City of Franklin

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

Meeting Agenda

Franklin Municipal Planning Commission

Thursday, June 25, 2026 | **7:00 PM** | **Williamson County Auditorium**

MEETING LOCATION
Williamson County Auditorium
1320 West Main Street

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

The typical process for discussing an item is as follows:
1. *Staff Presentation*
2. *Public comments*
3. *Applicant presentation, and*
4. *Motion / discussion / vote*

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

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

CALL TO ORDER

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

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

APPROVAL OF MINUTES

1. Consideration Of Approval Of The May 28, 2026, FMPC Minutes.

ANNOUNCEMENTS

RESOLUTION 2026-51, An Envision Franklin Plan Amendment Request To Amend The Special Consideration In The Rural Reserve Design Concept For 151 Franklin Road (Riverview Historic Estate), To Support A Hotel Use For The Historic Property HAS BEEN WITHDRAWN BY THE APPLICANT AND WILL NOT BE CONSIDERED ON THIS AGENDA.

CONSENT AGENDA

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

2. Consideration Of Approval Of Items 3-15 And Item 26 On The Consent Agenda.

SITE PLAN SURETIES

3. Bushnell Farm PUD Subdivision, Site Plan; Extend The Performance Agreement For Landscaping Phase 2 Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

4. Gateway Village PUD Subdivision, Site Plan, Section 3, Lot 136 (Office Building); Extend The Performance Agreement For Landscaping Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

5. Gist Street PUD Subdivision, Site Plan; Extend The Performance Agreement For Green Infrastructure Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

6. Highlands At Ladd Park PUD Subdivision, Final Plat, Section 37; Extend The Performance Agreement For Green Infrastructure Improvement To July 23, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

7. Ovation Subdivision, Site Plan, Lot 3 (Ovation East End); Extend The Performance Agreement For Landscaping And Streets Private Improvements To June 24, 2027. (CONSENT AGENDA)

Sponsors: Melodie Brady

8. Pinnacle Commons Subdivision, Site Plan; Extend The Performance Agreement For Landscaping Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

9. Riverbluff PUD Subdivision, Site Plan, Section 3; Extend The Performance Agreement For Landscaping Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

10. Spring Creek Subdivision, Site Plan, Section 1, Revision 4; Extend The Performance Agreement For Landscaping (Retail) Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

11. Standard At Cool Springs Subdivision, Final Plat, Revision 1; Extend The Performance Agreement For Sidewalks Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

12. Stream Valley PUD Subdivision, Site Plan, Section 13; Accept The Drainage Improvement, Release The Performance Agreement And Establish A One-Year Maintenance Agreement. (CONSENT AGENDA)

Sponsors: Melodie Brady

13. Stream Valley PUD Subdivision, Site Plan, Section 14; Extend The Performance Agreement For Landscaping Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

14. Stream Valley PUD Subdivision, Site Plan, Section 16; Extend The Performance Agreement For Landscaping Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

15. Watson Glen Subdivision, Site Plan, Section 2, Lot 30 (Miles Auto Spa); Accept The Sidewalks And Streets Improvements, Release The Performance Agreement; Extend The Performance Agreement For Green Infrastructure And Landscaping Improvement To September 24, 2026. (CONSENT AGENDA)

Sponsors: Melodie Brady

PLANS OF SERVICES/ANNEXATIONS

16. Consideration Of Resolution 2026-48, A Resolution Adopting A Plan Of Services For The Annexation Of Property Located North Of Clovercroft Road And East Of Oxford Glen Drive, By The City Of Franklin, Tennessee.

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

17. Consideration Of Resolution 2026-47, A Resolution To Annex Five Properties, Consisting Of 22.78 Acres, Located North Of Clovercroft Road And East Of Oxford Glen Drive, By The City Of Franklin, Tennessee And Adjoining The City Limits Within The Eastern Part Of The Franklin Urban Growth Boundary (UGB).

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

REZONINGS/DEVELOPMENT PLANS

18. Consideration Of Ordinance 2026-17, An Ordinance To Zone 22.78 Acres To Planned (PD 1.8) District For The Property Located North Of Clovercroft Road And East Of Oxford Glen Drive. (Poplars Reserve PUD)

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

19. Consideration Of Resolution 2026-52, A Resolution Approving A Development Plan For Poplars Reserve PUD Subdivision, With 3 Modifications Of Development Standards (Street And Circulation), For The Property Located North Of Clovercroft Road And East Of Oxford Glen Drive.

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

20. Consideration Of Resolution 2026-35, A Resolution Approving A Development Plan For Bassett PUD Subdivision (With 1 Modification Of Development Standards (Foundations)), For The Property Located North Of Goose Creek Bypass And West Of Old Peytonsville Road, Located At 2408 And 2412 Goose Creek Bypass.

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

21. Consideration Of Ordinance 2026-07, An Ordinance To Rezone 7.031 Acres From Regional Commerce 12 (RC12) District To Planned (PD 32.7) District For The Property Located North Of Goose Creek Bypass And West Of Old Peytonsville Road, Located At 2408 And 2412 Goose Creek Bypass. (Bassett PUD Subdivision)

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

22. Consideration Of Ordinance 2026-16, An Ordinance To Rezone 7.68 Acres From Planned (PD) District To Planned (PD 18.85) District For The Property Located North Of West Meade Boulevard And West Of Brookwood Avenue, Located At 500 West Meade Boulevard (Iris Place PUD).

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

23. Consideration Of Resolution 2026-50, A Resolution Approving A Development Plan For Iris Place PUD Subdivision With 2 Modifications Of Development Standards (Parking, Open Space), For The Property Located North Of West Meade Boulevard And West Of Brookwood Avenue, Located At 500 West Meade Boulevard.

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

24. Consideration Of Ordinance 2026-15, An Ordinance To Rezone 5.14 Acres From Planned (PD) District To Planned (PD 21.70) District For The Property Located East Of Natchez Street And North Of Acton Street At 137 Natchez Street (Denson Place PUD).

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

25. Consideration Of Resolution 2026-49, A Resolution Approving A Development Plan For Denson Place PUD Subdivision With 4 Modifications Of Development Standards (Parking, Open Space, Buffer), For The Property Located West Of Natchez Street And North Of Acton Street, Located At 137 Natchez

Street.

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

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

26. Aureum PUD Subdivision, Site Plan, Section 2 (Lot 7), Developing A 405,000 Square Foot Multifamily Residential Building, On 2.97 Acres, Located Between Ovation Parkway, Aureum Drive, Gold Drive, and Aureum Trail Lane. (CONSENT AGENDA)

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

TRANSIT MASTER PLAN

27. Consideration Of Resolution 2026-26, A Resolution To Adopt The 2026 Transit Master Plan.

Sponsors: Paul Holzen, Max Baker

ANY OTHER BUSINESS

ADJOURN

City of Franklin

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

Meeting Minutes

Franklin Municipal Planning Commission

Thursday, May 28, 2026 | **7:00 PM** | **Williamson County Auditorium**

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

The typical process for discussing an item is as follows:

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

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

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

CALL TO ORDER

Vice Chair Michael Orr called the meeting to order at 7:00 PM.

Commissioners Present: Vice Chair Michael Orr, Alma McLemore, Alderman Ann Petersen, Jimmy Franks, Nick Mann, Jenny Williamson, Scott Harrison, Marcia Allen

Commissioners Absent: Chair Roger Lindsey

Staff Present: Amy Diaz-Barriga, Shauna Billingsly, Joey Bryan

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

Vice Chair Michael Orr asked for citizen comments. There were none.

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

APPROVAL OF MINUTES

1. Consideration Of Approval Of The April 23, 2026, FMPC Minutes.

Sponsors:

Attachments: 1. FMPC April 23 2026 Meeting Minutes

A motion was made by Commissioner McLemore, seconded by Commissioner Harrison to Approve the April 23, 2026 FMPC Minutes. The motion carried 8-0.

ANNOUNCEMENTS

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

CONSENT AGENDA

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

Sponsors:

Attachments: None

A motion was made by Commissioner Harrison, seconded by Commissioner Mann to Approve items 3-6 and 8-12 as presented on the Consent Agenda. The motion carried 8-0.

SITE PLAN SURETIES

3. Carothers Development Property Subdivision, Final Plat, Revision 1; Accept The Drainage Improvement, Release The Performance Agreement. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: 1. Inspection punch list

The item was Approved on Consent Agenda.

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

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

5. Standard At Cool Springs Subdivision, Site Plan, Lots 2 And 3, Revision 1; Extend The Performance Agreement For Landscaping Improvement To May 27, 2027. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

6. Wynfield Village Subdivision, Site Plan; Accept The Drainage Improvement, Release The Performance Agreement And Establish A One-Year Maintenance Agreement. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments:
1. Action request 5-2026 drainage
2. Inspection punch list

The item was Approved on Consent Agenda.

REZONINGS/DEVELOPMENT PLANS

7. Consideration Of Resolution 2026-36, A Resolution Approving A Revised Development Plan For Tuck Away PUD Subdivision With 2 Modifications Of Development Standards (Sidewalks), For The Property Located West Of Lewisburg Pike And South Of Bowman Road, Located At 1190 Lewisburg Pike.

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

Attachments:
1. MAP Tuck Away PUD Subdivision, Development Plan, Revision 2
2. RES_2026-36_TuckAwayPUDSubdDPRev_Combined_LawApproved04
3. 9114 Tuck Away PUD SP Rev 2_Conditions of Approval_01
4. 1-9 Pages from 2026-05-07 Tuck Away DP revision 2_Resubmittal
5. 10-18 Pages from 2026-05-07 Tuck Away DP revision 2_Resubmittal-2
6. 19-26 Pages from 2026-05-07 Tuck Away DP revision 2_Resubmittal-3
7. Applicant Presentation

Staff: Joey Bryan. Mr. Bryan stated that The applicant has submitted a revision to the Tuck Away PUD Subdivision Development Plan that includes two Modification of Standards requests for required sidewalk connections. The previous revision to the development plan permitted the development of a church campus on the property with the existing house to remain and be used as administrative office space. The PUD also has an approved MOS for the removal of the required cross-access connection to the southern parcel, and no new square footage or additional entitlements are requested with this revision. The plan remains in line with the recommendations of Envision Franklin. There is a reference in the plans to a MOS #2 request for deferral of the northern cross access connection until Phase 3 of the plan. Staff has determined that MOS #2 is no longer needed, and the applicant has requested to remove this MOS from consideration. As such, in this staff report and the accompanying resolution, MOS #3 in the plans is referred to as MOS #2 and MOS #4 in the plans is referred to as MOS #3.

MODIFICATION OF STANDARDS
MOS #2: Request to allow required pedestrian connection to the front door only and to permit alternate materials, such as mulch, for the internal sidewalk. Sidewalk construction to be deferred until the installation of the sidewalk along Lewisburg Pike.
The applicant is requesting to allow the required pedestrian connection to the front door only and to permit alternate materials, such as mulch, for the internal sidewalk. Sidewalk construction to be deferred until the installation of the sidewalk along Lewisburg Pike. The zoning ordinance requires a sidewalk connection to be provided between each building's main entrance and the nearest street or internal drive. Sidewalks are defined as a "paved path for pedestrians," so any alternate material such as mulch or gravel would not be considered a sidewalk. Installation of a mulch path is not an acceptable substitute for a sidewalk, either for ADA accessibility or for compliance with City of Franklin development standards. Any deferral for construction of a required sidewalk should be understood as defined by the Zoning Ordinance. In the event a sidewalk requirement is waived, a mulch path may be installed in its place, but cannot be considered as a sidewalk for the purpose of national code compliance or City of Franklin development standards. There is also not a regulatory system or mechanism in place for deferral of construction of the sidewalk, except through the next Modification of Standard request (which staff is also recommending disapproval). Staff recommend disapproval of MOS #2.

MOS #3: Request to defer construction of the required sidewalk along Lewisburg Pike by such time that Lewisburg Pike is widened, or for a period of ten (10) years, whichever occurs first. The applicant is requesting to defer construction of the required sidewalk along Lewisburg Pike until such time that Lewisburg Pike is widened, or for a period of ten (10) years, whichever occurs first. Sidewalk construction along the frontage of developing properties is intended to be met by the developing property owner at the time of their development except in limited circumstances where fees-in-lieu may be applied. The Franklin Zoning Ordinance states that fees-in-lieu of a required public sidewalks may occur only when "the timing of the installation of the sidewalk would result in its removal shortly thereafter due to a fully funded street widening, streetscape project, or other capital improvement project." Lewisburg Pike along the frontage of this property does not meet this

criteria. Additionally, it is not clear when the 10-year clock is intended to start, or by what mechanism the City would compel the developer to submit plans for and commence construction of the required sidewalk prior to the suggested deadline. If MOS #3 is approved, construction of the sidewalk along the Lewisburg Pike frontage will require the approval of a revised site plan prior to construction. Staff recommends disapproval of MOS #3

Because staff is recommending disapproval of both MOS requests as written, we are recommending disapproval of the overall development plan revision.

Citizen Comments: None

Applicant: Greg Gamble, representing Fellowship Bible Church. Mr. Gamble stated that MOS #1 has been approved previously, MOS #2 has been withdrawn from the application, with MOS #3 being renamed as MOS #2.

MOS #3

Skipping MOS #2 for now, Mr. Gamble stated that MOS #3 is a request to defer construction of the required sidewalk along Lewisburg Pike until such time that Lewisburg Pike is widened, or for a period of ten (10) years, whichever occurs first. Mr. Gamble explained that staff is concerned about the mechanism by which the request would be enforced. Jimmy Weisman suggested that the FMPC could make a condition of approval that this MOS would go to BOMA with a development agreement which would act as a tool to enforce MOS #2. The city would set a date as to when the sidewalk must be installed.

MOS#2

Mr. Gamble stated that there is a requirement to construct a sidewalk alongside the entrance drive that would tie back to the sidewalk along Lewisburg Pike, once it is widened and the sidewalk built. Regarding staff comments about ADA accessibility, the sidewalk connecting the church campus to Lewisburg Pike is not required to be ADA accessible. ADA accessibility is required from the ADA parking area to the front entrance door. Some neighborhood streets in Franklin have a 10% slope, the sidewalks will also have a 10% slope. Mr. Gamble further explained that anything greater than a 5% slope, for ADA accessibility, must have a ramp. Thinking about the distance and topography (7-8% grade) from Lewisburg Pike to the church entrance, several ramps and landings would be required to meet ADA accessibility requirements. The positioning of the church and office building is by design so that when entering the church property, it feels like a natural park setting. Creating mulch trails along the entrance road along with other areas will help create a park-like environment. Mr. Gamble also stated that building a concrete sidewalk now would not connect to anything on Lewisburg Pike, but in the future, the MOS request acknowledges what would be required when Lewisburg is widened. The church's goal is to establish a natural park environment and not to get around ADA requirements or pedestrian connectivity. Mr. Gamble pointed out the several accessible routes around the church building that can be accommodated but a sidewalk to Lewisburg Pike does not need to be that connection.

MAIN MOTION

Commissioner Harrison motioned to recommend approval to BOMA Resolution 2026-36, A Resolution Approving A Revised Development Plan For Tuck Away PUD Subdivision With 2 Modifications Of Development Standards (Sidewalks), For The Property Located West Of Lewisburg Pike And South Of Bowman Road, Located At 1190 Lewisburg Pike, seconded by Commissioner Franks.

Commissioner Allen stated that the entire request involves MOS #2 & MOS #3.

Ms. Diaz-Barriga stated that a recommendation for the development plan revision is required as it is a resolution but there are no other changes to the plan. The MOS's are a component of the resolution and essentially Commissioner Allen is correct.

Commissioner Allen stated that staff is recommending disapproval of both MOS's.

Ms. Diaz-Barriga stated that staff recommended disapproval of the two MOS's but there is nothing else about the plan that changed otherwise and why staff recommended disapproval. If BOMA disapproves of the plan revision, it would revert to the previously approved plan.

Commissioner Allen explained that she wanted to confirm that the Commission was considering the two Modification of Standards and nothing else as the applicant has an approved plan.

MOTION #1 (MOS #2)

MOS #2: Request to allow the required pedestrian connection to the front door only and to permit alternate materials, such as mulch, for the internal sidewalk. Sidewalk construction to be deferred until the installation

of the sidewalk along Lewisburg Pike.

Commissioner Franks motioned to recommend approval of MOS #2 For The Property Located West Of Lewisburg Pike And South Of Bowman Road, Located At 1190 Lewisburg Pike to BOMA, seconded by Commissioner McLemore. *(motion withdrawn)*

Commissioner Allen stated that she cannot support this motion because the original development plan approval included paved sidewalks and even if sidewalks are required by law there should be paved access for people with accessibility needs. Ms. Allen noted that paved sidewalks were a part of the previous approval and should be included in the development plan.

Commissioner Mann asked Mr. Gamble to point out the areas for the proposed alternative pedestrian path.

Mr. Gamble stated that all the blue area indicated on the map are concrete paths connecting the buildings and to the parking area. The request is to not construct a paved walkway from the buildings along the entrance drive to Lewisburg Pike. A mulch path connection could be constructed across the field (noted on the site map) and possibly in a circular route through the field where church attendees can walk.

Mr. Koellein stated that all areas surrounding the buildings are ADA compliant including connecting sidewalks from the parking area to the buildings. The MOS request is for areas not required to be ADA approved including the walkway (1500 linear feet) from Lewisburg Pike to the church buildings which includes a massive slope.

Commissioner Mann stated that he can support MOS #3 but the language in MOS #2 permits alternative material such as mulch in lieu of concrete sidewalks. Mr. Mann suggested an amendment to the MOS #2 request to remove the "in lieu" of a paved sidewalk.

Commissioner Orr stated that the last sentence of MOS #2 states that sidewalk construction to be deferred until the installation of the sidewalk along Lewisburg Pike. Eventually, the walkway along the entrance drive from Lewisburg Pike to the church building will be paved. Commissioner Orr asked Mr. Gamble to explain the request again to clear up any confusion.

Mr. Gamble stated that the zoning ordinance requires a sidewalk from the back building all along the entrance drive to Lewisburg Pike. The proposal includes that a mulch path not be required to be installed until Lewisburg Pike is widened.

Mr. Koellein explained that the idea came up when discussing how to handle the sidewalks. Feedback from staff and aldermen was the inclusion of a mulch path. Mr. Koellein stated that the church is fine not creating a mulch path if that is what the Commission recommends.

Commissioner Mann explained that his main concern is the appearance that mulch is replacing the paved sidewalk.

Mr. Bryan stated that the applicant is asking to utilize alternate materials for a sidewalk and once Lewisburg Pike is improved, sidewalks will be installed. Also, Mr. Bryan explained that the city does not classify mulch or gravel as a sidewalk. A sidewalk must be paved with concrete. Even if MOS #2 is recommended to BOMA, it would still not meet the city standards and not meet the definition of a required sidewalk. Further, Mr. Bryan explained that the applicant is free to do mulch paths and gravel paths as they wish but would not meet the requirements for internal and external connectivity.

Commissioner Williamson stated that most sidewalks in Tennessee will never be ADA compliant because of the slopes. Even if the walkway from the street to the church buildings was paved, it would likely not be technically ADA accessible. Looking at this request long term, it makes sense as sidewalks will be installed eventually, but the timeline for Lewisburg Pike improvements is longer than the Commission would like to see. Commissioner Williamson explained that thinking long term, sidewalks will be installed, although it could be 10 years from now.

Commissioner Orr stated that the Commission should revisit what MOS #2 says.

Ms. Diaz-Barriga stated that if the Commission recommends approval of MOS #2 to the Board of Mayor and Aldermen, the applicant will be allowed to use alternative pedestrian path materials until the sidewalk along Lewisburg Pike is built.

Commissioner Allen suggested that, as a compromise between the Commission and the church could be to recommend approval to BOMA the new internal sidewalk location with its construction to be completed in tandem with the improvements to Lewisburg Pike. Commissioner Allen's concern is that the path along the access road will forever be a mulch path.

Commissioner Williamson thanked everyone for clarifying what the request actually says and stated that with a mulch path it would be difficult to push a lot of wheeled vehicles.

Mr. Gamble stated that his client would agree to the removal of the word mulch and agree to delaying the sidewalk installation to the time when the Lewisburg Pike sidewalk is constructed.

The motion on the floor is withdrawn - *Commissioner Franks motioned to recommend approval of MOS #2 For The Property Located West Of Lewisburg Pike And South Of Bowman Road, Located At 1190 Lewisburg Pike to BOMA, seconded by Commissioner McLemore.*

Commissioner Allen suggested a motion to amend the original language of MOS #2 so that the new sidewalk location as proposed is approved and that the sidewalk construction take place at the same time as the Lewisburg Pike improvements.

Commissioner Franks stated that as far as a mulch path is concerned, the applicant can put a mulch walking trail anywhere they like, and they don't need the FMPC approval. Also, Commissioner Franks noted that the location of the sidewalk has already been approved and asked why would the location change when it's already approved.

Ms. Diaz-Barriga stated that she would reiterate the proposed motion and pointed out it does not have a second yet. The motion with the following amendments, as proposed by Commissioner Allen, for MOS #2 includes that the material for the sidewalk must be concrete, the new sidewalk location permitted as shown on the plan for the sidewalk location, and construction of the sidewalk be required to be installed at the time that the sidewalk along Lewisburg Pike is installed.

MOTION #2 (MOS #2)
Commissioner Allen recommended approval of MOS #2 amended with the following language; to require the sidewalk material to be concrete and to run parallel to the access road and for construction of the sidewalk to take place at the time that the sidewalk along Lewisburg Pike is installed to BOMA, seconded by Commissioner Harrison.

Commissioner Franks asked why the Commission would approve a concrete sidewalk out in the middle of nowhere when all they want to do is add a mulch path. The Commission is already ok with delaying the sidewalk construction along Lewisburg Pike. Mr.

Franks also stated that to force the applicant to put a concrete path in an area that's off the hillside versus a mulch path where the location is more of a walking trail.

Commissioner Orr asked Mr. Franks if he would like to amend the motion to restrict the location of the concrete sidewalk to be parallel to the driveway and to be completed when Lewisburg Pike is improved.

Commissioner Allen stated that her motion is giving the applicant what they've asked for.

Mr. Gamble stated that he would be fine with the concrete sidewalk running parallel along the access road to the church building and for the sidewalk to be completed when Lewisburg Pike is improved.

With no further discussion, the motion carried by a vote of 8-0.

MOS #3: Request to defer construction of the required sidewalk along Lewisburg Pike by such time that Lewisburg Pike is widened, or for a period of ten (10) years, whichever occurs first.

MOTION (MOS #3)
Commissioner Mann motioned to recommend approval to BOMA MOS #3 with the condition that they enter into a development agreement for the sidewalk installation, seconded by Commissioner McLemore.

Commissioner Allen stated that the applicant mentioned a specific date because of the concern about

monitoring the sidewalk completion.

Commissioner Orr stated that the development agreement stated in the motion covers the date.

With no further discussion, the motion to recommend approval of MOS #3 carried by a vote of 8-0.

The main motion, as amended, carried by a vote of 8-0.

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

8. Berry Farms Town Center PUD Subdivision, Final Plat, Section 10, Lot 1001, Revision 1, Creating 3 Lots, On 3.92 Acres, Located South Of Rural Plains Circle And West Of Berry Farms Crossing. (CONSENT AGENDA)

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

Attachments:
1. MAP Berry Farms, Final Plat, Sec 10, Lot 1001, Rev 1
2. 9113 BFTC PUD FP Sec 10 Lo 1001 Rev 1_Conditions of Approval_01
3. BERRY FARMS TOWN CENTER PUD SUB, FINAL PLAT, SEC. 10, LOT 1001, REV 1- CLIENT (SIGNED) 2026-05-07 (COF9113)

The item was Approved on Consent Agenda.

9. First Franklin United Methodist Church PUD Subdivision, Site Plan, Revision 2, Developing 6,490 Square Feet Of Civic Space, On 104.09 Acres, Located At 110 Aldersgate Way. (CONSENT AGENDA)

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

Attachments:
1. MAP First Franklin United Methodist Church PUD Subdivision, Site Plan, Revision 2
2. 9046 FFUMC PUD SP Rev 2_Conditions of Approval_01
3. 1-6 Pages from NS_FFUMC EMS Bldg_PC PLANS_05072026
4. 7-14 Pages from NS_FFUMC EMS Bldg_PC PLANS_05072026-2
5. 13-18 Pages from NS_FFUMC EMS Bldg_PC PLANS_05072026-3
6. 19-24 Pages from NS_FFUMC EMS Bldg_PC PLANS_05072026-4
7. 25-29 Pages from NS_FFUMC EMS Bldg_PC PLANS_05072026-5

The item was Approved on Consent Agenda.

10. Franklin Ridge Subdivision, Final Plat, Section 2, Creating 20 Single Family Residential Lots, And 1 Open Space Lots, Establishing Easements And Abandoning Right Of Way, On 9.43 Acres, Located At 565 Jordan Road. (CONSENT AGENDA)

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

Attachments:
1. MAP Franklin Ridge Subdivision, Final Plat, Section 2
2. 9112 Franklin Ridge Sub FP Sec 2_Conditions of Approval_01
3. 118665004 sec2

The item was Approved on Consent Agenda.

11. Southgate Subdivision, Final Plat, Revision 4, Lot 14, Creating 2 Commercial Lots, On 5.7 Acres, Located At 115 Carr Avenue. (CONSENT AGENDA)

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

Attachments:
1. MAP Southgate Subdivision, Final Plat, Lot 14, Revision 4
2. 24-0919 Final Plat 20260417
3. 9075 Southgate Sub FP Rev 4 Lot 14_Conditions of Approval_01

The item was Approved on Consent Agenda.

12. Westhaven PUD Subdivision, Final Plat, Section 70, Creating 23 Residential Lots, Revising 2 Open Space Lots, And Establishing Easements, On 53.06 Acres, Located Between Boyd Mill Pike And Kathryn Avenue. (CONSENT AGENDA)

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

Attachments:
1. MAP Westhaven PUD Subdivision, Final Plat, Section 70
2. 26039-V01 WESTHAVEN SEC 70 FINAL PLAT_draft 20260506
3. Conditions of Approval_Westhaven PUD Subdivision, Final Plat, Section 70

The item was Approved on Consent Agenda.

ANY OTHER BUSINESS

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

ADJOURN

A motion was made by Commissioner Allen, seconded by Commissioner Harrison, to adjourn the meeting. The motion carried with all in favor and the meeting adjourned at 7:38 PM.

_____ _____

Chair Date

INSPECTION PUNCH LIST

INSPECTION CYCLE: June 19, 2026
INSPECTING DEPARTMENT: Planning Department
City of Franklin, TN
109 3rd Avenue South
Franklin, TN 37064

HIGHLANDS AT LADD PARK PUD SUBDIVISION, FINAL PLAT, SECTION 37 – COF 6581

Improvement:	Green infrastructure
Surety Type:	Performance
Original Amount:	$66,000.00
Current Amount:	$66,000.00
Request:	RELEASE TO MA
Recommendation:	Fail; Extend 1 months
Date of Inspection:	6/10/2026
Inspector:	Ellen Moore
Staff Comments:	

A review of this project revealed the following deficiency*:

Weeds shall be removed.

PLANNING AND SUSTAINABILITY DEPARTMENT

Emily Wright, AICP
Director

Dr. Ken Moore
Mayor

Eric S. Stuckey
City Administrator

HISTORIC
FRANKLIN
TENNESSEE

ACTION REQUEST – REQUEST FOR EARLIER AGENDA

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

March 30, 2026
Date Submitted

The Highlands at Ladd Park Subdivision / Section 37 - Site Plan

Complete name of project – indicate whether site plan or final plat.
Where applicable, include subdivision, section, revision, lot number and name of building

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

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

X Release to Maintenance

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

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

SIGNED: Julie M Ellis
Developer or Representative

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

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

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

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

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

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

SIGNED/DATED/PROFESSIONAL SEAL:

RICHARD D. SULLIVAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 021614
STATE OF TENNESSEE
3-30-26

_____
Engineer or Landscape Architect **(Sign and date on seal)**

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

ACTION REQUEST FORM

City of Franklin, TN

DATE: 5 / 1 / 2026

COF: 4579 **PROJECT NAME:** Stream Valley PUD Subdivision, Section 13

HISTORIC FRANKLIN TENNESSEE

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

ACCESS			
[ ] Release to Maintenance Agreement	[ ] Reduce by__%; extend by__ months	[ ] Extend by ___ months	
DRAINAGE			
[x] Release to Maintenance Agreement	[ ] Reduce by__ %; extend by ___ months	[ ] Extend by ___ months	
GREEN INFRASTRUCTURE			
[x] Release to Maintenance Agreement	[ ] Reduce by__%; extend by___months	[ ] Extend by ___ months	
LANDSCAPING			
[ ] Release to Maintenance Agreement	[ ] Reduce by__%; extend by___ months	[ ] Extend by ___ months	
LANDSCAPING (GREEN INFRASTRUCTURE)			
[ ] Release to Maintenance Agreement	[ ] Reduce by__%; extend by___months	[ ] Extend by ___ months	
SEWER			
[ ] Release to Maintenance Agreement	[ ] Reduce by__%; extend by___months	[ ] Extend by ___ months	
SIDEWALKS			
[ ] Release to Maintenance Agreement	[ ] Reduce by__%; extend by___months	[ ] Extend by ___ months	
STREETS			
[ ] Release to Maintenance Agreement	[ ] Reduce by__%; extend by___months	[ ] Extend by ___ months	
WATER			
[ ] Release to Maintenance Agreement	[ ] Reduce by__%; extend by___months	[ ] Extend by ___ months	
OTHER:			
[ ] Release to Maintenance Agreement	[ ] Reduce by__%; extend by___months	[ ] Extend by ___ months	

For a release or reduction to be considered, the following statement must be completed by applicable design professional(s).

A: Clay Wallace ***(print name)*** has personally visited this site and affirms that the improvements have been completed in accordance with the plans approved by the Franklin Municipal Planning Commission/City of Franklin.

----OR-----

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

SIGNED/DATED/PROFESSIONAL SEAL:

_____

Engineer **(Sign and date on seal)**



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

----OR-----

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

SIGNED/DATED/PROFESSIONAL SEAL:

_____

Landscape Architect **(Sign and date on seal)**

Email signed form to sureties@franklintn.gov, or include completed form in As-Builts online submittal Application @ https://franklintn.geocivix.com/secure/

INSPECTION PUNCH LIST

INSPECTION CYCLE: June 19, 2026
INSPECTING DEPARTMENT: Planning Department
City of Franklin, TN
109 3rd Avenue South
Franklin, TN 37064

STREAM VALLEY PUD SUBDIVISION, SITE PLAN, SECTION 13 – COF 4579

Improvement:	Drainage
Surety Type:	Performance
Original Amount:	$999,000.00
Current Amount:	$249,750.00
Request:	RELEASE TO MA
Recommendation:	Release to maintenance6/10/2026Casey Chrisman
Date of Inspection:	
Inspector:	
Staff Comments:	

A review of this project revealed the following deficiency*:

As-built drawings approved

INSPECTION PUNCH LIST

INSPECTION CYCLE: June 25, 2026
INSPECTING DEPARTMENT: Planning Department
City of Franklin, TN
109 3rd Avenue South
Franklin, TN 37064

WATSON GLEN SUBDIVISION, SITE PLAN, SECTION 2, LOT 30 (MILES AUTO SPA) – COF 6407

Improvement:	Streets
Surety Type:	Performance
Original Amount:	$38,000.00
Current Amount:	$38,000.00
Request:	
Recommendation:	Release no maintenance
Date of Inspection:	12-May-2026
Inspector:	Daniel Brady
Staff Comments:	

A review of this project revealed the following deficiency*:

INSPECTION PUNCH LIST

INSPECTION CYCLE: June 25, 2026
INSPECTING DEPARTMENT: Planning Department
City of Franklin, TN
109 3rd Avenue South
Franklin, TN 37064

WATSON GLEN SUBDIVISION, SITE PLAN, SECTION 2, LOT 30 (MILES AUTO SPA) – COF 6407

Improvement:	Sidewalks
Surety Type:	Performance
Original Amount:	$12,000.00
Current Amount:	$12,000.00
Request:	
Recommendation:	Release no maintenance
Date of Inspection:	12-May-2026
Inspector:	Daniel Brady
Staff Comments:	

A review of this project revealed the following deficiency*:

City of Franklin

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

File #: 26-0698

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Resolution 2026-48, A Resolution Adopting A Plan Of Services For The Annexation Of Property Located North Of Clovercroft Road And East Of Oxford Glen Drive, By The City Of Franklin, Tennessee.

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9137
Applicant: Greg Gamble, Kimley Horn
Owner: Georgianne Moran, William Horn, and Deboer Tina Etal/ Tina Deboer

BACKGROUND/STAFF COMMENTS:
The applicant is requesting a Plan of Services for properties located north of Clovercroft Road and East of Oxford Glen Drive. Resolution 2026-48 is a City of Franklin drafted plan of services for properties being considered as part of the proposed request for annexation, Resolution 2026-47. The Plan of Services outlines how infrastructure will need to be provided to serve the property of 22.78 acres. The property is continuous to the City limits, but is within the eastern portion of the Franklin Urban Growth Boundary (UGB). This property is in the Watson Branch Drainage Basin and identified as a short-term capability area in the City's Annexation Analysis. The properties lie within the Milcrofton Utility District and would need to follow their guidance on extending water infrastructure. The proposed development is adjacent to the existing City of Franklin limits. Novara Subdivision lies west of the subject property. If the Novara development moves forward and extends sanitary sewer, the applicant's sanitary sewer extension requirements may be decreased. The sanitary sewer must extend across subject property for future sewer continuation. This property includes future roadways listed on the Major Thoroughfare Plan, including Clovercroft Road. The Plan of Services details no major concerns in providing infrastructure and services to the property. No additional personnel or equipment will be necessary for either Fire, Police Protection, or Sanitation. The student projections

from Williamson County are 10 elementary, 6 middle, and 4 high school students at completion and there are no concerns regarding the proposed development.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2026-48.


HISTORIC
FRANKLIN
TENNESSEE
EXHIBIT
CLOVERCROFT ROAD, ANNEXATION AND PLAN OF SERVICE
TAX MAP 080 PARCELS 00701, 00702, 00703, 00704, AND 00705
22.78 ACRES
Hudson Ln
Baffin Ln
Liberty Pike
Olympia Pl
Pemberton Heights Dr
Dunrobin Dr
Harwick Dr
Providence Ct
Oxford Glen Dr
Westerly Dr
Brewster Dr
Vincent Dr
Clovercroft Rd
Dennis Ct
Limerick Ln
Olde Cameron Ln
Tilton Dr
Leesburg Ct
Jepson Ct
Habersham Way
Fenner Ct
Market St
Brightwood Ct
Legend
Poplars Reserve PUD Subdivision
City Limits
N
0
250
500
1,000
Feet
This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

RESOLUTION 2026-48

A RESOLUTION ADOPTING A PLAN OF SERVICES FOR THE ANNEXATION OF PROPERTY LOCATED NORTH OF CLOVERCROFT ROAD AND EAST OF OXFORD GLEN DRIVE, 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, Georgianne Moran, William Horn, and Tina DeBoer ET AL(Owners) of properties located at north of Clovercroft and East of Oxford Glen Drive(Properties) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (City), to annex the Properties contiguous to the City limits and located within the Franklin Urban Growth Boundary (UGB); and

WHEREAS, the Property is located north of Clovercroft Road and east of Oxford Glen Drive, contiguous 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
080 - 00701	6.994
080 - 00702	1.266
080 - 00705	4.08
080 - 00703	5.09
080 - 00704	5.35
Total	22.78

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 not located within the City of Franklin service area. The property is to be served by governing water authority and availability must be obtained by the agency providing water service to the property.
2. Water availability shall be approved and provided through governing agency 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, no reclaim water is available in the vicinity. For this reason, reclaimed water will not be required to be extended to the Property.

C. Wastewater

1. The Property lies within the Watson Branch Basin as defined in the City of Franklin Sanitary Sewer Basin Study.
2. The proposed development of the Property is anticipated to construct Sanitary sewer main extension in accordance with the approved basin plan to service property.
3. The Owner shall be required to extend the sanitary sewer mains approximately 600-feet to provide service to the Property. This is dependent on the Novara PUD Subdivision (COF # 7967), extending the sanitary sewer to the property line as shown in the approved development and site plan documents. If Novara PUD Subdivision does not extend the sewer as previously approved site plan COF# 8636, the proposed development will be required to extend the sanitary sewer an additional 2,200-feet to the existing sanitary sewer system.
4. The City of Franklin Sanitary Sewer System Basin Plans show this as an 8" sanitary sewer main.
5. The Owner shall be required to submit engineering calculations to determine final sizing requirements.
6. The Owner shall be required to provide Engineering design, construction, easements, rights-of-way and the costs associated with the on-site sanitary sewer infrastructure required to serve the development of this Property.
7. The Owner shall be responsible for the payment of fees per the policies and procedures outlined in Franklin Municipal Code.
8. All wastewater requirements listed herein are approximate based on the information available at the time of drafting of this plan of service. Additional infrastructure requirements may be needed depending on layout of the project and additional details provided by the developer.

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 Clovercroft and surrounding connectivity.
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 submitting the development plan. The street improvements required 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. Envision Franklin places the subject property within the Mixed Residential Design Concept, which promotes residential neighborhoods with a combination of single-family dwellings, duplexes, multiplexes, and townhouses.
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.

4. These properties were identified as a short-term capability area in the City's Annexation Analysis.
5. Currently no Overlay Districts have been identified for this property, but the following buffers will affect future development: 500 ft. Buffer of the Hillside/Hillcrest Overlay.
6. The subject property is adjacent to the Novara PUD Subdivision and relies heavily on the development of this project to address all of the necessary services.

K. Parks and Recreation

1. The benefit and use of the recreational facilities and programs provided by the Parks Department will be available on and after the effective date of the annexation. Recreational facilities and programs will be provided with existing personnel, facilities and resources.
2. New development in the annexed area shall comply with the City of Franklin Parkland Impact Fees and Parkland Dedication Ordinance 2016-25. The Ordinance can be found at https://library.municode.com/tn/franklin/codes/code_of_ordinances

L. Police Protection

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

M. Building and Code Inspection Services

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

N. Garbage and Recycling Pickup and Environmental

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

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

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2026.

