Resources

Traffic calming programs have existed for many years throughout the country. A plethora of research of has been conducted to find the best and most effective methods to use to make roadways safer for all users. The following are a list of resources that can be looked at for further education and information.

- FHWA Traffic Calming ePrimer - https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm
- ITE Traffic Calming - <https://www.ite.org/technical-resources/traffic-calming/>
- ITE Traffic Calming: State of the Practice, Reid Ewing, 1999 - <https://trid.trb.org/view/647739>
- Fact Sheet - <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812687>
- Ped Safety - <https://www.nhtsa.gov/road-safety/pedestrian-safety>
- Speed Management - https://safety.fhwa.dot.gov/local_rural/training/fhwasa010413spmgmt/
- MUTCD 2009 - https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm
- <https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/>

Appendix H

Neighborhood Traffic Calming Program Forms



Request for Traffic Calming

Please read through the Neighborhood Traffic Calming Program (NTCP) prior to starting the traffic calming request process. Where an HOA exists, the request must come from the HOA. Where no HOA exists, a group of citizens may initiate the process. In order to request a Traffic Calming Study, 4 different property owners must sign (1 individual from each property is allowed to sign).

Date: _____

Neighborhood (HOA) Representative: _____

The Neighborhood Representative will serve as the liaison between the neighborhood group and the Engineering staff. The neighborhood representative will be responsible for obtaining the appropriate petition signatures.

Phone Number: _____

E-mail Address: _____

Address: _____

HOA Name: _____

Neighborhood Name: _____

Name	Address	Signature

Please continue to next page.



HISTORIC
FRANKLIN
TENNESSEE

Please describe the location and perceived problem below.



Vote by Proxy Form (Public Meeting)

This form is to be used by those that are an able to attend the public meeting to discuss the results from the traffic study that was requested and potential alternatives to implement. This form must be filled out and signed before the public meeting. This form shall be turned in at the time when voting shall occur to determine the citizens preferred traffic calming alternative.

Date: _____

Name: _____

Address: _____

As this form is required to be filled out before the results and potential alternatives are shared with the public, please list your top three alternatives that you would like to see in your neighborhood based on the approved list in Appendix B. Based on the alternatives presented at the public meeting, your top alternative will be your vote. If your top alternative is not an option, your secondary alternative will be your vote and so on.

Preferred Alternative: _____

Secondary Alternative: _____

Tertiary Alternative: _____

Signature: _____



Neighborhood Traffic Calming Petition Form

Name of neighborhood and/or requesting organization: _____

Contact person: _____ Telephone No. _____

Street(s) to be calmed: _____ from _____ to _____
_____ from _____ to _____
_____ from _____ to _____

Request Statement: _____

Proposed Alternative: _____

SIGNATURES:

	Property Owner Name		Property Address	Telephone Number
	Print Name	Signature		
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				



HISTORIC
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HISTORIC
FRANKLIN
TENNESSEE

Petition Proxy Voting Form

This form is to be used by those that reside in a rented single family home and have contacted the owner of the property asking permission to vote for a Traffic Calming Measure on the owner's behalf. The renter must contact the owner of the property either directly or through the management company. The owner must fill out the following to allow the renter to vote on the Traffic Calming Petition and at the public meeting. Electronic scan/picture of this form is acceptable.

Date: _____

Owners Name: _____

Owners Address: _____

Voting Property Address: _____

I _____ (property owns name) hear by give permission to the renter at the above address to vote in all matters in the Traffic Calming process.

Signature: _____



NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP) UPDATE



AGENDA

- REFRESHER - WHAT IS THE NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP)
- WHY IS AN UPDATE NECESSARY?
- WHAT ARE THE CHANGES TO THE NTCP
- QUESTIONS



THE NEIGHBORHOOD TRAFFIC CALMING PROGRAM

- PROVIDES GUIDED STEPS FOR GROUPS OF RESIDENTS OR HOMEOWNERS ASSOCIATIONS REQUESTING SPEED HUMPS OR OTHER TRAFFIC CALMING DEVICES
- PROVIDES FOR IDENTIFYING PROJECTS ON LIMITED TRAFFIC CALMING BUDGET
- STUDY CRITERIA THAT FOLLOWS NATIONAL PRACTICE AND STANDARDS



NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP) FRANKLIN, TENNESSEE

INTRODUCTION

Application

This policy applies to local, residential streets. Collector and arterial streets and streets that are located in commercial zoning districts will not be considered for traffic calming.

PROCESS

Projects that are being considered for the NTCP must follow the procedure that is outlined below. A flowchart summarizing this procedure is provided in Appendix A.

Step 1: Request Traffic Calming

A homeowner's association or homeowner's group must submit a written request for traffic calming on a specific street segment or segments to the Engineering Department. The request must identify the perceived traffic problem and must include contact information for a representative (the requester) of the association/group. Individual citizens are not eligible to initiate projects for the NTCP.

Step 2: Conduct Petition

Upon receipt of the written request, Engineering staff will define the petition area. The petition area will typically include the following:

- Properties along the street that is being considered for traffic calming measures
- Properties along streets where access is substantially dependent upon the street that is proposed to be calmed
- Properties along any street that is expected to receive significant increases, as determined by Engineering staff, in traffic volumes or types as a result of the traffic calming installation

Engineering staff will prepare a petition packet that includes the petition form, a copy of the NTCP policy, a map of the study area, the names and addresses of the property owners within the petition area, and an explanation of the NTCP procedures. The petition packet will be given to the requester, who will be responsible for conducting the petition. Prior to conducting the petition, the traffic calming request and petition must be presented at a neighborhood meeting that is publicized by the City of Franklin in a manner that is consistent with Franklin's standard procedures. Engineering staff will attend the meeting to present the traffic calming request, identify the study area, and to explain the NTCP procedures. After the meeting, the requester must obtain supporting signatures, or "yes" votes, that represent 51 percent of the households within the petition area. Missing signatures will be counted as "no" votes. The requester will have 90 days after the date of the neighborhood meeting to submit the petition results to the Engineering Department. If the petition is successful, then the proposed project will proceed to Step 3. If the petition fails, or if the petition is not returned by the petition deadline, then the project is terminated, and the neighborhood will be ineligible to submit another request for traffic calming for a period of one year.

<https://www.franklin.tn.gov/home/showdocument?id=605>



WHY IS AN UPDATE NECESSARY?

- NATIONAL PRACTICES AND FEDERAL GUIDANCE CHANGES OVER TIME
- CURRENT PROCESS REQUIRED RESIDENTS TO PETITION PRIOR TO THE CITY STUDYING THE REQUESTED CORRIDOR
 - INEFFICIENT AND FRUSTRATING FOR OUR RESIDENTS
 - TRAFFIC STUDY OF NTCP CRITERIA IS MINIMAL COST AND STRAIGHTFORWARD
- CURRENT PROCESS OF MULTIPLE PUBLIC MEETINGS WERE NOT WELL ATTENDED AND CAUSED RESIDENT CONFUSION
- EDUCATION AND ENFORCEMENT WAS NOT DEFINED



SUMMARY OF CHANGES

- CONDUCT AND ANALYZE TRAFFIC STUDY BEFORE RESIDENT PETITION PROCESS
- PUBLIC MEETINGS REDUCED BY STUDYING STREET PRIOR TO MEETING WITH RESIDENTS
- DEFINES PRIORITIZATION FOR MULTIPLE SUCCESSFUL REQUESTS
- GIVES OPTIONS FOR FUNDING THE IMPLEMENTATION OF TRAFFIC CALMING DEVICES
- PETITION NOW NEEDS TO BE APPROVED BY 2/3 (67%) OF PETITION AREA RESIDENTS (FROM > 50%)
- EDUCATION AND ENFORCEMENT PROCESS IS NOW DEFINED
 - FLYER OF TRAFFIC INFORMATION (NATIONAL SAFETY STUDIES)
 - PROCESS FOR SPEED LIMIT REDUCTION OPTION
 - FRANKLIN PD TRAFFIC DIVISION CONTACTS
 - TEMPORARY SPEED FEEDBACK SIGN/TRAILER



Microwave Study Device



SUMMARY OF CHANGES

- SPECIFIC TRAFFIC STUDY CRITERIA GRADING SYSTEM:
 - USES A COMBINATION OF TRAFFIC VOLUME AND 85TH PERCENTILE SPEED
 - MINIMUM OF 6 POINTS NEEDED TO QUALIFY FOR NTCP
 - 1 POINT IS ADDED TO TOTAL IF THE STREET DOES NOT HAVE ANY SIDEWALKS
 - **ALLOWS PRIORITIZATION OF MULTIPLE PROJECT REQUESTS**

Table 1 Grading System Criteria	
Daily Traffic Volumes	
0 - 150	Not Eligible
151 - 300	1
301 - 500	2
501 - 700	3
751 - 1000	4
1001 - 1500	5
1501+	Not Eligible
85th Percentile Speeds*	
0-4 MPH	Not Eligible
4 MPH	1
5 MPH	2
6 MPH	3
7 MPH	4
8 MPH	5
> 10 MPH	6
*over speed limit	