ATTEST:

BY:_____
Cayce Anderson
City Recorder

CITY OF FRANKLIN, TENNESSEE:

BY: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____

Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED: _____

PUBLIC HEARING HELD: _____


HISTORIC
FRANKLIN
TENNESSEE
EXHIBIT
CLOVERCROFT ROAD, ANNEXATION AND PLAN OF SERVICE
TAX MAP 080 PARCELS 00701, 00702, 00703, 00704, AND 00705
22.78 ACRES
Hudson Ln
Baffin Ln
Liberty Pike
Harvs Ct
Limerick Ln
Fenner Ct
Market St
Olde Cameron Ln
Olympia Pl
Pemberton Heights Dr
Dunrobin Dr
Leesburg Ct
Tilton Dr
Jepson Ct
Habersham Way
Providence Ct
Harwick Dr
Oxford Glen Dr
Westerly Dr
Brewster Dr
Vincent Dr
Clovercroft Rd
Brightwood Ct
Legend
Poplars Reserve PUD Subdivision
City Limits
N
0
250
500
1,000
Feet
This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

4086 CLOVERCROFT ROAD PUD SUBDIVISION

ANNEXATION REQUEST - PD(1.82 DUA; 00SF)

Franklin, Williamson County, Tennessee

SHEET INDEX

C0.0	COVER SHEET
C1.0	OVERALL EXISTING CONDITIONS
C1.1	EXISTING CONDITIONS
C1.2	EXISTING CONDITIONS

DEVELOPMENT TEAM

OWNER/DEVELOPER:
LANDMARK INVESTMENTS
CONTACT: MIKE BURTON
783 OLD HICKORY BLVD, SUITE 337
BRENTWOOD, TN 37027

APPLICANT & LANDSCAPE ARCHITECT:
KIMLEY-HORN
CONTACT: GREG GAMBLE
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615) 975-5765

CIVIL ENGINEER:
KIMLEY-HORN
CONTACT: GRAY HARRISON
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615)564-2701



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION,
DEVELOPMENT PLAN	
COF PROJECT NUMBER:	XXXX
SITE ACREAGE/SF:	22.50 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.82DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 00702,00703,00704,00705
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

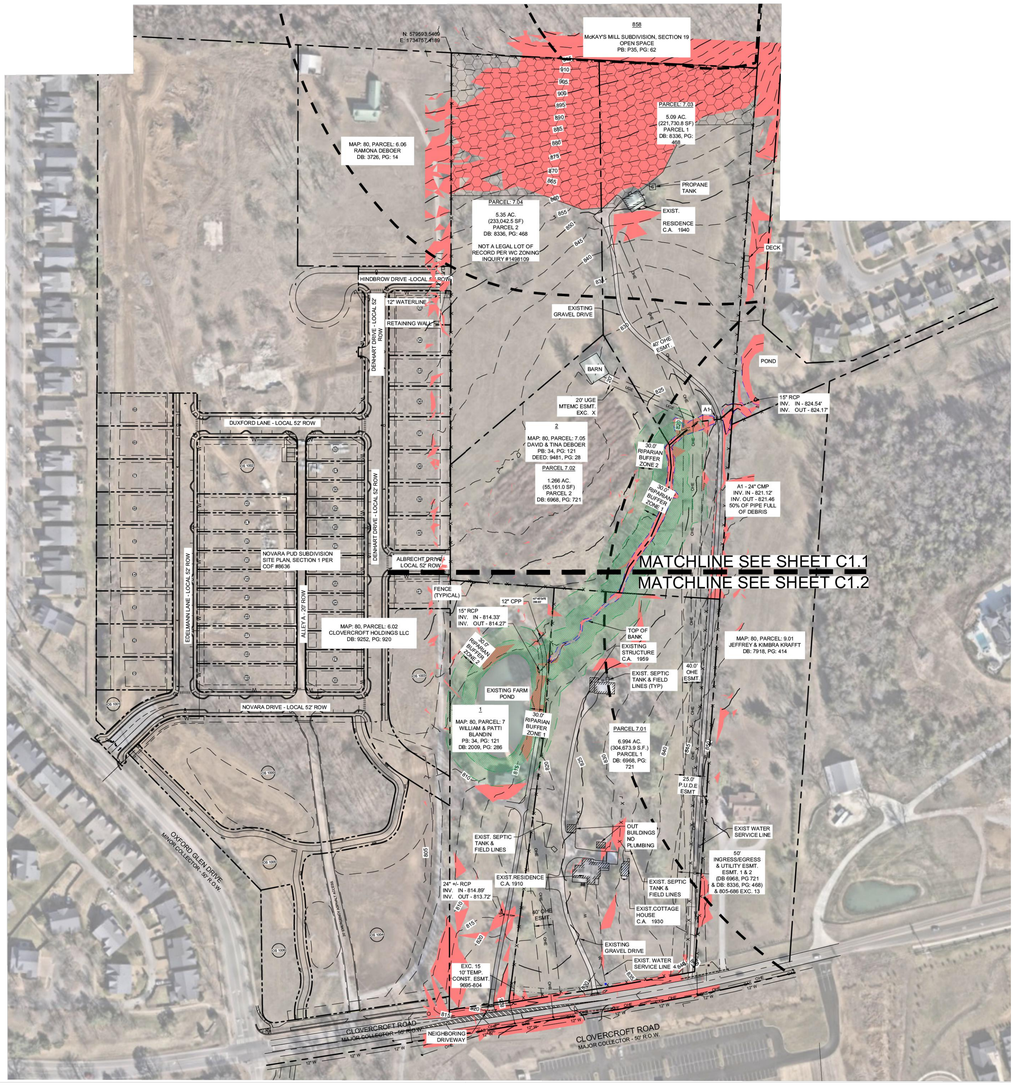
VICINITY MAP



NOT TO SCALE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 1215 5/11/26

INITIAL SUBMITTAL: 5/11/2026
RESUBMITTAL:
ONE STOP:
COF #: XXXX



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

- 0% - 13.99%
- 14% and above

SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION,
DEVELOPMENT PLAN	
COF PROJECT NUMBER:	XXXX
SITE ACREAGE/SF:	22.50 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.84DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 00702,00703,00704,00705
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

4086 CLOVERCROFT ROAD PUD SUBDIVISION ANNEXATION REQUEST

FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT

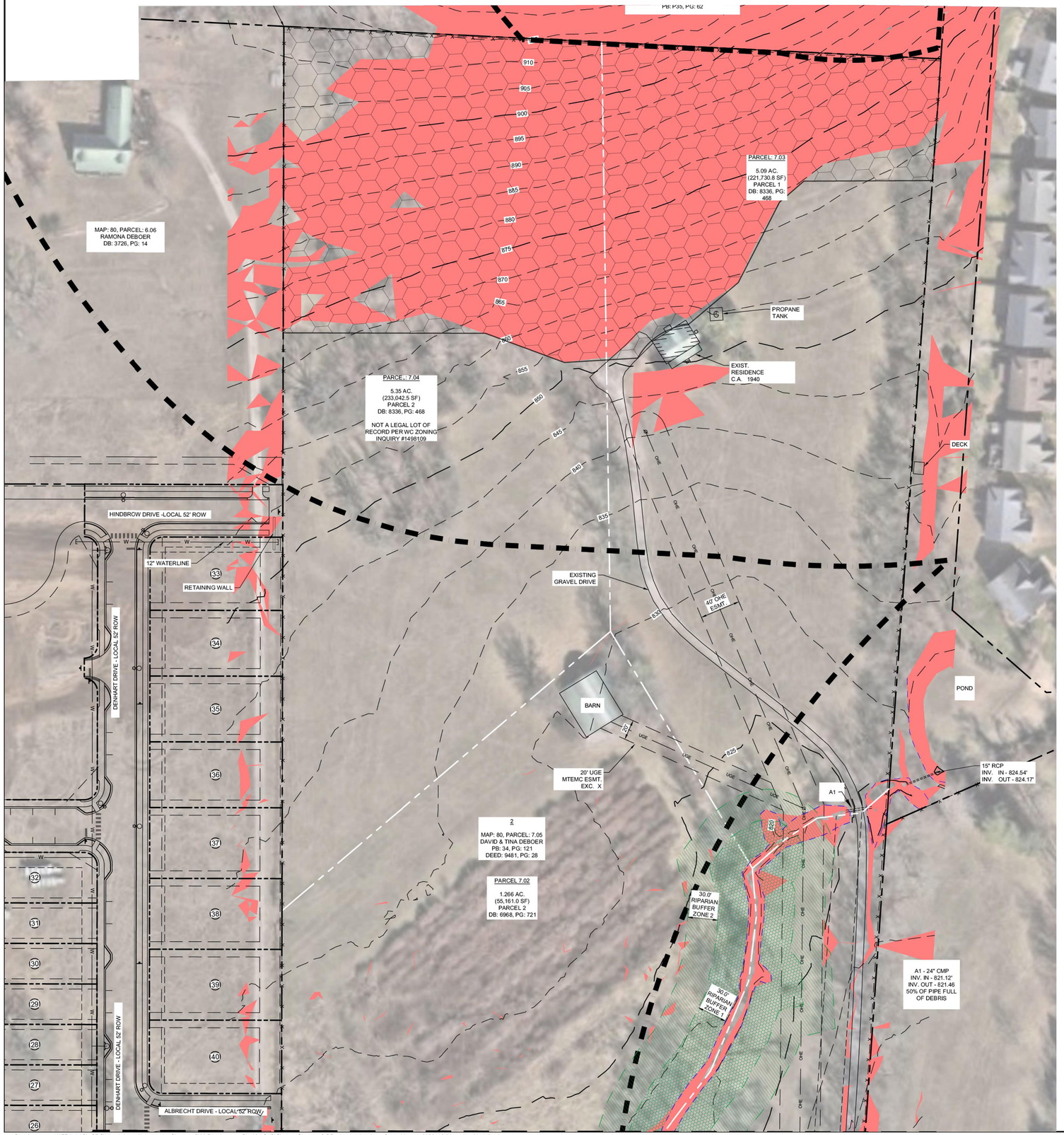
No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION,
DEVELOPMENT PLAN	
COF PROJECT NUMBER:	XXXX
SITE ACREAGE/SF:	22.50 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.84DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 00702,00703,00704,00705
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

- 0% - 13.99%
- 14% and above

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

4086 CLOVERCROFT ROAD PUD SUBDIVISION ANNEXATION REQUEST

FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED — LANDSCAPE ARCHITECT — TENNESSEE

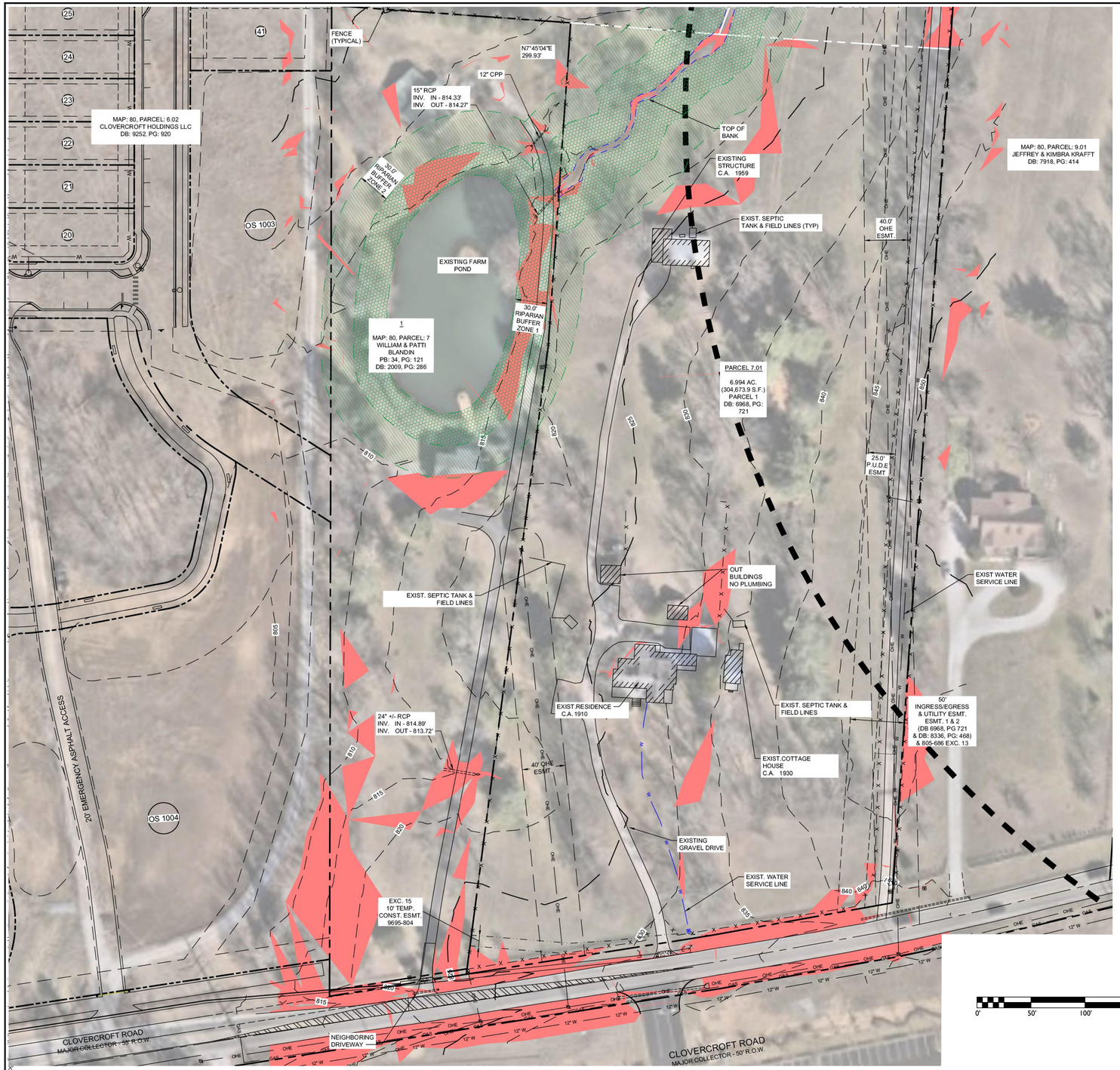
No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER C1.1

COF #TBD



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION,
DEVELOPMENT PLAN	
COF PROJECT NUMBER:	XXXX
SITE ACREAGE/SF:	22.50 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.84DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 00702,00703,00704,00705
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

- 0% - 13.99%
- 14% and above

0' 50' 100' 150'

N

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

4086 CLOVERCROFT ROAD PUD SUBDIVISION ANNEXATION REQUEST

FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 1230

No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER C1.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

OWNER AFFIDAVIT
City of Franklin, Tennessee

When an application is not filed by the owner of the property, the City requires documentation that the owner of the property is aware of an application being filed on their behalf.

We/I Deboer Tina Etal /
(please print name as listed on deed; if property owner is a company, provide full company name plus specific name of representative)

being duly sworn, depose and say(s) that (I am)/(we are) the owner(s) of the property described as:

080 00705
(Property Parcel/Tax ID Number)

and located at:

Clovercroft Road
(Street Address)

am fully aware of the request for development approval in the City of Franklin, Tennessee. Furthermore, (I)/ (we) hereby appoint

Landmark Investments LLC / Michael Burton
(Please print Name/Names in Full - This should be the applicant listed in IDT)

to act as my/our authorized agent on my/our behalf on all matters pertaining to the processing and obtaining the application with the exception of legal documents for recording purposes.

Owner Signature

Additional Owner Signature, if applicable

1502 Decatur Circle
Property Owner Mailing Address

Franklin, TN 37067
City, State & Zip

Subscribed and sworn to before me this
24th day of April, 2026.

Notary Public

My Commission Expires: 5/8/29

NATASHIA FISHER
STATE OF TENNESSEE
NOTARY PUBLIC
My Commission Expires on 05/08/2029
DAVIDSON COUNTY

LPW Dept approved 03.25.24

OWNER AFFIDAVIT
City of Franklin, Tennessee

When an application is not filed by the owner of the property, the City requires documentation that the owner of the property is aware of an application being filed on their behalf.

We/I Deboer Tina Etal / Tina Deboer
(please print name as listed on deed; if property owner is a company, provide full company name plus specific name of representative)

being duly sworn, depose and say(s) that (I am)/(we are) the owner(s) of the property described as:

080 00705
(Property Parcel/Tax ID Number)

and located at:

Clovercroft Road
(Street Address)

am fully aware of the request for development approval in the City of Franklin, Tennessee. Furthermore, (I)/ (we) hereby appoint

Landmark Investments LLC / Michael Burton
(Please print Name/Names in Full - This should be the applicant listed in IDT)

to act as my/our authorized agent on my/our behalf on all matters pertaining to the processing and obtaining the application with the exception of legal documents for recording purposes.

Owner Signature

Additional Owner Signature, if applicable

1502 Decatur Circle
Property Owner Mailing Address

Franklin, TN 37067
City, State & Zip

WILLIAMSON COUNTY
STATE OF TENNESSEE NOTARY PUBLIC
PRATIK CHAUHAN

Subscribed and sworn to before me this

25 day of APRIL, 2026.

Notary Public

My Commission Expires: JUNE 03, 2028

My Commission Expires June 03, 2028

Law Dept approved 03.25.24

OWNER AFFIDAVIT
City of Franklin, Tennessee

When an application is not filed by the owner of the property, the City requires documentation that the owner of the property is aware of an application being filed on their behalf.

We/I Deboer Tina Etal / Tina Deboer
(please print name as listed on deed; if property owner is a company, provide full company name plus specific name of representative)

being duly sworn, depose and say(s) that (I am)/(we are) the owner(s) of the property described as:

080 00705
(Property Parcel/Tax ID Number)

and located at:

Clovercroft Road
(Street Address)

am fully aware of the request for development approval in the City of Franklin, Tennessee. Furthermore, (I)/ (we) hereby appoint

Landmark Investments LLC / Michael Burton
(Please print Name/Names in Full - This should be the applicant listed in IDT)

to act as my/our authorized agent on my/our behalf on all matters pertaining to the processing and obtaining the application with the exception of legal documents for recording purposes.

Tina DeBoer
Owner Signature

Additional Owner Signature, if applicable

1502 Decatur Circle
Property Owner Mailing Address

Franklin, TN 37067
City, State & Zip

PRATIK CHAUHAN
STATE OF TENNESSEE NOTARY PUBLIC
WILLIAMSON COUNTY

Subscribed and sworn to before me this
25 day of APRIL, 2026.

Notary Public

My Commission Expires: JUNE 03, 2028

My Commission Expires June 03, 2028

Law Dept approved 03.25.24

Poplars Reserve

FMPC

JUNE 25, 2026

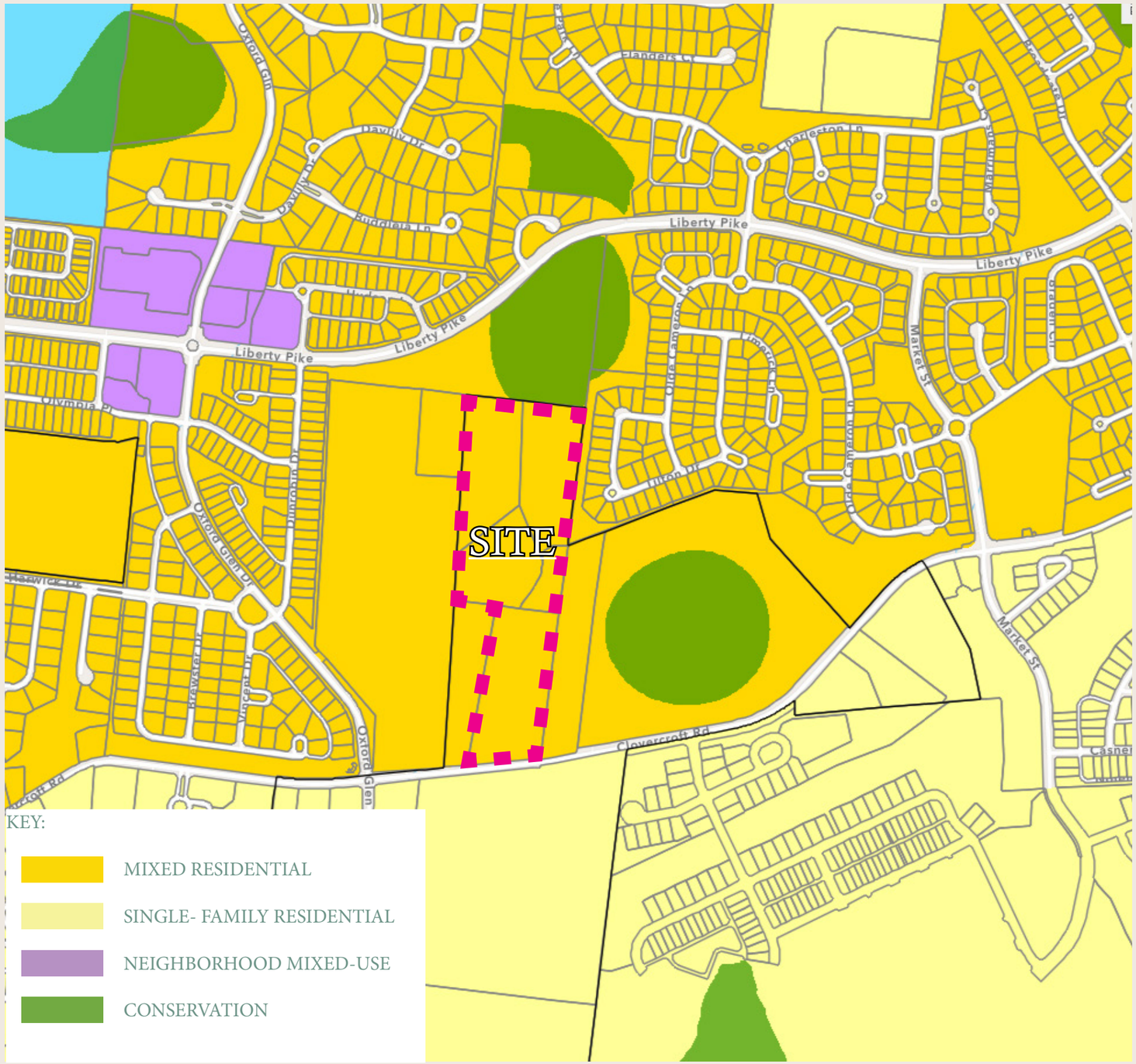
LANDMARK INVESTMENTS

REAL ESTATE • DEVELOPMENT • CONSULTING

Kimley»Horn



Location Map



APPROVED DESIGN CONCEPT:

Mixed Residential

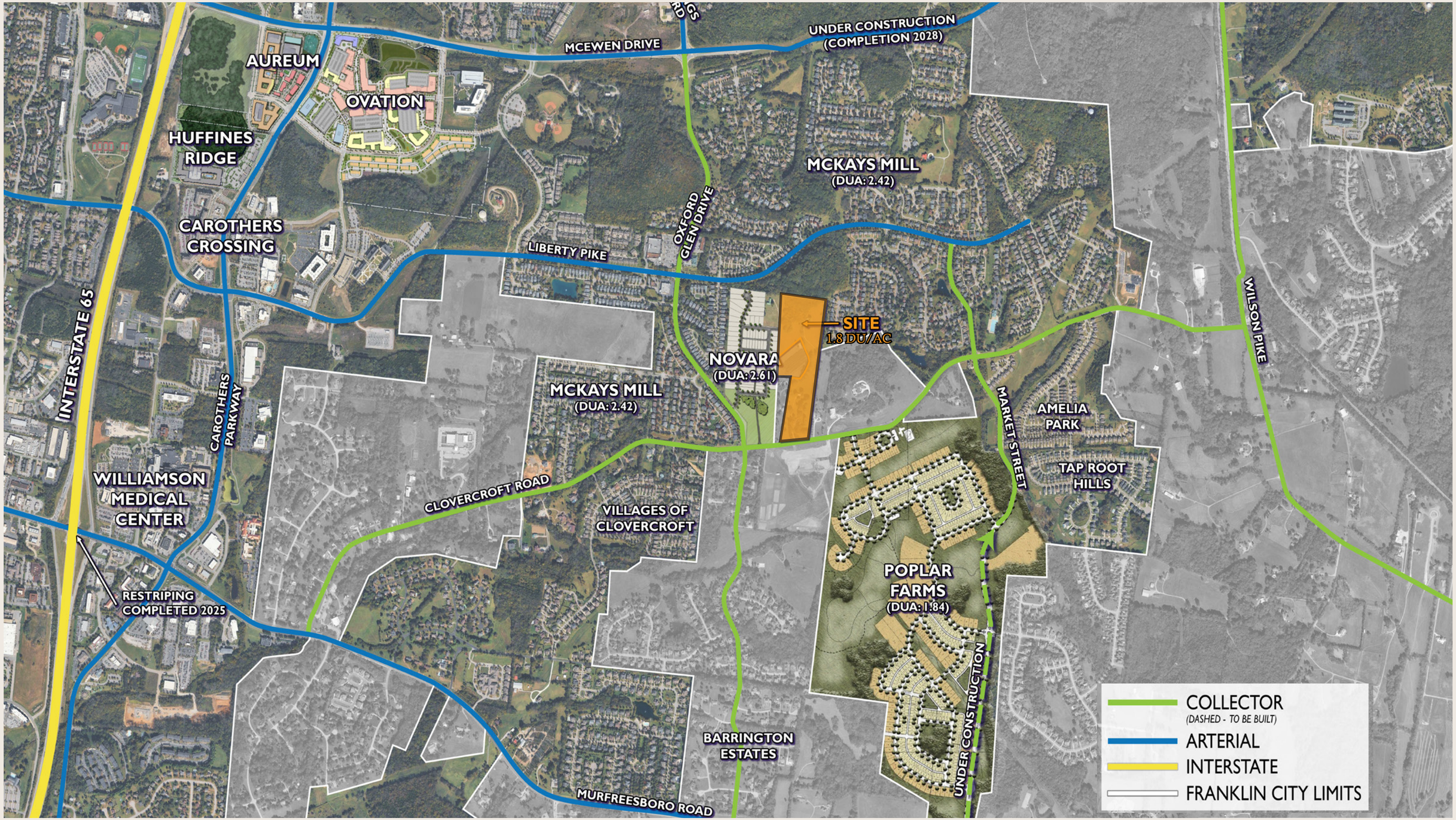
The Mixed Residential design concept contains residential neighborhoods:

- -Single-family dwellings
- -Duplexes
- -Multiplexes
- -Townhouses

New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible amenities.

Primary Uses allowed:
Single-Family Residential

Secondary Uses allowed: Duplexes, Institutional (See Special Consideration),
Multiplexes, Townhouses, and Accessory Dwellings



Road Network


SITE
1.8 DU/AC
MCKAY'S MILL
2.42 DU/AC
HINDBROW DR.
DENHART DR.
NOVARA
2.61 DU/AC
ALBRECHT
DR.
OXFORD GLEN DR
MCKAY'S MILL
2.42 DU/AC
CLOVERCROFT RD

Master Plan



SITE DATA:

Total Residential Units - 41
- DeBoer Family Lots -3
- Single Family Lots - 38

Lot Sizes:
- DeBoer Family Lots - 110'x 300'= 33,000 sf

- Minimum size - 60'x120' = 7,200 sf
- Typical - 65'x145' = 9,425 sf

- Average Sq footage = 12,076 sf

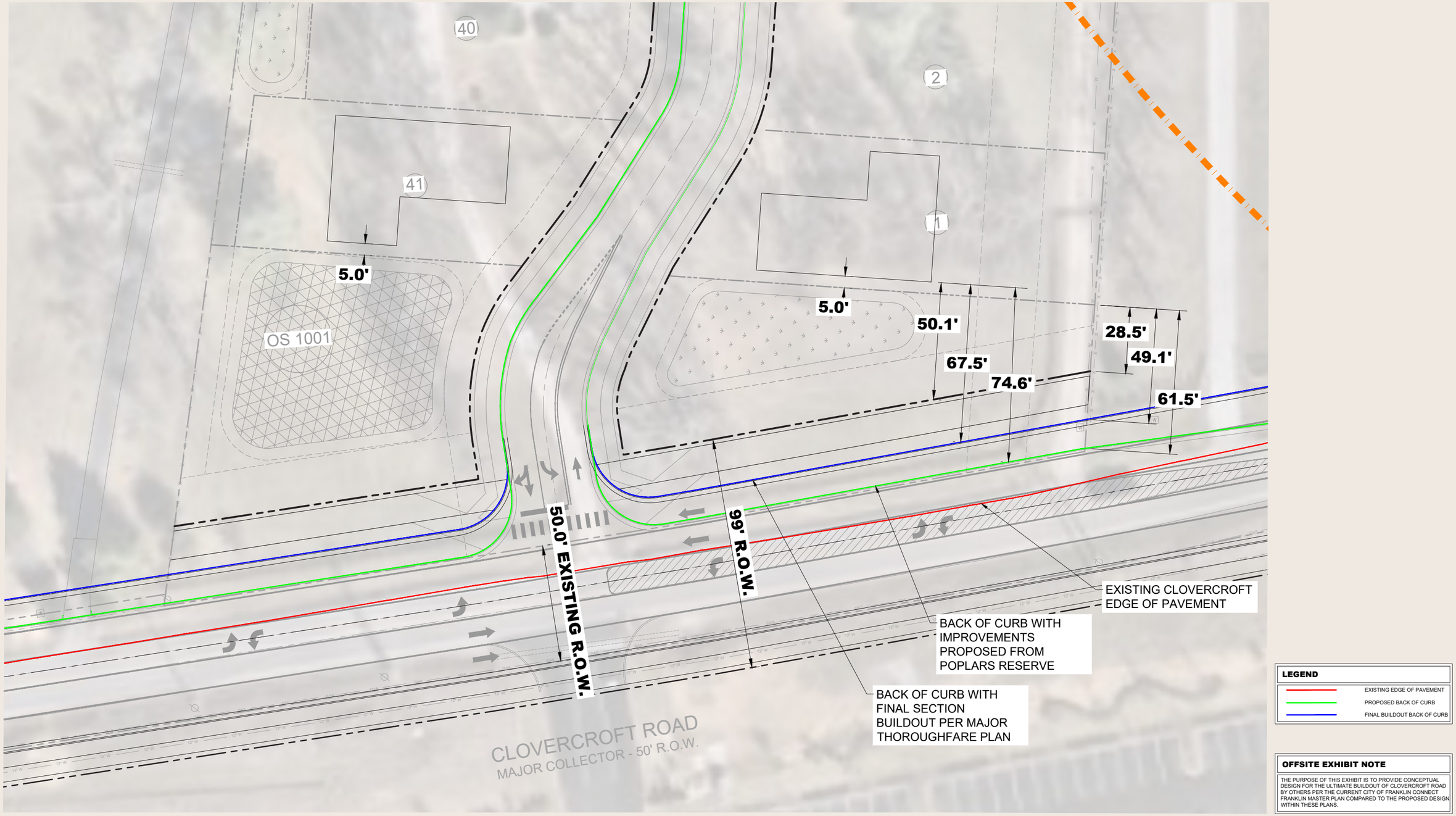
Tree Canopy:
- Preserved: 3.9 AC (+/- 50%)

Open Space:
- Required: 1.13 AC (5%)
  2.28 AC, natural (10%)
- Provided: 1.3 AC
  3.00 AC, natural

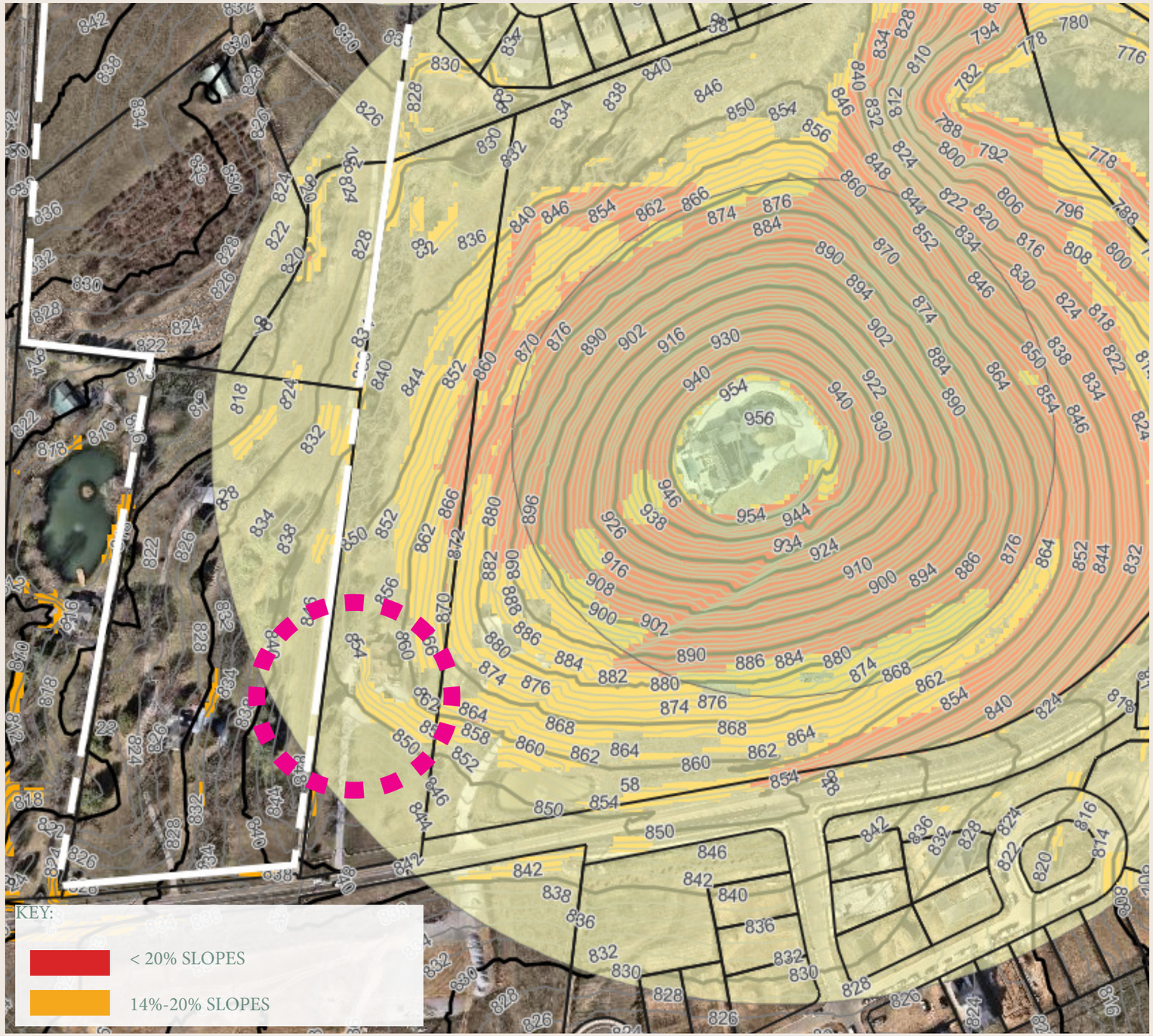
Master Plan



Setbacks Off Clovercroft Road



Setbacks Off Clovercroft Road



Modification #1:

9.6.3.B Connection to Surrounding Street Network B. Street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network.

A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.



Modification #2:

9.6.3.A Connection to Surrounding Street Network A. The arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties.

A Modification of standard 9.6.3.A is requested to align the connnection to the adjacent western property to provide access to the northern property line, via a ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Denhart Drive.



Modification #3:

9.6.5.D Internal Street Network D. Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection.

A Modification of Section 9.6.5D is requested to provide a cul-de-sac at the western connection at Albrecht Drive in lieu of a thru street connection.



Streetscape









Architecture


MCKAY'S MILL
HINDBROW DR.
DENHART DR.
NOVARA
ALBRECHT DR.
OXFORD GLEN DR
CLOVERCROFT RD

Master Plan

City of Franklin

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

File #: 26-0697

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Resolution 2026-47, A Resolution To Annex Five Properties, Consisting Of 22.78 Acres, Located North Of Clovercroft Road And East Of Oxford Glen Drive, By The City Of Franklin, Tennessee And Adjoining The City Limits Within The Eastern Part Of The Franklin Urban Growth Boundary (UGB).

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9137
Applicant: Greg Gamble, Kimley Horn
Owner: Georgianne Moran, William Horn, and Deboer Tina Etal/ Tina Deboer

BACKGROUND/STAFF COMMENTS:
The properties being considered for annexation are located north of Clovercroft Road and east of Oxford Glen Drive. It is contiguous to the City limits and is within the eastern limits of the City of Franklin's Urban Growth Boundary (UGB). This property is adjacent to Planned Districts with single-family residential uses. This property is within the Mixed Residential Design Concept as defined by the Envision Franklin Land Use Plan. It is the intention of the applicant to develop single-family homes. A zoning (ORD 2026-17) and development plan (RES 2026-52) for the subject property are also included on this agenda.

This property is in the Watson Branch Drainage Basin and identified as a short-term capability area in the City's Annexation Analysis. The properties lie within the Milcrofton Utility District and would need to follow their guidance on extending water infrastructure. The proposed development is adjacent to the existing City of Franklin limits. Novara Subdivision lies west of the subject property. If the Novara development moves forward and extends sanitary sewer, the applicant's sanitary sewer extension requirements may be decreased. The sanitary sewer must extend across subject property for future sewer continuation. This property includes future roadways listed on the Major Thoroughfare Plan, including Clovercroft Road.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2026-47.



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 2026. All rights reserved.

RESOLUTION 2026-47

A RESOLUTION TO ANNEX FIVE PROPERTIES, CONSISTING OF 22.78 ACRES, LOCATED NORTH OF CLOVERCROFT ROAD AND EAST OF OXFORD GLEN DRIVE, BY THE CITY OF FRANKLIN, TENNESSEE AND ADJOINING THE CITY LIMITS WITHIN THE EASTERN PART OF THE FRANKLIN URBAN GROWTH BOUNDARY (UGB).

WHEREAS, Georgianne Moran, William Horn, and Tina DeBoer ET AL(Owners) of properties located at north of Clovercroft and East of Oxford Glen Drive(Properties) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (City), to annex Properties contiguous to the City limits and located within the Franklin Urban Growth Boundary (UGB); and

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

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

WHEREAS, the BOMA has adopted a Plan of Services for the annexation area as described in Resolution 2026-48; 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
080 - 00701	6.994
080 - 00702	1.266
080 - 00705	4.08
080 - 00703	5.09
080 - 00704	5.35
Total	22.78

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 1.