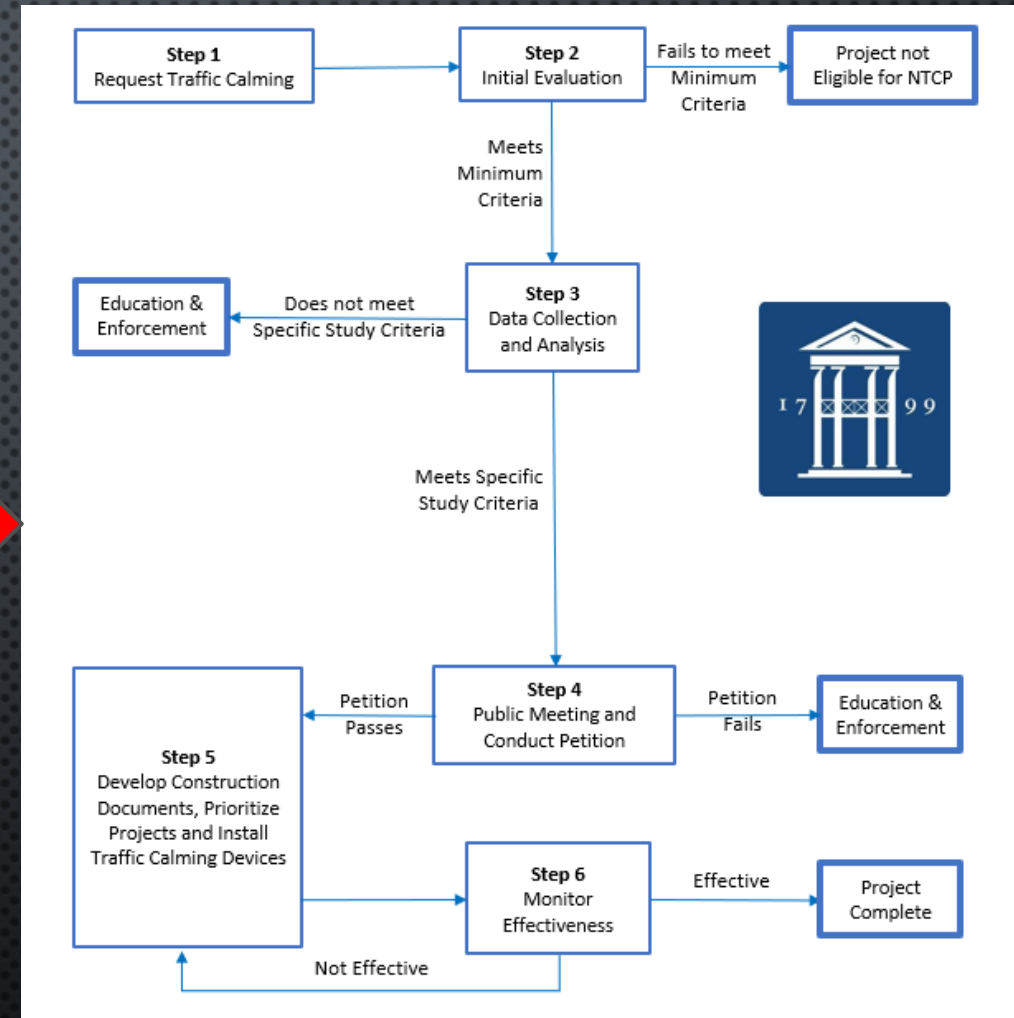
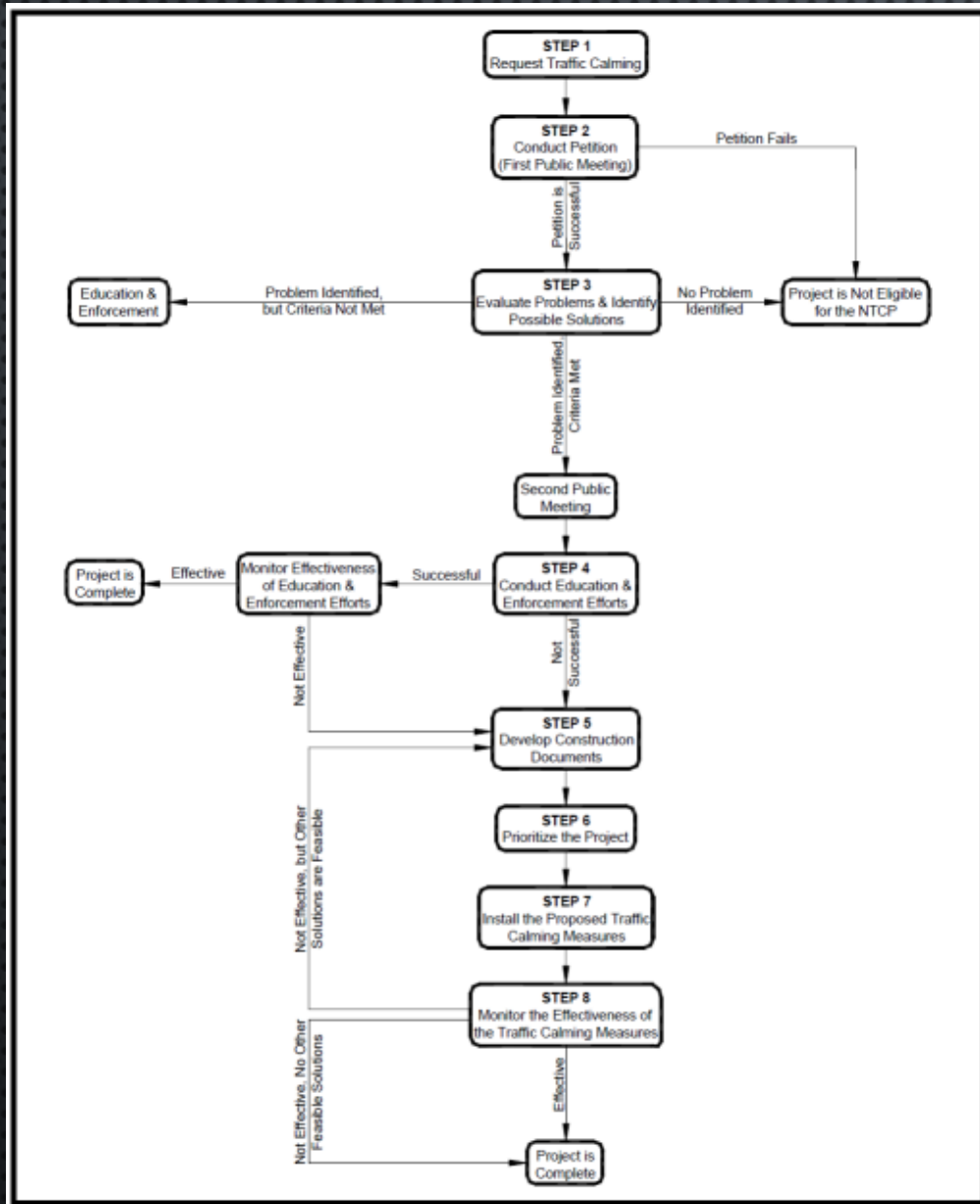


SUMMARY OF CHANGES

- LIMITED FUNDING RESULTS IN VERY FEW PROJECTS THAT CAN ACTUALLY BE IMPLEMENTED. SOME HOAS REQUESTED TO PUT TRAFFIC CALMING DEVICES IN THEMSELVES
 - STILL HAS TO MEET MINIMUM CRITERIA OF THE NTCP & COF STANDARDS
 - HOA OR NEIGHBORHOOD GROUP CAN NOW CONTRIBUTE FUNDING TO NTCP
 - ASSIST IN PRIORITIZING PROJECTS BASED ON AVAILABLE FUNDS



SUMMARY OF CHANGES



PREVIOUS INQUIRIES & UPDATES

- CAN RENTERS VOTE?
 - SINGLE FAMILY HOMES WITH SIGNED OWNERS PERMISSION (ELECTRONIC PERMISSION ACCEPTABLE)
- HOW TO DEAL WITH EXTENUATING CIRCUMSTANCES (EXAMPLE: No HOA)
 - CITY CAN PROVIDE MAILERS TO RESIDENTS TO SIGN AND MAIL BACK – REVIEWED ON A CASE BY CASE BASIS
 - PROXY IS ALLOWED AND INCLUDED IN APPENDIX
 - ENGINEERING LOOKING IN TO ELECTRONIC VOTING MEANS BUT WOULD REQUIRE UNIQUE IDENTIFIER



QUESTIONS
?





File #: 20-01166

DATE: January 13, 2021
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Tom Marsh, Director of BNS
Kathleen Sauseda, Housing Development Coordinator

SUBJECT:

Consideration Of Resolution 2020-186, A Resolution To Approve Payment Of An Incentive To The Franklin Housing Authority (FHA) Of Up To \$176,652.00 To Help Offset The Cost of Impact Fees Paid By The Housing Authority in Conjunction With Construction of New Low- and Moderate-Income Housing As part Of The Cherokee Planned Unit Development (PUD) (COF Project No. 7313).

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Resolution 2020-186, a resolution to approve payment of an incentive to The Franklin Housing Authority (FHA) of up to \$176,652.00 to help offset the cost of impact fees paid by The Housing Authority in conjunction with construction of new low- and moderate-income housing as part of The Cherokee Planned Unit Development (PUD) (COF Project No. 7313).

BACKGROUND/STAFF COMMENTS:

Franklin Housing Authority (FHA) has been providing affordable housing to families and individuals with low to moderate income since 1953. Today, they serve approximately 600 residents with funding coming from rental income and HUD subsidies.

Ordinance 2020-33 that is on first reading at the 2/9/2021 Board of Mayor and Aldermen meeting creates an incentive program that would authorize a payment to a developer that constructs new rental dwellings that are affordable to low and moderate income households if the financing for the project includes the Low Income Housing Tax Credit (LIHTC) Program. FHA has received a 9% tax credit allocation to rebuild the Cherokee Place development. The project will demolish 72 existing dwelling units and construct 100 new dwellings that include 1, 2, 3, 4, and 5 bedrooms. The project has an estimated cost of \$20 million. The Development Plan and rezoning for the project (COF Project No. 7313) have been approved.

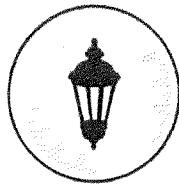
The Cherokee PUD redevelopment project is eligible for the incentive payment since the financing includes the LIHTC Program. Per the incentive program, the amount of the incentive is related to the total amount of Parkland and Road Impact Fees that are paid in conjunction with construction of the units, but will not be paid to the developer until after a Certificate of Occupancy is issued for the units and the developer verifies to the City that the units are rented to eligible residents.

FINANCIAL IMPACT:

The cost of the Parkland Impact Fees would be \$120,512.00, but as stated above FHA is eligible for an offset of part of the fee because of amenities they will construct as part of the development. The amount of **Parkland Impact Fee** remaining after the offset is **\$30,128.00**. The Road **Impact Fees** for the project are **\$146,524.00**. The **total amount** of the incentive payment that FHA may be eligible for is **\$176,652.00**. The incentive would be paid by an appropriation from the General Fund after certificates of occupancy are issued for the units and eligibility of the renters is verified.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2020-186.



FRANKLIN HOUSING AUTHORITY

FRANKLIN, TENNESSEE

Lighting your path to affordable housing

September 14, 2020

Mayor Ken Moore
City of Franklin
109 3rd Avenue South
Franklin, TN 37064

Dear Mayor Moore:

Since 1953, the Franklin Housing Authority has been serving families in the Franklin community. We are a unique organization in that we are considered an instrumentality of the city with our Board of Commissioners being appointed by the Mayor. Since 1967, the FHA and the City have had a cooperation agreement in effect which further outlines the relationship between the two organizations.

As you are aware, we have been redeveloping our public housing portfolio with plans to redevelop all our sites and increase the number of affordable housing units in Franklin. To date, we have completed \$36 million worth of development or redevelopment including two new properties on the Reddick site at a development cost of \$22.8 million which added 68 units of affordable housing, the Park Street renovation which added 22 non-subsidized affordable units with a cost of \$1.7 million, and the 48-unit Chickasaw Senior Community at a cost of \$11.5 million. In December we will have completed the \$10.8 million renovation of the 64 units on Spring Street and Johnson Circle.

In a few months, we will begin construction of our next development, Cherokee Place, an estimated \$20 million Low Income Housing Tax Credit project which will add 100 units of affordable housing on a site that previously held 72 units. We appreciate the support we have received from the city in the past and are requesting assistance for this project. The request is as follows:

- Road Impact Fees to be paid from the General Fund (\$146,524)
- Parkland Dedication Fees to be paid from the General Fund-we will be providing some amenities which will offset some of the fees (currently \$120,512)
- Waiver of permit and other PUD, plat and FMPC fees (\$31,125)

Development continues to be very expensive with our recent Chickasaw Senior Community costing \$3 million more than the Reddick Senior Community which was developed 6 years prior. We aggressively pursue grants, CITC construction loans and the best pricing from investors for our tax credits but that is not enough to cover the high construction costs. In order to meet the requirements for our tax credit allocation, grant funding and funding from HUD, our rents are restricted thereby limiting the amount of income generated. Without assistance from the City with fees, this development will be difficult to build.

200 Spring Street, Franklin, TN 37064
615-794-1247

Once again, we appreciate the past support we have received from the City and hope we can continue to count on that partnership to help us provide more affordable housing for our community.

Sincerely,

A handwritten signature in dark ink, appearing to read "Derwin Jackson", written in a cursive style.

Derwin Jackson
President/CEO

cc: Eric Stuckey
Vernon Gerth
Kathleen Sauseda

RESOLUTION NO. 2020-186

A RESOLUTION TO APPROVE PAYMENT OF AN INCENTIVE TO THE FRANKLIN HOUSING AUTHORITY (FHA) OF UP TO \$176,652.00 TO HELP OFFSET THE COST OF IMPACT FEES PAID BY THE HOUSING AUTHORITY IN CONJUNCTION WITH CONSTRUCTION OF NEW LOW-AND MODERATE-INCOME HOUSING AS PART OF THE CHEROKEE PLANNED UNIT DEVELOPMENT (PUD) (COF PROJECT NO. 7313).

WHEREAS, the Franklin Housing Authority (FHA) is a nonprofit organization, incorporated as a public body by the State of Tennessee Secretary of State in 1953 with the rights, powers, privileges and immunities conferred by the Housing Authorities Law; and

WHEREAS, the mission of the FHA is to assist low-income families by providing safe, decent, affordable housing and self-sufficiency opportunities; and

WHEREAS, offering incentives to qualified private developers and not-for-profit organizations to assist with the development of low- and moderate-income housing within the City of Franklin would stimulate the creation of housing that is deemed affordable to households whose annual income is 80% or less of the median household income for the Greater Nashville-Davidson-Murfreesboro-Franklin MSA; and

WHEREAS, the construction of housing for families whose income is at or below 80 percent of the median income level for the MSA as reported annually by the Department of Housing and Urban Development is a public purpose with a defined public benefit that the City of Franklin Board of Mayor and Aldermen wishes to support, and

WHEREAS, FHA is in the process of developing the Cherokee Place Planned Unit Development (PUD) Subdivision to include the construction of one hundred (100) new dwelling units all of which will be made available for rent to families whose annual household income is at or below 80 percent of the median income level for the MSA as reported annually by the Department of Housing and Urban Development, and

WHEREAS, construction of the Cherokee Place PUD project will be funded in part utilizing the Low-Income Housing Tax Credit (LIHTC) program, and

WHEREAS, per contract 2020-0263 FHA was granted an offset for seventy-five percent (75%) of the total Parkland Impact Fee obligation for the Development Project, but shall be required to pay twenty-five percent (25%) of the total Parkland Impact Fee which is **\$30,128.00**, at the recording of the first final plat or the issuance of the first building permit, and

WHEREAS, FHA shall pay a total of **\$146,524.00** for Road Impact Fees in conjunction with construction of the new dwelling units.

WHEREAS, the City of Franklin Board of Mayor and Aldermen has established a program to assist with offsetting the cost of development for private developers and not-for-profit organizations who provide deed-restricted for-sale or rental housing units to families whose household income is 80% or less of the median household income limits promulgated annually by HUD for the Nashville-Davidson-Murfreesboro-Franklin MSA; and

WHEREAS, the Board of Mayor and Aldermen has determined that providing an incentive will help off-set the cost of low- and moderate-income housing units created by a private developer or not-for-profit organization in an amount no greater than the private developer or not-for-profit organization paid in Road and Parkland Development Impact Fees when building permits were issued.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, that the City of Franklin will provide an incentive to the Franklin Housing Authority (FHA) for the construction of new affordable housing as part of the Cherokee Planned Unit Development (PUD) (COF Project No. 7313).

BE IT FURTHER RESOLVED that, the amount of the incentive will be up to the total amount paid by FHA for Parkland and Road Impact Fees in conjunction with construction of the new dwelling units. The total amount of Parkland Impact Fee to be paid is **\$30,128.00** and the total amount of Road Impact Fee to be paid is **\$146,524.00** for a total incentive payment of up to **\$176,652.00**.

BE IT FURTHER RESOLVED that, the incentive will be paid to the Franklin Housing Authority after construction of the new dwellings is completed and verified through issuance of a Certificate of Occupancy by the City, and the Housing Authority verifies to the City the eligibility status of all renters, and

BE IT FURTHER RESOLVED that, the City will utilize the General Fund to make the incentive payment to FHA. The Board of Mayor and Aldermen authorizes staff to process the appropriation of General Fund revenues in periodic budget amendments presented to the Board of Mayor and Aldermen, as needed.

IT IS SO RESOLVED AND DONE on this ____ day of _____ 2021.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
ERIC S. STUCKEY
City Administrator

By: _____
DR. KEN MOORE
Mayor

Approved as to Form:

William E. Squires
Assistant City Attorney



File #: 21-01657

DATE: January 21, 2021
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Michelle Hatcher, Director of Water Management
Patricia McNeese, Utilities Engineer

SUBJECT:

Consideration Of DRAFT Change Order 1 For COF Contract No. 2020-0028 With Garney Construction For The Spencer Creek At Franklin Road Sanitary Sewer Project.

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the DRAFT Change Order 1 for COF Contract No. 2020-0028 with Garney Construction for the Spencer Creek at Franklin Road Sanitary Sewer Project at a Cost Increase of \$285,315.00.

BACKGROUND/STAFF COMMENTS:

Construction on the Spencer Creek at Franklin Road sanitary sewer improvements project began in August 2020. This project consists of increasing the capacity of the main while realigning the existing interceptor to better suit hydraulic capacity. The project limits start on the east side of Franklin Road, east of the CSX railroad tracks, and extends to the west side of Franklin Road near the limits of the First United Methodist Church property. The project includes a bore under Spencer Creek, a bore under Franklin Road, and a bore under the railroad.

During construction, it has been determined the best interest of the collection system to install risers on several of the manholes east of Franklin Road. This will prevent the manholes from being submerged during a large wet weather event and was memorialized as Construction Change Authorization 1 (CCA 1).

CCA 3 was issued for the risers on the existing sanitary sewer lines where the connection was provided between the 24" and the 36" lines to prevent the manhole from being submerged.

CCA 4 was issued for construction that occurred on the east side of Franklin Road and the CSX railroad and north of Spencer Creek. When the trench was opened up for replacement, it was discovered that the incoming pipe was a different material than what was depicted on the plans. The 36" plastic pipe is no longer in production for replacement and not ideal for sewer applications, so the project team decided to replace with 36" SDR-26 PVC pipe.

CCA 5 was issued for replacement of 160 linear feet of 24" iron pipe. When the trench was opened, the pipe had degraded to an amount warranting replacement.

All of these CCAs are compiled together in Change Order No. 1 for this project and total an amount above the allotted \$50,000 contingency monies already approved in the Contract.

FINANCIAL IMPACT:

The total cost for this change order is \$285,315.00 and will be funded from the General Fund and it was not included in the current Contract.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve the DRAFT Change Order 1 for COF Contract No. 2020-0028 with Garney Construction for the Spencer Creek at Franklin Road Sanitary Sewer Project.

CHANGE ORDER NO.: 1

Owner: **City of Franklin, TN** Date Issued: **1/27/2021**
 Engineer: **Hazen and Sawyer**
 Contractor: **Garney Construction**
 Project Name: **Spencer Creek at Franklin Road Sanitary Sewer Project**
 Owners Contract No.: **COF 2020-0028**
 Effective Date of Change Order: **2/9/2021**

The Contract is modified as follows upon execution of this Change Order:

Description:

This change order is to reflect the approved construction change authorizations (CCA) that have been approved to ensure that the project continues without delays.

Attachments:

- **CCA 1**
- **CCA 3**
- **CCA 4**
- **CCA 5**

Change in Contract Price	Change in Contract Times
Original Contract Price: \$ <u>2,615,635.00</u>	Original Contract Times: Substantial Completion: <u>August 3, 2021</u> Ready for final payment: <u>September 2, 2021</u>
[Increase] [Decrease] from previously approved Change Orders \$ <u>0</u>	[Increase] [Decrease] from previously approved Change Orders: Substantial Completion: <u>August 3, 2021</u> Ready for final payment: <u>September 2, 2021</u>
Contract Price prior to this Change Order: \$ <u>2,615,635.00</u>	Contract Times prior to this Change Order: Substantial Completion: <u>August 3, 2021</u> Ready for final payment: <u>September 2, 2021</u>
[Increase] this Change Order: \$ <u>285,315.00</u>	[Increase] [Decrease] this Change Order: Substantial Completion: <u>August 3, 2021</u> Ready for final payment: <u>September 2, 2021</u>
Contract Price incorporating this Change Order: \$ <u>2,900,950.00</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>August 3, 2021</u> Ready for final payment: <u>September 2, 2021</u>

Recommended by City Project Manager

By: _____
 Title: _____
 Date: _____

Recommended by Department Director

By: _____
 Title: _____
 Date: _____

Authorized by Owner

By: _____

Title: _____

Date: _____

CONSTRUCTION CHANGE ORDER AUTHORIZATION

TO: Alexander Wolfe
Assistant Project Manager
Garney Construction
200 Crutchfield Avenue
Nashville, TN 37210

FROM: City of Franklin
Water Management Dept.
124 Lumber Drive
Franklin, TN 37064

DATE: November 13, 2020

PROJECT: Spencer Creek at Franklin Road Sanitary Sewer Improvements

COF CONTRACT NO: 2020-0028

AUTHORIZATION NUMBER: 1

RE: Risers for manholes on east side of Franklin Road (5 total)

DESCRIPTION:

The purpose of this order is to instruct the contractor to order and install 12" risers for manhole numbers 1-4, 1-5, 1-6, 1-7 and 2-1. Due to the amount of excess water and damp condition of the soil in the proposed manhole locations on the east side of Franklin Road, City staff, the onsite resident project representative and the contractor agree that installing a 12" riser on each manhole will provide better access.

CONTRACT PRICE: \$4,740.00 Increase (see attached for breakdown of cost)

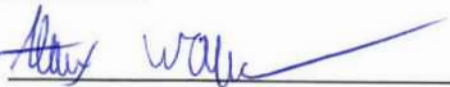
CONTRACT TIME: 0 days

CITY OF FRANKLIN:

By: 

Date: 12/10/2020

CONTRACTOR:

By: 

Date: 12/14/20



CHANGE REQUEST NO: 1

RE: Manhole Risers

DATE: 11/10/2020

CHANGE REQUEST FORM

PROJECT NAME: Spencer Creek Sanitary Sewer Rehabilitation
 OWNER: City of Franklin, TN
 ENGINEER: Hazen and Sawyer

GCI NO: 3340

NO: 2020-0028

NO:

ORIGINAL CONTRACT VALUE: \$ 2,615,635.00
 FIELD DIRECTIVES TO DATE: \$ -
 CHANGE ORDERS TO DATE: \$ -
 THIS CHANGE REQUEST: \$ 4,740.00
 REVISED CONTRACT VALUE: \$ 2,620,375.00

CONTRACT DAYS: 365
 # OF FD'S TO DATE: 0
 ADD. DAYS TO DATE: 0
 DAYS REQUESTED: 0
 REV. CONTRACT DAYS: 365

SUMMARY DESCRIPTION OF CHANGE REQUEST

Price is for the addition of 1 VF to MH's 1-4, 1-5, 1-6, 1-7, and 2-1. Manholes 1-4 and 1-5 include a 48" dia. riser while manholes 1-6, 1-7, and 2-1 include a 72" dia risers.