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.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

PLANNING COMMISSION RECOMMENDED: _____

PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____


HISTORIC
FRANKLIN
TENNESSEE
EXHIBIT
CLOVERCROFT ROAD, ANNEXATION AND PLAN OF SERVICE
TAX MAP 080 PARCELS 00701, 00702, 00703, 00704, AND 00705
22.78 ACRES
Hudson Ln
Baffin Ln
Liberty Pike
Olympia Pl
Pemberton Heights Dr
Dunrobin Dr
Harwick Dr
Harwick Dr
Providence Ct
Oxford Glen Dr
Westerly Dr
Brewster Dr
Vincent Dr
Clovercroft Rd
Dennis Ct
Harvs Ct
Limerick Ln
Olde Cameron Ln
Tilton Dr
Leesburg Ct
Fenner Ct
Market St
Olde Cameron Ln
Habersham Way
Jepson Ct
Brightwood Ct
Legend
Poplars Reserve PUD Subdivision
City Limits
N
0
250
500
1,000
Feet
This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

4086 CLOVERCROFT ROAD PUD SUBDIVISION

ANNEXATION REQUEST - PD(1.82 DUA; 00SF)

Franklin, Williamson County, Tennessee

SHEET INDEX

C0.0	COVER SHEET
C1.0	OVERALL EXISTING CONDITIONS
C1.1	EXISTING CONDITIONS
C1.2	EXISTING CONDITIONS

DEVELOPMENT TEAM

OWNER/DEVELOPER:
LANDMARK INVESTMENTS
CONTACT: MIKE BURTON
783 OLD HICKORY BLVD, SUITE 337
BRENTWOOD, TN 37027

APPLICANT & LANDSCAPE ARCHITECT:
KIMLEY-HORN
CONTACT: GREG GAMBLE
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615) 975-5765

CIVIL ENGINEER:
KIMLEY-HORN
CONTACT: GRAY HARRISON
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615)564-2701



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION,
DEVELOPMENT PLAN	
COF PROJECT NUMBER:	XXXX
SITE ACREAGE/SF:	22.50 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.82DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 00702,00703,00704,00705
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

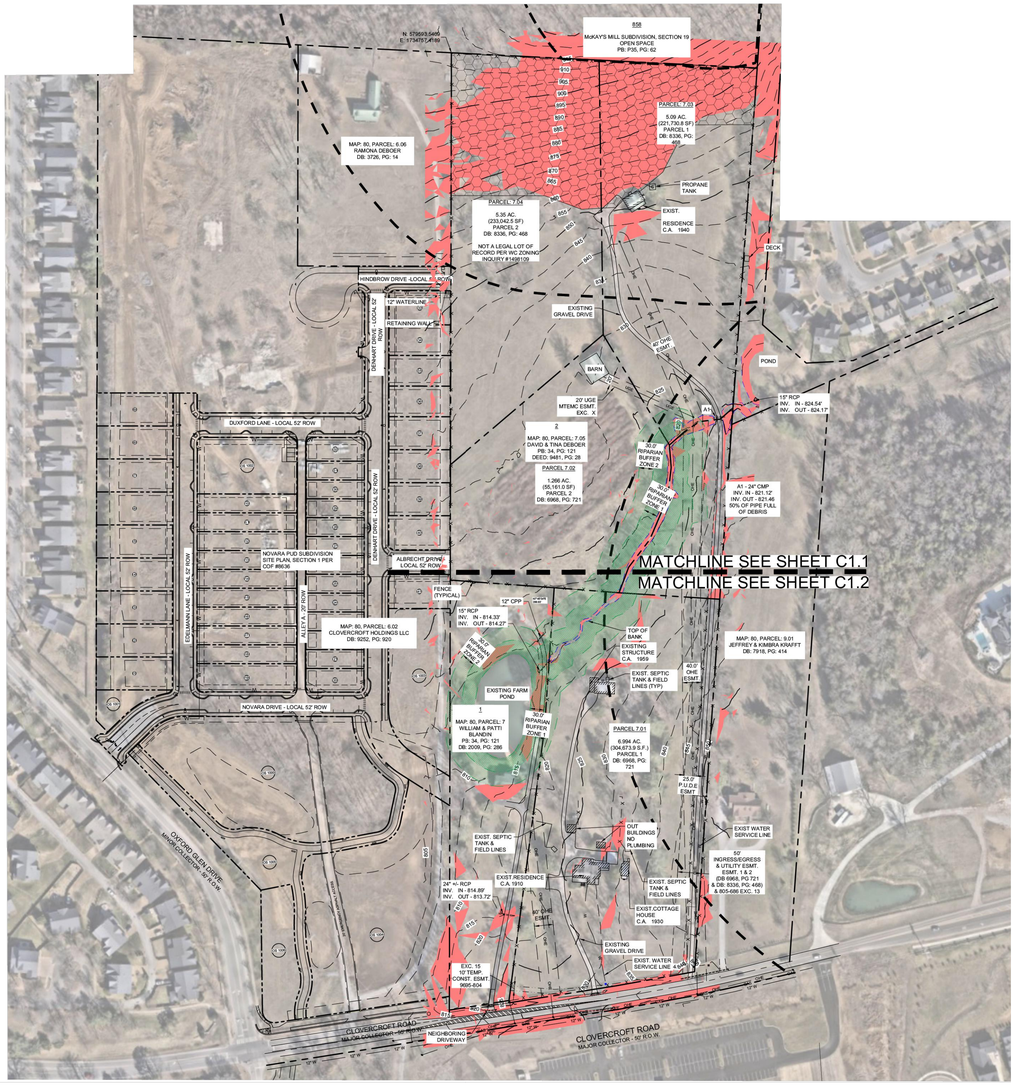
STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

VICINITY MAP



NOT TO SCALE

INITIAL SUBMITTAL: 5/11/2026
RESUBMITTAL:
ONE STOP:
COF #: XXXX



0 100 200 300

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

- 0% - 13.99%
- 14% and above

SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION,
DEVELOPMENT PLAN	
COF PROJECT NUMBER:	XXXX
SITE ACREAGE/SF:	22.50 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.84DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 00702,00703,00704,00705
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

4086 CLOVERCROFT ROAD PUD SUBDIVISION ANNEXATION REQUEST

FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT STATE OF TENNESSEE

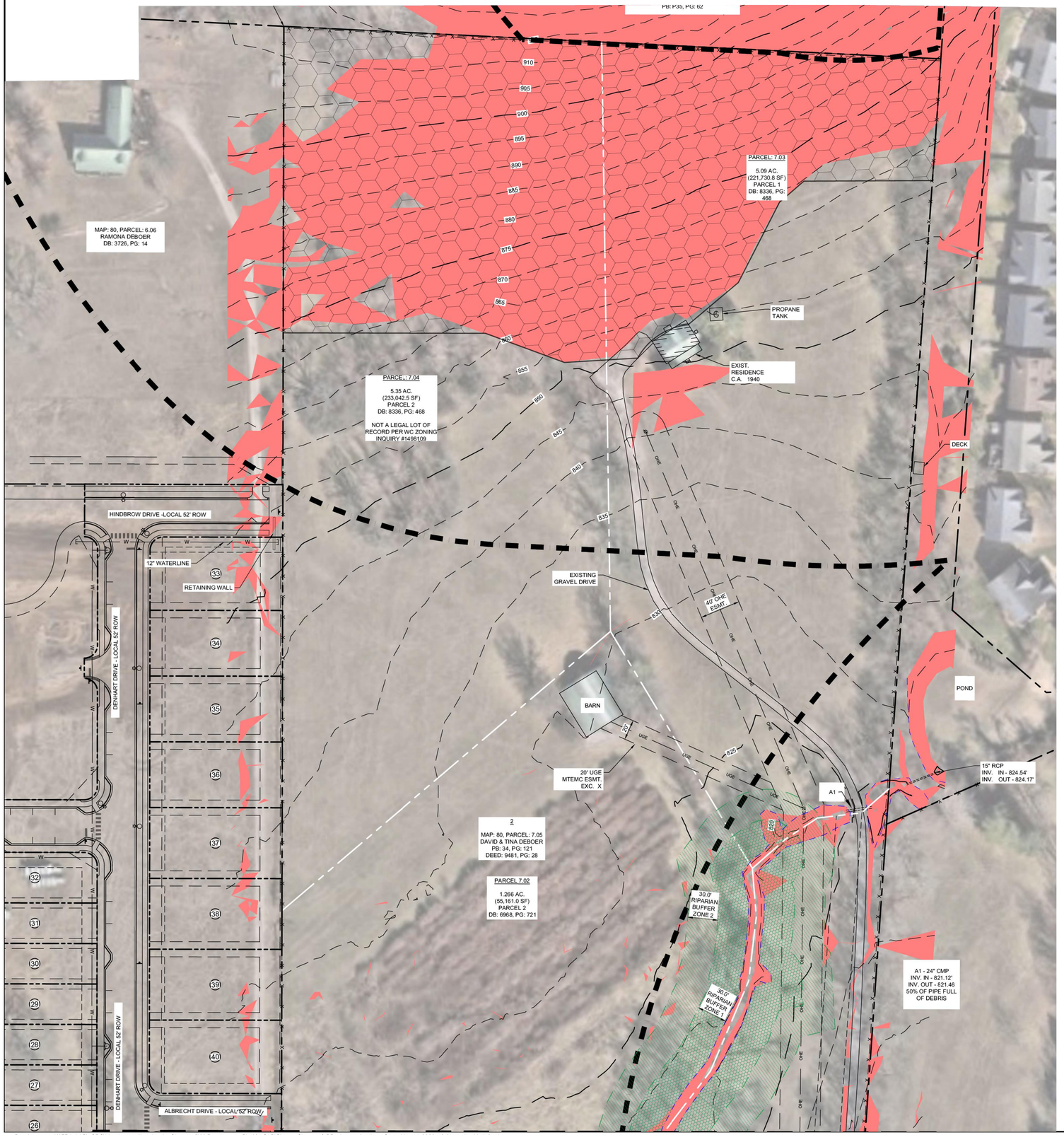
No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION,
DEVELOPMENT PLAN	
COF PROJECT NUMBER:	XXXX
SITE ACREAGE/SF:	22.50 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.84DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 00702,00703,00704,00705
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

4086 CLOVERCROFT ROAD PUD SUBDIVISION ANNEXATION REQUEST

FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED — LANDSCAPE ARCHITECT — TENNESSEE

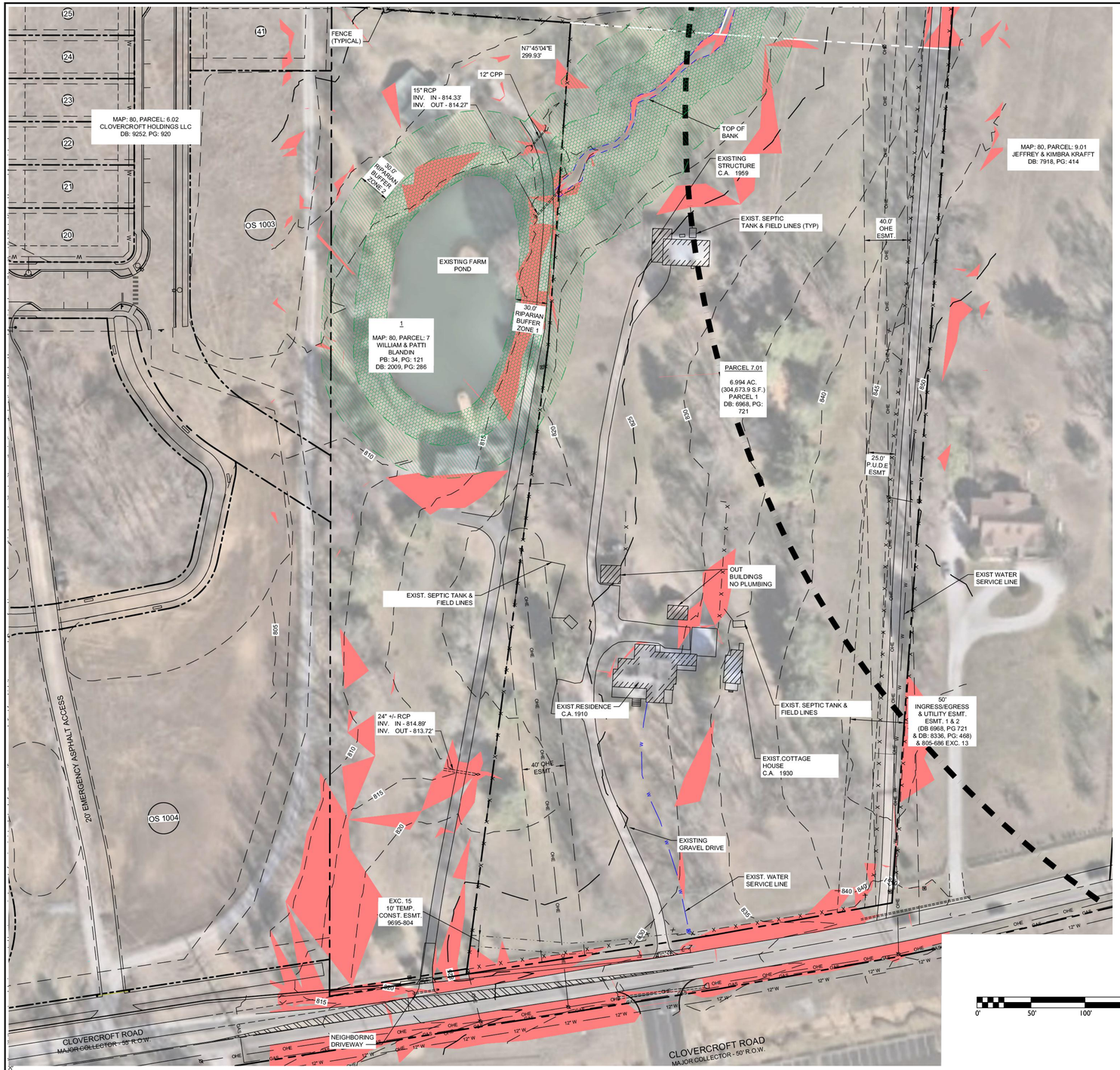
No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER C1.1

COF #TBD



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION,
DEVELOPMENT PLAN	
COF PROJECT NUMBER:	XXXX
SITE ACREAGE/SF:	22.50 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.84DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 00702,00703,00704,00705
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

- 0% - 13.99%
- 14% and above

0' 50' 100' 150'

N

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

4086 CLOVERCROFT ROAD PUD SUBDIVISION ANNEXATION REQUEST

FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 1230

No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER
C1.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

OWNER AFFIDAVIT
City of Franklin, Tennessee

When an application is not filed by the owner of the property, the City requires documentation that the owner of the property is aware of an application being filed on their behalf.

We/I Deboer Tina Etal /
(please print name as listed on deed; if property owner is a company, provide full company name plus specific name of representative)

being duly sworn, depose and say(s) that (I am)/(we are) the owner(s) of the property described as:

080 00705
(Property Parcel/Tax ID Number)

and located at:

Clovercroft Road
(Street Address)

am fully aware of the request for development approval in the City of Franklin, Tennessee. Furthermore, (I)/ (we) hereby appoint

Landmark Investments LLC / Michael Burton
(Please print Name/Names in Full - This should be the applicant listed in IDT)

to act as my/our authorized agent on my/our behalf on all matters pertaining to the processing and obtaining the application with the exception of legal documents for recording purposes.

Owner Signature

Additional Owner Signature, if applicable

1502 Decatur Circle
Property Owner Mailing Address

Franklin, TN 37067
City, State & Zip

Subscribed and sworn to before me this
24th day of April, 2026.

Notary Public

My Commission Expires: 5/8/29

NATASHIA FISHER
STATE OF TENNESSEE
NOTARY PUBLIC
My Commission Expires on 05/08/2029
DAVIDSON COUNTY

LPW Dept approved 03.25.24

OWNER AFFIDAVIT
City of Franklin, Tennessee

When an application is not filed by the owner of the property, the City requires documentation that the owner of the property is aware of an application being filed on their behalf.

We/I Deboer Tina Etal / Tina Deboer
(please print name as listed on deed; if property owner is a company, provide full company name plus specific name of representative)

being duly sworn, depose and say(s) that (I am)/(we are) the owner(s) of the property described as:

080 00705
(Property Parcel/Tax ID Number)

and located at:

Clovercroft Road
(Street Address)

am fully aware of the request for development approval in the City of Franklin, Tennessee. Furthermore, (I)/ (we) hereby appoint

Landmark Investments LLC / Michael Burton
(Please print Name/Names in Full - This should be the applicant listed in IDT)

to act as my/our authorized agent on my/our behalf on all matters pertaining to the processing and obtaining the application with the exception of legal documents for recording purposes.

Owner Signature

Additional Owner Signature, if applicable

1502 Decatur Circle
Property Owner Mailing Address

Franklin, TN 37067
City, State & Zip

WILLIAMSON COUNTY
STATE OF TENNESSEE NOTARY PUBLIC
PRATIK CHAUHAN

Subscribed and sworn to before me this

25 day of APRIL, 2026.

Notary Public

My Commission Expires: JUNE 03, 2028

My Commission Expires June 03, 2028

Law Dept approved 03.25.24

OWNER AFFIDAVIT
City of Franklin, Tennessee

When an application is not filed by the owner of the property, the City requires documentation that the owner of the property is aware of an application being filed on their behalf.

We/I Deboer Tina Etal / Tina Deboer
(please print name as listed on deed; if property owner is a company, provide full company name plus specific name of representative)

being duly sworn, depose and say(s) that (I am)/(we are) the owner(s) of the property described as:

080 00705
(Property Parcel/Tax ID Number)

and located at:

Clovercroft Road
(Street Address)

am fully aware of the request for development approval in the City of Franklin, Tennessee. Furthermore, (I)/ (we) hereby appoint

Landmark Investments LLC / Michael Burton
(Please print Name/Names in Full - This should be the applicant listed in IDT)

to act as my/our authorized agent on my/our behalf on all matters pertaining to the processing and obtaining the application with the exception of legal documents for recording purposes.

Tina DeBoer
Owner Signature

Additional Owner Signature, if applicable

1502 Decatur Circle
Property Owner Mailing Address

Franklin, TN 37067
City, State & Zip

PRATIK CHAUHAN
STATE OF TENNESSEE NOTARY PUBLIC
WILLIAMSON COUNTY

Subscribed and sworn to before me this
25 day of APRIL, 2026.

Notary Public

My Commission Expires: JUNE 03, 2028

My Commission Expires June 03, 2028

Law Dept approved 03.25.24

Poplars Reserve

FMPC

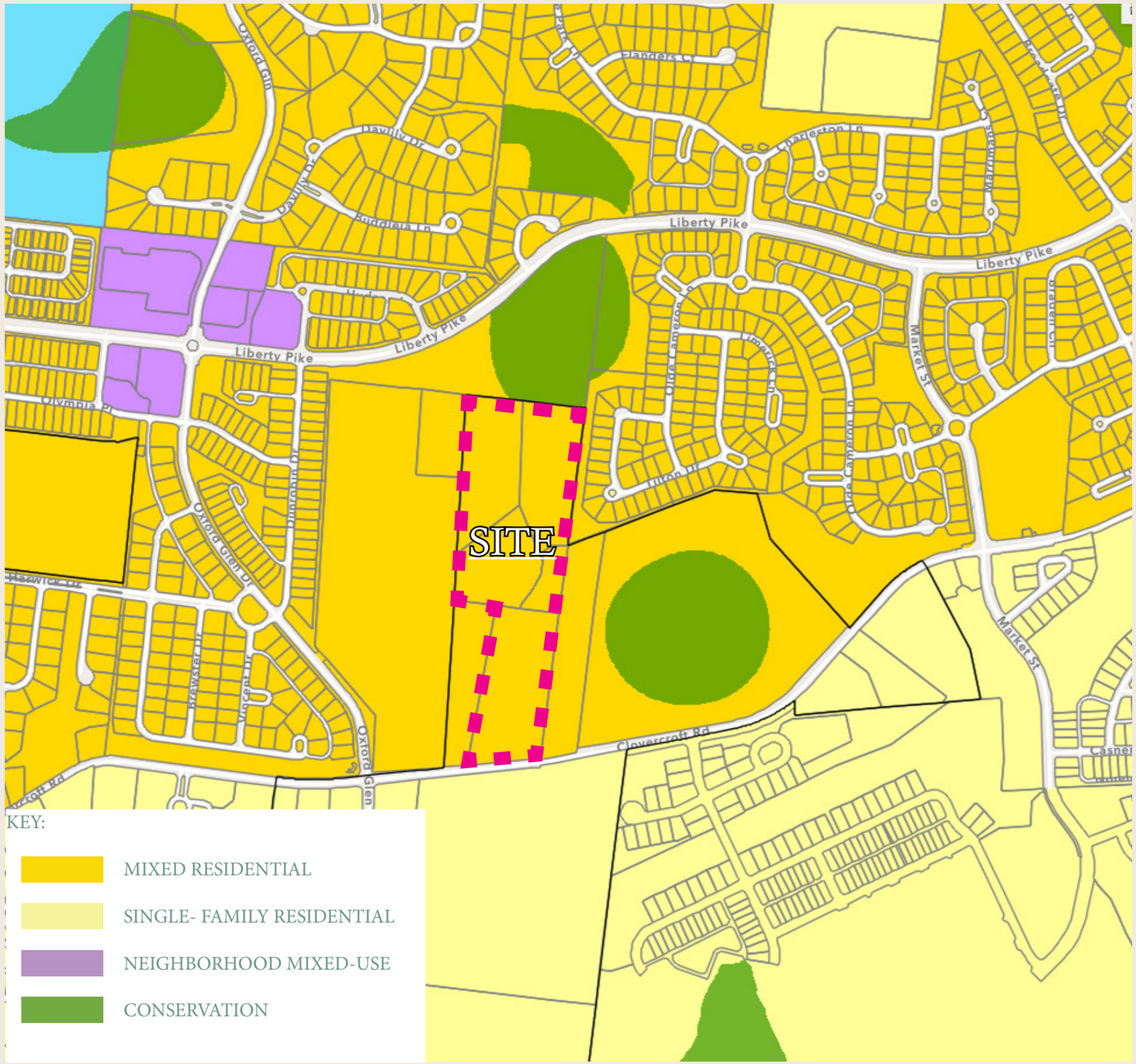
JUNE 25, 2026

LANDMARK
INVESTMENTS
REAL ESTATE • DEVELOPMENT • CONSULTING

Kimley»Horn



Location Map



APPROVED DESIGN CONCEPT:

Mixed Residential

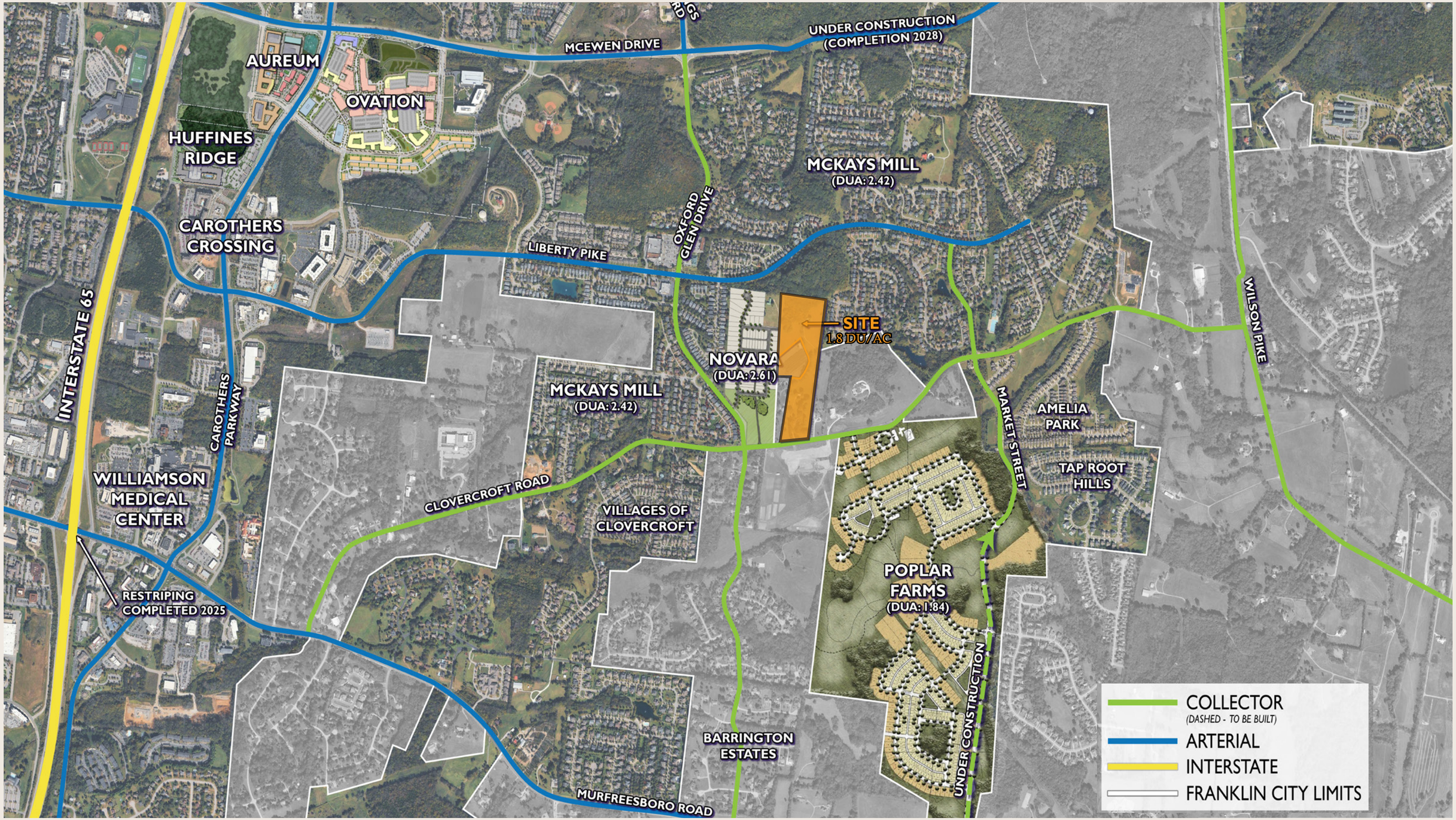
The Mixed Residential design concept contains residential neighborhoods:

- -Single-family dwellings
- -Duplexes
- -Multiplexes
- -Townhouses

New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible amenities.

Primary Uses allowed:
Single-Family Residential

Secondary Uses allowed: Duplexes, Institutional (See Special Consideration),
Multiplexes, Townhouses, and Accessory Dwellings



Road Network


SITE
1.8 DU/AC
MCKAY'S MILL
2.42 DU/AC
HINDBROW DR.
DENHART DR.
NOVARA
2.61 DU/AC
ALBRECHT
DR.
OXFORD GLEN DR
MCKAY'S MILL
2.42 DU/AC
CLOVERCROFT RD

Master Plan



SITE DATA:

Total Residential Units - 41
- DeBoer Family Lots -3
- Single Family Lots - 38

Lot Sizes:
- DeBoer Family Lots - 110'x 300'= 33,000 sf

- Minimum size - 60'x120' = 7,200 sf
- Typical - 65'x145' = 9,425 sf

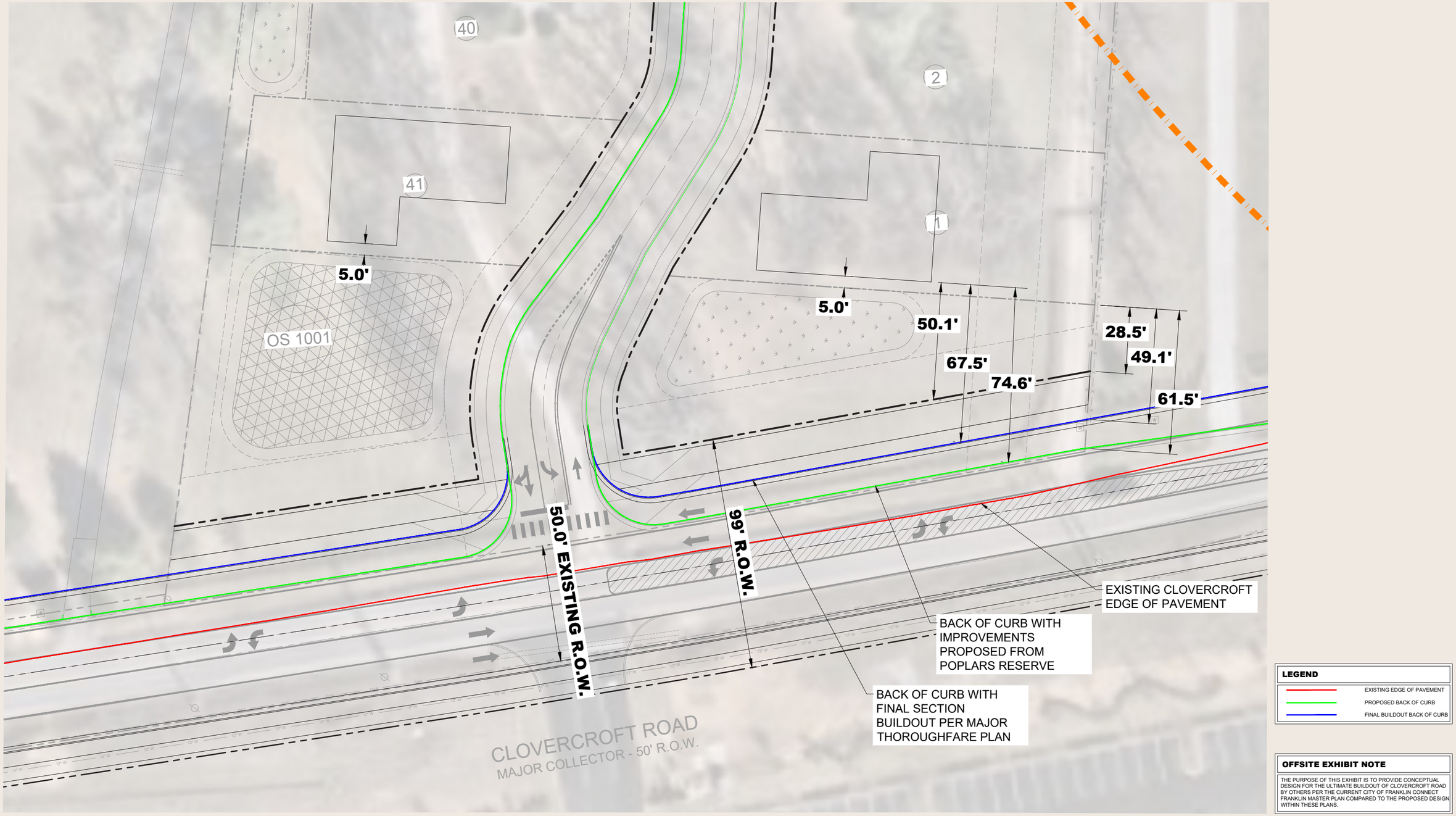
- Average Sq footage = 12,076 sf

Tree Canopy:
- Preserved: 3.9 AC (+/- 50%)

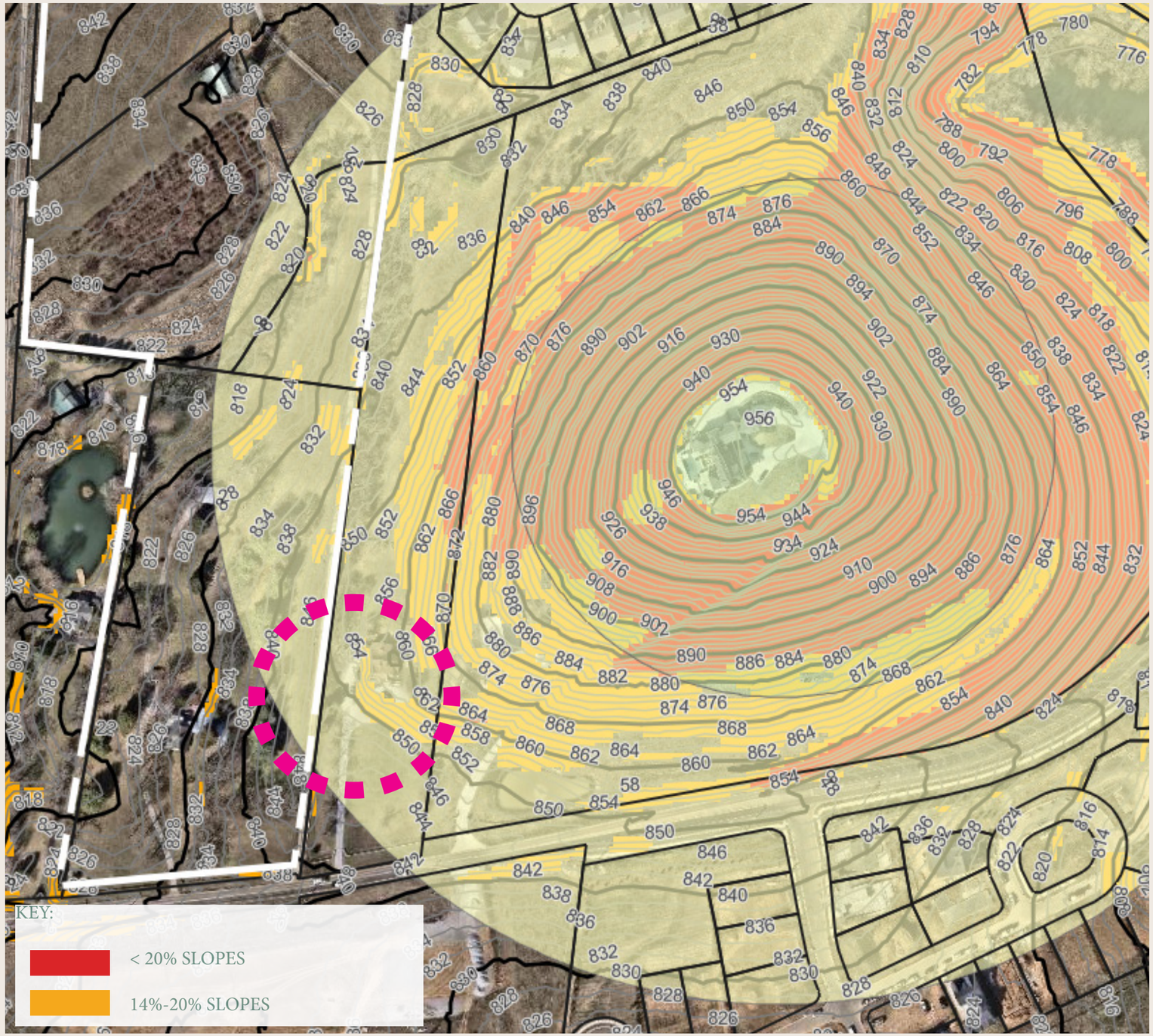
Open Space:
- Required: 1.13 AC (5%)
  - 2.28 AC, natural (10%)
- Provided: 1.3 AC
  - 3.00 AC, natural



Setbacks Off Clovercroft Road



Setbacks Off Clovercroft Road



Modification #1:

9.6.3.B Connection to Surrounding Street Network B. Street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network.

A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.



Modification #2:

9.6.3.A Connection to Surrounding Street Network A. The arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties.

A Modification of standard 9.6.3.A is requested to align the connnection to the adjacent western property to provide access to the northern property line, via a ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Denhart Drive.



Modification #3:

9.6.5.D Internal Street Network D. Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection.

A Modification of Section 9.6.5D is requested to provide a cul-de-sac at the western connection at Albrecht Drive in lieu of a thru street connection.



Streetscape









Architecture


MCKAY'S MILL
HINDBROW DR.
DENHART DR.
NOVARA
ALBRECHT DR.
OXFORD GLEN DR
CLOVERCROFT RD

Master Plan

City of Franklin

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

File #: 26-0660

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Ordinance 2026-17, An Ordinance To Zone 22.78 Acres To Planned (PD 1.8) District For The Property Located North Of Clovercroft Road And East Of Oxford Glen Drive. (Poplars Reserve PUD)

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9138
Applicant: Greg Gamble, Kimley Horn
Owner: Georgianne Moran, William Horn, and Deboer Tina Etal/ Tina Deboer

BACKGROUND/STAFF COMMENTS:
The applicant is requesting to zone 22.78 acres to Planned (PD 1.8) District for the property located north of Clovercroft Road And East Of Oxford Glen Drive. to accommodate the proposed development plan. The development plan has been submitted concurrently. Envision Franklin places these parcels within the Mixed Residential Design concept, which states that, "The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods." In addition, "New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible amenities." The proposed development as outlined in the Poplars Reserve PUD Development Plan (Resolution 2026-52) generally meets the intent and guiding principles of Envision Franklin.

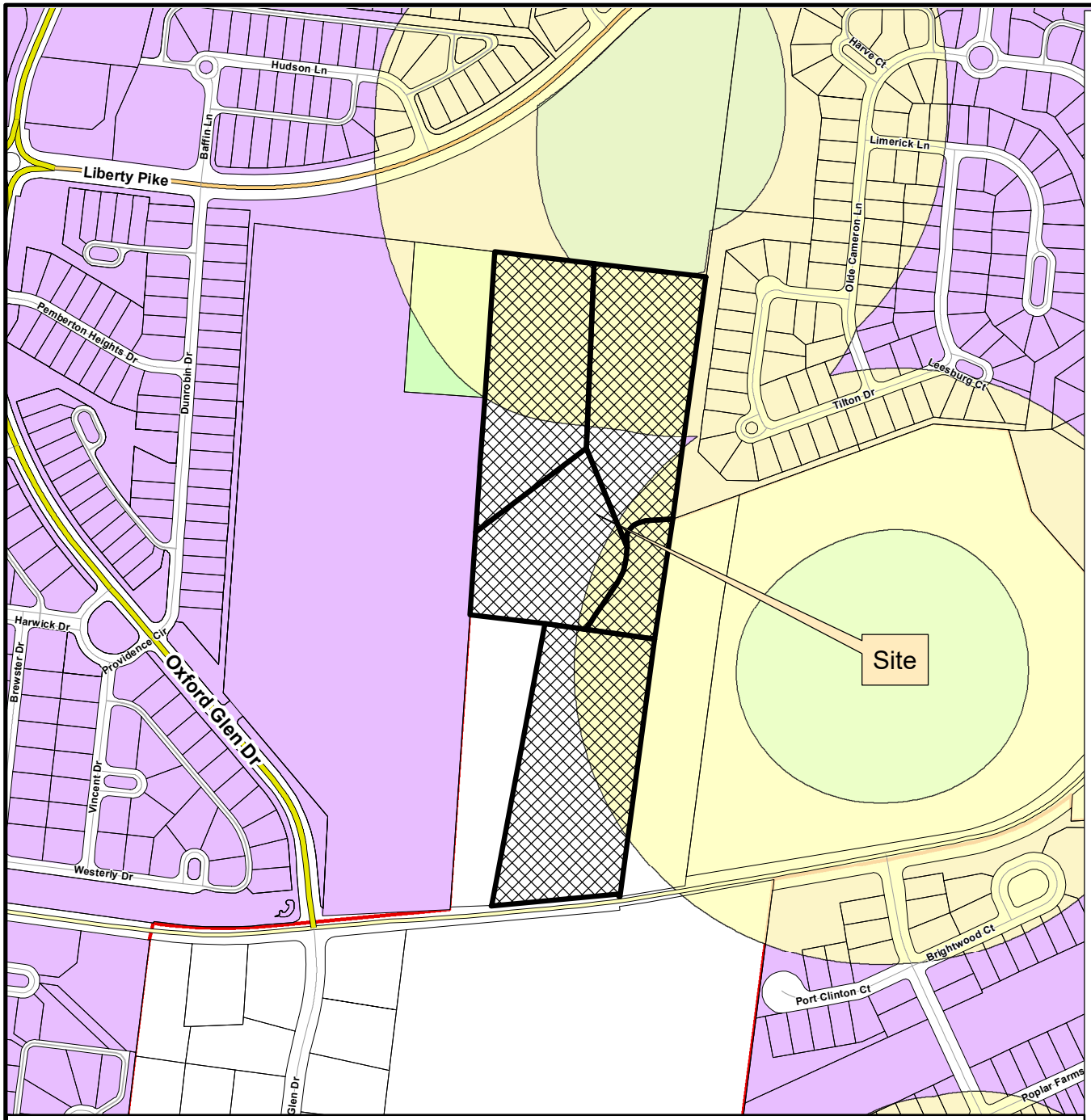
PROCEDURAL REQUIREMENTS:
1. The City's project identification number shall be included on all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Ordinance 2026-17.



POPLARS RESERVE PUD SUBDIVISION
RESOLUTION 2026-52
ORDINANCE 2026-17

Project Information

Proposed Zoning: Planned (P D 1.8) District
Overlays: None
Site Acreage: 22.78 acres
Proposed Number of Dwelling Units: 41
Proposed Nonresidential Square Footage: None

Legend

- Poplars Reserve PUD Subdivision
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

ORDINANCE 2026-17

AN ORDINANCE TO ZONE 22.78 ACRES TO PLANNED (PD 1.8) DISTRICT FOR THE PROPERTY LOCATED NORTH OF CLOVERCROFT ROAD AND EAST OF OXFORD GLEN DRIVE. (POPLARS RESERVE PUD)

WHEREAS, Georgianne Moran, William Horn, and Tina DeBoer ET AL(Owners) Of properties located at north of Clovercroft and East of Oxford Glen Drive(Properties) petitioned the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee (City), to annex Properties contiguous to 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 2026-48 and Resolution 2026-47; and

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

WHEREAS, the Planned (PD 1.8) District provides zoning for land uses compatible with both the Franklin Land Use Plan and surrounding development; and

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, adopted Resolution 2026-52, 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.

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 properties shall be, and is hereby, zoned the following: Planned (PD 1.8) District:

PREMISES CONSIDERED

Map-Parcel	Acres
080 - 00701	6.994
080 - 00702	1.266
080 - 00705	4.08
080 - 00703	5.09
080 - 00704	5.35
Total	22.78

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

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

IT IS SO ORDAINED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

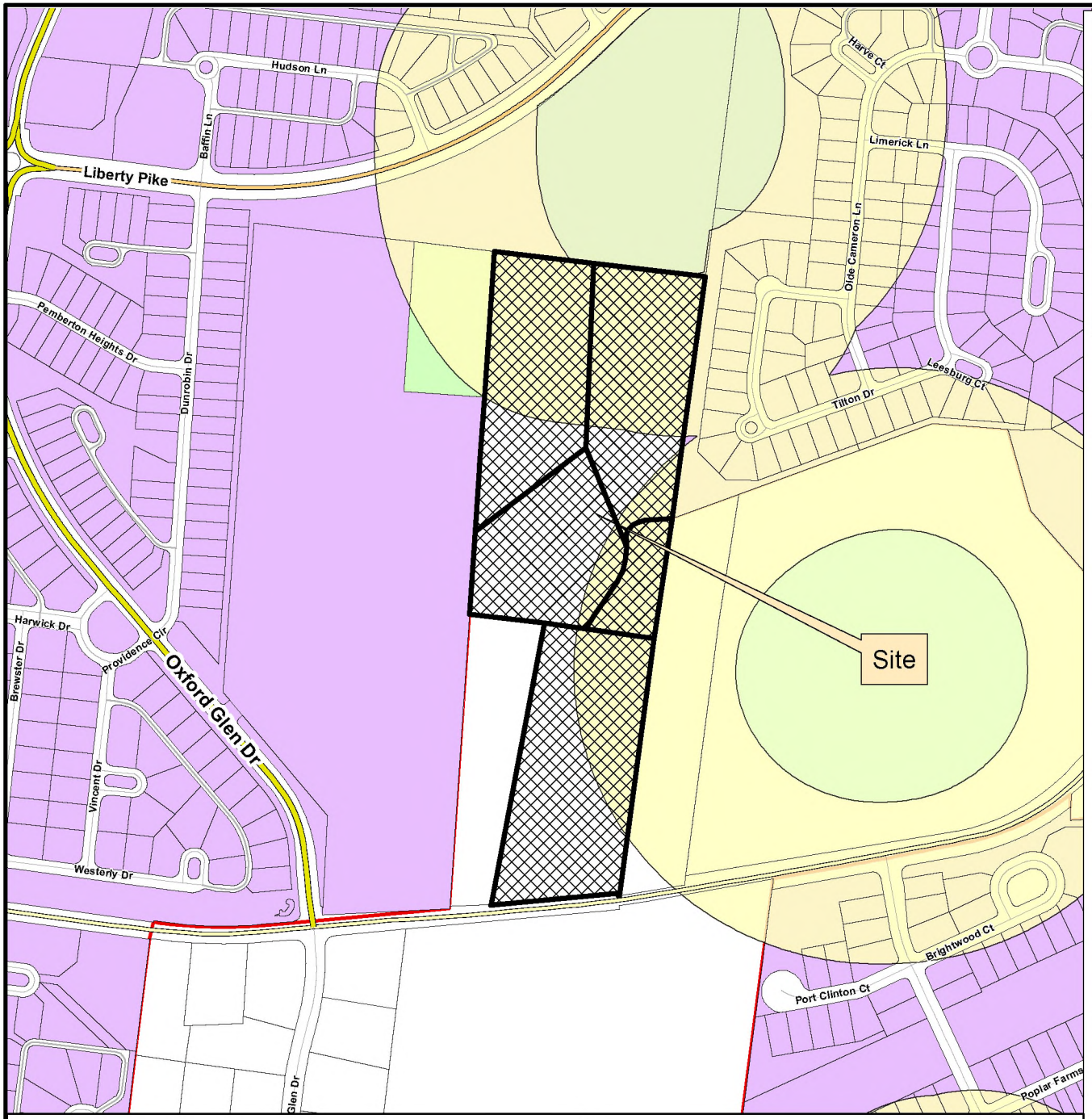
PLANNING COMMISSION RECOMMENDED: _____

PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____



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 2026. All rights reserved.

N

0 250 500 1,000

Feet

POPLARS RESERVE PUD SUBDIVISION
RESOLUTION 2026-52
ORDINANCE 2026-17

Project Information
Proposed Zoning: Planned (P D 1.8) District
Overlays: None
Site Acreage: 22.78 acres
Proposed Number of Dwelling Units: 41
Proposed Nonresidential Square Footage: None

Legend

- Poplars Reserve PUD Subdivision
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

HISTORIC FRANKLIN TENNESSEE

POPLARS RESERVE PUD SUBDIVISION

REZONING REQUEST - PD(1.8 DUA; 00SF)

Franklin, Williamson County, Tennessee

SHEET INDEX

C0.0	COVER SHEET
C1.0	OVERALL EXISTING CONDITIONS
C1.1	EXISTING CONDITIONS
C1.2	EXISTING CONDITIONS

DEVELOPMENT TEAM

OWNER/DEVELOPER:
LANDMARK INVESTMENTS
CONTACT: MIKE BURTON
783 OLD HICKORY BLVD, SUITE 337
BRENTWOOD, TN 37027

APPLICANT & LANDSCAPE ARCHITECT:
KIMLEY-HORN
CONTACT: GREG GAMBLE
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615) 975-5765

CIVIL ENGINEER:
KIMLEY-HORN
CONTACT: GRAY HARRISON
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615)564-2701



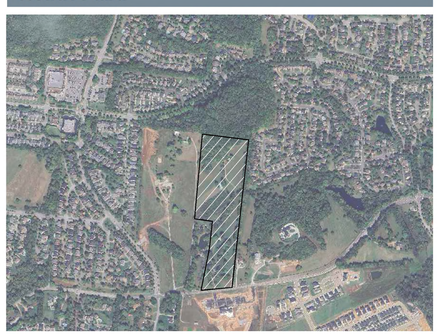
SITE DATA

PROJECT TITLE: PLAN	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT
COF PROJECT NUMBER:	#9138
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8 DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

VESTING STANDARDS

DEVELOPMENT STANDARD	VERSIONS/DATE
ZONING ORDINANCE	1/13/2026
SUBDIVISION REGULATIONS	1/1/2022
TRANSPORTATION & STREET TECHNICAL STANDARDS	7/1/2025
STORMWATER BMP MANUAL	7/1/2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	10/13/2020
MUNICIPAL CODE	5/22/2024

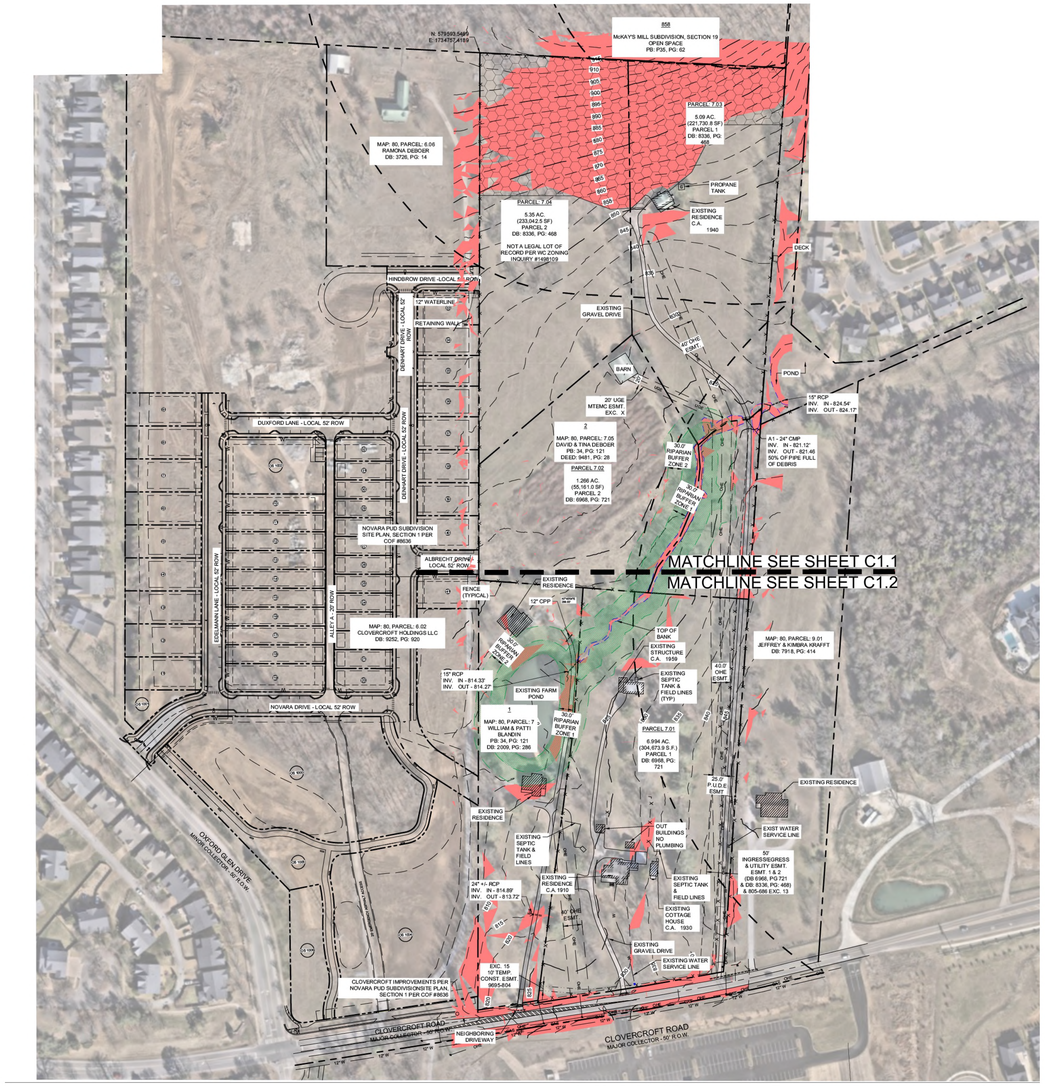
VICINITY MAP



N NOT TO SCALE



INITIAL SUBMITTAL: 5/11/2026
RESUBMITTAL: 6/4/2026
ONE STOP:
COF #: 9138



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM. AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9138
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8 DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, REZONING REQUEST
FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE No. 2301

No.	REVISIONS	DATE	BY

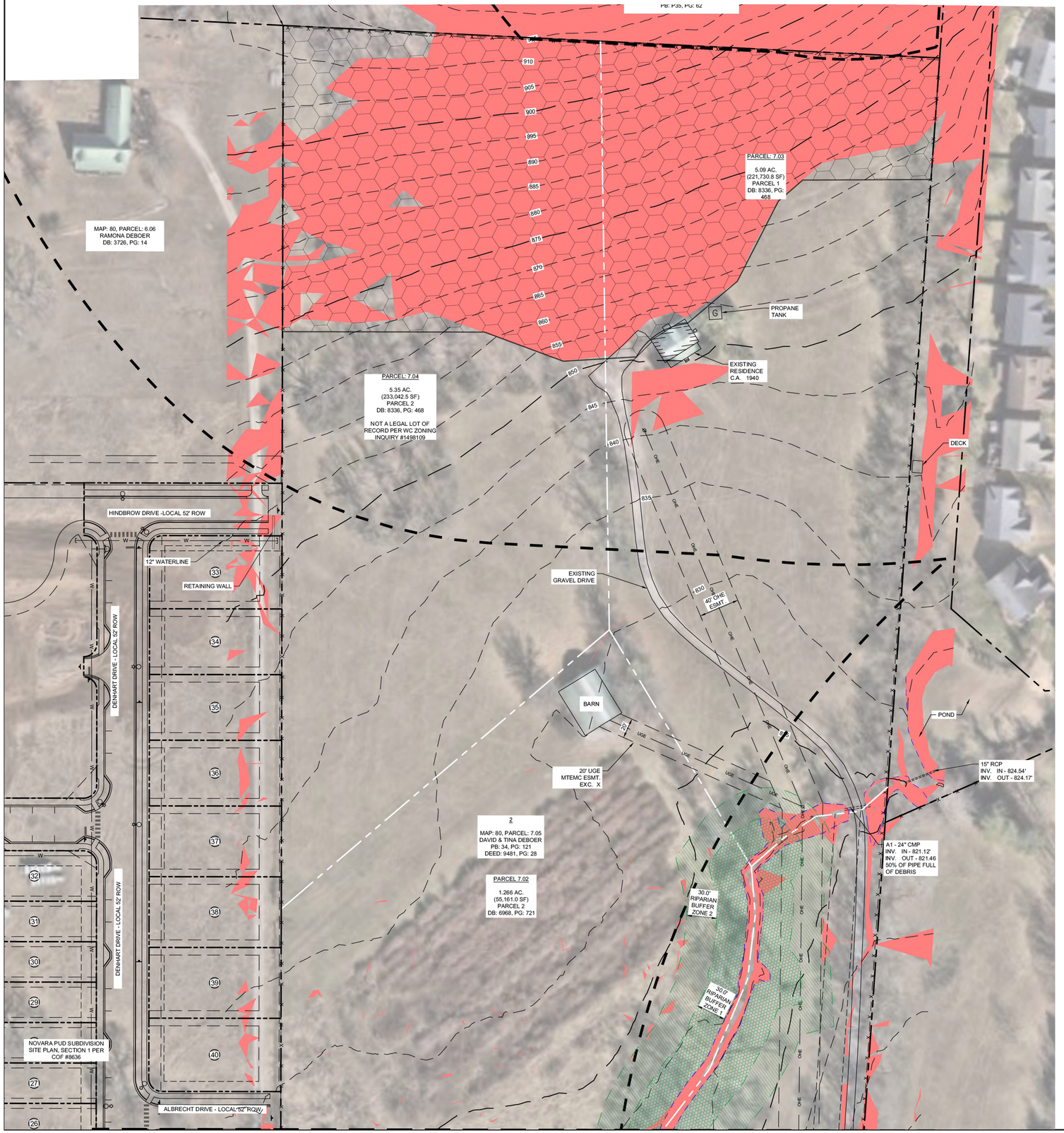
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 116985000

OVERALL EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: C:\Users\DRAKE~1.REE\AppData\Local\Temp\AcPublish_36476\Sheets- Clovercroft DP - Rezoning.dwg C1.0 Jun 05, 2026 12:13pm by: Drake.Reeder



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9138
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8 DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

0' 50' 100' 150'

N

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, REZONING REQUEST
FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED LANDSCAPE ARCHITECT — TENNESSEE

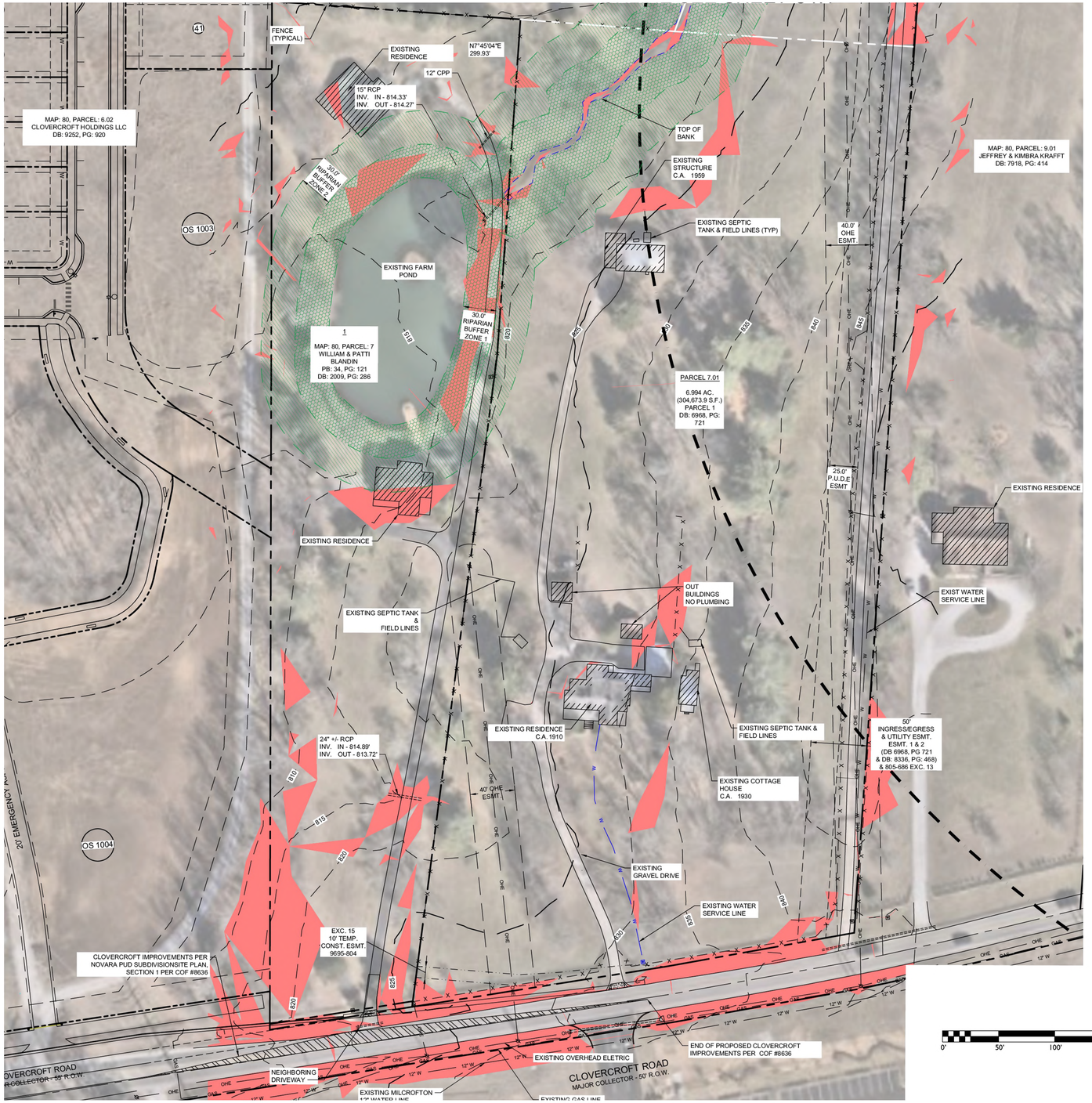
No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER
C1.1

Drawing name: C:\Users\DRAKE~1.REE\AppData\Local\Temp\AcPublish_36476\Sheets- Clovercroft DP - Rezoning.dwg C1.1 Jun 05, 2026 12:13pm by: Drake.Reeder



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9138
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8 DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR'S RESERVE
PUD SUBDIVISION, REZONING REQUEST
FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED — TENNESSEE — LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER
C1.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION

REZONING REQUEST - PD(1.8 DUA; 00SF)

Franklin, Williamson County, Tennessee

SHEET INDEX

C0.0	COVER SHEET
C1.0	OVERALL EXISTING CONDITIONS
C1.1	EXISTING CONDITIONS
C1.2	EXISTING CONDITIONS

DEVELOPMENT TEAM

OWNER/DEVELOPER:
LANDMARK INVESTMENTS
CONTACT: MIKE BURTON
783 OLD HICKORY BLVD, SUITE 337
BRENTWOOD, TN 37027

APPLICANT & LANDSCAPE ARCHITECT:
KIMLEY-HORN
CONTACT: GREG GAMBLE
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615) 975-5765

CIVIL ENGINEER:
KIMLEY-HORN
CONTACT: GRAY HARRISON
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615)564-2701



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9138
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8 DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

VESTING STANDARDS

DEVELOPMENT STANDARD	VERSIONS/DATE
ZONING ORDINANCE	1/13/2026
SUBDIVISION REGULATIONS	1/1/2022
TRANSPORTATION & STREET TECHNICAL STANDARDS	7/1/2025
STORMWATER BMP MANUAL	7/1/2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	10/13/2020
MUNICIPAL CODE	5/22/2024

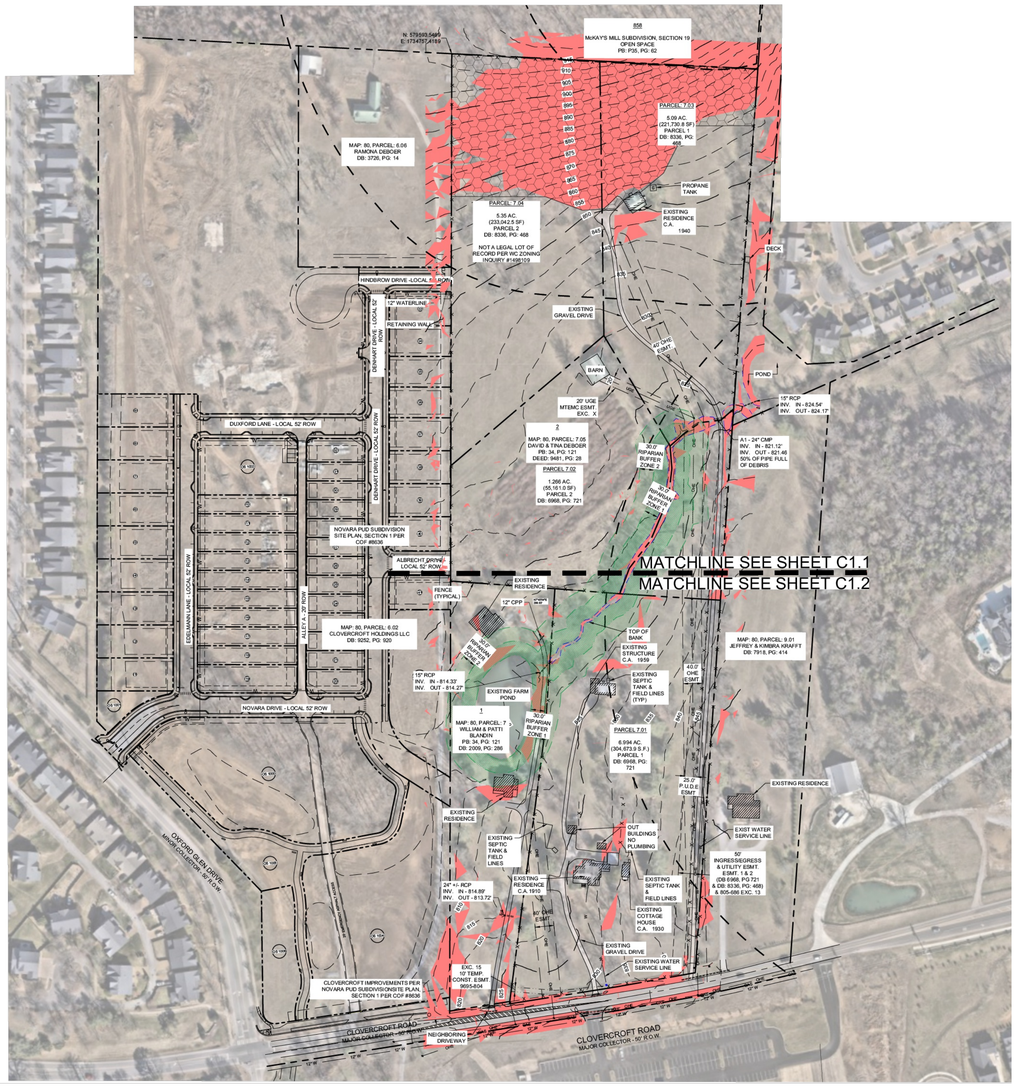
VICINITY MAP



N NOT TO SCALE



INITIAL SUBMITTAL: 5/11/2026
RESUBMITTAL: 6/4/2026
ONE STOP:
COF #: 9138



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM. AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

SITE DATA

PROJECT TITLE: PLAN	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT
COF PROJECT NUMBER:	#9138
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8 DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, REZONING REQUEST
FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED LANDSCAPE ARCHITECT — STATE OF TENNESSEE — No. 329

No.	REVISIONS	DATE	BY

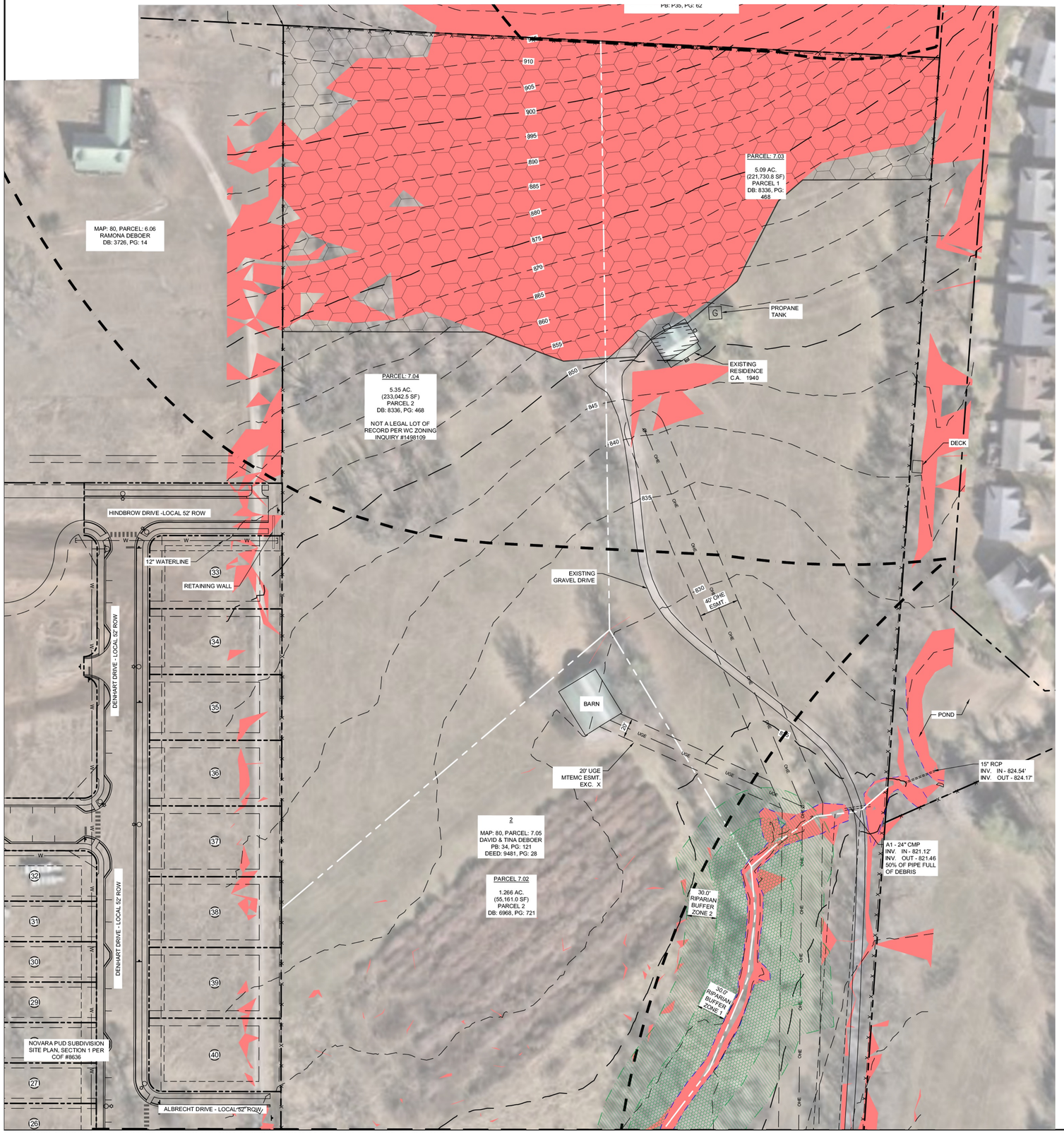
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

OVERALL EXISTING CONDITIONS

SHEET NUMBER C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: C:\Users\DRAKE~1.REE\AppData\Local\Temp\AcPublish_36476\Sheets- Clovercroft DP - Rezoning.dwg C1.0 Jun 05, 2026 12:13pm by: Drake.Reeder



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9138
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8 DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

- 0% - 13.99%
- 14% and above

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, REZONING REQUEST
FRANKLIN, TENNESSEE

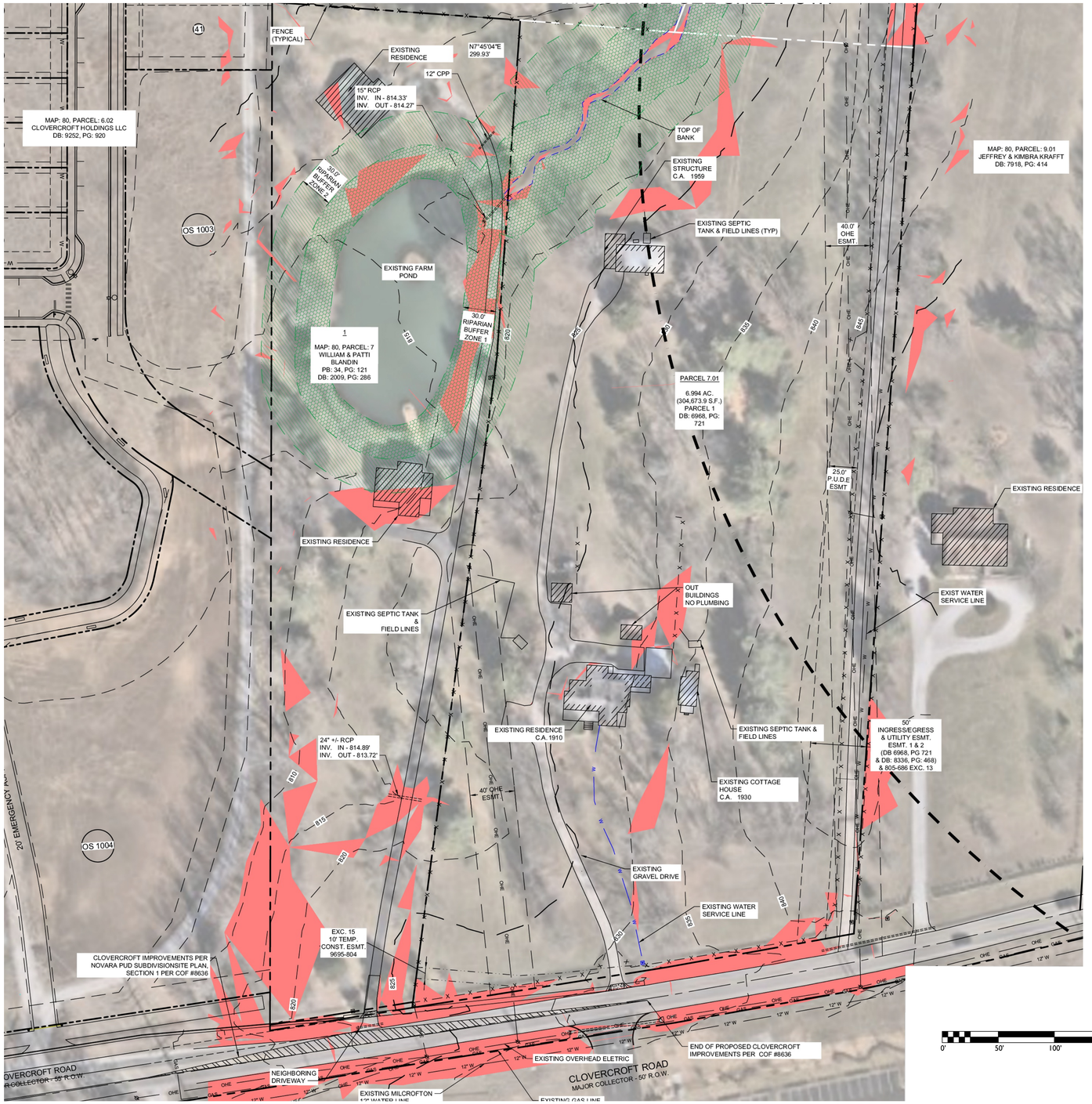
DRAKE A. REEDER — REGISTERED LANDSCAPE ARCHITECT — STATE OF TENNESSEE — 3290

No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER
C1.1



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT
PLAN	
COF PROJECT NUMBER:	#9138
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8 DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR RESERVE
PUD SUBDIVISION, REZONING REQUEST
FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED — TENNESSEE — LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING CONDITIONS

SHEET NUMBER
C1.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Poplars Reserve

FMPC

JUNE 25, 2026

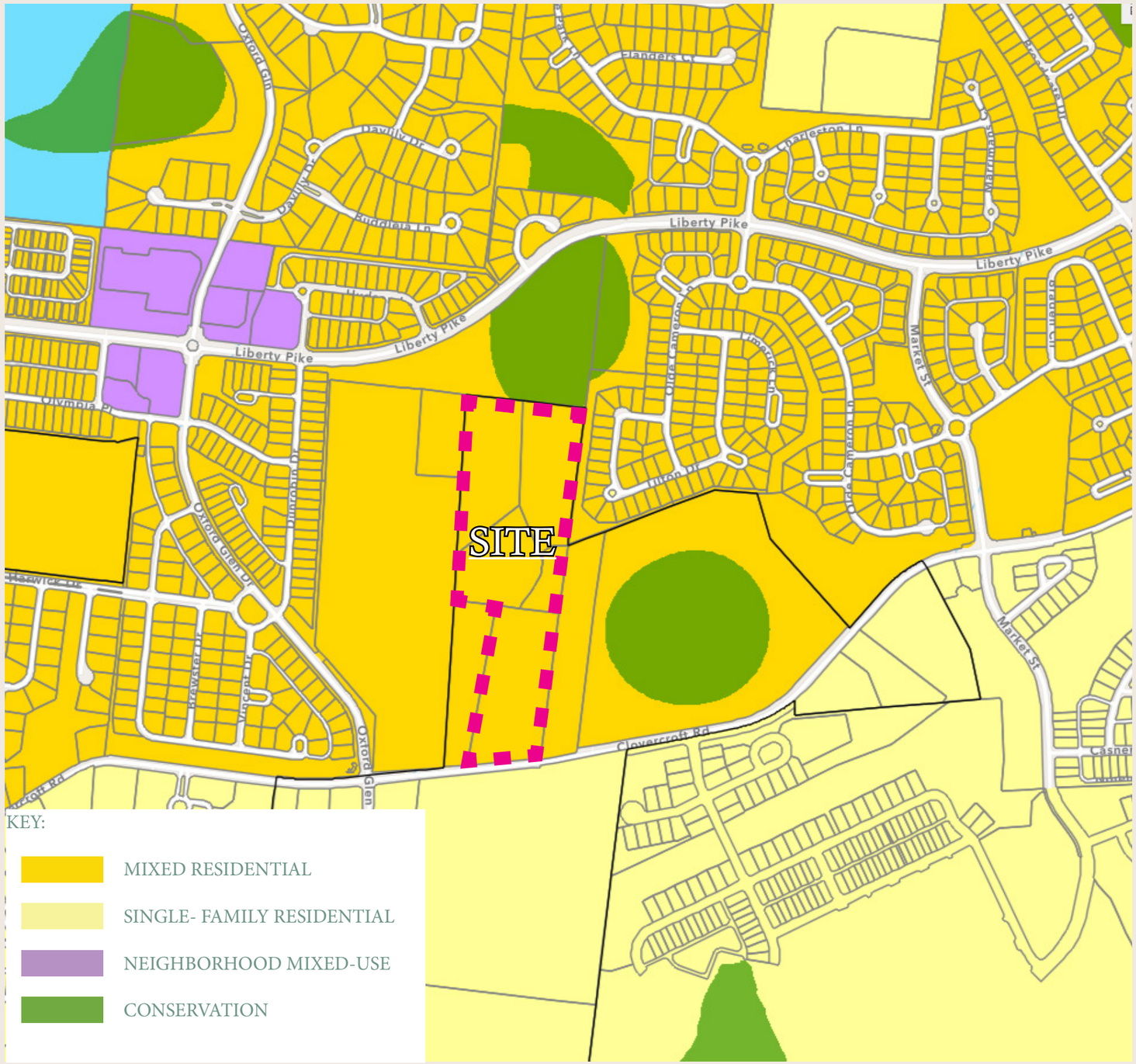
LANDMARK INVESTMENTS

REAL ESTATE • DEVELOPMENT • CONSULTING

Kimley»Horn



Location Map



APPROVED DESIGN CONCEPT:

Mixed Residential

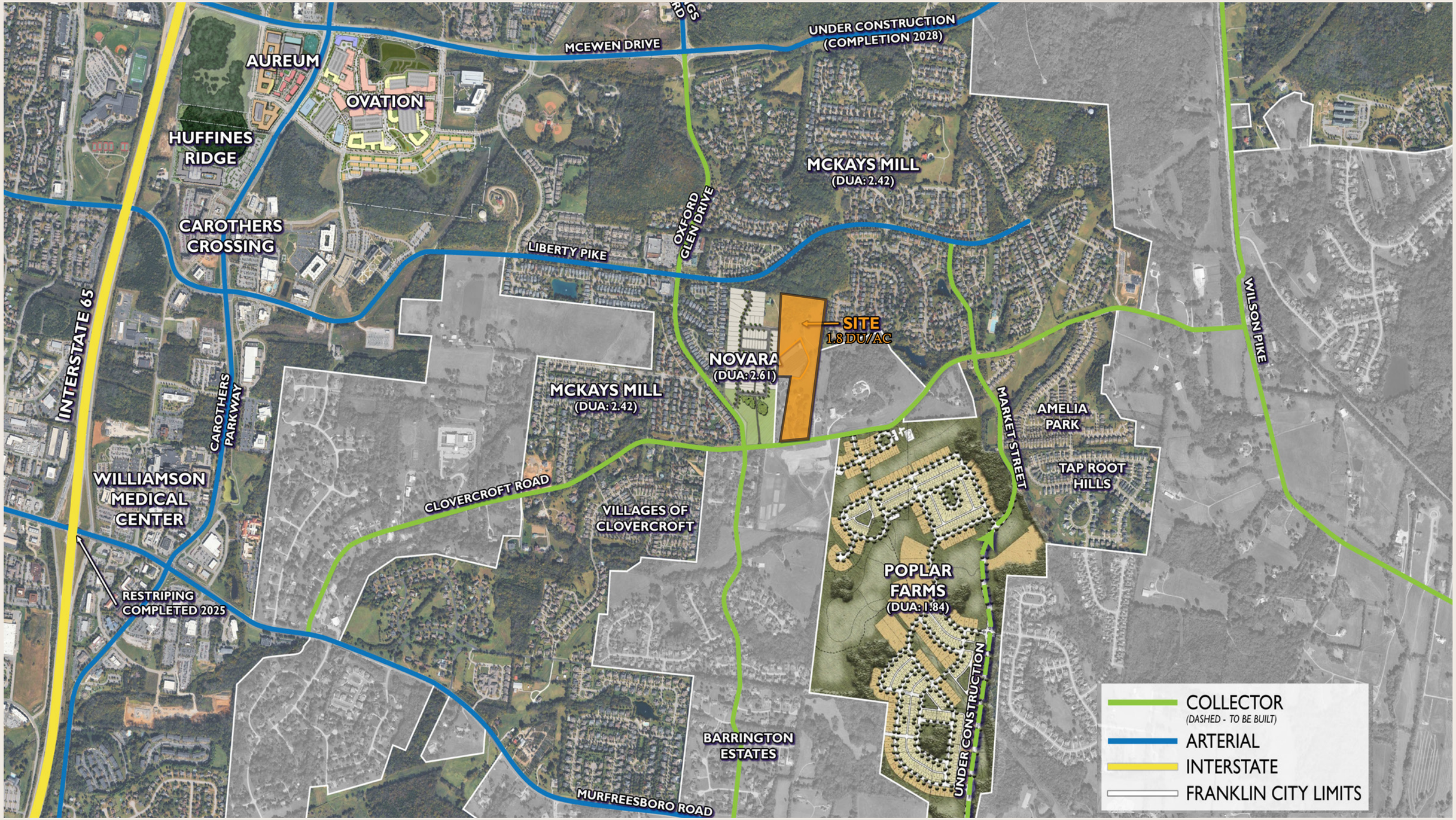
The Mixed Residential design concept contains residential neighborhoods:

- -Single-family dwellings
- -Duplexes
- -Multiplexes
- -Townhouses

New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible amenities.