Pricing Summary

Bid Item NO.	Description	Quantity	Unit	Unit Price	Total
N/A	Additional MH Risers	1	LS	\$ 4,740.00	\$ 4,740.00
					\$ -
					\$ -
					\$ 4,740.00

Signature of Owner Representative Authorizing work

Date

Print

11/10/2020

Signature of Garney Representative

Date

Alex Wolfe

Print

CC: File - GCI

ATTACHMENTS:

Subcontractor Subtotal	\$ -
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Material Subtotal	\$ 2,968.00
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Summary Subtotal	\$ 4,602.00
------------------	-------------

TOTAL	\$	4,740.00
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CONSTRUCTION CHANGE ORDER AUTHORIZATION

TO: Alexander Wolfe
Assistant Project Manager
Garney Construction
200 Crutchfield Avenue
Nashville, TN 37210

FROM: City of Franklin
Water Management Dept.
124 Lumber Drive
Franklin, TN 37064

DATE: January 27, 2021

PROJECT: Spencer Creek at Franklin Road Sanitary Sewer Improvements

COF CONTRACT NO: 2020-0028

AUTHORIZATION NUMBER: 3

RE: Risers at existing manholes where cross connection was constructed

DESCRIPTION:

The purpose of this order is to instruct the contractor to install two 24" risers and 24" cones to the existing manholes where the cross connection was constructed on the Spencer Creek 24" and 36" sanitary sewer lines.

CONTRACT PRICE: \$3,841.00 Increase (see attached for breakdown of cost)

CONTRACT TIME: 0 days

CITY OF FRANKLIN:

By: Brian Gordon

Date: 01/29/2021

CONTRACTOR:

By: [Signature]

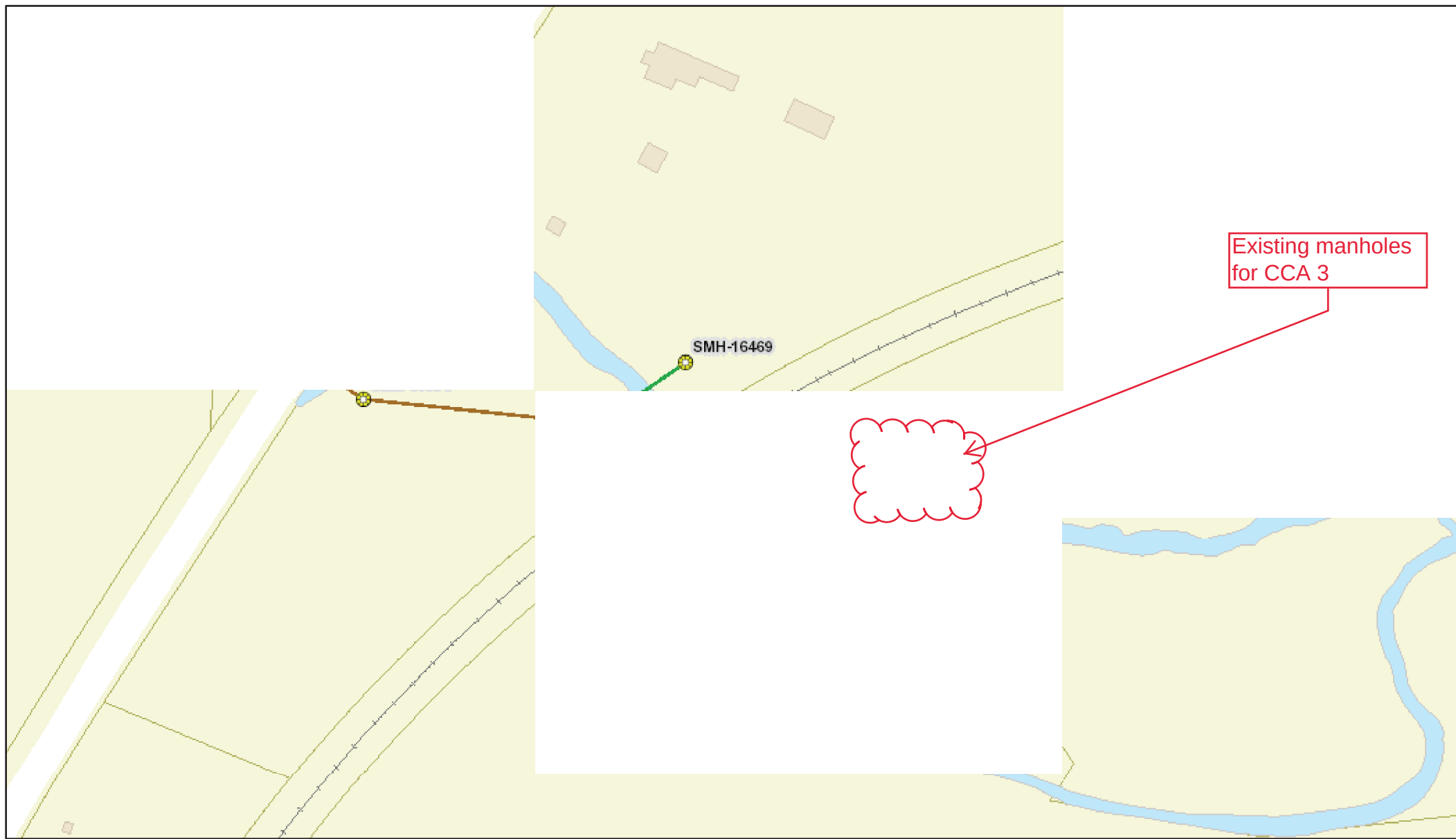
Date: 1-28-01

Subcontractor Subtotal	\$ -
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Material Subtotal	\$ 2,829.00
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Summary Subtotal	\$ 3,729.00
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TOTAL	\$	3,841.00
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Existing manholes
for CCA 3

SMH-16469

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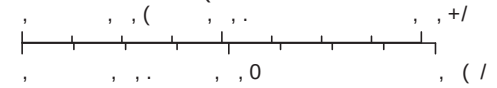
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CONSTRUCTION CHANGE ORDER AUTHORIZATION

TO: Alexander Wolfe
Assistant Project Manager
Garney Construction
200 Crutchfield Avenue
Nashville, TN 37210

FROM: City of Franklin
Water Management Dept.
124 Lumber Drive
Franklin, TN 37064

DATE: January 27, 2021

PROJECT: Spencer Creek at Franklin Road Sanitary Sewer Improvements

COF CONTRACT NO: 2020-0028

AUTHORIZATION NUMBER: 4

RE: Replacement of existing 24" iron pipe with 24" SDR-26 PVC pipe

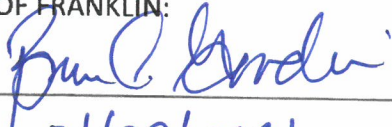
DESCRIPTION:

The purpose of this order is to instruct the contractor to replace 160 linear feet of existing 24" iron pipe that is severely degraded to 24" SDR-26 PVC pipe.

CONTRACT PRICE: \$112,283.00 Increase (see attached for breakdown of cost)

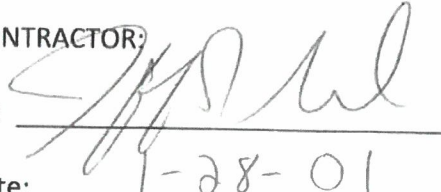
CONTRACT TIME: 0 days

CITY OF FRANKLIN:

By: 

Date: 01/29/2021

CONTRACTOR:

By: 

Date: 1-28-01



COST WORKSHEET

Date: January 21, 2021
 PCO #: 4
 Owner Name: City of Franklin
 Owner Contract No. 2020-0028
 Garney Project No. 3340

Subject: Spencer Creek 24" Cast Iron Replacement
Description: Expected cost to replace the existing cast iron line from MH 1-7 to 3-1 with 24" SDR-26 PVC pipe. Price includes the labor and equipment to move the bypass of the 24" line up to the next MH upstream and pump into the existing 36" line (Does not include Xylems rental off bypass pumps). Price include coring a new hole and providing a kor-n-seal boot into MH 3-1 along with testing and CCTV costs.

Time Extension: 0 Days

LABOR						
Crew Description	Classification	Quantity	Composite Hourly Rate	Hours Each	Extension	Totals
Alex Wolfe	Asst Project Manager	8	\$ 106.00	4.00	\$ 3,392.00	
Matt Burton	Sr. Superintendent	8	\$ 153.00	4.00	\$ 4,896.00	
Gary Minnich	Assist. Superintendent	8	\$ 118.00	8.00	\$ 7,552.00	
			\$ -		\$ -	
Jerry Searron	Equipment Operator 1	8	\$ 73.00	10.50	\$ 6,132.00	
Rudy Rangel	Equipment Operator 2	8	\$ 64.60	10.50	\$ 5,426.40	
Tomas Binuelo	Equipment Operator 3	8	\$ 58.20	10.50	\$ 4,888.80	
Teo Binuelo	Pipelayer 1	8	\$ 58.20	10.50	\$ 4,888.80	
Darren King	Laborer 1	8	\$ 51.00	10.50	\$ 4,284.00	
Ali Alhajery	Laborer 2	8	\$ 55.00	10.50	\$ 4,620.00	
			\$ -		\$ -	
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			\$ -		\$ -	
Labor Subtotal						\$ 46,080.00