Primary Uses allowed:
Single-Family Residential

Secondary Uses allowed: Duplexes, Institutional (See Special Consideration),
Multiplexes, Townhouses, and Accessory Dwellings



Road Network


SITE
1.8 DU/AC
MCKAY'S MILL
2.42 DU/AC
HINDBROW DR.
DENHART DR.
NOVARA
2.61 DU/AC
ALBRECHT
DR.
OXFORD GLEN DR
MCKAY'S MILL
2.42 DU/AC
CLOVERCROFT RD

Master Plan



SITE DATA:

Total Residential Units - 41
- DeBoer Family Lots -3
- Single Family Lots - 38

Lot Sizes:
- DeBoer Family Lots - 110'x 300'= 33,000 sf

- Minimum size - 60'x120' = 7,200 sf
- Typical - 65'x145' = 9,425 sf

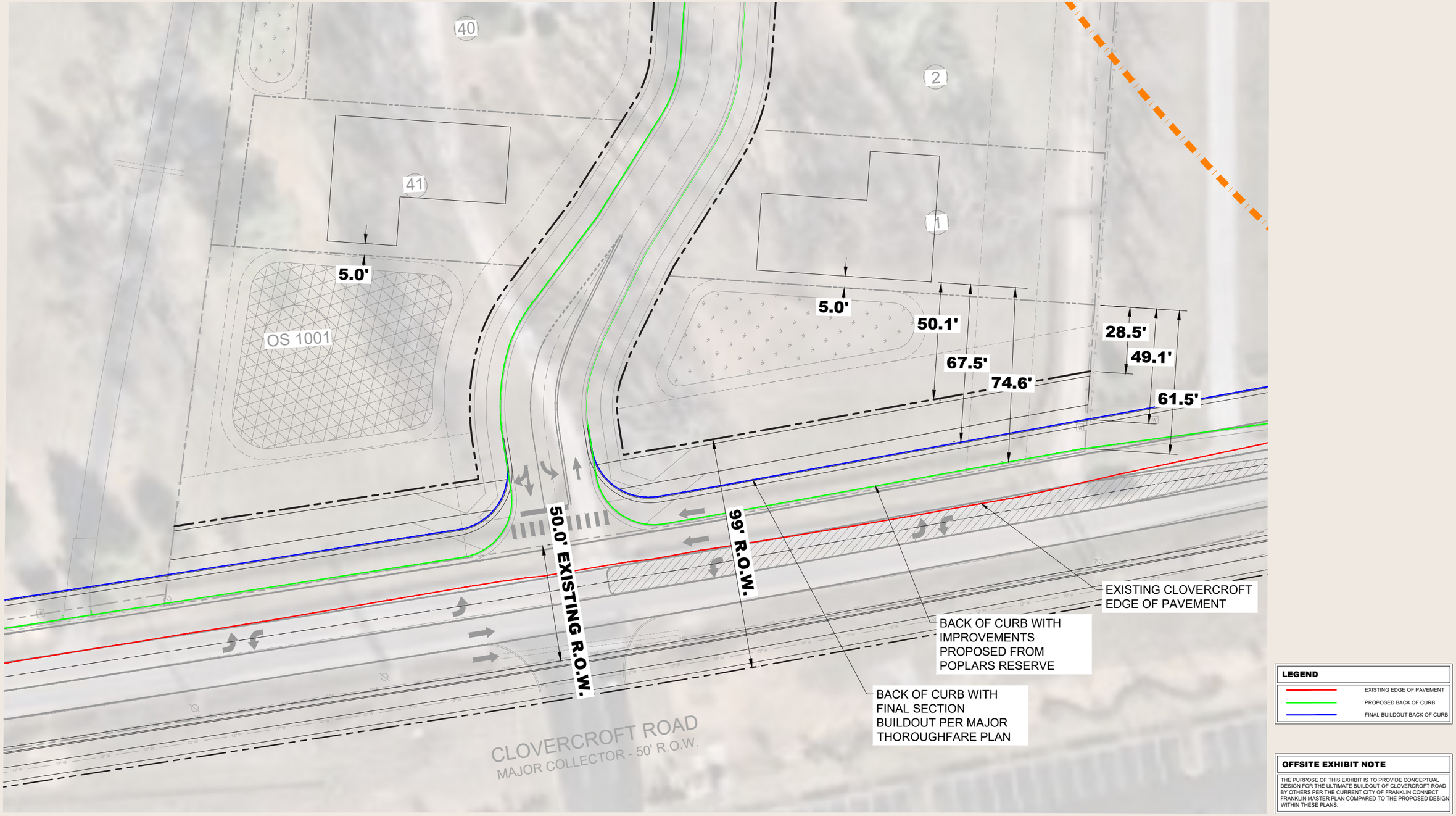
- Average Sq footage = 12,076 sf

Tree Canopy:
- Preserved: 3.9 AC (+/- 50%)

Open Space:
- Required: 1.13 AC (5%)
  - 2.28 AC, natural (10%)
- Provided: 1.3 AC
  - 3.00 AC, natural



Setbacks Off Clovercroft Road



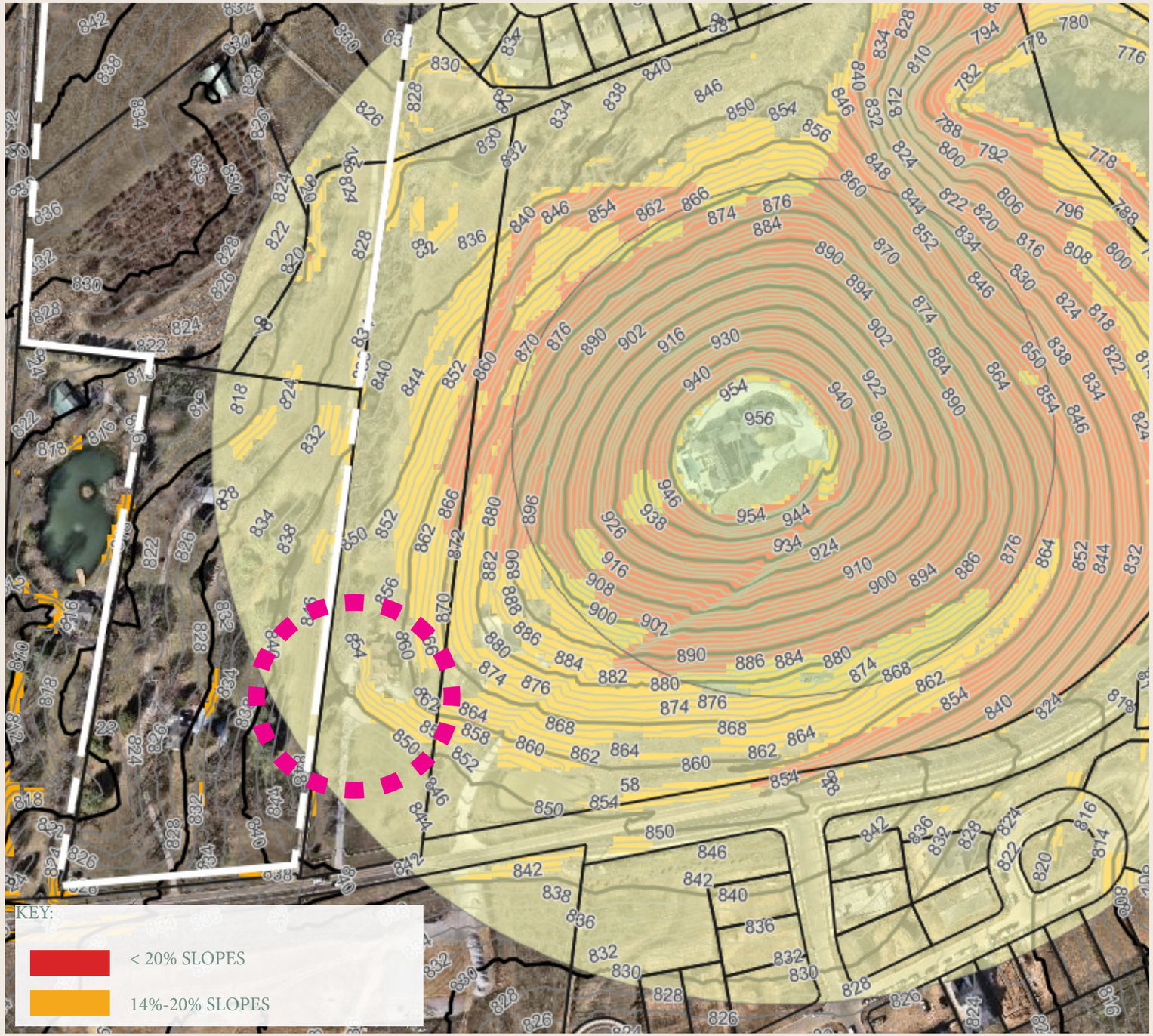
LEGEND

- EXISTING EDGE OF PAVEMENT
- PROPOSED BACK OF CURB
- FINAL BUILDOUT BACK OF CURB

OFFSITE EXHIBIT NOTE

THE PURPOSE OF THIS EXHIBIT IS TO PROVIDE CONCEPTUAL DESIGN FOR THE ULTIMATE BUILDOUT OF CLOVERCROFT ROAD BY OTHERS PER THE CURRENT CITY OF FRANKLIN CONNECT FRANKLIN MASTER PLAN COMPARED TO THE PROPOSED DESIGN WITHIN THESE PLANS.

Setbacks Off Clovercroft Road



Modification #1:

9.6.3.B Connection to Surrounding Street Network B. Street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network.

A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.



Modification #2:

9.6.3.A Connection to Surrounding Street Network A. The arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties.

A Modification of standard 9.6.3.A is requested to align the connnection to the adjacent western property to provide access to the northern property line, via a ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Denhart Drive.



Modification #3:

9.6.5.D Internal Street Network D. Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection.

A Modification of Section 9.6.5D is requested to provide a cul-de-sac at the western connection at Albrecht Drive in lieu of a thru street connection.



Streetscape









Architecture


MCKAY'S MILL
HINDBROW DR.
DENHART DR.
NOVARA
ALBRECHT DR.
OXFORD GLEN DR
CLOVERCROFT RD

City of Franklin

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

File #: 26-0661

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Resolution 2026-52, A Resolution Approving A Development Plan For Poplars Reserve PUD Subdivision, With 3 Modifications Of Development Standards (Street And Circulation), For The Property Located North Of Clovercroft Road And East Of Oxford Glen Drive.

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9139
Applicant: Greg Gamble, Kimley Horn
Owner: Georgianne Moran, William Horn, and Deboer Tina Etal/ Tina Deboer

BACKGROUND/STAFF COMMENTS:
The applicant has submitted a development plan for Poplars Reserve PUD Subdivision, a single-family residential development located north of Clovercroft Road and east of Oxford Glen Drive. The applicant is proposing 41 single-family lots for a site that is composed of 22.78 acres. As detailed in the associated rezoning staff report for Ordinance (2026-17), Envision Franklin places these parcels within the Mixed Residential Design concept, which states that, "The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods." In addition, "New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible amenities." The proposed development as outlined in the Poplars Reserve PUD Development Plan generally meets the intent and guiding principles of Envision Franklin. The proposed development meets the parking requirements within the zoning ordinance. The traffic impact analysis has been submitted and reviewed. The parkland agreement will be executed and will coincide with this development plan and rezoning at a BOMA work session.

MODIFICATION OF STANDARDS: There are three modification of standard requests for this plan.

MOS #1: Request to remove/waive the requirement to provide a street stub to the eastern property. Chapter 9.6.3. B (Connection to Surrounding Street Network) states that "street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network." Staff does not support the MOS request due to the connection being feasible and the requirement for connectivity being necessary. **Staff recommends disapproval of MOS #1.**

MOS #2:Request to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Denhart Drive.
Chapter 9.6.3. A (Connection to Surrounding Street Network) states, "the arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties. Staff does not support the MOS request due to the connection being feasible and the requirement for connectivity being necessary. **Staff recommends disapproval of MOS #2.**

MOS #3: Request to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.
Chapter 9.6.5. D (Internal Street Network) states,"Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection." Staff does not support this MOS request due to the lack of substantial reasoning for the full connection to made as required by the zoning ordinance. **Staff recommends disapproval of MOS #3.**

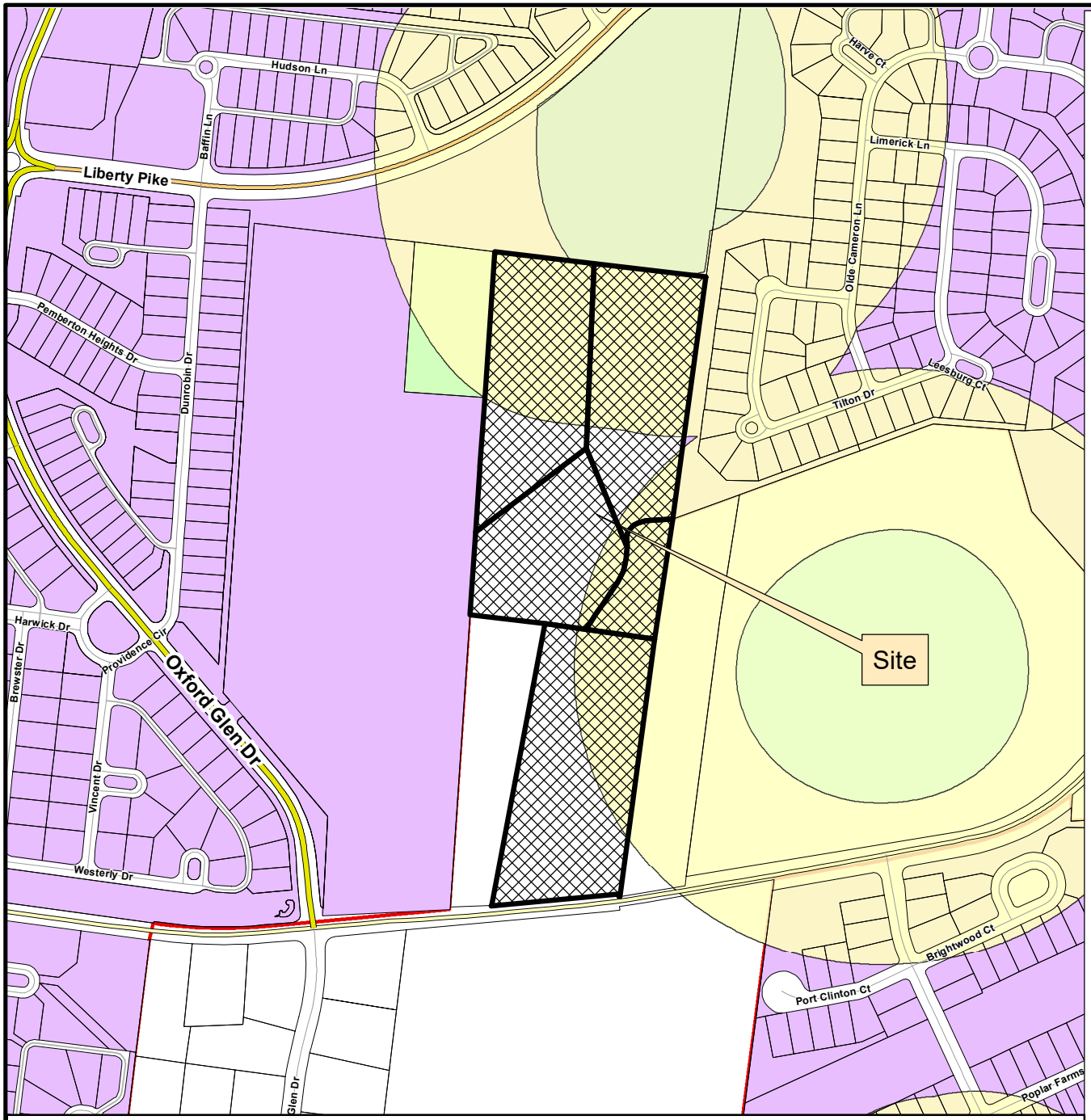
PROCEDURAL REQUIREMENTS:
1. If the plan receives BOMA approval, the applicant shall upload the corrected plan to the online plan review website (https://franklin.contractorsplanroom.com/secure/). All revisions to the approved plans shall be “clouded.” With the resubmittal, each condition of approval/open issue in the online plan review system shall contain a full response from the applicant as to the satisfaction or completion of that condition.
2. The City’s project identification number shall be included in all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2026-52, with conditions.



POPLARS RESERVE PUD SUBDIVISION
RESOLUTION 2026-52
ORDINANCE 2026-17

Project Information
Proposed Zoning: Planned (P D 1.8) District
Overlays: None
Site Acreage: 22.78 acres
Proposed Number of Dwelling Units: 41
Proposed Nonresidential Square Footage: None

Legend

- Poplars Reserve PUD Subdivision
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

RESOLUTION 2026-52

A RESOLUTION APPROVING A DEVELOPMENT PLAN FOR POPLARS RESERVE PUD SUBDIVISION, WITH 3 MODIFICATIONS OF DEVELOPMENT STANDARDS (STREET AND CIRCULATION), FOR THE PROPERTY LOCATED NORTH OF CLOVERCROFT ROAD AND EAST OF OXFORD GLEN DRIVE.

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, has, or will, approve the zoning for the property as part of Ordinance 2026-17; and

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

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

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

WHEREAS, in accordance with the provisions of 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 determine that the project application meets substantial compliance, and 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
080 - 00701	6.994
080 - 00702	1.266
080 - 00705	4.08
080 - 00703	5.09

080 - 00704	5.35
Total	22.78

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

SECTION III. That the overall entitlements for the Poplars Reserve PUD Subdivision are as follows:

Entitlements	Poplars Reserve PUD Subdivision
Base Zone District	Planned (PD 1.8) District
Other Zoning Overlays	None
Number of Dwelling Units	41
Number of Nonresidential Square Footage	0
Number of Hotel Rooms	0
Open Space Requirements Natural Area Requirements	5% 10%
Number of Phases in Development	2

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 BOMA 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 BOMA after review and recommendation by the Franklin Municipal Planning Commission:

MOS 1: **Request to remove/waive the requirement to provide a street stub to the eastern property.** Approved: _____ Denied: _____	9.6.3(B) Connection to Surrounding Street Network Street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network. *Staff recommended disapproval.*

MOS 2: **Request to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Denhart Drive.** Approved: _____ Denied: _____	9.6.3(A) Connection to Surrounding Street Network The arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties. *Staff recommended <u>disapproval</u>.*
MOS 2: **Request to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.** Approved: _____ Denied: _____	9.6.5(D) Internal Street Network Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection. *Staff recommended <u>disapproval</u>.*

<u>SECTION VI.</u> That this Resolution shall take effect from and after the passage of Ordinance 2026-17, on third and final reading, the health, safety, and welfare of the citizens requiring it.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

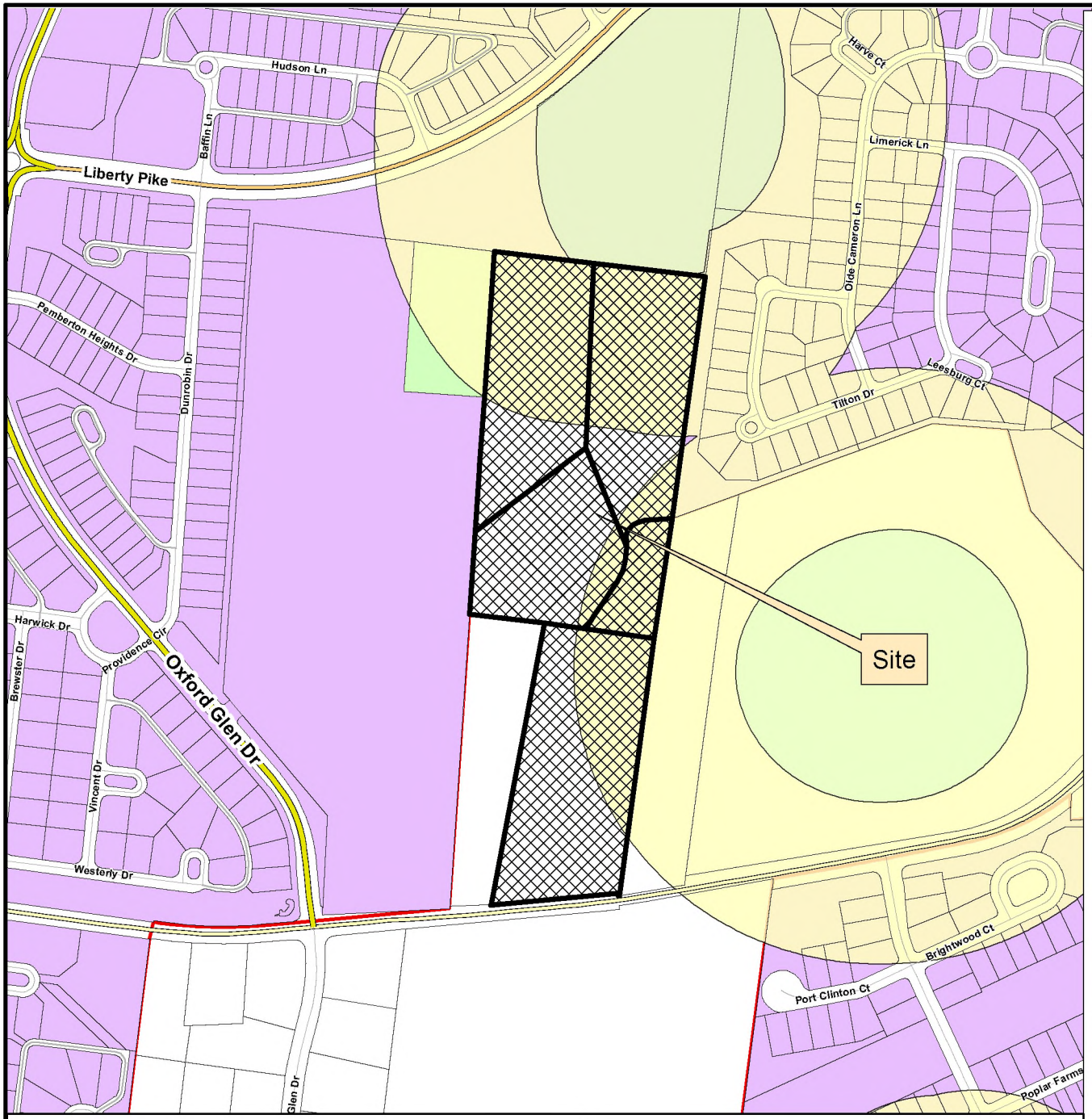
CITY OF FRANKLIN, TENNESSEE:

By:_____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

PREAPPLICATION CONFERENCE:	May 5, 2026
BOMA/FMPC JOINT CONCEPTUAL WORKSHOP:	May 28, 2026
NEIGHBORHOOD MEETING:	May 7, 2026
PLANNING COMMISSION RECOMMENDED APPROVAL:	_____
PUBLIC HEARING AND BOMA APPROVAL:	_____



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 2026. All rights reserved.

N

0 250 500 1,000

Feet

POPLARS RESERVE PUD SUBDIVISION
RESOLUTION 2026-52
ORDINANCE 2026-17

Project Information
Proposed Zoning: Planned (P D 1.8) District
Overlays: None
Site Acreage: 22.78 acres
Proposed Number of Dwelling Units: 41
Proposed Nonresidential Square Footage: None

Legend

- Poplars Reserve PUD Subdivision
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

HISTORIC FRANKLIN TENNESSEE

POPLARS RESERVE PUD SUBDIVISION

DEVELOPMENT PLAN - PD(1.8 DUA; 00SF)

SHEET INDEX

C0.0	COVER
C0.1	MODIFICATION OF STANDARDS
C1.0	OVERALL EXISTING CONDITIONS
C1.1	ENLARGED EXISTING CONDITIONS
C1.2	ENLARGED EXISTING CONDITIONS
C2.0	OVERALL DEVELOPMENT PLAN
C2.1	DEVELOPMENT PLAN ENLARGEMENT
C2.2	DEVELOPMENT PLAN ENLARGEMENT
C3.0	GRADING AND DRAINAGE PLAN
C3.1	ENLARGED GRADING AND DRAINAGE PLAN
C3.2	ENLARGED GRADING AND DRAINAGE PLAN
C4.0	ROW & ACCESS PLAN - FIRE
C4.1	ROW & ACCESS PLAN - TRASH
C5.0	OVERALL UTILITY PLAN
C5.1	ENLARGED UTILITY PLAN
C5.2	ENLARGED UTILITY PLAN
C6.0	PHASING PLAN
C7.0	OPEN SPACE
L1.0	TREE PRESERVATION PLAN
L2.0	BUFFER MANAGEMENT PLAN
A1.0	CONCEPTUAL ARCHITECTURE

DEVELOPMENT TEAM

OWNER/DEVELOPER:
LANDMARK INVESTMENTS
CONTACT: MIKE BURTON
783 OLD HICKORY BLVD, SUITE 337
BRENTWOOD, TN 37027

APPLICANT & LANDSCAPE ARCHITECT:
KIMLEY-HORN
CONTACT: GREG GAMBLE
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615) 975-5765

CIVIL ENGINEER:
KIMLEY-HORN
CONTACT: GRAY HARRISON
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615)564-2701



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

REGULATIONS

BUILDING TYPES APPLIED: SINGLE FAMILY
FRONTAGE TYPES: YARD, LANDSCAPE

SETBACKS :
- FRONT: 15'
- SIDE: 5'
- REAR: 10'

MINIMUM LOT WIDTH:	60'
DWELLING UNIT COUNT:	41 UNITS
SINGLE FAMILY:	41
BUILDING HEIGHT:	2.5 STORIES
MINIMUM LSA:	4.56 AC
PROVIDED LSA:	4.56 AC
REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY

OPEN SPACE REQUIRED:	1.00 AC (5%)
NATURAL AREA OPEN SPACE REQUIRED:	2.01 AC (10%)
OPEN SPACE PROVIDED:	1.13 AC
NATURAL OPEN SPACE PROVIDED:	3.00 AC

PARKING REQUIRED, BY USE:
- REQUIRED : 2 SPACES PER UNIT
- PROVIDED: 82 SPACES (41 UNITS x 2 SPACES PER UNIT)

BUILDING CODE DATA

BUILDING SQUARE FOOTAGE IN ACCORDANCE WITH CHAPTER 5 OF THE IBC.

BUILDING OCCUPANCY IN ACCORDANCE WITH CHAPTER 3 OF THE IBC.

CONSTRUCTION TYPE IN ACCORDANCE WITH CHAPTER 6 OF THE IBC.

SEE SHEET C2.0

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

VESTING STANDARDS

DEVELOPMENT STANDARD	VERSIONS/DATE
ZONING ORDINANCE	1/13/2026
SUBDIVISION REGULATIONS	1/1/2022
TRANSPORTATION & STREET TECHNICAL STANDARDS	7/1/2025
STORMWATER BMP MANUAL	7/1/2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	10/13/2020
MUNICIPAL CODE	5/22/2024

COMPREHENSIVE REVIEW AT SITE PLAN

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY THE CITY OF FRANKLIN STAFF WILL OCCUR AT SITE PLAN. PROJECT ENTITLEMENTS APPROVED WITH THIS DEVELOPMENT PLAN DO NO 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 SITE PLAN, THE APPLICANT CANNOT ACHIEVE THE MAXIMUM APPROVED ENTITLEMENTS, THE APPLICANT SHALL BE CONFINED TO THE ENTITLEMENTS ACHIEVABLE FROM THE APPLICATION OF SAID STANDARDS.



N NOT TO SCALE

MODIFICATION OF STANDARDS SUMMARY

Modification of Standards Request #1: A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.

Modification of Standards Request #2: A Modification of standard 9.6.3.A is requested to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Dehart Drive.

Modification of Standards Request #3: A Modification of standard 9.6.5.D requested to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 1215 DEPARTMENT OF AGRICULTURE AND COMMERCE

PRE-APP SUBMITTAL: MARCH 30, 2026
INITIAL SUBMITTAL: MAY 11, 2026
RESUBMITTAL: JUNE 4, 2026

COF # 9139

MODIFICATION OF STANDARDS #1

9.6.3.B Connection to Surrounding Street Network *B. Street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network.*

A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.

The requested modification is to better align with existing conditions and to take into account the natural features of the existing property to the east. This property is an existing Williamson County home that currently sits on an minimum lot size permitted in the county. This property contains HHO buffer with steeps slopes with a large portion of the property. Given these constraints, a vehicular connection would be infeasible, incompatible with the adjoining residential use, and inconsistent with safe and purposeful site design. Eliminating the vehicular connection requirement allows the development to function as intended without creating adverse impacts to neighboring property or introducing unnecessary safety and environmental concerns.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   Strict adherence to the vehicular connectivity standard would require a connection to the eastern boundary where site and adjacency conditions do not support functional vehicular access. The adjacent property is an existing single_family residence situated on a minimum_sized Williamson County lot and constrained by steep slopes within the HHO buffer. Forcing a vehicular connection at this location would introduce grading impacts, increase safety risks, and create an access point that is neither functional nor necessary for the proposed development.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   This request is based on unique, site_specific conditions associated with the eastern adjoining property, including jurisdictional differences, steep topography, HHO buffer constraints, and an existing home developed at minimum lot size. These conditions limit both the feasibility and appropriateness of any vehicular interconnection. Unlike properties where future roadway extensions or shared access may be reasonably anticipated, the eastern property is not positioned to accommodate vehicular connectivity without substantial impacts to the existing residence and environmentally sensitive areas. As such, these circumstances are unique to this location and should not be interpreted as generally applicable to other developments.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development, compatibility with adjacent uses, and respect for natural features. Eliminating an impractical vehicular connection protects adjacent residential properties, avoids unnecessary disturbance of steep slopes and hillside areas, and supports orderly development patterns. The modification allows the project to respond appropriately to its surroundings while advancing Envision Franklin's goals of thoughtful land use planning, environmental stewardship, and high_quality residential development.

MODIFICATION OF STANDARDS #2

9.6.3.A Connection to Surrounding Street Network *A. The arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties.*

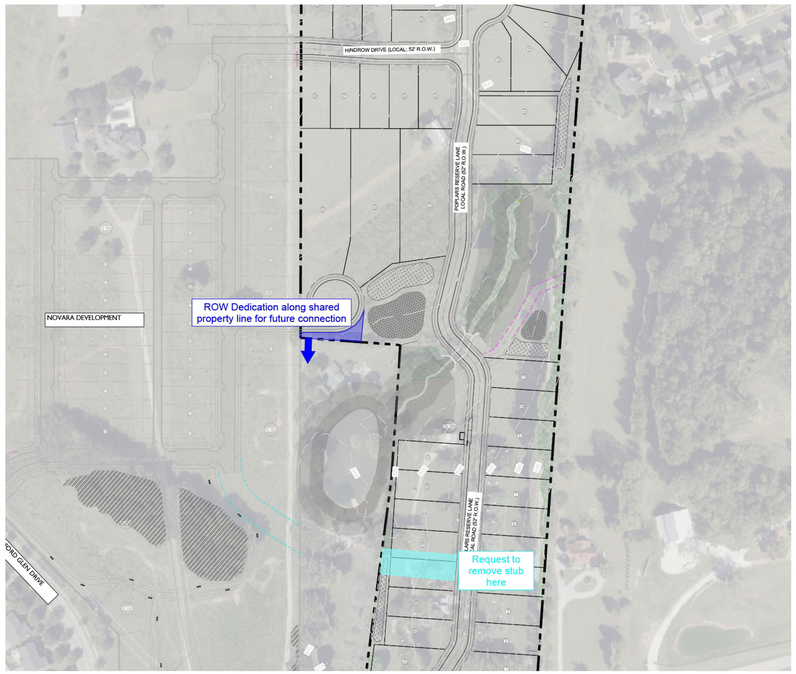
A Modification of standard 9.6.3.A is re quested to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Dehart Drive.

This MOS requests to waive the street stub connection but still achieves interconnectivity via ROW dedication along shared property line that provides multiple connection options in the future.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   This option provides an unique opportunity to continue the ROW proposed by other developments and plan for future connections along a shared property line.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   This request is based on unique, site_specific conditions associated with the western adjoining property, including jurisdictional differences already platted easements and a proposed access plan for the site. The adjoining property also has an existing house and pond that would determine future development.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development, compatibility with adjacent uses, and respect for natural features. Proposing an alternative connection protects adjacent residential properties, avoids unnecessary disturbance of steep slopes and hillside areas, and supports orderly development patterns. The modification allows the project to respond appropriately to its surroundings while advancing Envision Franklin's goals of thoughtful land use planning.



MODIFICATION OF STANDARDS #3

Modification #3: Section 9.6.5.D Internal Street Network

9.6.5.D Internal Street Network *D. Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection.*

A Modification of Section 9.6.5.D is requested to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.