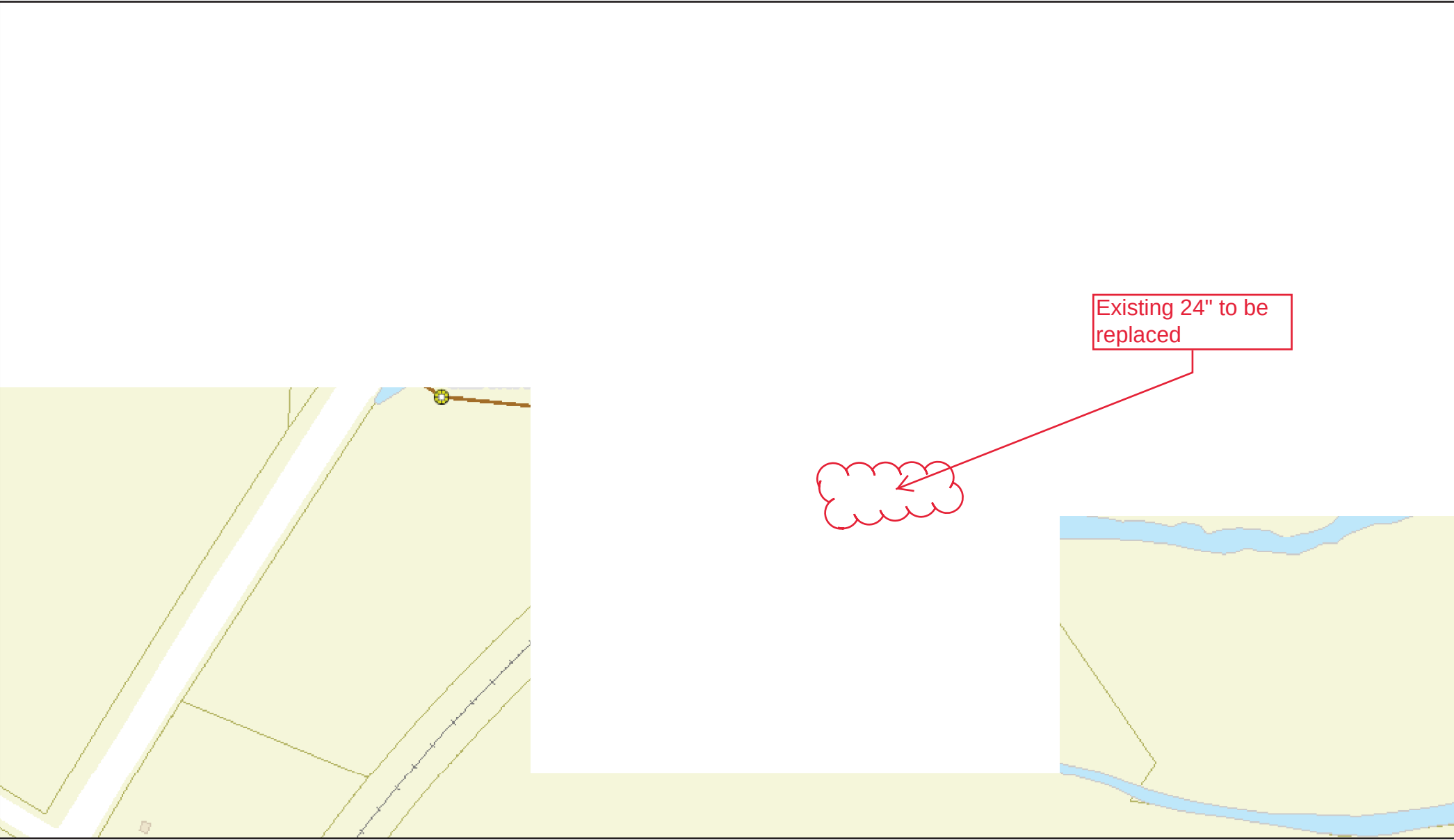
EQUIPMENT						
Description	Quantity	FHWA Hourly Rate	Hours Each	Extension	Totals	
Caterpillar 349F	8	\$ 236.20	8.00	\$ 15,116.96		
Caterpillar 335F LCR	8	\$ 167.46	8.00	\$ 10,717.48		
Deere 624K II	8	\$ 68.98	8.0	\$ 4,414.50		
		\$ -		\$ -		
Self Priming Trash Pumps	8	\$ 26.14	10.5	\$ 2,195.57		
		\$ -		\$ -		
		\$ -		\$ -		
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		\$ -		\$ -		
		Equipment Subtotal			\$ 32,445.00	

SUBCONTRACTOR					
Subcontractor Description	Quantity	Unit	Unit Price	Extension	Totals
TrueLine - Core into existing MH	1.0	EA	\$ 1,500.00	\$ 1,500.00	
Air Test	160.0	LF	\$ 2.00	\$ 320.00	
CCTV	160.0	LF	\$ 2.50	\$ 400.00	
Mandrel	160.0	LF	\$ 1.50	\$ 240.00	
Mob for Testing	1	EA	\$ 395.00	\$ 395.00	
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Subcontractor Subtotal				\$ 2,855.00	

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SUMMARY							
Description	Quantity	Unit	Subtotal	Markup %	Markup Extension	Subtotal Plus Markup	Totals
LABOR	1	LS	\$ 46,080.00	15%	\$ 6,912.00	\$ 52,992.00	
EQUIPMENT	1	LS	\$ 32,445.00	15%	\$ 4,866.75	\$ 37,311.75	
SUBCONTRACTOR	1	LS	\$ 2,855.00	15%	\$ 428.25	\$ 3,283.25	
MATERIALS	1	LS	\$ 13,414.00	15%	\$ 2,012.10	\$ 15,426.10	
			Summary Subtotal				\$ 109,013.00

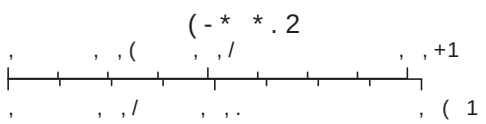
PCO Subtotal (Including Markup):	\$	109,013.00
Bonds & Insurance Premium:	\$	3,270.00
TOTAL	\$	112,283.00



Existing 24" to be replaced

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CONSTRUCTION CHANGE ORDER AUTHORIZATION

TO: Alexander Wolfe
Assistant Project Manager
Garney Construction
200 Crutchfield Avenue
Nashville, TN 37210

FROM: City of Franklin
Water Management Dept.
124 Lumber Drive
Franklin, TN 37064

DATE: January 27, 2021

PROJECT: Spencer Creek at Franklin Road Sanitary Sewer Improvements

COF CONTRACT NO: 2020-0028

AUTHORIZATION NUMBER: 5

RE: Replacement of existing 36" Pro-21 plastic pipe with 36" SDR-26 PVC pipe

DESCRIPTION:

The purpose of this order is to instruct the contractor to replace 168 linear feet of existing 36" Pro-21 plastic to 36" SDR-26 PVC pipe.

CONTRACT PRICE: \$164,451.00 Increase (see attached for breakdown of cost)

CONTRACT TIME: 0 days

CITY OF FRANKLIN:

By: Brian C. Gorden

Date: 01/29/2021

CONTRACTOR:

By: [Signature]

Date: 1-28-01



COST WORKSHEET

Date: January 21, 2021
 PCO #: 7
 Owner Name: City of Franklin
 Owner Contract No. 2020-0028
 Garney Project No. 3340

Subject: Spencer Creek 36" Pro-21 Plastic Pipe Replacement
Description: Expected cost to replace the existing cast iron line from MH 2-1 to the existing 36" MH at the cross connection (unnamed) with 36" SDR-26 PVC pipe. Price includes the labor and equipment to move the bypass of the 36" line up to the next MH upstream and connect to the existing bypass line discharging into MH 1-6 (Does not include Xylems rental off bypass pumps or their labor to extend bypass). Price include coring a new hole and providing a kor-n-seal boot along with testing and CCTV costs.

Time Extension: 0 Days

LABOR						
Crew Description	Classification	Quantity	Composite Hourly Rate	Hours Each	Extension	Totals
Alex Wolfe	Asst Project Manager	10	\$ 106.00	4.00	\$ 4,240.00	
Matt Burton	Sr. Superintendent	10	\$ 153.00	4.00	\$ 6,120.00	
Gary Minnich	Assist. Superintendent	10	\$ 118.00	8.00	\$ 9,440.00	
			\$ -		\$ -	
Jerry Searron	Equipment Operator 1	10	\$ 73.00	10.50	\$ 7,665.00	
Rudy Rangel	Equipment Operator 2	10	\$ 64.60	10.50	\$ 6,783.00	
Tomas Binuelo	Equipment Operator 3	10	\$ 58.20	10.50	\$ 6,111.00	
Teo Binuelo	Pipelayer 1	10	\$ 58.20	10.50	\$ 6,111.00	
Darren King	Laborer 1	10	\$ 51.00	10.50	\$ 5,355.00	
Ali Alhajery	Laborer 2	10	\$ 55.00	10.50	\$ 5,775.00	
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Labor Subtotal						\$ 57,600.00

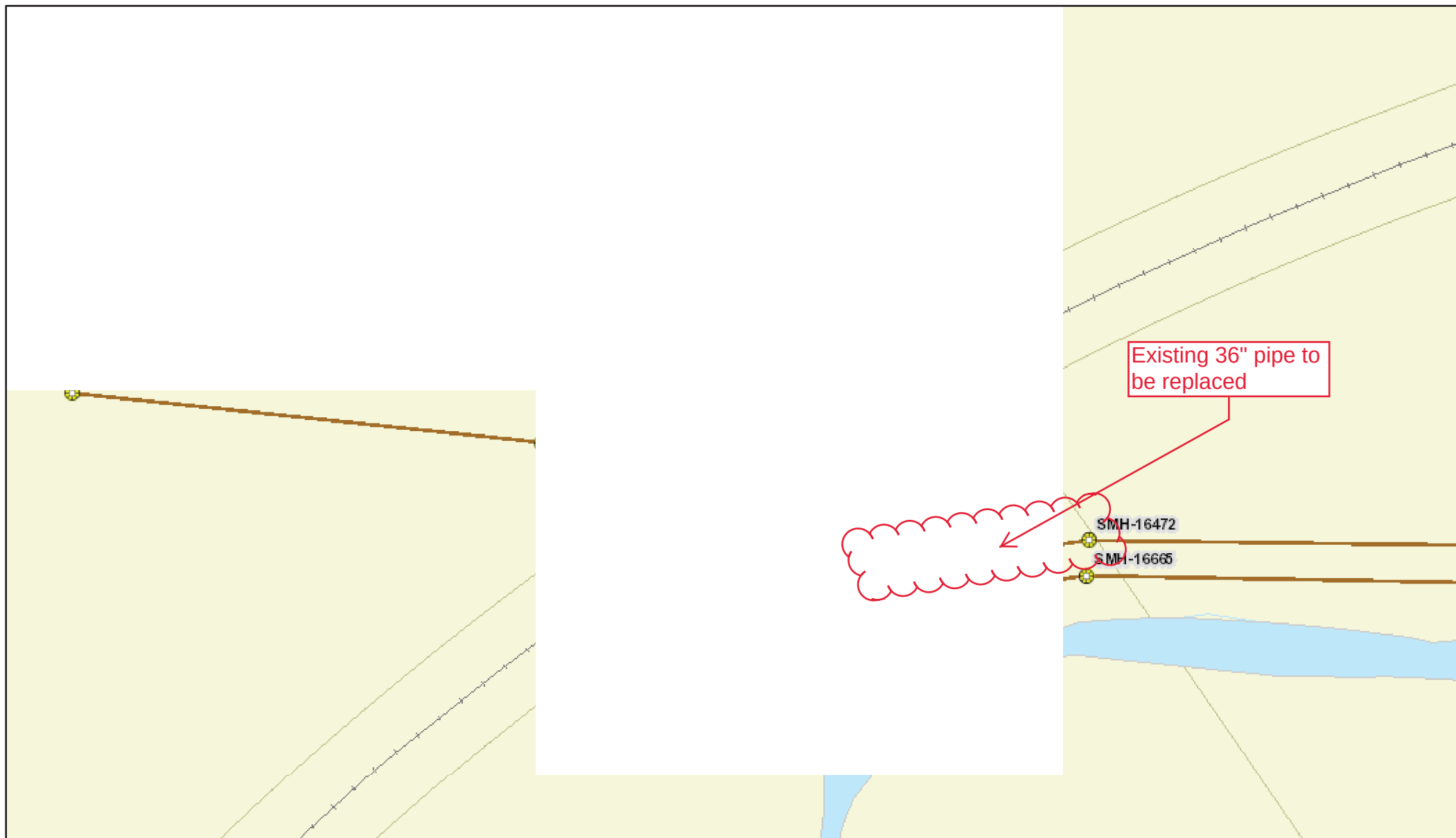
EQUIPMENT					
Description	Quantity	FHWA Hourly Rate	Hours Each	Extension	Totals
Caterpillar 349F	10	\$ 236.20	8.00	\$ 18,896.20	
Caterpillar 335F LCR	10	\$ 167.46	8.00	\$ 13,396.85	
Deere 624K II	10	\$ 68.98	8.0	\$ 5,518.13	
		\$ -		\$ -	
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Self Priming Trash Pumps	10	\$ 26.14	10.5	\$ 2,744.46	
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		Equipment Subtotal			\$ 40,556.00