This request is based on working with existing residents to accomplish dividing their land for family lots to be created. Adjacent property owners were contacted early in the design process and included in discussions regarding access and circulation. These neighboring property owners have expressed an interest in future subdivision of their property to create residential lots for family members. The proposed cul_de_sac configuration allows for safe and compliant roadway design while providing flexibility that enables adjoining property owners to retain their property and pursue future family_oriented development.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   This option provides opportunities for long-time Franklin residents to maintain their property and use and divide among family to create homes for future generations.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   The request is based on site_specific conditions and design intent that are unique to this development and its surrounding context. In this context, a cul-de-sac represents an appropriate and context-sensitive termination of the roadway consistent with the City's zoning ordinance intent to allow flexibility where strict application of connectivity standards since these will be large lots constructed for family development.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development and compatibility with adjacent uses. The modification allows the project to respond appropriately to request of neighbors of Franklin residents and advancing Envision Franklin's goals of thoughtful land use planning.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED — TENNESSEE — LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

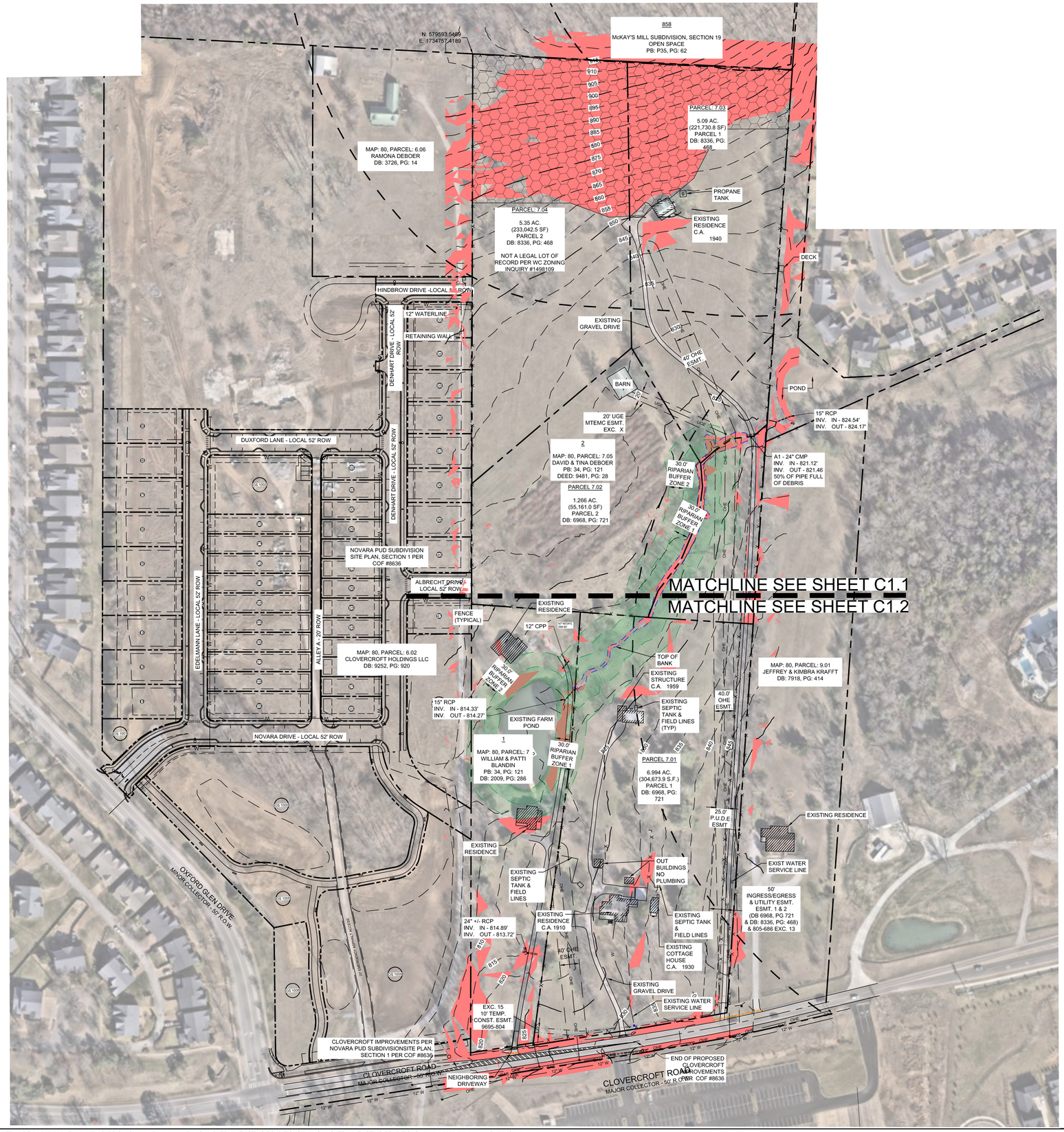
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

MODIFICATION OF STANDARDS

SHEET NUMBER
C0.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

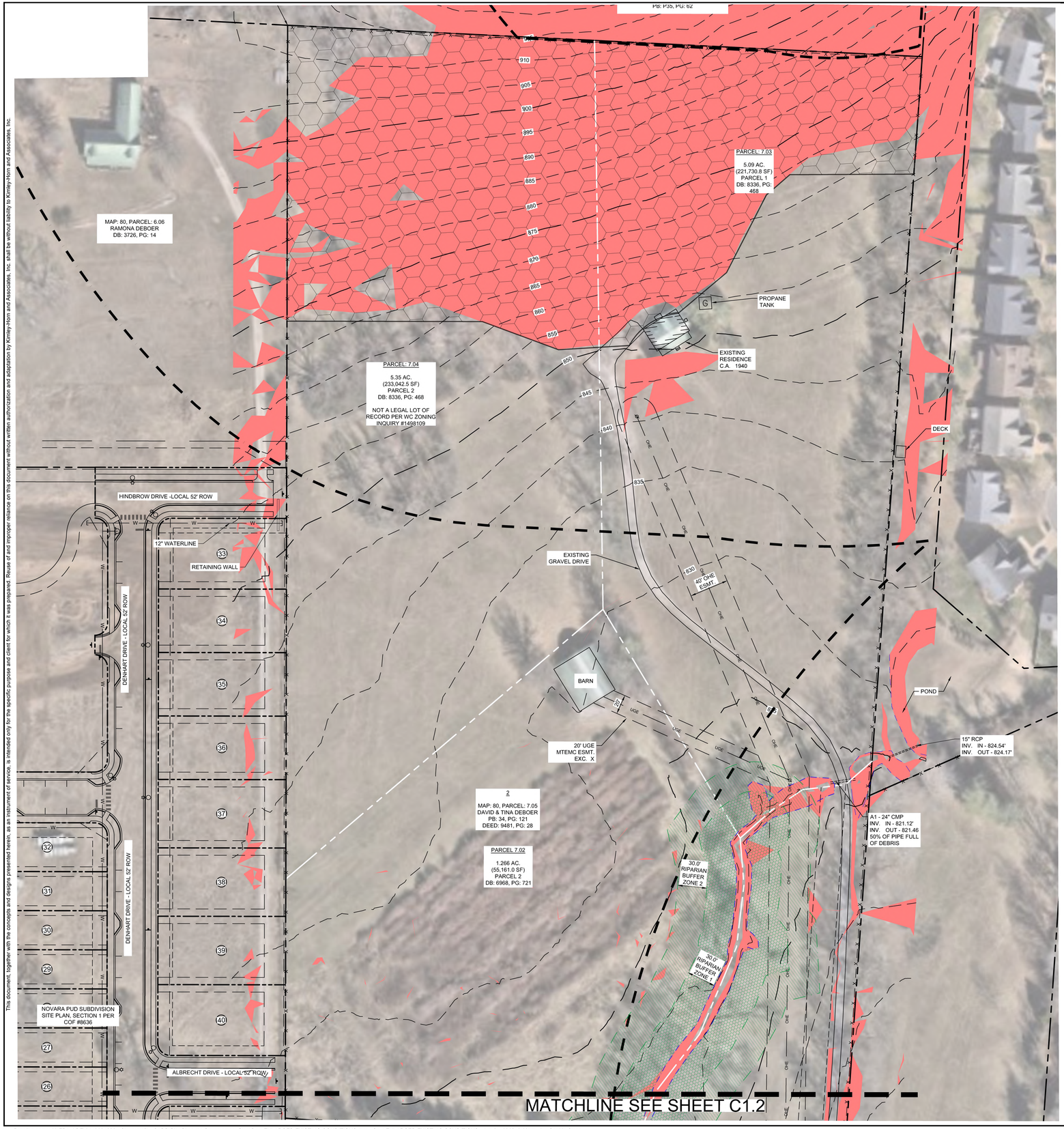
SOPHIA CLOSE
REGISTERED ENGINEER
No. 131333
STATE OF TENNESSEE
05/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

OVERALL EXISTING CONDITIONS

SHEET NUMBER
C1.0



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131285
COMMERCE
STATE OF TENNESSEE
05/11/2026

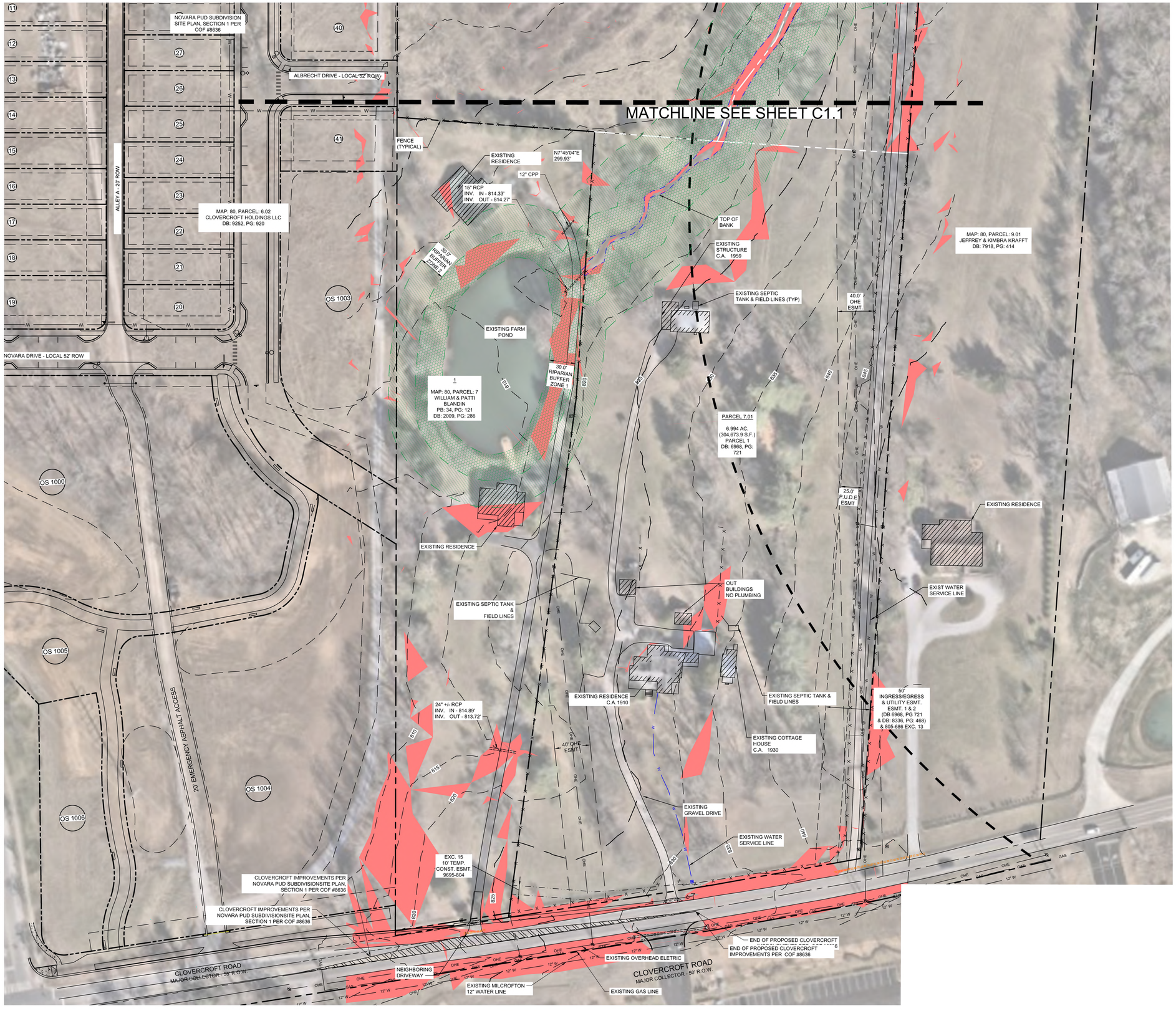
No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED EXISTING CONDITIONS

SHEET NUMBER
C1.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR'S RESERVE PUD SUBDIVISION

FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131265
STATE OF TENNESSEE
06/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED EXISTING CONDITIONS

SHEET NUMBER
C1.2

COF #9139

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C1.1 ENLARGED EXISTING CONDITIONS.dwg C1.2 ENLARGED EXISTING CONDITIONS Jun 04, 2026 3:32pm by: Sophia.Close

858

McKAY'S MILL SUBDIVISION, SECTION 19
OPEN SPACE
PB: P35, PG: 62

IRON ROD FOUND
N: 579593.547
E: 1734757.419

S83° 21' 57"E 314.53'

IRON ROD FOUND

S83° 21' 57"E 335.83'

MAP: 80, PARCEL: 6.06
RAMONA DEBOER
DB: 3726, PG: 14

PARCEL: 7.03
5.09 AC.
(221,730.8 SF)
PARCEL 1
DB: 8336, PG: 468

N2° 56' 45"E 582.45'

N3° 55' 17"E 874.03'

S7° 52' 31"W 723.15'

McKAY'S MILL SUBDIVISION
SECTION 12 - LOTS 296-304
PB: P32, PG: 108

PROPANE TANK

EXIST. RESIDENCE C.A. 1940

DECK

PARCEL: 7.04
5.35 AC.
(233,042.5 SF)
PARCEL 2
DB: 8336, PG: 468

40' OHE ESMT.

EXISTING GRAVEL DRIVE

BARN

POND

20' UGE MTEMC ESMT. EXC. A

S53° 25' 25"W 426.20'

N27° 08' 34"W 273.01'

15" RCP
INV. IN - 824.54'
INV. OUT - 824.17'

IRON ROD FOUND CAPPED RAGAN SMITH

A1 - 24" CMP
INV. IN - 821.12'
INV. OUT - 821.46
50% OF PIPE FULL OF DEBRIS

IRON ROD FOUND
N: 578721.561
E: 1734697.644

2
MAP: 80, PARCEL: 7.05
DAVID & TINA DEBOER
PB: 34, PG: 121
DEED: 9481, PG: 28

PARCEL 7.02
1.266 AC.
(55,161.0 SF)
PARCEL 2
DB: 6968, PG: 721

S7° 43' 46"W 371.79'

FENCE (TYPICAL)

IRON ROD FOUND IN CENTER OF DITCH

S81°44'44"E 137.90'

S82°31'18"E 214.18'

N7°45'04"E 299.93'

MAP: 80, PARCEL: 6.02
CLOVERCROFT HOLDINGS LLC
DB: 9252, PG: 920

TOP OF BANK

STREAM MAY BE SUBJECT TO CITY/COUNTY BUFFERS MEAS. FROM TOB

15" RCP
INV. IN - 814.33'
INV. OUT - 814.27'

EXISTING STRUCTURE C.A. 1959

EXIST. SEPTIC TANK & FIELD LINES (TYP)

MAP: 80, PARCEL: 9.01
JEFFREY & KIMBRA KRAFFT
DB: 7918, PG: 414

1
MAP: 80, PARCEL: 7
WILLIAM & PATTI BLANDIN
PB: 34, PG: 121
DB: 2009, PG: 286

PARCEL 7.01
6.994 AC.
(304,673.9 S.F.)
PARCEL 1
DB: 6968, PG: 721

S7° 40' 53"W 792.12'

EXIST. SEPTIC TANK & FIELD LINES

OUT BUILDINGS NO PLUMBING

EXIST. SEPTIC TANK & FIELD LINES

EXIST WATER SERVICE LINE

NEIGHBORING DRIVEWAY

C.A. 1910 EXIST. RESIDENCE

24" +/- RCP
INV. IN - 814.89'
INV. OUT - 813.72'

N11° 13' 26"E 586.53'

EXIST. COTTAGE HOUSE C.A. 1930

50' INGRESS/EGRESS & UTILITY ESMT. ESMT. 1 & 2 (DB 6968, PG 721 & DB: 8336, PG: 468) & 805-686 EXC. 13

40' OHE ESMT.

EXISTING GRAVEL DRIVE

EXIST.WATER SERVICE LINE

IRON ROD SET

EXC. 15
10' TEMP. CONST. ESMT.
9695-804

EXC. 15
SLOPE ESMT.
9695-804

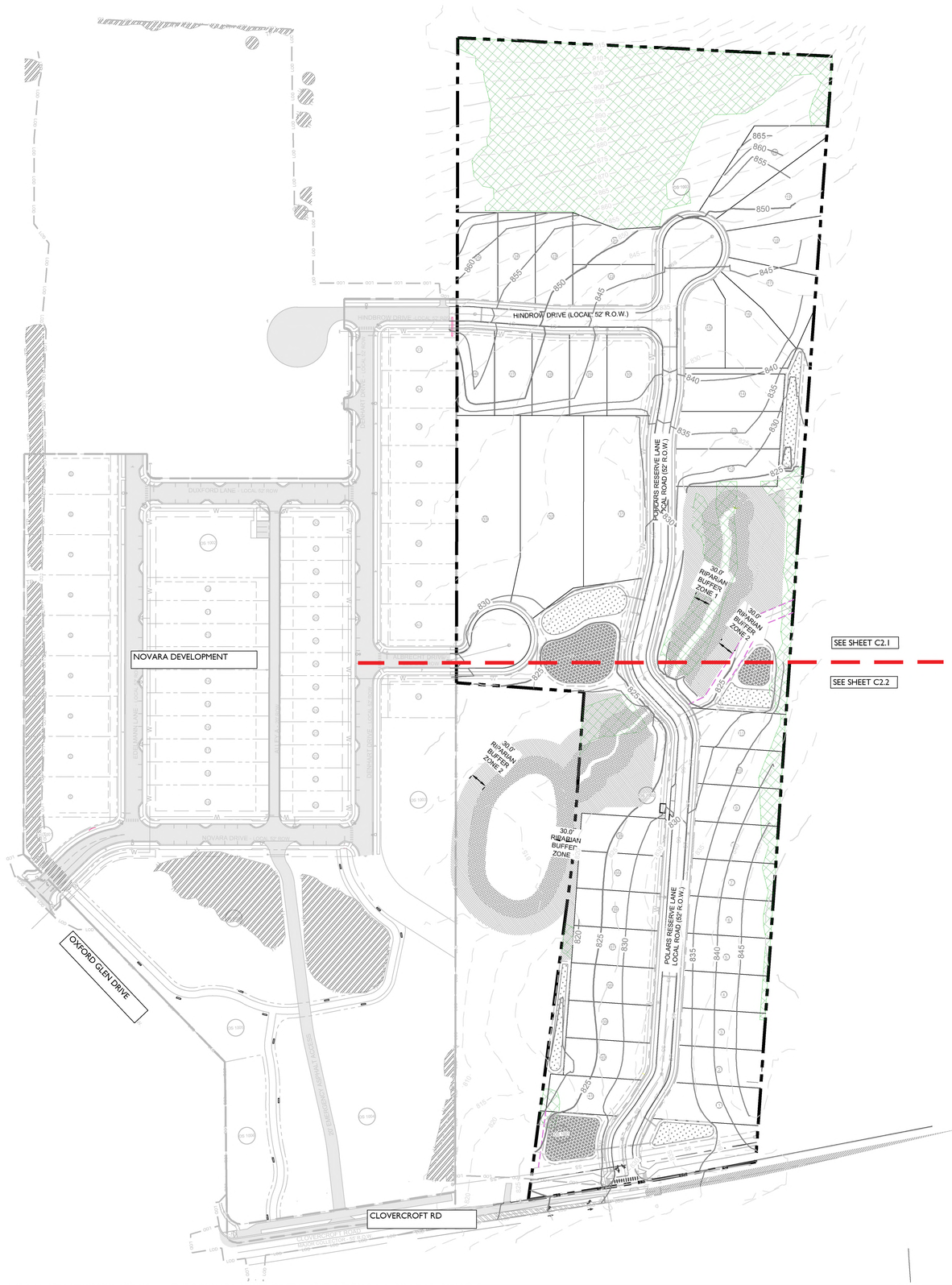
S83°36'35"W 169.73'

S84°46'35"W 229.85'

CLOVERCROFT ROAD
50' R.O.W.
PER WILLIAMSON COUNTY
2021 ROADWAY LIST

Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	0.00%	13.99%	
2	14.00%	50.00%	

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

REGULATIONS

BUILDING TYPES APPLIED: SINGLE FAMILY
FRONTAGE TYPES: YARD, LANDSCAPE

SETBACKS :
- FRONT: 15'
- SIDE: 5'
- REAR: 10'

MINIMUM LOT WIDTH:	60'
DWELLING UNIT COUNT:	41 UNITS
SINGLE FAMILY:	41
BUILDING HEIGHT:	2.5 STORIES
MINIMUM LSA:	4.56 AC
PROVIDED LSA:	4.56 AC
REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY
OPEN SPACE REQUIRED:	1.00 AC (5%)
NATURAL AREA OPEN SPACE REQUIRED:	2.01 AC (10%)
OPEN SPACE PROVIDED:	1.13 AC
NATURAL OPEN SPACE PROVIDED:	3.00 AC

PARKING REQUIRED, BY USE:
- REQUIRED : 2 SPACES PER UNIT
- PROVIDED: 82 SPACES (41 UNITS x 2 SPACES PER UNIT)

BUILDING CODE DATA

BUILDING SQUARE FOOTAGE IN ACCORDANCE WITH CHAPTER 5 OF THE IBC.

BUILDING OCCUPANCY IN ACCORDANCE WITH CHAPTER 3 OF THE IBC.

CONSTRUCTION TYPE IN ACCORDANCE WITH CHAPTER 6 OF THE IBC.

SEE SHEET C2.0

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

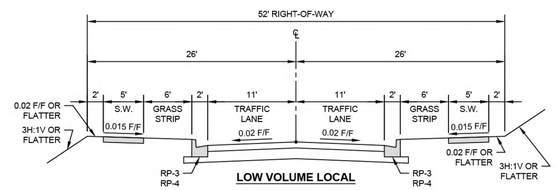
SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

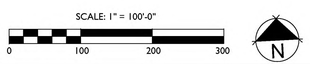
RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.





PARKLAND INFORMATION

41 Units total (- 2 existing homes) X $5,268 = $205,452

KEY

- 30' RIPARIAN BUFFER, ZONE 1
- 30' RIPARIAN BUFFER, ZONE 2
- PRESERVED CANOPY

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

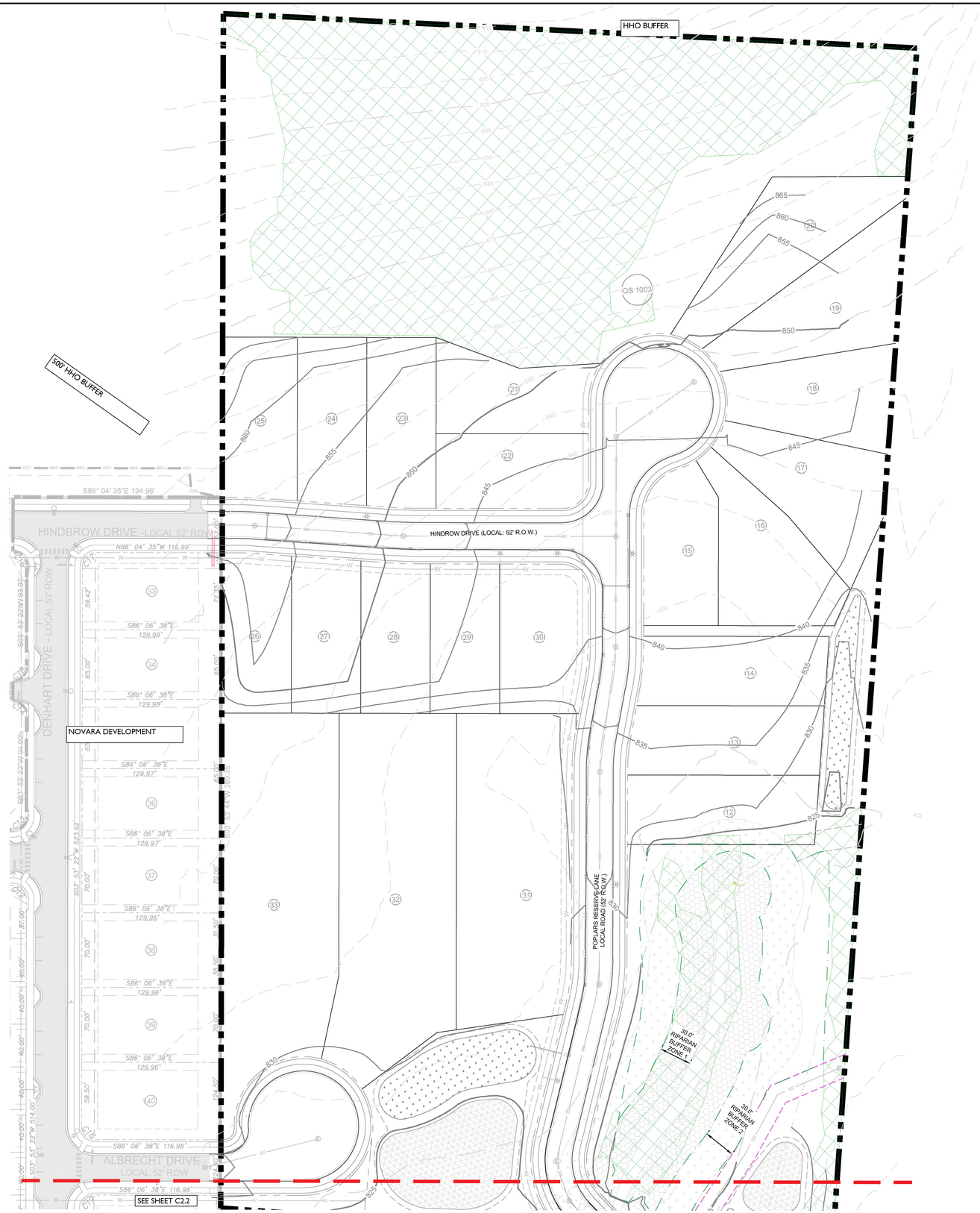
DRAKE A. REEDER — REGISTERED LANDSCAPE ARCHITECT — TENNESSEE No. 1218

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 05/04/2026
KIMLEY-HORN PROJECT NO. 118985000

DEVELOPMENT PLAN

SHEET NUMBER
C2.0



KEY

- 30' RIPARIAN BUFFER, ZONE 1
- 30' RIPARIAN BUFFER, ZONE 2
- PRESERVED CANOPY

0 50 100 150

N

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 1378

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

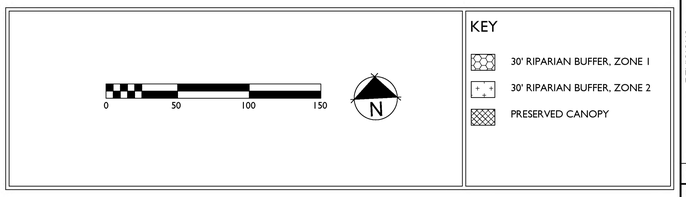
DEVELOPMENT PLAN ENLARGEMENT

SHEET NUMBER
C2.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LAP_GDC\!development\Landmark - Clovercroft\03 Development Plan\01 CAD\Sheets - Clovercroft DP.dwg C2.1 Jun 05, 2026 4:18pm by: Drake.Reeder





This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE No. 1239

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

DEVELOPMENT PLAN ENLARGEMENT

SHEET NUMBER
C2.2

Drawing name: K:\FRA_LAP_GDC\development\Landmark - Clovercroft\03 Development Plan\01 CAD\Sheets - Clovercroft DP.dwg C2.2 Jun 05, 2026 4:19pm by: Drake.Reeder

COF #9139

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

STATEMENT OF IMPACTS

THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE.

STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

RIPARIAN BUFFER NOTE

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

STORMWATER NARRATIVE

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS. FLOW WILL BE DIRECTED TOWARDS THE PROPOSED BIORETENTION AREAS VIA SHEET FLOW OR CONVEYANCE PIPES. BIORETENTION AREAS WILL PROVIDE INFILTRATION AND TREATMENT FOR THE FIRST INCH OF THE RAINFALL FOR MINIMUM 95% OF THE ON-SITE IMPERVIOUS AREA. FROM THE BIORETENTION AREAS, FLOW WILL DISCHARGE INTO THE PROPOSED DETENTION POND AREAS. SITE STORMWATER IS DESIGNED TO EITHER MEET OR REDUCE PRE-DEVELOPMENT FLOW RATES.

OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM PROPOSED STORMWATER TREATMENT AND DETENTION AREAS WHERE POSSIBLE.

GRADING AND DRAINAGE AREA CHART

TOTAL SITE AREA =	22.5 ACRES
SITE IMPERVIOUS AREA =	8.5 ACRES
DISTURBED AREA =	14.5 ACRES

INFRASTRUCTURE NOTE

SHOULD THE INFRASTRUCTURE PROPOSED TO BE COMPLETED BY NOVARA NOT BE COMPLETED, THE POPLAR RESERVE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING THE NOVARA CLOVERCROFT IMPROVEMENTS PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.

OPEN SPACE

ALL OPEN SPACE LOTS TO BE PLACED WITHIN A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

LEGEND

- AREA OF PROTECTED SLOPES
- DRY DETENTION
- WATER QUALITY
- RIPARIAN ZONE 1 BUFFER
- RIPARIAN ZONE 2 BUFFER
- 500' HHO BUFFER
- HHO

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE — REGISTERED ENGINEER — No. 131165 — STATE OF TENNESSEE — COMMERCE — 05/11/2026

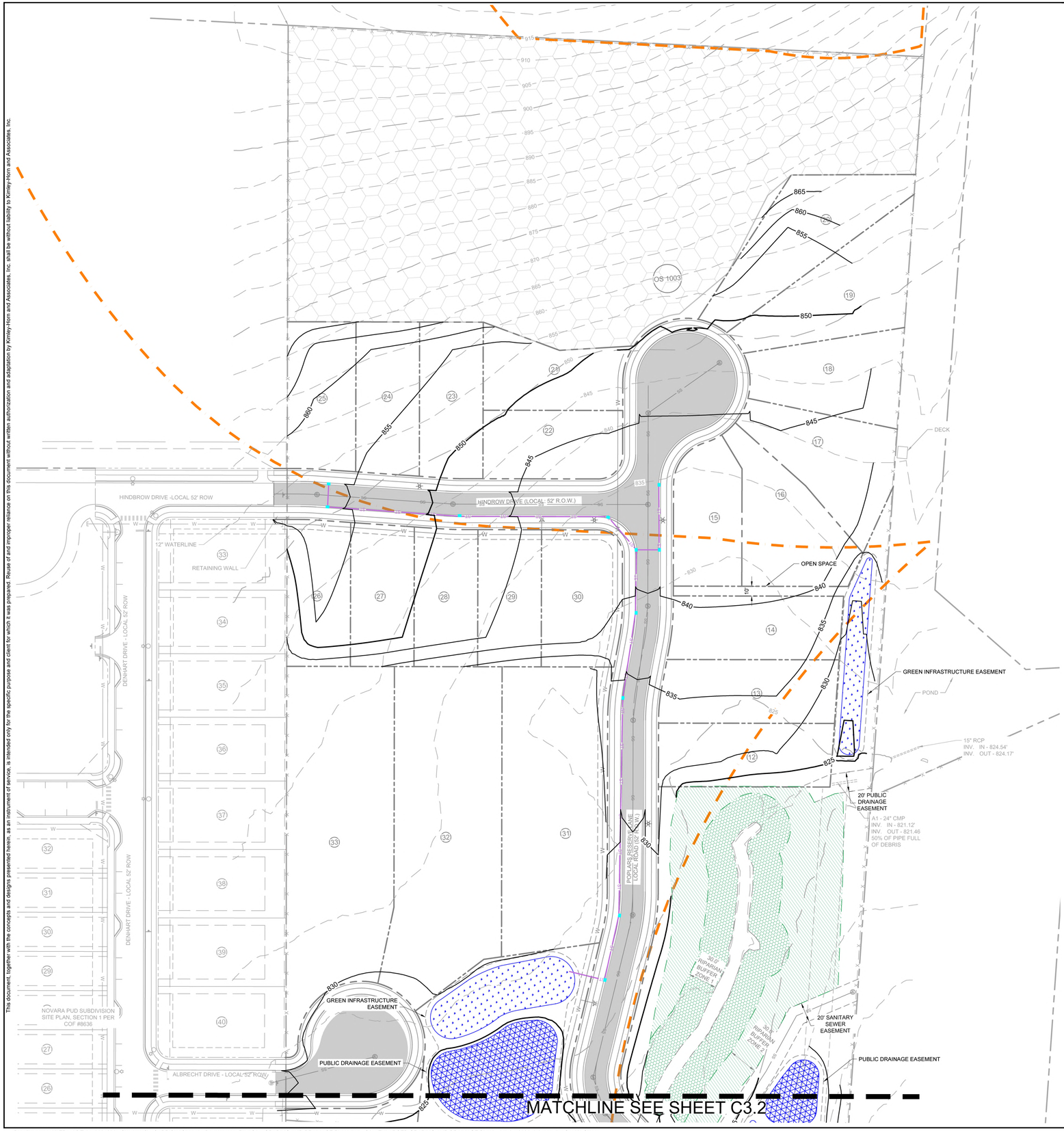
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

OVERALL GRADING & DRAINAGE PLAN

SHEET NUMBER
C3.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

STATEMENT OF IMPACTS

THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE.

STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

RIPARIAN BUFFER NOTE

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

STORMWATER NARRATIVE

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS. FLOW WILL BE DIRECTED TOWARDS THE PROPOSED BIORETENTION AREAS VIA SHEET FLOW OR CONVEYANCE PIPES. BIORETENTION AREAS WILL PROVIDE INFILTRATION AND TREATMENT FOR THE FIRST INCH OF THE RAINFALL FOR MINIMUM 95% OF THE ON-SITE IMPERVIOUS AREA. FROM THE BIORETENTION AREAS, FLOW WILL DISCHARGE INTO THE PROPOSED DETENTION POND AREAS. SITE STORMWATER IS DESIGNED TO EITHER MEET OR REDUCE PRE-DEVELOPMENT FLOW RATES.

OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM PROPOSED STORMWATER TREATMENT AND DETENTION AREAS WHERE POSSIBLE.

GRADING AND DRAINAGE AREA CHART

TOTAL SITE AREA =	22.5 ACRES
SITE IMPERVIOUS AREA =	8.5 ACRES
DISTURBED AREA =	14.5 ACRES

INFRASTRUCTURE NOTE

SHOULD THE INFRASTRUCTURE PROPOSED TO BE COMPLETED BY NOVARA NOT BE COMPLETED, THE POPLAR RESERVE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING THE NOVARA CLOVERCROFT IMPROVEMENTS PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.

OPEN SPACE

ALL OPEN SPACE LOTS TO BE PLACED WITHIN A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

LEGEND

- AREA OF PROTECTED SLOPES
- DRY DETENTION
- WATER QUALITY
- RIPARIAN ZONE 1 BUFFER
- RIPARIAN ZONE 2 BUFFER
- 500' HHO BUFFER
- HHO

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

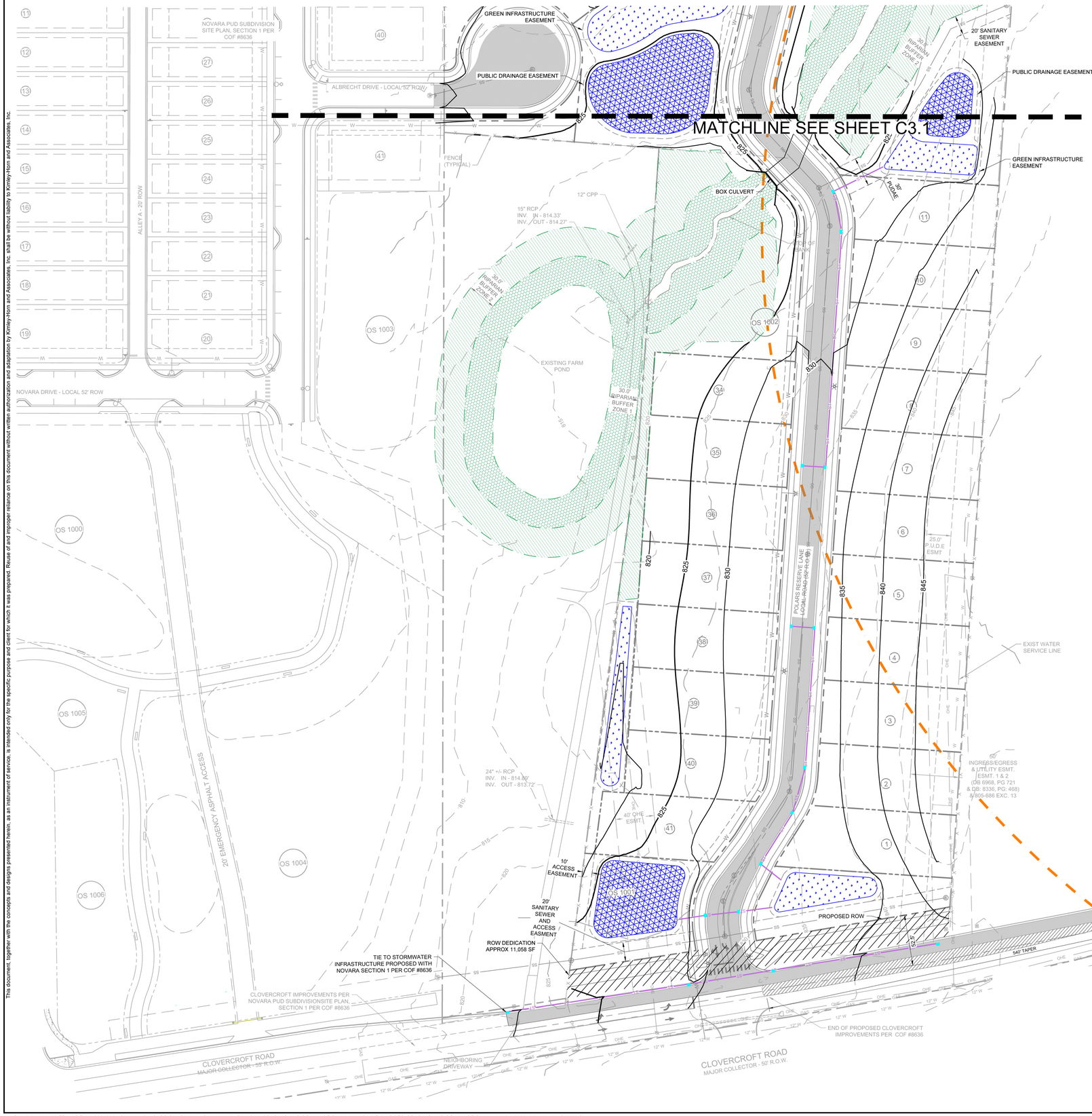
SOPHIA CLOSE
REGISTERED ENGINEER
No. 131281
STATE OF TENNESSEE
05/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED GRADING & DRAINAGE PLAN

SHEET NUMBER
C3.1



COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

STATEMENT OF IMPACTS

THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE.

STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

RIPARIAN BUFFER NOTE

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

STORMWATER NARRATIVE

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS. FLOW WILL BE DIRECTED TOWARDS THE PROPOSED BIORETENTION AREAS VIA SHEET FLOW OR CONVEYANCE PIPES. BIORETENTION AREAS WILL PROVIDE INFILTRATION AND TREATMENT FOR THE FIRST INCH OF THE RAINFALL FOR MINIMUM 95% OF THE ON-SITE IMPERVIOUS AREA. FROM THE BIORETENTION AREAS, FLOW WILL DISCHARGE INTO THE PROPOSED DETENTION POND AREAS. SITE STORMWATER IS DESIGNED TO EITHER MEET OR REDUCE PRE-DEVELOPMENT FLOW RATES.

OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM PROPOSED STORMWATER TREATMENT AND DETENTION AREAS WHERE POSSIBLE.

GRADING AND DRAINAGE AREA CHART

TOTAL SITE AREA =	22.5 ACRES
SITE IMPERVIOUS AREA =	8.5 ACRES
DISTURBED AREA =	14.5 ACRES

INFRASTRUCTURE NOTE

SHOULD THE INFRASTRUCTURE PROPOSED TO BE COMPLETED BY NOVARA NOT BE COMPLETED, THE POPLAR RESERVE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING THE NOVARA CLOVERCROFT IMPROVEMENTS PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.

OPEN SPACE

ALL OPEN SPACE LOTS TO BE PLACED WITHIN A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

LEGEND

- AREA OF PROTECTED SLOPES
- DRY DETENTION
- WATER QUALITY
- RIPARIAN ZONE 1 BUFFER
- RIPARIAN ZONE 2 BUFFER
- 500' HHO BUFFER
- HHO

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION

FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131145
STATE OF TENNESSEE
05/11/2026

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED GRADING & DRAINAGE PLAN

SHEET NUMBER
C3.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C3.1 GRADING AND DRAINAGE PLAN.dwg C3.2 ENLARGED GRADING AND DRAINAGE PLAN Jun 04, 2026 3:35pm by: Sophia.Close

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

OFFSITE EXHIBIT NOTE

THE PURPOSE OF THIS EXHIBIT IS TO PROVIDE CONCEPTUAL DESIGN FOR THE ULTIMATE BUILDOUT OF CLOVERCROFT ROAD BY OTHERS PER THE CURRENT CITY OF FRANKLIN CONNECT FRANKLIN MASTER PLAN COMPARED TO THE CURRENT PROPOSED DESIGN WITHIN THESE PLANS.

OS 1001

CLOVERCROFT ROAD
MAJOR COLLECTOR - 50' R.O.W.

99.0' PROPOSED R.O.W.

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131285
STATE OF TENNESSEE
05/11/26

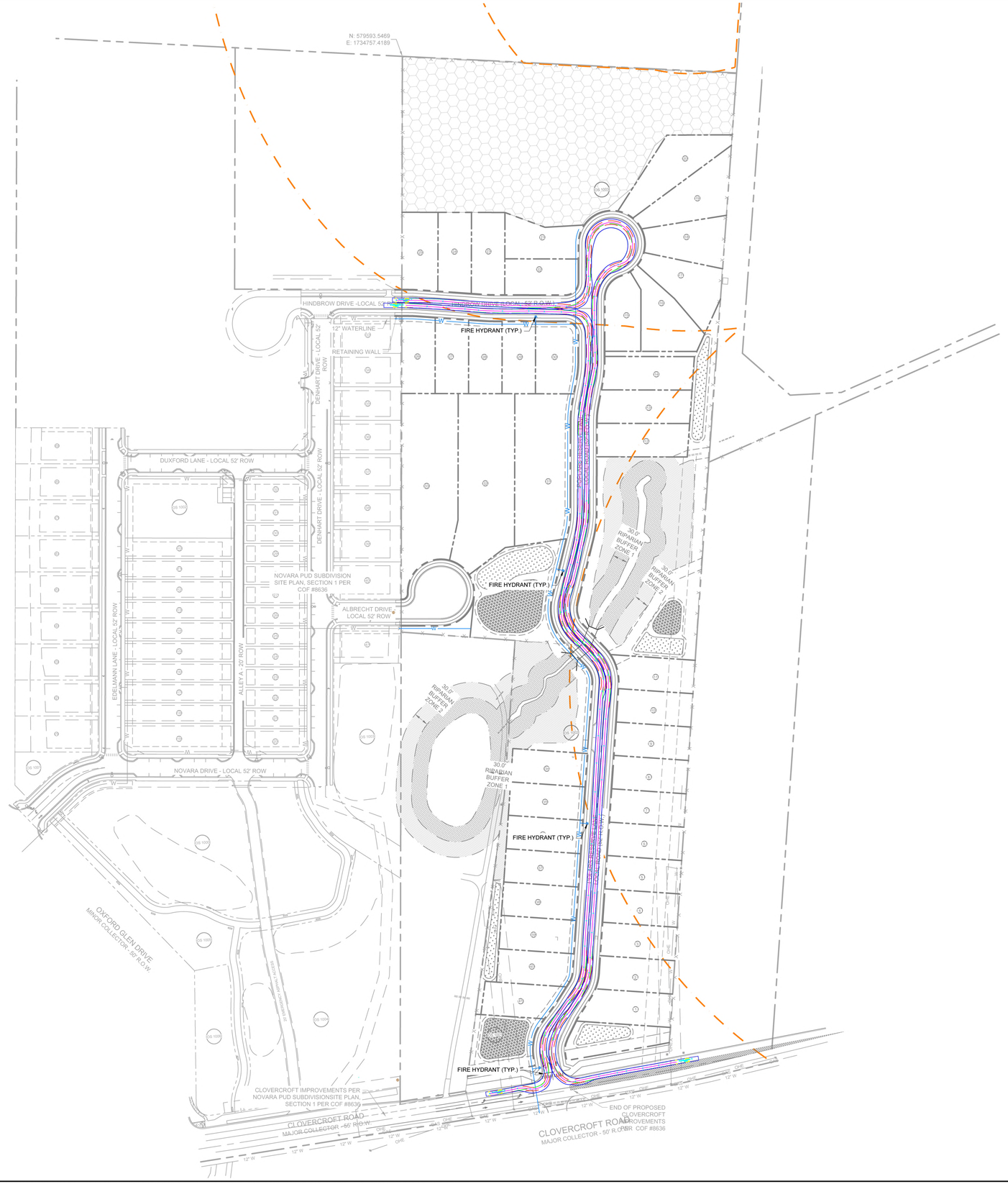
No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

FUTURE OFFSITE IMPROVEMENTS

SHEET NUMBER
C3.3

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

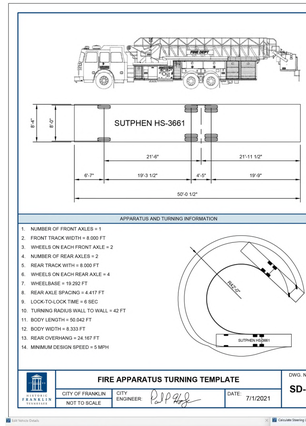


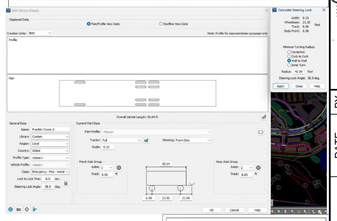
ROW & ACCESS GENERAL NOTES

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-OFWAY 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 "TDOT 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.
8. STREETS AND ROADS SHALL BE IDENTIFIED WITH APPROVED SIGNS. TEMPORARY SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN THE CONSTRUCTION OF THE NEW ROADWAYS ALLOWS PASSAGE BY VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT, AND MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS.

VEHICLE LEGEND

- VEHICLE FENDER PATH
- VEHICLE FRONT WHEEL PATH
- VEHICLE REAR WHEEL PATH





FIRE FLOW TEST

FLOW TEST DATE: 04/07/2026, 3:10 PM
STATIC PRESSURE: 62 psi
RESIDUAL PRESSURE: 57 psi
FLOW: 3345 GPM

TESTED BY ANDREW BOHON & TIM BOCCAROSSA, MILCROFTON UTILITY DISTRICT

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131155
STATE OF TENNESSEE
04/09/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

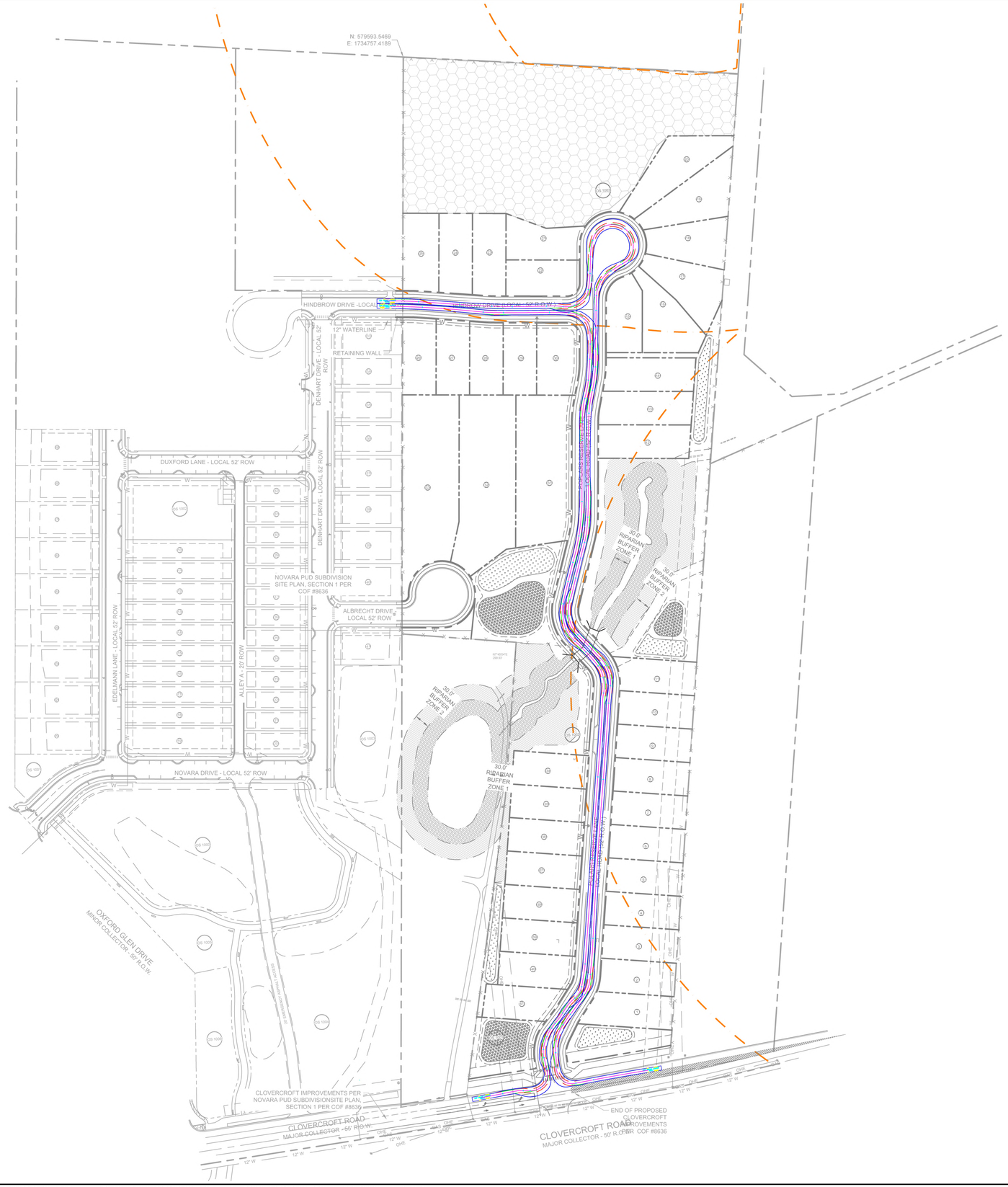
DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026

KIMLEY-HORN PROJECT NO. 119985000

ROW & ACCESS PLAN-FIRE

SHEET NUMBER
C4.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

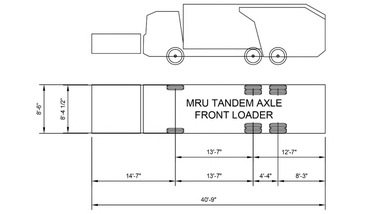


ROW & ACCESS GENERAL NOTES

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-OFWAY 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 "TDOT 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.
8. STREETS AND ROADS SHALL BE IDENTIFIED WITH APPROVED SIGNS. TEMPORARY SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN THE CONSTRUCTION OF THE NEW ROADWAYS ALLOWS PASSAGE BY VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT, AND MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS.

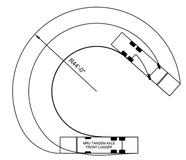
VEHICLE LEGEND

- VEHICLE FENDER PATH
- VEHICLE FRONT WHEEL PATH
- VEHICLE REAR WHEEL PATH



APPARATUS AND TURNING INFORMATION

1. NUMBER OF FRONT AXLES = 1
2. FRONT TRACK WIDTH = 8.375 FT
3. WHEELS ON EACH FRONT AXLE = 2
4. NUMBER OF REAR AXLES = 2
5. REAR TRACK WITH = 8.375 FT
6. WHEELS ON EACH REAR AXLE = 4
7. WHEELBASE = 13.583 FT
8. REAR AXLE SPACING = 4.333 FT
9. LOCK-TO-LOCK TIME = 6 SEC
10. TURNING RADIUS WALL TO WALL = 44 FT
11. BODY LENGTH = 40.750 FT
12. BODY WIDTH = 8.500 FT
13. REAR OVERHANG = 12.583 FT
14. MINIMUM BODY GROUND CLEARANCE = 1.375 FT
15. MINIMUM DESIGN SPEED = 5 MPH



CITY OF FRANKLIN
NOT TO SCALE

SOLID WASTE APPARATUS TURNING TEMPLATE

CITY ENGINEER: [signature]

DATE: 9/21/2023

DWG. NO. **SD-8**



GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 132126
COMMERCE
STATE OF TENNESSEE
05/11/2026

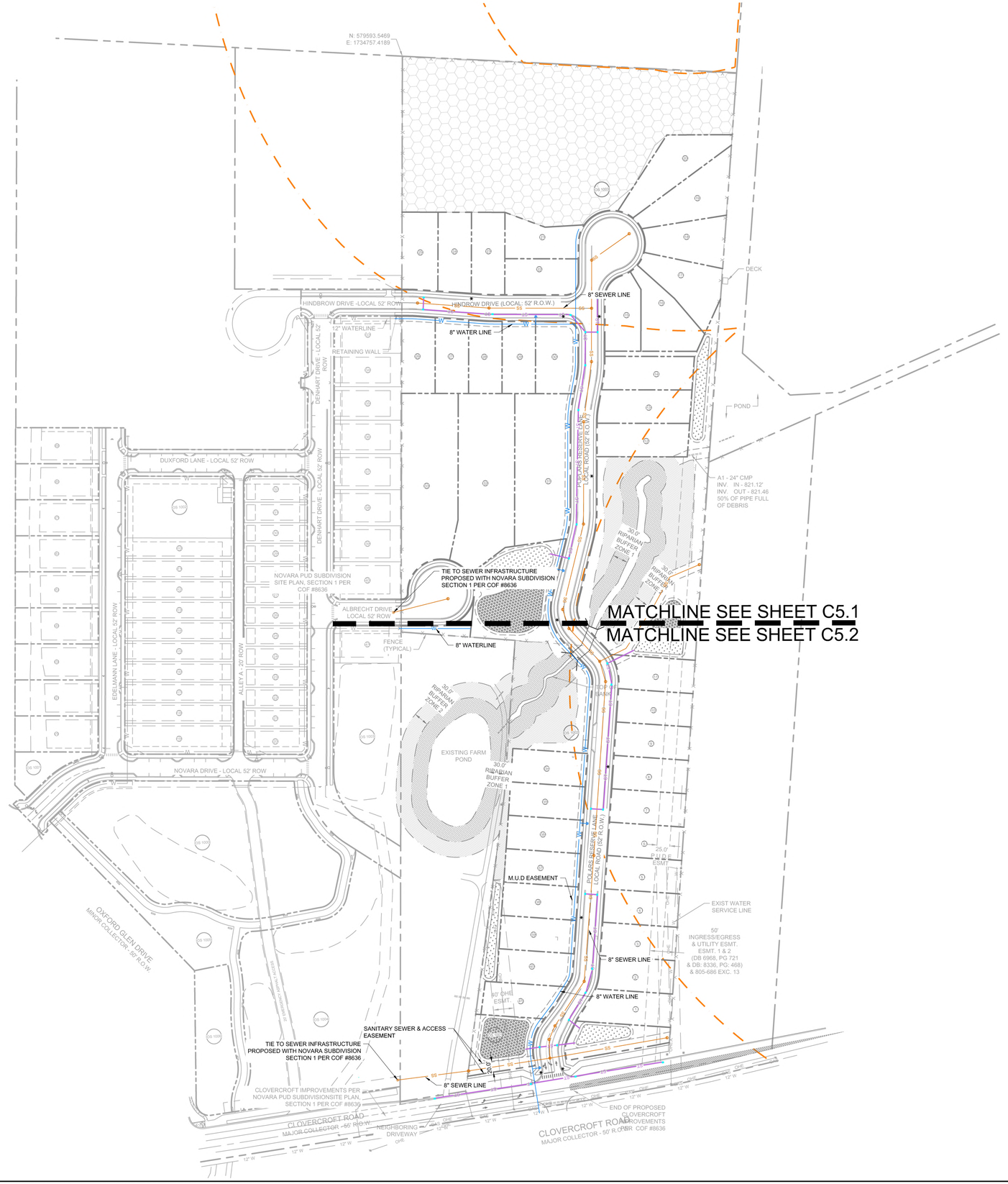
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ROW & ACCESS PLAN-TRASH

SHEET NUMBER
C4.1

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C4.1 ROW & ACCESS PLAN-TRASH.dwg C4.1-ROW & ACCESS PLAN-TRASH Jun 04, 2026 3:37pm by: Sophia.Close



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.
8. UTILITIES LAYOUTS SHOWN IN THIS PLAN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE. UTILITY LAYOUTS ARE NOT APPROVED WITH APPROVAL OF THIS DEVELOPMENT PLAN, AND SHOULD BE COORDINATED WITH THE PRESIDING ENTITY.

STATEMENT OF IMPACTS

WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES CONNECTION TO SEVERAL 12" WATERLINES SURROUDING THE SITE.
SANITARY SEWER WILL BE PROVIDED VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636)

SANITARY SEWER NOTE

ALL ON-SITE AND OFF-SITE SANITARY SEWER ALIGNMENT IS CONCEPTUAL ONLY AND NOT APPROVED WITH THE DEVELOPMENT PLAN. FINAL ALIGNMENT WILL BE DETERMINED AT SITE PLAN. THE SEWER SYSTEM IS TO BE EXTENDED WITH THE NOVARA DEVELOPMENT.

SHOULD THE NOVARA IMPROVEMENTS NOT BE COMPLETED, IT IS THE RESPONSIBILITY OF THE DEVELOPER OF POPLAR RESERVE TO EXTEND SEWER TO SERVE THE PROJECT SITE.

UTILITY LEGEND

- W — WATER MAIN
- PRIVATE WATER SERVICE
- SS — SANITARY SEWER MAIN
- PRIVATE SEWER SERVICE
- ST — ST — STORM SEWER
- UTILITY EASEMENT
- GRATE INLET
- (D) STORM MANHOLE
- HEADWALL
- WATER METER
- PUBLIC FIRE HYDRANT
- (S) SANITARY SEWER MANHOLE
- OCS OUTLET CONTROL STRUCTURE
- LIGHT POLE

AGENCY CONTACTS

WATER
MILCROFTON UTILITY DISTRICT
6333 ARNO ROAD
FRANKLIN, TN 37067
PHONE: (615) 794-5947
CONTACT: MIKE JONES

GAS
ATMOS ENERGY
200 NOAH DRIVE
FRANKLIN, TN 37064
PHONE: (615) 794-2596
CONTACT: BLAKE DAVIS

CITY OF FRANKLIN
109 3rd AVENUE SOUTH, FRANKLIN, TN 37067
CONTACT:
PLANNING : JOSH KING 615-550-6977
ENGINEERING : LANCE FITTRO 615-550-6676

ELECTRIC
MIDDLE TN ELECTRIC
2156 EDWARD CURD LN.
FRANKLIN, TN 37067
PHONE: (615) 595-4693
CONTACT: DALE HOOD

SANITARY SEWER
CITY OF FRANKLIN
124 LUMBER DRIVE
FRANKLIN, TN 37064
PHONE: (615)550-6855
CONTACT: UTILITY INSPECTOR

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE
FRANKLIN, TENNESSEE 37067
PHONE: (615) 800-4004
CONTACT: SOPHIA CLOSE, P.E.

CABLE
COMCAST
2501 McGAVOCK PK,
SUITE 1206
NASHVILLE, TN 37214
(615)440-2920
CONTACT: PAULA BROOKS

TELEPHONE
AT&T
(615) 595-7816
CONTACT: DAVID TUTTEROW

SURVEYOR
BROTHERTON SURVEY
XXXX
XXX, TN XXXX1
PHONE: (XXX) XXX-XXXX

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131155
COMMERCE
STATE OF TENNESSEE
05/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: SAC
DRAWN BY: MEN
CHECKED BY: SAC
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

OVERALL UTILITY PLAN

SHEET NUMBER
C5.0

COF #9139

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C5.0 OVERALL UTILITY PLAN.dwg C5.0 OVERALL UTILITY PLAN Jun 04, 2026 3:37pm by: Sophia.Close



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.
8. UTILITIES LAYOUTS SHOWN IN THIS PLAN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE. UTILITY LAYOUTS ARE NOT APPROVED WITH APPROVAL OF THIS DEVELOPMENT PLAN, AND SHOULD BE COORDINATED WITH THE PRESIDING ENTITY.

STATEMENT OF IMPACTS

WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES CONNECTION TO SEVERAL 12" WATERLINES SURROUDING THE SITE.
SANITARY SEWER WILL BE PROVIDED VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636)

SANITARY SEWER NOTE

ALL ON-SITE AND OFF-SITE SANITARY SEWER ALIGNMENT IS CONCEPTUAL ONLY AND NOT APPROVED WITH THE DEVELOPMENT PLAN. FINAL ALIGNMENT WILL BE DETERMINED AT SITE PLAN. THE SEWER SYSTEM IS TO BE EXTENDED WITH THE NOVARA DEVELOPMENT.

SHOULD THE NOVARA IMPROVEMENTS NOT BE COMPLETED, IT IS THE RESPONSIBILITY OF THE DEVELOPER OF POPLAR RESERVE TO EXTEND SEWER TO SERVE THE PROJECT SITE.

UTILITY LEGEND

- WATER MAIN
- PRIVATE WATER SERVICE
- SANITARY SEWER MAIN
- PRIVATE SEWER SERVICE
- STORM SEWER
- UTILITY EASEMENT
- GRATE INLET
- STORM MANHOLE
- HEADWALL
- WATER METER
- PUBLIC FIRE HYDRANT
- SANITARY SEWER MANHOLE
- OUTLET CONTROL STRUCTURE
- LIGHT POLE

FIRE FLOW TEST

FLOW TEST DATE: 04/07/2026, 3:10 PM
STATIC PRESSURE: 62 psi
RESIDUAL PRESSURE: 57 psi
FLOW: 3345 GPM

TESTED BY ANDREW BOHON & TIM BOCCAROSSA, MILCROFTON UTILITY DISTRICT

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE — REGISTERED ENGINEER — No. 131264 — STATE OF TENNESSEE — COMMERCE
Sophia Close 6/9/2026

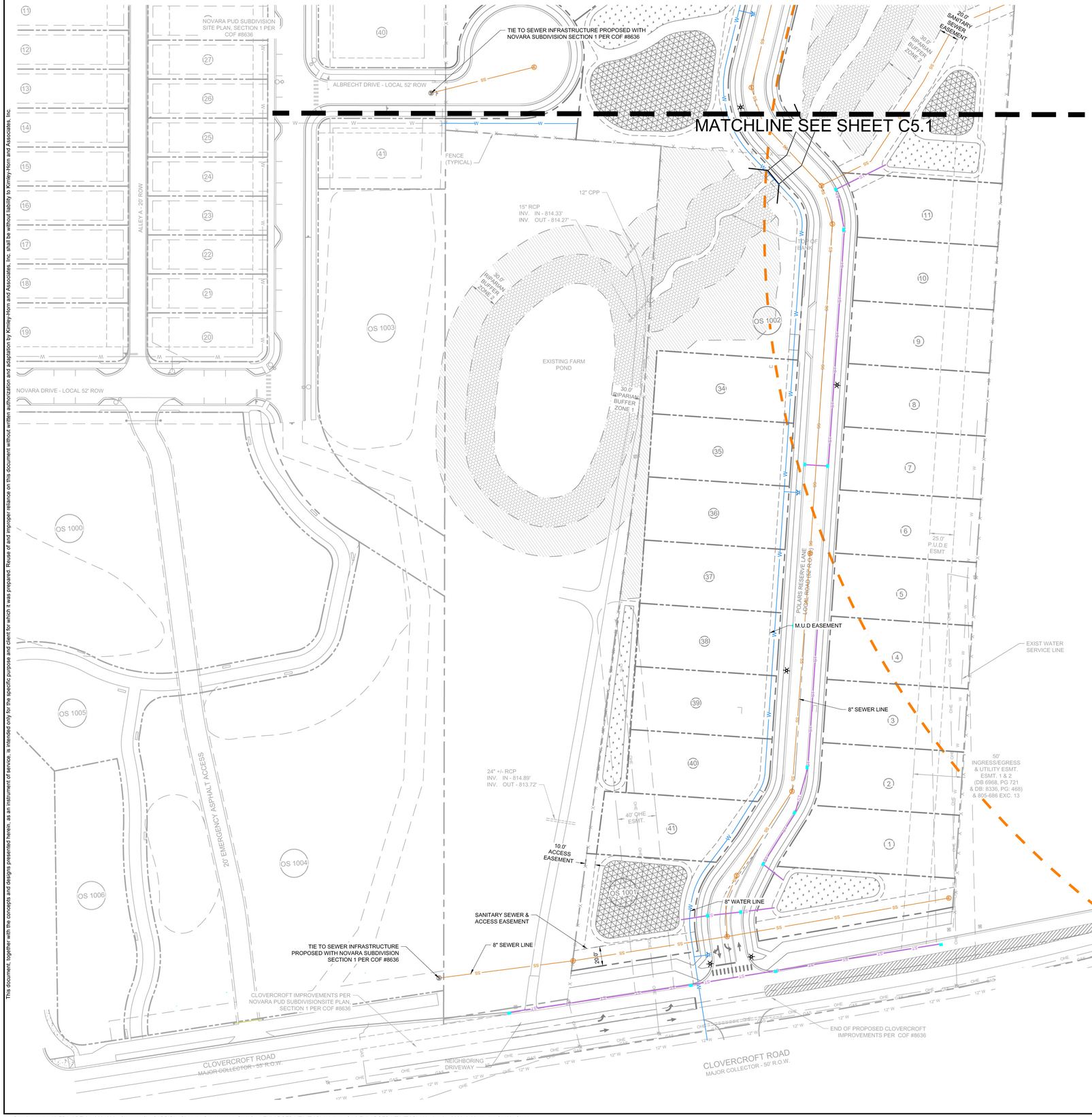
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED UTILITY PLAN

SHEET NUMBER
C5.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.
8. UTILITIES LAYOUTS SHOWN IN THIS PLAN ARE CONCEPTUAL, AND ARE SUBJECT TO CHANGE. UTILITY LAYOUTS ARE NOT APPROVED WITH APPROVAL OF THIS DEVELOPMENT PLAN, AND SHOULD BE COORDINATED WITH THE PRESIDING ENTITY.

STATEMENT OF IMPACTS

WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES CONNECTION TO SEVERAL 12" WATERLINES SURROUDING THE SITE.
SANITARY SEWER WILL BE PROVIDED VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636)

SANITARY SEWER NOTE

ALL ON-SITE AND OFF-SITE SANITARY SEWER ALIGNMENT IS CONCEPTUAL ONLY AND NOT APPROVED WITH THE DEVELOPMENT PLAN. FINAL ALIGNMENT WILL BE DETERMINED AT SITE PLAN. THE SEWER SYSTEM IS TO BE EXTENDED WITH THE NOVARA DEVELOPMENT.

SHOULD THE NOVARA IMPROVEMENTS NOT BE COMPLETED, IT IS THE RESPONSIBILITY OF THE DEVELOPER OF POPLAR RESERVE TO EXTEND SEWER TO SERVE THE PROJECT SITE.

UTILITY LEGEND

- WATER MAIN
- PRIVATE WATER SERVICE
- SANITARY SEWER MAIN
- PRIVATE SEWER SERVICE
- STORM SEWER
- UTILITY EASEMENT
- GRATE INLET
- STORM MANHOLE
- HEADWALL
- WATER METER
- PUBLIC FIRE HYDRANT
- SANITARY SEWER MANHOLE
- OUTLET CONTROL STRUCTURE
- LIGHT POLE

FIRE FLOW TEST

FLOW TEST DATE: 04/07/2026, 3:10 PM
STATIC PRESSURE: 62 psi
RESIDUAL PRESSURE: 57 psi
FLOW: 3345 GPM

TESTED BY ANDREW BOHON & TIM BOCCAROSSA, MILCROFTON UTILITY DISTRICT

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131183
COMMERCE
STATE OF TENNESSEE
04/07/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026

KIMLEY-HORN PROJECT NO. 118985000

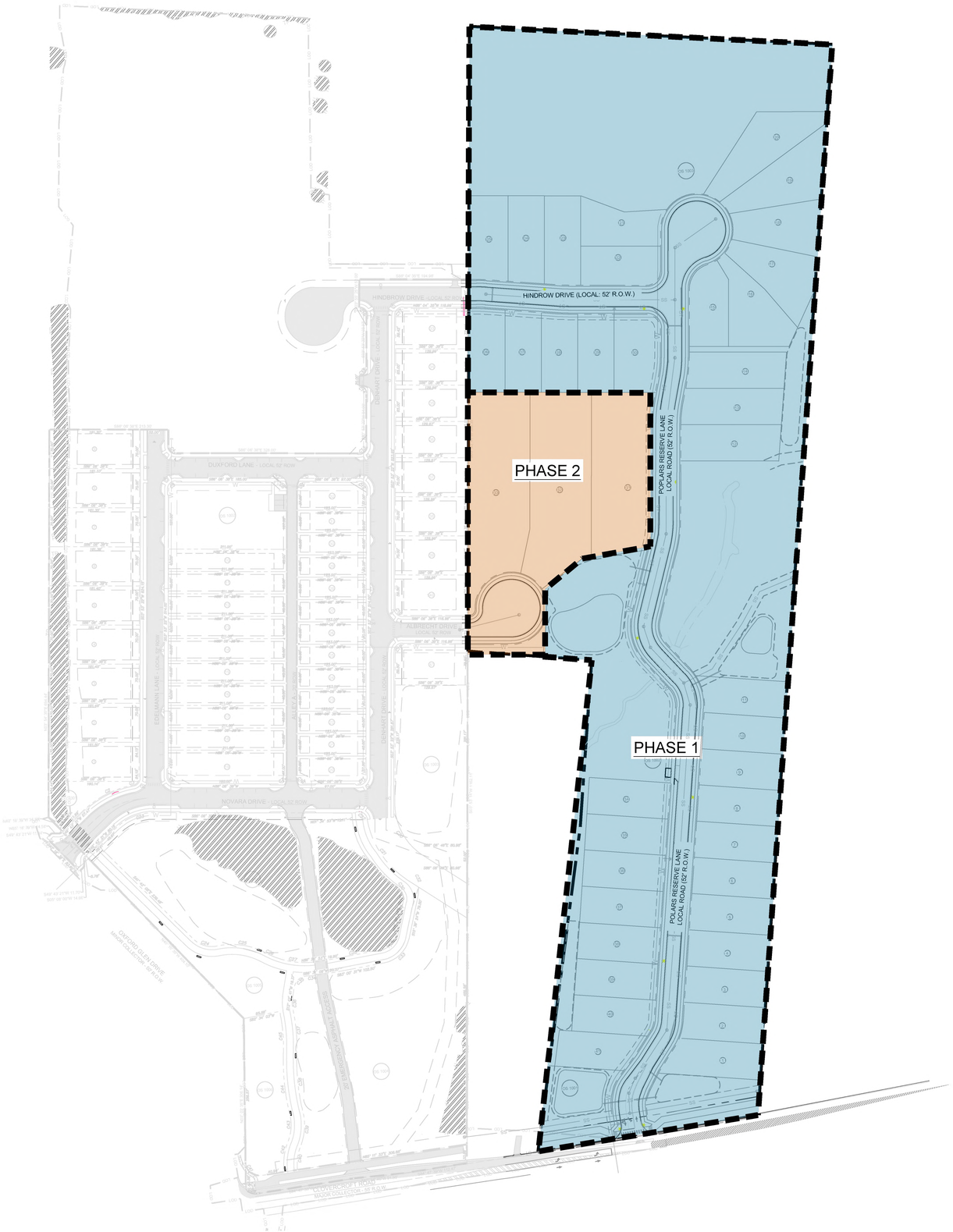
ENLARGED UTILITY PLAN

SHEET NUMBER
C5.2

COF #9139

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT

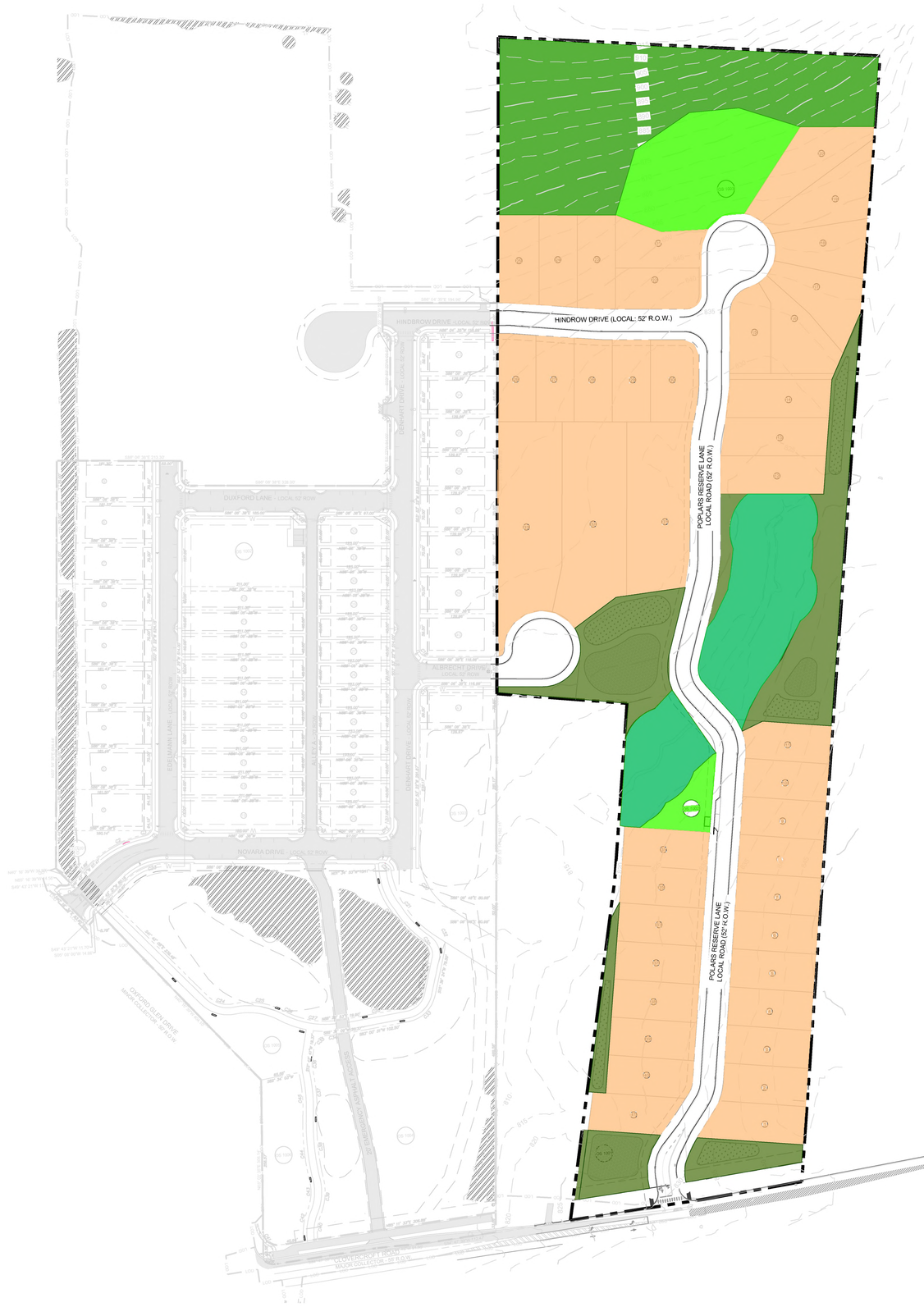
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

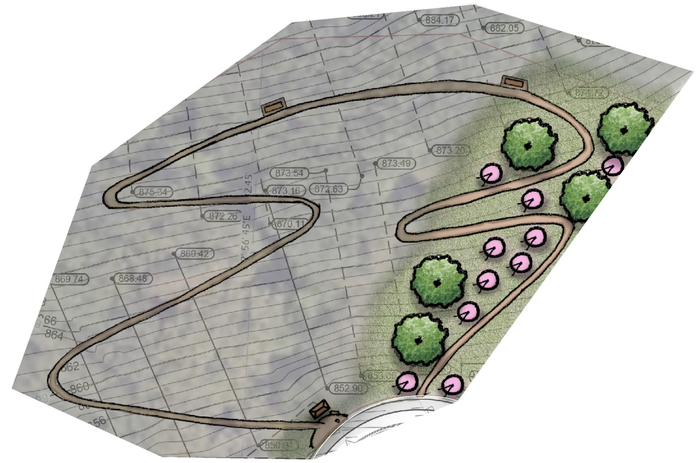
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

PHASING PLAN

SHEET NUMBER
C6.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

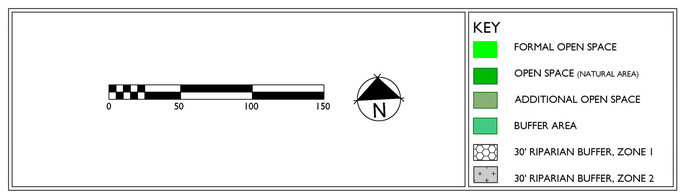




PP1 | POCKET PARK CONCEPT

Four of the following features
are required:

A. Seating elements
B. Canopies or gazebos to shield pedestrians
C. Furnishings, such as planters, waste receptacles, bicycle racks, drinking fountains, or transit shelters
D. Fountains, sculptures, or art
E. Playgrounds or outdoor games, e.g. chess, checkers, toss the ring



Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

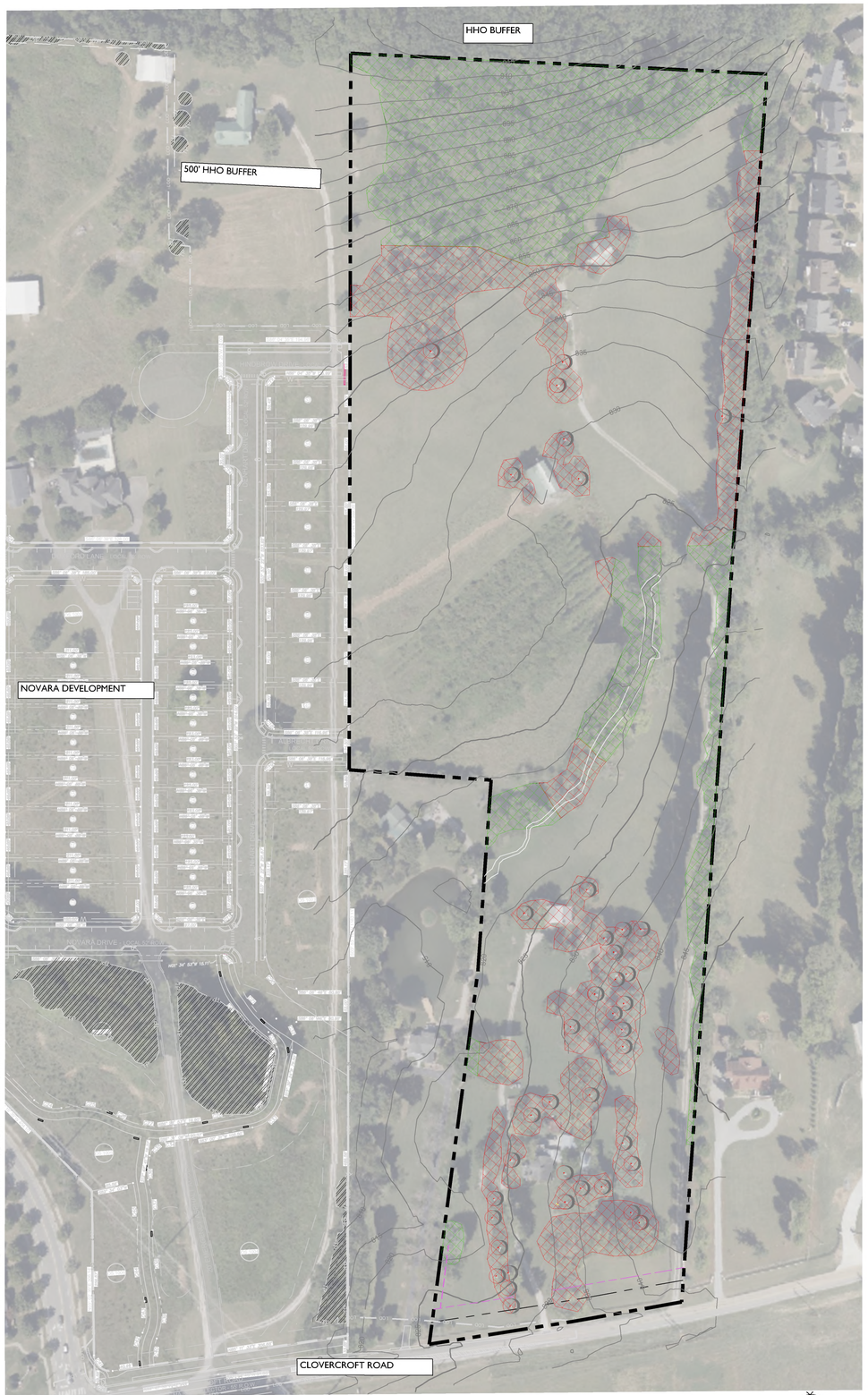
DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

OPEN SPACE

SHEET NUMBER
C7.0



TREE CANOPY AREA			
BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY THE EXISTING TREE CANOPY IS APPROXIMATELY 7.9 ACRES WHICH IS 34% OF THE TOTAL SITE.			
TREE AREA	EXISTING	REMOVED	RETAINED
	344124 SF	174240 SF	169884 SF
TREE CANOPY DATA			
EXISTING TREE CANOPY	7.9 AC		
	34% OF TOTAL SITE		
REQUIRED CANOPY PRESERVATION	3.8 AC		
	48% OF TOTAL CANOPY		
TREE CANOPY REMOVED	4.5 AC		
TREE PRESERVATION PROVIDED	3.9 AC CANOPY REMAINING		

KEY

REMOVED TREE CANOPY

PRESERVED TREE CANOPY

SPECIMEN TREES

SPECIMEN TREE CHART

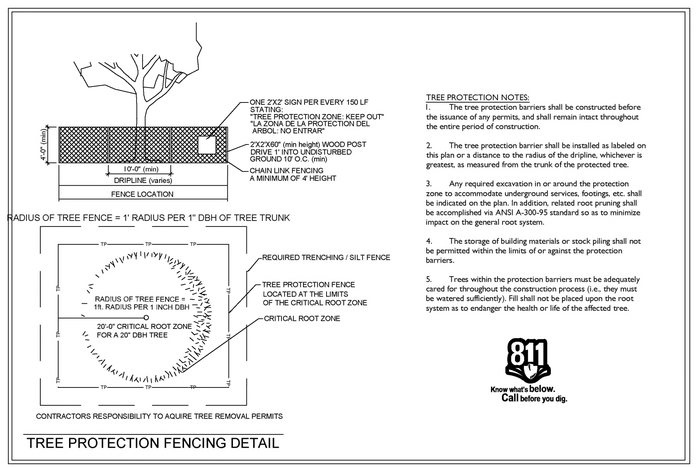
TREE NUMBER	INCHES	SPECIES	QUALITY
1	25	ASH	POOR
2	26	TUPIL POPLAR	GOOD
3	24	MAPLE	FAIR
4	26	ELM	FAIR
5	30	HACKBERRY	FAIR
6	28	HACKBERRY	POOR
7	30	MAPLE	FAIR
8	38	MAPLE	POOR
9	24	S. MAGNOLIA	FAIR
10	24	MAPLE	FAIR
11	38	ELM	FAIR
12	34	MAPLE	FAIR
13	28	HACKBERRY	POOR
14	25	PINE	POOR
15	26	PINE	FAIR
16	24	PINE	POOR
17	25	HACKBERRY	FAIR
18	28	PINE	POOR
19	30	HACKBERRY	FAIR
20	28	PINE	FAIR
21	24	PINE	FAIR
22	32	CEADER	FAIR
23	24	PINE	FAIR
24	38	HACKBERRY	POOR
25	30	HACKBERRY	FAIR
26	34	PINE	POOR
27	30	PINE	FAIR
28	26	PINE	FAIR
29	24	CEADER	FAIR
30	30	MAPLE	FAIR
31	24	WALNUT	FAIR
32	26	MAPLE	POOR
33	32	ELM	FAIR
34	26	OAK	FAIR
35	26	OAK	FAIR
36	26	OAK	FAIR
37	26	HACKBERRY	FAIR
38	34	HACKBERRY	FAIR
39	24	HACKBERRY	FAIR
40	24	WALNUT	FAIR
		INCHES REMOVED	**284**
		REQUIRED REPLACMENT INCHES	**568**

NOTES:
FIELD SURVEY BY LANDSCAPE ARCHITECT, FULL SURVEY DUE AT SITE PLAN

ONLY SPECIMEN TREES IN TREE REMOVAL AREAS FIELD SURVEYED

SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702, 1.266AC 00703, 5.09AC 00704, 5.35AC 007054.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN
REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY



TREE PROTECTION FENCING DETAIL

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. 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.