SUBCONTRACTOR					
Subcontractor Description	Quantity	Unit	Unit Price	Extension	Totals
TrueLine - Core into existing MH	1.0	EA	\$ 1,400.00	\$ 1,400.00	
Air Test	168.0	LF	\$ 2.00	\$ 336.00	
CCTV	168.0	LF	\$ 2.50	\$ 420.00	
Mandrel	168.0	LF	\$ 1.50	\$ 252.00	
Mob for Testing	1	EA	\$ 395.00	\$ 395.00	
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Subcontractor Subtotal				\$ 2,803.00	

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SUMMARY							
Description	Quantity	Unit	Subtotal	Markup %	Markup Extension	Subtotal Plus Markup	Totals
LABOR	1	LS	\$ 57,600.00	15%	\$ 8,640.00	\$ 66,240.00	
EQUIPMENT	1	LS	\$ 40,556.00	15%	\$ 6,083.40	\$ 46,639.40	
SUBCONTRACTOR	1	LS	\$ 2,803.00	15%	\$ 420.45	\$ 3,223.45	
MATERIALS	1	LS	\$ 37,877.00	15%	\$ 5,681.55	\$ 43,558.55	
			Summary Subtotal				\$ 159,661.00

PCO Subtotal (Including Markup):	\$	159,661.00
Bonds & Insurance Premium:	\$	4,790.00
TOTAL	\$	164,451.00





File #: 21-01692

DATE: February 2, 2021
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Mark Hilty, Asst. City Administrator Public Works
Lisa Clayton, Director of Parks

SUBJECT:

Update And Discussion Of Parks Department Capital Investment Projects

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning status of the Parks Department Capital Investment Projects.

BACKGROUND/STAFF COMMENTS:

Staff have been working to execute the approved 2019-2028 Capital Investment Plan. This presentation provides a status update related to the Parks Department projects that include the Southeast Municipal Complex, the Robinson Lake Dam and Park, the Historic Hayes Home, the Harlinsdale Main Barn, Liberty Park, Aspen Grove Trail, Harlinsdale Bridge, Bicentennial Park, and the Franklin Special School District Ballfields.

The updates include refined opinions of cost, scope additions due to site conditions and prior BOMA input, and updated information related to funding partners and sources. Staff seeks feedback and guidance related to each of these projects based on the updated information.

FINANCIAL IMPACT:

The CIP financial model will be updated, including an overall financial impact, based on guidance from the BOMA.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen acknowledge receipt of presentation providing an update to the Parks Department Capital Investment Projects.

CIP PARKS PROJECTS

SOUTHEAST
MUNICIPAL
COMPLEX



	2020	2021	2022	2023	2024	2025
SE Main Park						
Bid date						
Construction Duration						
SE Entry Bridge						
Bid date						
Construction Duration						

SOUTHEAST MUNICIPAL COMPLEX

ORIGINAL PROJECTED COST:

\$31,200,000

CURRENT PROJECTED COST:

\$35,872,605

ADDED SCOPE:

DESIGN/PLANNING: \$332,500

Sewer Line

Inclusive Playground

CONSTRUCTION: \$5,007,079

Sewer Line

Inclusive Playground

FUNDING:

PARTNER: \$1,500,000

Inclusive Playground

PARKLAND QUAD 2: \$700,000

TOTAL PROJECT COST: \$38,555,087

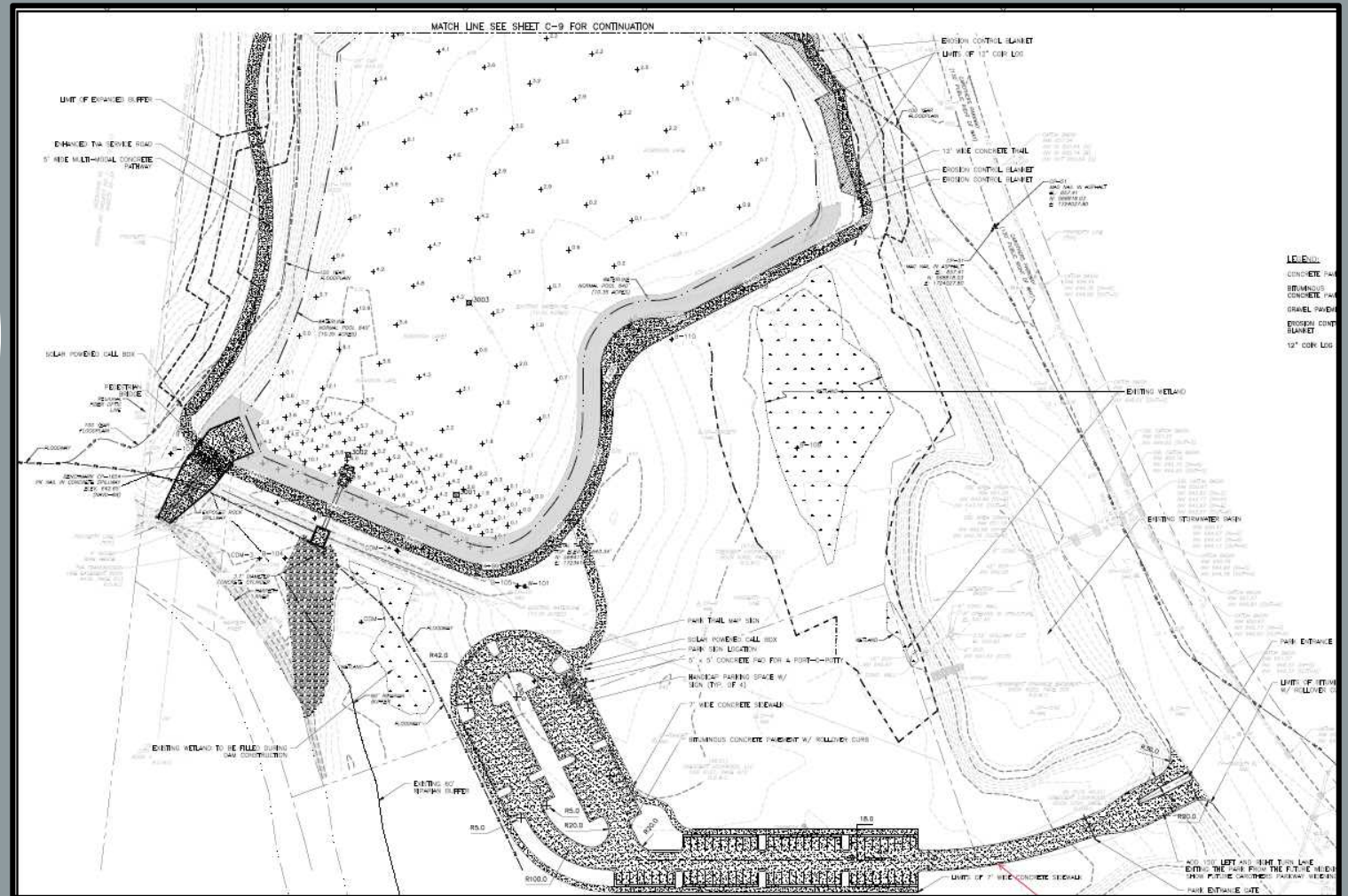


Southeast Municipal Complex

Inclusive Playground Area

"Ellie G's Dreamworld"

ROBINSON LAKE DAM & PARK PROJECT



	2020				2021				2022				2023			
Robinson Lake Dam & Park																
Bid date																
Construction Duration																

ROBINSON LAKE DAM & PARK PROJECT

ORIGINAL PROJECTED COST:

\$5,530,000

CURRENT PROJECTED COST:

\$7,628,226

ADDED SCOPE:

DESIGN/PLANNING: **\$159,960**

Trail, Boardwalk, Paths & Parking Lot

CONSTRUCTION: **\$1,117,564**

Trail, Boardwalk, Paths & Parking Lot

TOTAL PROJECT COST:

\$8,745,790

HISTORIC HAYES HOME

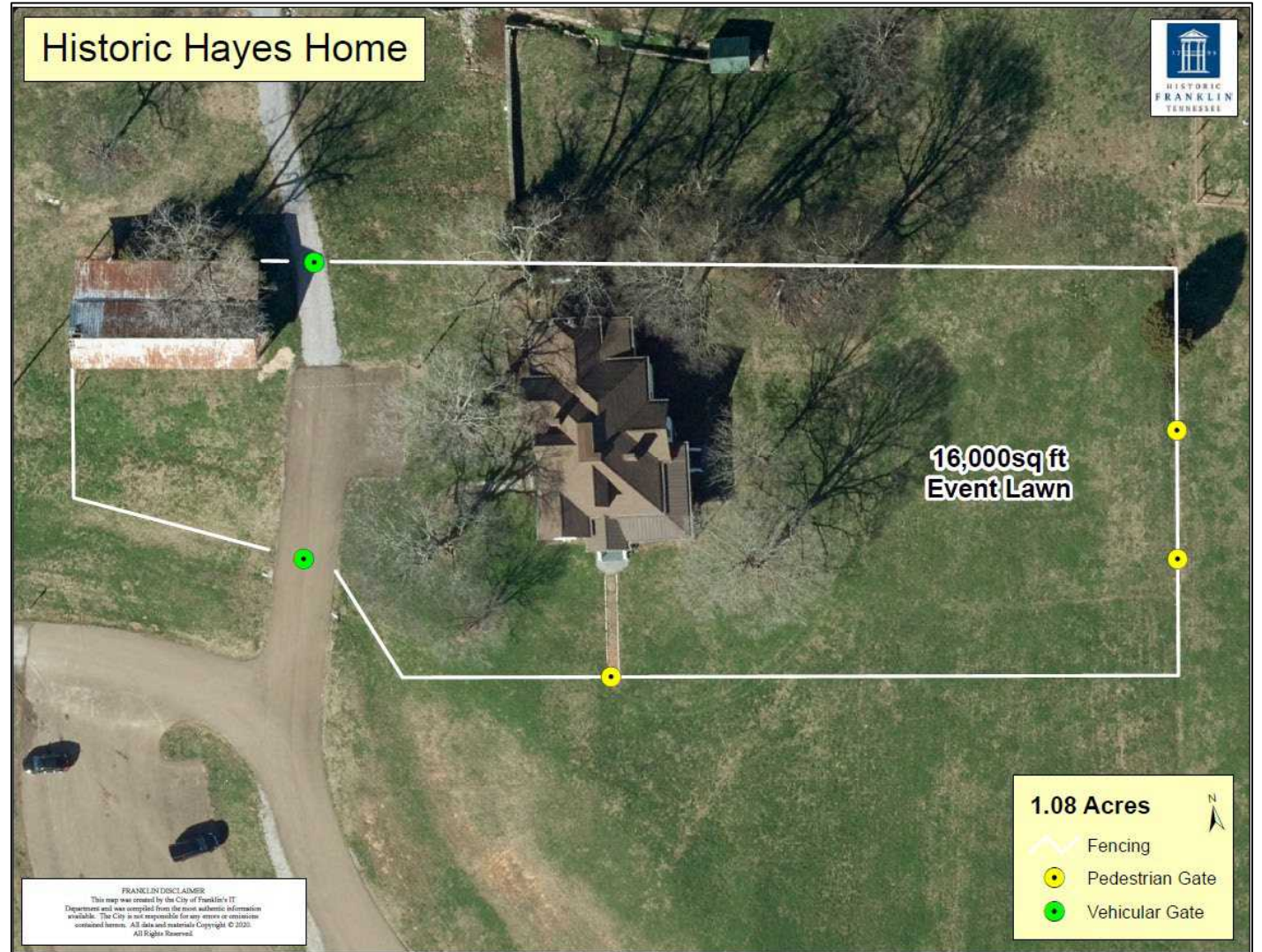
ORIGINAL PROJECTED COST: \$482,870

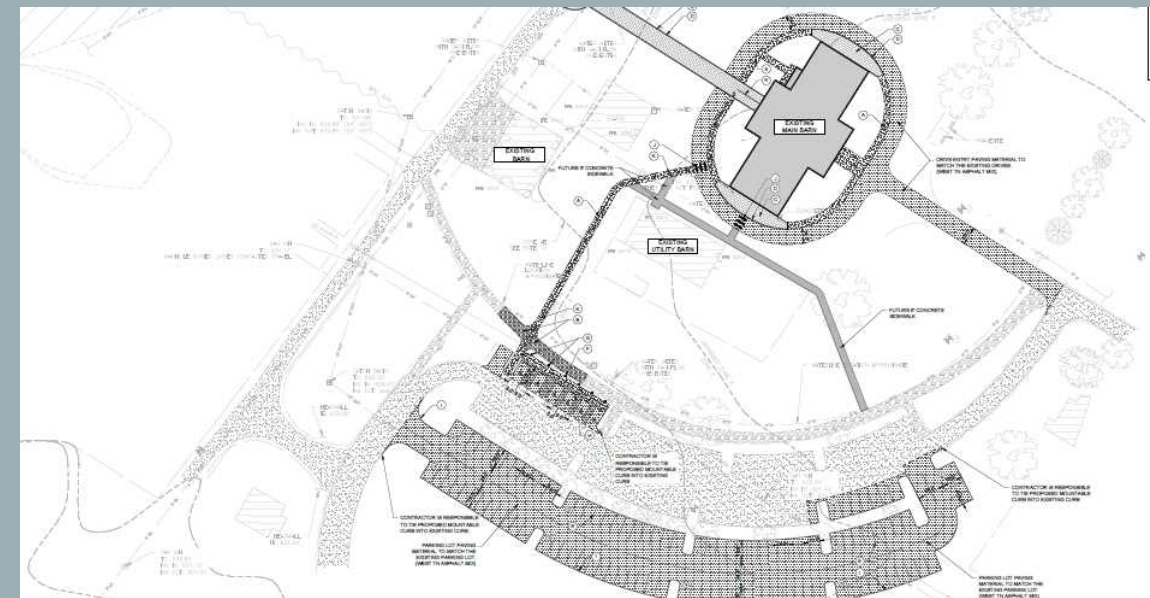
CURRENT PROJECTED COST: \$632,870

PARTNER FUNDING: \$632,870

COF FUNDING: Utility Infrastructure

Timeline: Design - 2021





MAIN BARN PROJECT

	2020				2021				2022			
Harlinsdale Barn												
Bid date												
Construction Duration												

MAIN BARN PROJECT

ORIGINAL PROJECTED COST: \$1,717,070

CURRENT PROJECTED COST: \$2,055,000

ADDED SCOPE:

DESIGN/PLANNING:

Parking Tray & Connectivity

FUNDING:

PARTNER:

Main Barn \$300,000

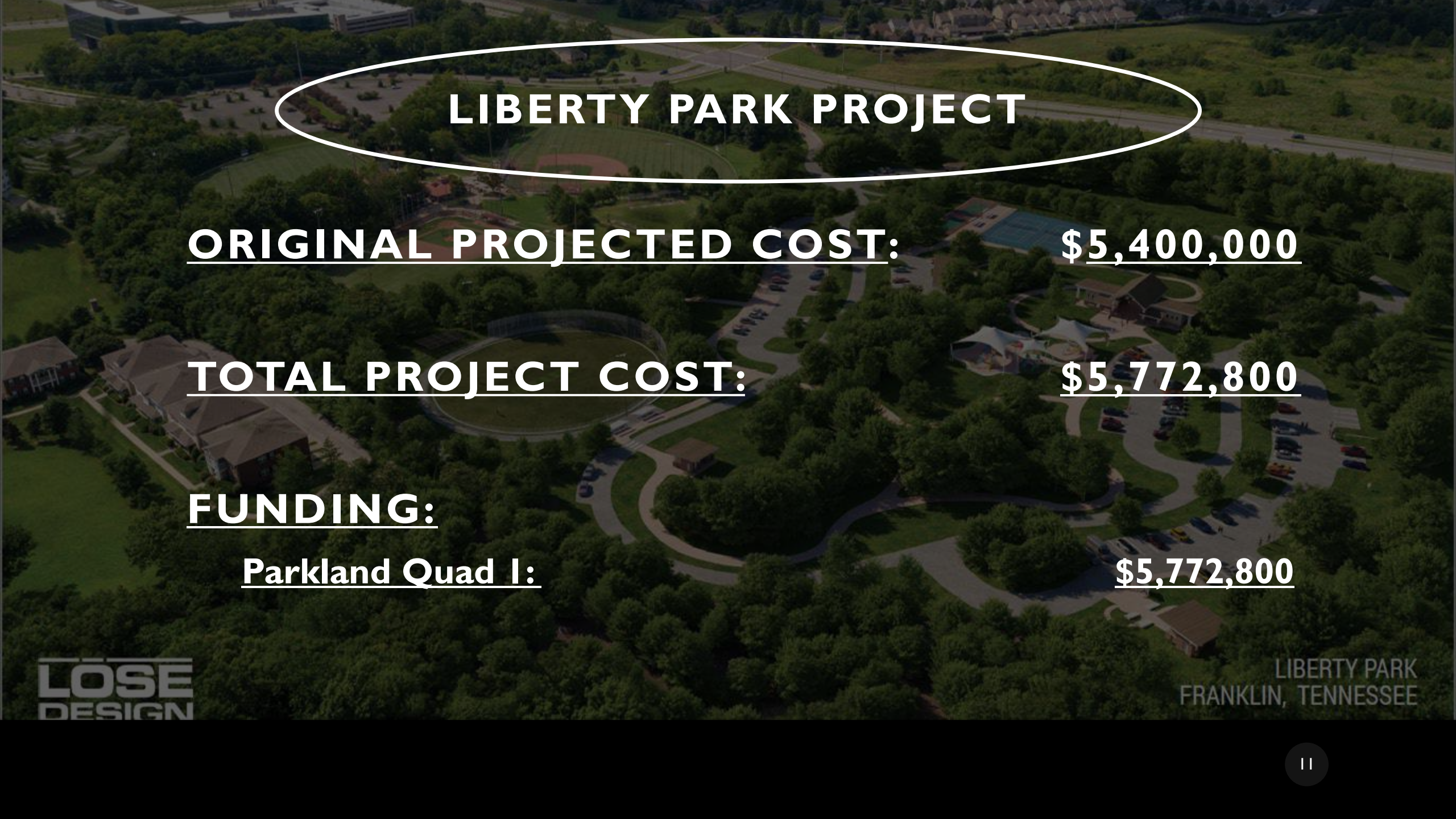
Grant \$100,000

TOTAL PROJECT COST: \$2,055,000



LIBERTY PARK PROJECT

	2020				2021				2022				2023				2024			
Liberty Park																				
Bid date																				
Construction Duration																				

An aerial rendering of the Liberty Park project site in Franklin, Tennessee. The image shows a large green area with a baseball field, a soccer field, and several buildings. A white oval highlights the title "LIBERTY PARK PROJECT".

LIBERTY PARK PROJECT

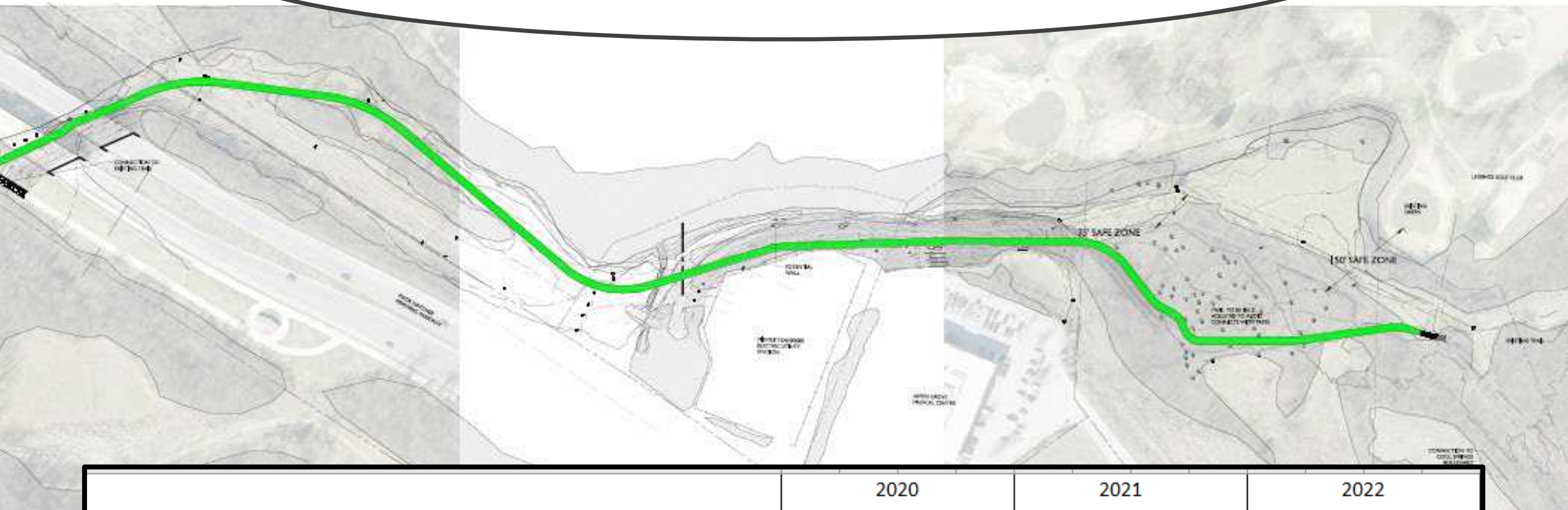
ORIGINAL PROJECTED COST: **\$5,400,000**

TOTAL PROJECT COST: **\$5,772,800**

FUNDING:

Parkland Quad I: **\$5,772,800**

ASPEN GROVE TRAIL PROJECT



	2020				2021				2022			
Aspen Grove Trail												
Bid date												
Construction Duration												

Aspen Grove Trail Project

ORIGINAL PROJECTED COST:

\$1,555,000

CURRENT PROJECTED COST:

\$1,650,300

ADDED SCOPE: (Retaining Wall)

DESIGN/PLANNING:

\$125,000

CONSTRUCTION:

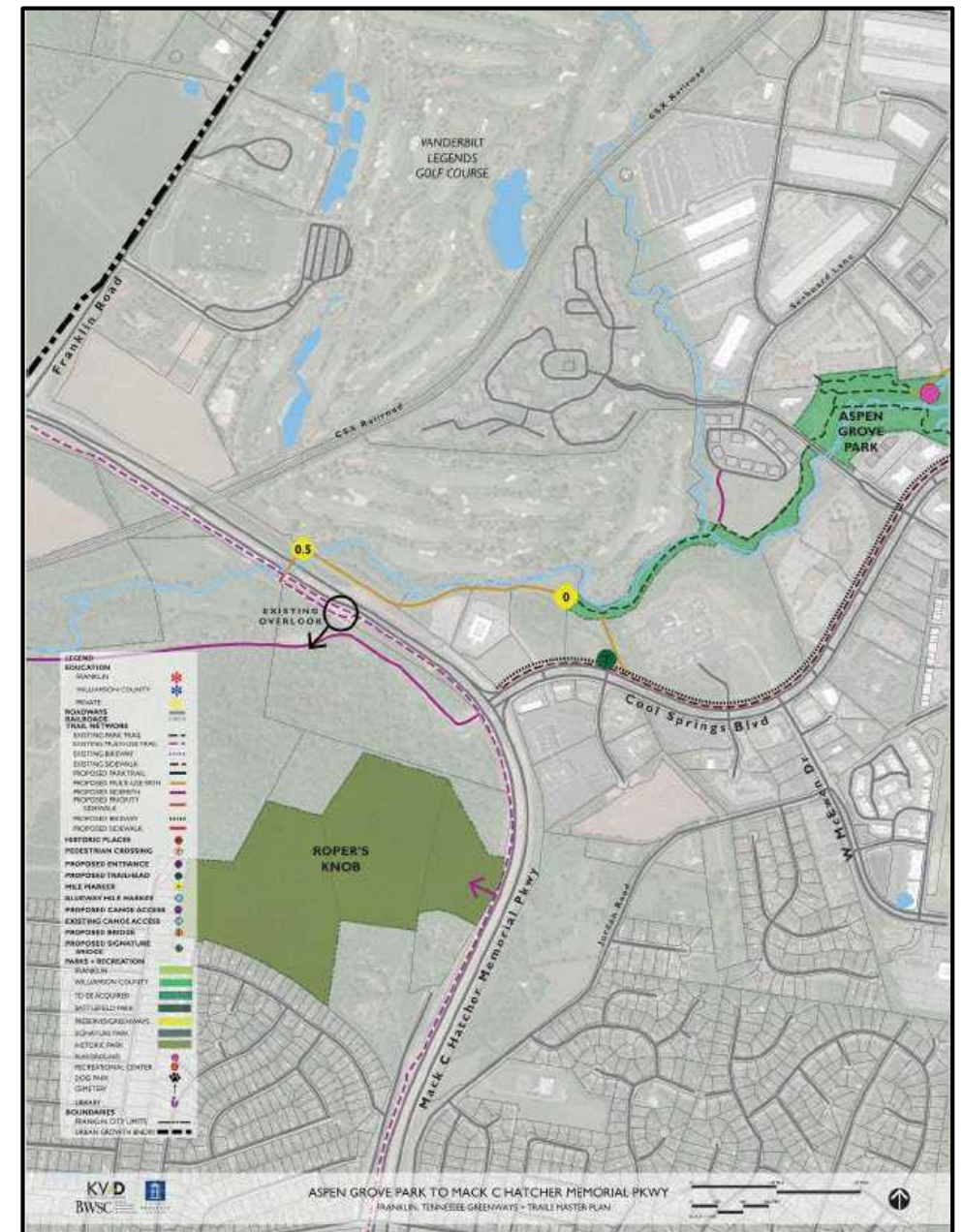
\$500,000

FUNDING: Parkland Quad I:

\$2,275,300

TOTAL PROJECT COST:

\$2,275,300



HARLINSDALE BRIDGE TO CHESTNUT BEND TRAIL PROJECT



	2020				2021				2022			
Harlinsdale Bridge to Chestnut Bend Trail Project												
Bid date												
Construction Duration												

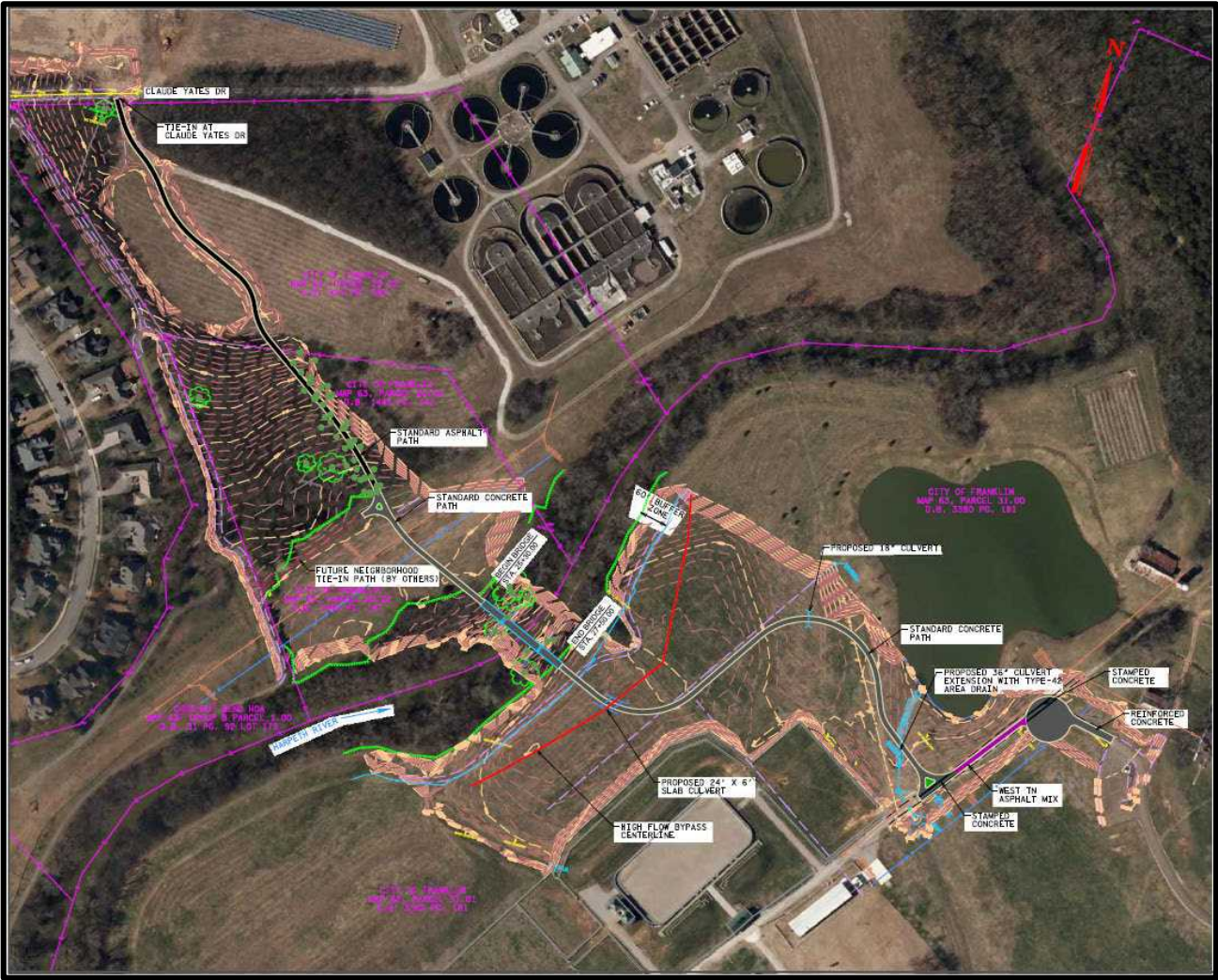
Harlinsdale Bridge to Chestnut Bend Project

ORIGINAL PROJECTED COST:
\$3,032,960

CURRENT PROJECTED COST:
\$3,517,568

<u>ADDED SCOPE:</u>	<u>(Trail Extension to Claude Yates Dr.)</u>
<u>DESIGN/CONSTRUCTION:</u>	<u>\$150,000</u>
<u>FUNDING PARTNER:</u>	<u>\$2,000,000</u>

TOTAL PROJECT COST:
\$3,667,568



Bicentennial Park Project



	2020				2021			2022			
Bicentennial Park											
Bid date											
Construction Duration											

Bicentennial Park Project

ORIGINAL PROJECTED COST:

\$4,220,000

CURRENT PROJECTED COST:

\$6,552,485

ADDED SCOPE:

CONSTRUCTION:

	<u>\$3,421,000</u>
ROW Small Parcel on N. Margin	\$100,000
Turf or Paved Parking Area	\$2,321,000
North Margin Roadway Improvements	\$1,000,000

FUNDING:

Parkland Quad 4:	<u>\$1,109,560</u>
Road Impact Fee	<u>\$1,000,000</u>

TOTAL PROJECT COST:

\$9,973,485

Franklin Special School District Ballfield Project



	2020					2021			2022			
FSSD												
Bid date												
Construction Duration												

Franklin Special School District Ballfield Project

ORIGINAL PROJECTED COST: **\$5,150,000**

CURRENT PROJECTED COST: **\$7,051,300**

FUNDING PARTNER: **\$3,525,650**

TOTAL PROJECT COST: **\$7,051,300**

CIP PARKS PROJECTS

QUESTIONS