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

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED — TENNESSEE No. 3715 — LANDSCAPE ARCHITECT

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING TREE CANOPY

SHEET NUMBER
L1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



BUFFER MITIGATION DATA

TOTAL RIPARIAN BUFFER SQUARE FOOTAGE:	79,002 SF
TOTAL AREA OF BUFFER ENCROACHMENT:	18,559 SF
TOTAL AREA OF BUFFER MITIGATION:	10,909 SF
AREA OF BUFFER RESTORATION (UNFORESTED):	51,097 SF

KEY

- PRESERVED TREE CANOPY
- 30' ZONE 1 RIPARIAN BUFFER
- 30' ZONE 2 RIPARIAN BUFFER
- ENCROACHED RIPARIAN BUFFER
- MITIGATED RIPARIAN BUFFER
- AREA OF PROPOSED RIPARIAN BUFFER RESTORATION

RIPARIAN BUFFER REDUCTION REQUEST

Stream Context
This site is bisected by a portion of Watson Branch that ends in headwaters. It creates a 30' riparian buffer zone 1 and a 30' riparian buffer zone 2.

Site Context and Development Constraints
Due to the location of the stream within the shape and size of the development property, utilities must cross the stream and will be covered under an ARAP. This crossing is the primary source of encroachment with 15,217 SF out of the total 18,559 SF encroachment. Other proposed crossings were considered, however, they created more buffer impacts.

Request
With the utility crossing, the total expected disturbance is 18,559 square feet. Due to the constraints of the site, there are no feasible additional square footage of land to contribute to buffer mitigation. Therefore, comparable water quality improvements are presented with this request as a means to satisfy mitigation. See below for proposed improvements.

PROPOSED COMPARABLE WATER QUALITY IMPROVEMENTS

Due to the constraints of this site, full square footage of additional land to mitigate is unobtainable. Therefore, further comparable water quality improvements must be met. Below is a summary of the proposed improvements. If variance is granted, full improvement details will be provided at Site Plan.

LONG-TERM INVASIVE PLANT CONTROL:

- One of the best mitigation benefits for a riparian buffer is to effectively remove the exotic plant material so that the existing native material can establish and thrive.
- Most of the invasive plant material is fescue turf grass that is currently being mowed to the top of bank. Long-term invasive removal will include treating the fescue grass with an herbicide a minimum of three (3) times during its growing season which occurs approximately March-May and September-November.
- There is also a small amount of invasive shrub species such as Honeysuckle and Japanese Privet. In addition to the multiple herbicide applications of the fescue grass, the invasive shrubs will also be treated with multiple rounds of herbicide followed by immediate cuttings.

RIPARIAN FOREST RESTORATION:

- Where the fescue grass and invasive shrubs will be taken out, there is opportunity to create a forested riparian buffer area with all classes of vegetation represented. As is naturally seen occurring along stream sides, trees are concentrated along the top of bank with shrubs and then perennials and groundcovers expanding outward. Therefore, clusters of canopy trees (at least 2" caliper) and shrubs (at least #3 container size) will be concentrated in Zone 1 outside of the existing forested areas; a native seed mix of perennial flowers and grasses will be concentrated in Zone 2.
- Forest Restoration work will occur in the unforested areas, approximately 51,097 SF.
-All restoration work shall be conducted by an established firm that specializes in ecological restoration with a professional Restoration Ecologist on site at all times. Restoration Ecologist shall be responsible for marking exotic species for removal and protecting existing native plant species.
- Annual rye seed will cover the disturbed soil while the native seed germinates and establishes.

0 40 80 120

N

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE NO. 1221

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 04/27/2026
KIMLEY-HORN PROJECT NO. 118889000

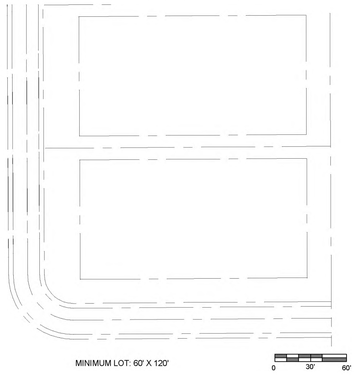
BUFFER MANAGEMENT PLAN

SHEET NUMBER
L2.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LAP_GDC\development\Landmark - Clovercroft\03 Development Plan\01 CAD\Sheets - Clovercroft DP - Buffer.dwg L2.0 Jun 04, 2026 4:32pm by: Drake.Reeder

SINGLE- FAMILY MINIMUM LOT LAYOUT



MINIMUM LOT: 60' X 120'



ARCHITECTURAL RENDERINGS ARE CONCEPTUAL IN NATURE. AT SITE PLAN, TYPICAL ELEVATIONS WILL BE PROVIDED.

SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

REGULATIONS

BUILDING TYPES APPLIED: SINGLE FAMILY
FRONTAGE TYPES: YARD, LANDSCAPE

SETBACKS :
- FRONT: 15'
- SIDE: 5'
- REAR: 10'

MINIMUM LOT WIDTH:	60'	OPEN SPACE REQUIRED:	1.00 AC (5%)
		NATURAL AREA OPEN SPACE REQUIRED:	2.01 AC (10%)
		OPEN SPACE PROVIDED:	1.13 AC
DWELLING UNIT COUNT:	41 UNITS	NATURAL OPEN SPACE PROVIDED:	3.00 AC
SINGLE FAMILY:	41		
BUILDING HEIGHT:	2.5 STORIES	PARKING REQUIRED, BY USE:	
		REQUIRED : 2 SPACES PER UNIT	
MINIMUM LSA:	4.56 AC	PROVIDED: 82 SPACES (41 UNITS x 2 SPACES PER UNIT)	
PROVIDED LSA:	4.56 AC		

REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY

BUILDING CODE DATA

BUILDING SQUARE FOOTAGE IN ACCORDANCE WITH CHAPTER 5 OF THE IBC.

BUILDING OCCUPANCY IN ACCORDANCE WITH CHAPTER 3 OF THE IBC.

CONSTRUCTION TYPE IN ACCORDANCE WITH CHAPTER 6 OF THE IBC.

SEE SHEET C2.0

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE 394-1217

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 05/04/2026
KIMLEY-HORN PROJECT NO. 118985000

TYPICAL ARCHITECTURE

SHEET NUMBER
A1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION

DEVELOPMENT PLAN - PD(1.8 DUA; 00SF)

SHEET INDEX

C0.0	COVER
C0.1	MODIFICATION OF STANDARDS
C1.0	OVERALL EXISTING CONDITIONS
C1.1	ENLARGED EXISTING CONDITIONS
C1.2	ENLARGED EXISTING CONDITIONS
C2.0	OVERALL DEVELOPMENT PLAN
C2.1	DEVELOPMENT PLAN ENLARGEMENT
C2.2	DEVELOPMENT PLAN ENLARGEMENT
C3.0	GRADING AND DRAINAGE PLAN
C3.1	ENLARGED GRADING AND DRAINAGE PLAN
C3.2	ENLARGED GRADING AND DRAINAGE PLAN
C4.0	ROW & ACCESS PLAN - FIRE
C4.1	ROW & ACCESS PLAN - TRASH
C5.0	OVERALL UTILITY PLAN
C5.1	ENLARGED UTILITY PLAN
C5.2	ENLARGED UTILITY PLAN
C6.0	PHASING PLAN
C7.0	OPEN SPACE
L1.0	TREE PRESERVATION PLAN
L2.0	BUFFER MANAGEMENT PLAN
A1.0	CONCEPTUAL ARCHITECTURE

DEVELOPMENT TEAM

OWNER/DEVELOPER:
LANDMARK INVESTMENTS
CONTACT: MIKE BURTON
783 OLD HICKORY BLVD, SUITE 337
BRENTWOOD, TN 37027

APPLICANT & LANDSCAPE ARCHITECT:
KIMLEY-HORN
CONTACT: GREG GAMBLE
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615) 975-5765

CIVIL ENGINEER:
KIMLEY-HORN
CONTACT: GRAY HARRISON
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615)564-2701

VESTING STANDARDS

DEVELOPMENT STANDARD	VERSIONS/DATE
ZONING ORDINANCE	1/13/2026
SUBDIVISION REGULATIONS	1/1/2022
TRANSPORTATION & STREET TECHNICAL STANDARDS	7/1/2025
STORMWATER BMP MANUAL	7/1/2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	10/13/2020
MUNICIPAL CODE	5/22/2024

COMPREHENSIVE REVIEW AT SITE PLAN

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY THE CITY OF FRANKLIN STAFF WILL OCCUR AT SITE PLAN. PROJECT ENTITLEMENTS APPROVED WITH THIS DEVELOPMENT PLAN DO NO 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 SITE PLAN, THE APPLICANT CANNOT ACHIEVE THE MAXIMUM APPROVED ENTITLEMENTS, THE APPLICANT SHALL BE CONFINED TO THE ENTITLEMENTS ACHIEVABLE FROM THE APPLICATION OF SAID STANDARDS.



N NOT TO SCALE



MODIFICATION OF STANDARDS SUMMARY

Modification of Standards Request #1: A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.

Modification of Standards Request #2: A Modification of standard 9.6.3.A is requested to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Dehart Drive.

Modification of Standards Request #3: A Modification of standard 9.6.5.D requested to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.

SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

REGULATIONS

BUILDING TYPES APPLIED: SINGLE FAMILY
FRONTAGE TYPES: YARD, LANDSCAPE

SETBACKS :
FRONT: 15'
SIDE: 5'
REAR: 10'

MINIMUM LOT WIDTH:	60'
DWELLING UNIT COUNT:	41 UNITS
SINGLE FAMILY:	41
BUILDING HEIGHT:	2.5 STORIES
MINIMUM LSA:	4.56 AC
PROVIDED LSA:	4.56 AC
REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY
OPEN SPACE REQUIRED:	1.00 AC (5%)
NATURAL AREA OPEN SPACE REQUIRED:	2.01 AC (10%)
OPEN SPACE PROVIDED:	1.13 AC
NATURAL OPEN SPACE PROVIDED:	3.00 AC

PARKING REQUIRED, BY USE:
REQUIRED : 2 SPACES PER UNIT
PROVIDED: 82 SPACES (41 UNITS x 2 SPACES PER UNIT)

BUILDING CODE DATA

BUILDING SQUARE FOOTAGE IN ACCORDANCE WITH CHAPTER 5 OF THE IBC.

BUILDING OCCUPANCY IN ACCORDANCE WITH CHAPTER 3 OF THE IBC.

CONSTRUCTION TYPE IN ACCORDANCE WITH CHAPTER 6 OF THE IBC.

SEE SHEET C2.0

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.



PRE-APP SUBMITTAL: MARCH 30, 2026
INITIAL SUBMITTAL: MAY 11, 2026
RESUBMITTAL: JUNE 4, 2026

COF # 9139

MODIFICATION OF STANDARDS #1

9.6.3.B Connection to Surrounding Street Network *B. Street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network.*

A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.

The requested modification is to better align with existing conditions and to take into account the natural features of the existing property to the east. This property is an existing Williamson County home that currently sits on an minimum lot size permitted in the county. This property contains HHO buffer with steeps slopes with a large portion of the property. Given these constraints, a vehicular connection would be infeasible, incompatible with the adjoining residential use, and inconsistent with safe and purposeful site design. Eliminating the vehicular connection requirement allows the development to function as intended without creating adverse impacts to neighboring property or introducing unnecessary safety and environmental concerns.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   Strict adherence to the vehicular connectivity standard would require a connection to the eastern boundary where site and adjacency conditions do not support functional vehicular access. The adjacent property is an existing single_family residence situated on a minimum_sized Williamson County lot and constrained by steep slopes within the HHO buffer. Forcing a vehicular connection at this location would introduce grading impacts, increase safety risks, and create an access point that is neither functional nor necessary for the proposed development.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   This request is based on unique, site_specific conditions associated with the eastern adjoining property, including jurisdictional differences, steep topography, HHO buffer constraints, and an existing home developed at minimum lot size. These conditions limit both the feasibility and appropriateness of any vehicular interconnection. Unlike properties where future roadway extensions or shared access may be reasonably anticipated, the eastern property is not positioned to accommodate vehicular connectivity without substantial impacts to the existing residence and environmentally sensitive areas. As such, these circumstances are unique to this location and should not be interpreted as generally applicable to other developments.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development, compatibility with adjacent uses, and respect for natural features. Eliminating an impractical vehicular connection protects adjacent residential properties, avoids unnecessary disturbance of steep slopes and hillside areas, and supports orderly development patterns. The modification allows the project to respond appropriately to its surroundings while advancing Envision Franklin's goals of thoughtful land use planning, environmental stewardship, and high_quality residential development.

MODIFICATION OF STANDARDS #2

9.6.3.A Connection to Surrounding Street Network *A. The arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties.*

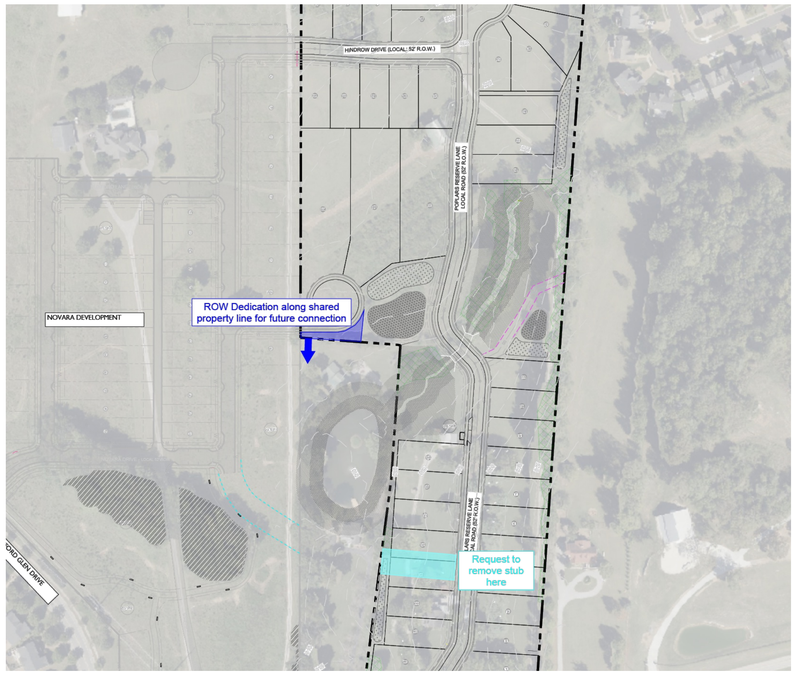
A Modification of standard 9.6.3.A is re quested to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Dehart Drive.

This MOS requests to waive the street stub connection but still achieves interconnectivity via ROW dedication along shared property line that provides multiple connection options in the future.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   This option provides an unique opportunity to continue the ROW proposed by other developments and plan for future connections along a shared property line.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   This request is based on unique, site_specific conditions associated with the western adjoining property, including jurisdictional differences already platted easements and a proposed access plan for the site. The adjoining property also has an existing house and pond that would determine future development.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development, compatibility with adjacent uses, and respect for natural features. Proposing an alternative connection protects adjacent residential properties, avoids unnecessary disturbance of steep slopes and hillside areas, and supports orderly development patterns. The modification allows the project to respond appropriately to its surroundings while advancing Envision Franklin's goals of thoughtful land use planning.



MODIFICATION OF STANDARDS #3

Modification #3: Section 9.6.5.D Internal Street Network

9.6.5.D Internal Street Network *D. Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection.*

A Modification of Section 9.6.5.D is requested to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.

This request is based on working with existing residents to accomplish dividing their land for family lots to be created. Adjacent property owners were contacted early in the design process and included in discussions regarding access and circulation. These neighboring property owners have expressed an interest in future subdivision of their property to create residential lots for family members. The proposed cul_de_sac configuration allows for safe and compliant roadway design while providing flexibility that enables adjoining property owners to retain their property and pursue future family_oriented development.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   This option provides opportunities for long-time Franklin residents to maintain their property and use and divide among family to create homes for future generations.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   The request is based on site_specific conditions and design intent that are unique to this development and its surrounding context. In this context, a cul-de-sac represents an appropriate and context-sensitive termination of the roadway consistent with the City's zoning ordinance intent to allow flexibility where strict application of connectivity standards since these will be large lots constructed for family development.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development and compatibility with adjacent uses. The modification allows the project to respond appropriately to request of neighbors of Franklin residents and advancing Envision Franklin's goals of thoughtful land use planning.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED — LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

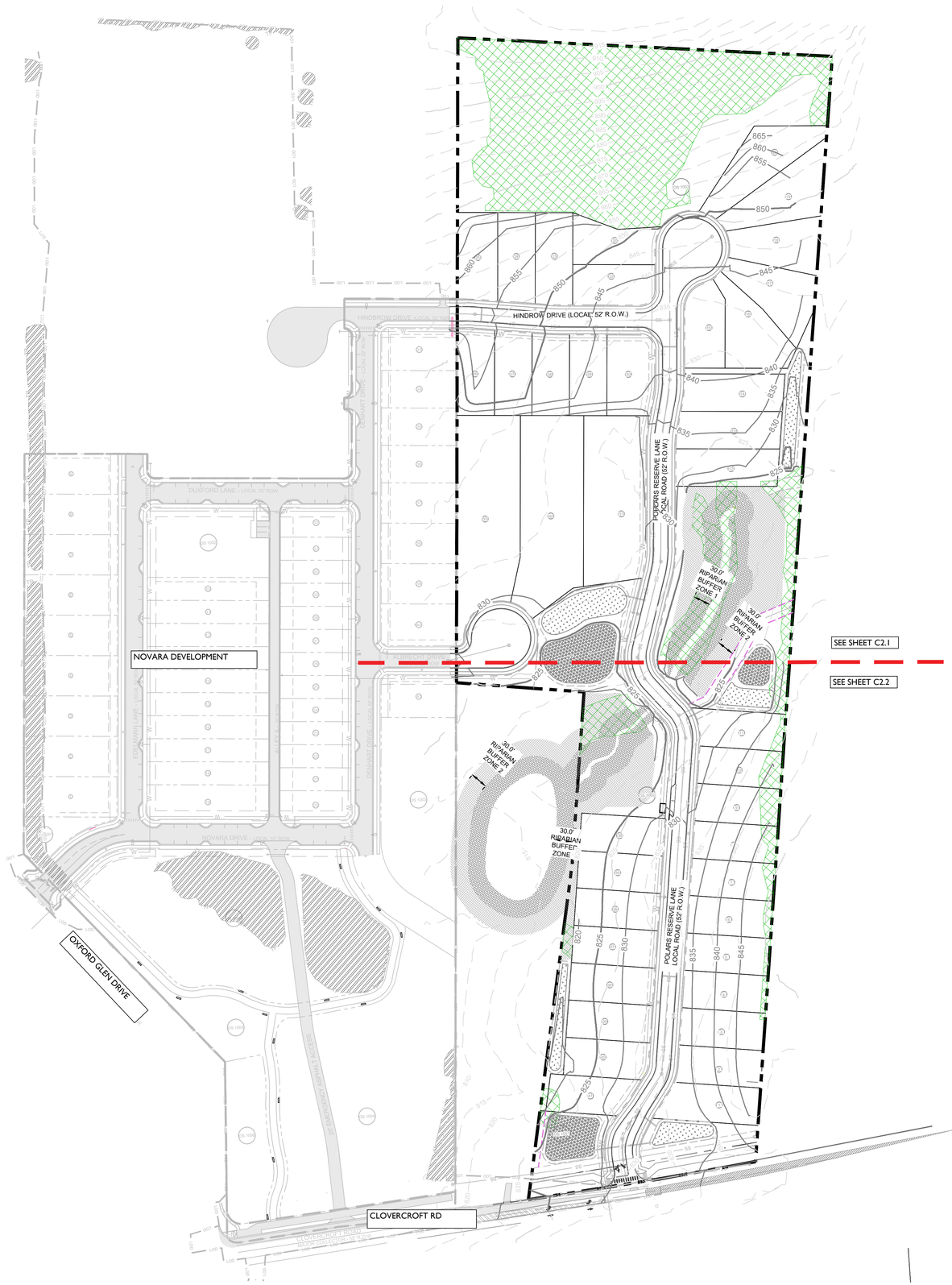
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 116985000

MODIFICATION OF STANDARDS

SHEET NUMBER
C0.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: C:\Users\DRAKE~1.REE\AppData\Local\Temp\AcPublish_31136\Sheets - Clovercroft DP.dwg C0.1 Jun 10, 2026 10:02am by: Drake.Reeder



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

REGULATIONS

BUILDING TYPES APPLIED: SINGLE FAMILY
FRONTAGE TYPES: YARD, LANDSCAPE

SETBACKS :
- FRONT: 15'
- SIDE: 5'
- REAR: 10'

MINIMUM LOT WIDTH:	60'
DWELLING UNIT COUNT:	41 UNITS
SINGLE FAMILY:	41
BUILDING HEIGHT:	2.5 STORIES
MINIMUM LSA:	4.56 AC
PROVIDED LSA:	4.56 AC
REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY

OPEN SPACE REQUIRED:	1.00 AC (5%)
NATURAL AREA OPEN SPACE REQUIRED:	2.01 AC (10%)
OPEN SPACE PROVIDED:	1.13 AC
NATURAL OPEN SPACE PROVIDED:	3.00 AC

PARKING REQUIRED, BY USE:
- REQUIRED : 2 SPACES PER UNIT
- PROVIDED: 82 SPACES (41 UNITS x 2 SPACES PER UNIT)

BUILDING CODE DATA

BUILDING SQUARE FOOTAGE IN ACCORDANCE WITH CHAPTER 5 OF THE IBC.

BUILDING OCCUPANCY IN ACCORDANCE WITH CHAPTER 3 OF THE IBC.

CONSTRUCTION TYPE IN ACCORDANCE WITH CHAPTER 6 OF THE IBC.

SEE SHEET C2.0

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

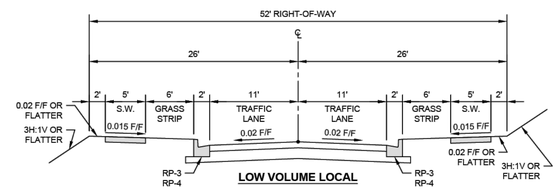
SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.



SCALE: 1" = 100'-0"
0 100 200 300

N

PARKLAND INFORMATION

41 Units total (- 2 existing homes) X $5,268 = $205,452

KEY

- 30' RIPARIAN BUFFER, ZONE 1
- 30' RIPARIAN BUFFER, ZONE 2
- PRESERVED CANOPY

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

DEVELOPMENT PLAN

SHEET NUMBER
C2.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

COF no: 9139

CONDITIONS OF APPROVAL:

Open Issues: 16 These issues are currently being filtered

Engineering

General Issues

19. Development Plan

kevin.long@franklintn.gov

This is an advisory comment and does not hinder the approval of this development plan.

At the site plan stage, all roadway improvements shall be designed in accordance with the appropriate common standards as established by (A) the City of Franklin Transportation and Street Technical Standards, (B) the AASHTO Policy on Geometric Design of Highways and Streets, and (C) the Tennessee Department of Transportation Design Guidelines and Standard Details. Features such as taper lengths, horizontal and vertical geometry, clear zones, guardrail requirements, etc., shall be evaluated in greater detail at the site plan stage and will be required to conform to the accepted standard in order to ensure public safety and well-being, as well as the continued functionality of the existing and proposed street networks.

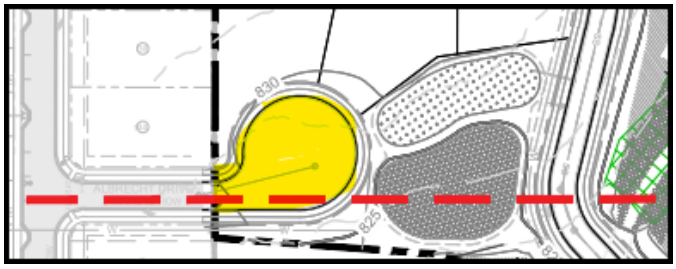
26. Cul-De-Sac

joe.marlo@franklintn.gov

Comment to remain open as a Condition of Approval.

Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection. *[COF Zoning Ordinance 9.6.5.D]*

Unless a Modification of Standards is otherwise approved by the BOMA, Applicant shall provide design meeting City of Franklin Zoning Ordinance and Street Standards, including removing the cul-de-sac highlighted below and connect to Poplars Reserve Lane.

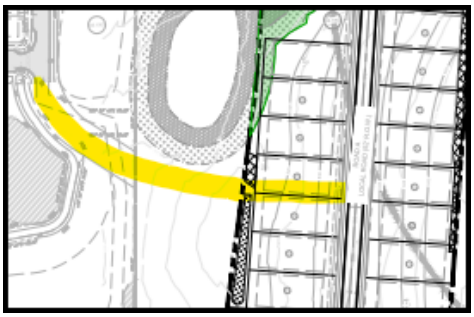


27. External Connectivity

joe.marlo@franklintn.gov

Comment to remain open as a Condition of Approval.

Unless a Modification of Standards is otherwise approved by the BOMA, Applicant shall provide external street connectivity allowing for the alignment and future continuation of the street network into adjacent properties, including alignment allowing for future connectivity to the existing street stub to the West. *[COF Zoning Ordinance 9.6.3]*



28. External Connectivity

joe.marlo@franklintn.gov

Comment to remain open as a Condition of Approval.

Unless a Modification of Standards is otherwise approved by the BOMA, Applicant shall provide external street connectivity allowing for the alignment and future continuation of the street network into adjacent properties, including for future connectivity to the East. *[COF Zoning Ordinance 9.6.3]*

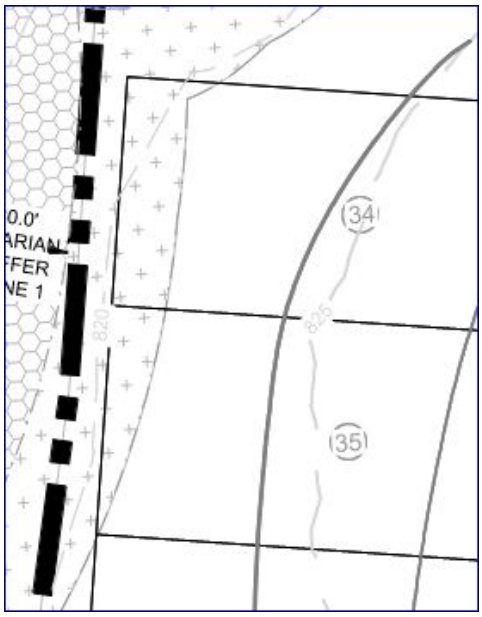
66. Riparian Buffer Locations

lance.fittro@franklintn.gov

The previous comment, "*Per the Stormwater Management Ordinance (FMC 23-107(6)(e)), applicant shall place all Riparian Buffers in open space lots, to be maintained by the property owner or HOA*" has not been fully-addressed, as the plans continue to depict riparian buffers extending onto lots. Buffer limits per the coordinated buffer mitigation plan shall be presented throughout the plan set for consistency.
C2.1



C2.2



68. Dependent On Offsite Infrastructure

lance.fittro@franklintn.gov

Off-site sewer infrastructure proposed for construction by the Novara Subdivision developer shall be installed, tested and accepted prior to recording of a final plat or issuance of building permits for any lots within the Poplars Reserve PUD Subdivision.

Off-site roadway construction to extend public roadway access from Oxford Glen Drive through the Novara Subdivision to the cul-de-sac stub of Albrecht Drive shall be completed and accepted for public travel prior to issuance of a building permit for either of Lots 32 and 33.

Off-site roadway construction to extend public roadway access from Oxford Glen Drive through the Novara Subdivision to the extension of Hindbrow Drive to the Poplars Reserve PUD Subdivision shall be completed and accepted for public travel prior to issuance of the 31st building permit.

80. Extend Sanitary Sewer

lance.fittro@franklintn.gov

Thank you for showing public sanitary sewer main line to be extended to the eastern property line within the sanitary sewer easement shown on the plans. At site plan stage, Applicant shall demonstrate adequate separation between sanitary sewer and infiltrating stormwater practices to maintain hydraulic separation. While not possible to determine fine grading based on the 5' contours shown, it appears that a subgrade wall may be necessary for the proposed bioretention location now shown adjacent to sewer easement.

Planning

General Issues

45. Project name

chelsea.randolph@franklintn.gov Applicant shall update the title of the project within the site data chart:

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN

74. MOS 1 - Connectivity to the East

chelsea.randolph@franklintn.gov Chapter 9.6.3(B)
Request to remove/waive the requirement to provide a street stub to the eastern property.

Staff is does not support MOS #1 as the connection is possible and a necessary requirement.

75. MOS 2 - Connectivity to the West

chelsea.randolph@franklintn.gov Chapter 9.6.3(A)
Request to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Dehart Drive.

Staff is does not support MOS #2 as the connection, per staff's recommended alignment, is possible and a necessary requirement.

76. MOS 3 - Cul-de-sac allowance

chelsea.randolph@franklintn.gov Chapter 9.6.5(d)
Request to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.

Staff is does not support MOS #3 as the connection is possible and a necessary requirement.

83. spelling error

chelsea.randolph@franklintn.gov Applicant shall update the spelling of the highlighted street below:

MODIFICATION OF STANDARDS SUMMARY

Modification of Standards Request #1: A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.

Modification of Standards Request #2: A Modification of standard 9.6.3.A is requested to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Dehart Drive.

Modification of Standards Request #3: A Modification of standard 9.6.5.D requested to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.

The street is spelled **"Denhart"** Drive. Update.

Stormwater

General Issues

41. Stormwater Management Plan

ellen.moore@franklintn.gov The access shall be placed in open space to ensure fences or other encroachments do not occur.

59. Riparian Buffer

jeff.willoughby@franklintn.gov

1. The long-term invasive plant control shall be a multi-year approach, not just a mutli-season approach.
2. It is fine to mention specific invasives species to be treated, but it should be clear that removal and treatment of all species is required in all riparian buffers and mitigation areas.
3. I think it should be delineated what areas are to receive the native seed mix and what areas are to be planted with the container trees. It appears only portions of the riparian buffer (orange shading) are receiving restoration. Please keep in mind for a variance to be approved, comparable improvements shall be shown above and beyond the existing enhancement requirements.
4. A schedule for the trees and native seed mix shall be provided.

[Edited By Jeff Willoughby]

84. Riparian Buffer

jeff.willoughby@franklintn.gov Riparian buffer and mitigation areas on the development plan and civil sheets shall reflect that of the buffer management plan.

Identify all water resources onsite. Label by their corresponding name as shown on the most current USGS maps. Include top of bank and riparian buffer zones on all site plan sheets. Riparian buffers shall be applied from top of bank. Top of bank is defined as the break in slope of the corresponding grade or if available, the ordinary high water mark.

- For drainage areas over 1 square mile there shall be a 60' riparian buffer zone 1.
- For drainage areas under 1 square mile shall be a 30' riparian zone 1 and 30' riparian zone 2.
- Zones shall be labeled in the following format, "Width, Riparian Buffer, Zone designation" for example "60' Riparian Buffer Zone 1"

- Where the average slope of the land within the riparian buffer is between fifteen percent (15%) and twenty-five percent (25%), an additional twenty (20) feet shall be added to the zone 1 minimum buffer width.
- Where the average slope of the land within the riparian buffer is greater than twenty-five percent (25%), an additional fifty (50) feet shall be added to the zone 1 minimum buffer width.
- If mitigation/averaging areas are present label as follows "Additional Mitigated Riparian Buffer Zone 1 (and/or Zone 2 if applicable) XXX sqft, width varies."

[Edited By Jeff Willoughby]

POPLARS RESERVE PUD SUBDIVISION

DEVELOPMENT PLAN - PD(1.8 DUA; 00SF)

SHEET INDEX

C0.0	COVER
C0.1	MODIFICATION OF STANDARDS
C1.0	OVERALL EXISTING CONDITIONS
C1.1	ENLARGED EXISTING CONDITIONS
C1.2	ENLARGED EXISTING CONDITIONS
C2.0	OVERALL DEVELOPMENT PLAN
C2.1	DEVELOPMENT PLAN ENLARGEMENT
C2.2	DEVELOPMENT PLAN ENLARGEMENT
C3.0	GRADING AND DRAINAGE PLAN
C3.1	ENLARGED GRADING AND DRAINAGE PLAN
C3.2	ENLARGED GRADING AND DRAINAGE PLAN
C4.0	ROW & ACCESS PLAN - FIRE
C4.1	ROW & ACCESS PLAN - TRASH
C5.0	OVERALL UTILITY PLAN
C5.1	ENLARGED UTILITY PLAN
C5.2	ENLARGED UTILITY PLAN
C6.0	PHASING PLAN
C7.0	OPEN SPACE
L1.0	TREE PRESERVATION PLAN
L2.0	BUFFER MANAGEMENT PLAN
A1.0	CONCEPTUAL ARCHITECTURE

DEVELOPMENT TEAM

OWNER/DEVELOPER:
LANDMARK INVESTMENTS
CONTACT: MIKE BURTON
783 OLD HICKORY BLVD, SUITE 337
BRENTWOOD, TN 37027

APPLICANT & LANDSCAPE ARCHITECT:
KIMLEY-HORN
CONTACT: GREG GAMBLE
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615) 975-5765

CIVIL ENGINEER:
KIMLEY-HORN
CONTACT: GRAY HARRISON
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615)564-2701



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

REGULATIONS

BUILDING TYPES APPLIED: SINGLE FAMILY
FRONTAGE TYPES: YARD, LANDSCAPE

SETBACKS :
- FRONT: 15'
- SIDE: 5'
- REAR: 10'

MINIMUM LOT WIDTH:	60'
DWELLING UNIT COUNT:	41 UNITS
SINGLE FAMILY:	41
BUILDING HEIGHT:	2.5 STORIES
MINIMUM LSA:	4.56 AC
PROVIDED LSA:	4.56 AC

OPEN SPACE REQUIRED:	1.00 AC (5%)
NATURAL AREA OPEN SPACE REQUIRED:	2.01 AC (10%)
OPEN SPACE PROVIDED:	1.13 AC
NATURAL OPEN SPACE PROVIDED:	3.00 AC

PARKING REQUIRED, BY USE:
- REQUIRED : 2 SPACES PER UNIT
- PROVIDED: 82 SPACES (41 UNITS x 2 SPACES PER UNIT)

REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY

BUILDING CODE DATA

BUILDING SQUARE FOOTAGE IN ACCORDANCE WITH CHAPTER 5 OF THE IBC.

BUILDING OCCUPANCY IN ACCORDANCE WITH CHAPTER 3 OF THE IBC.

CONSTRUCTION TYPE IN ACCORDANCE WITH CHAPTER 6 OF THE IBC.

SEE SHEET C2.0

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

VESTING STANDARDS

DEVELOPMENT STANDARD	VERSIONS/DATE
ZONING ORDINANCE	1/13/2026
SUBDIVISION REGULATIONS	1/1/2022
TRANSPORTATION & STREET TECHNICAL STANDARDS	7/1/2025
STORMWATER BMP MANUAL	7/1/2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	10/13/2020
MUNICIPAL CODE	5/22/2024

COMPREHENSIVE REVIEW AT SITE PLAN

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY THE CITY OF FRANKLIN STAFF WILL OCCUR AT SITE PLAN. PROJECT ENTITLEMENTS APPROVED WITH THIS DEVELOPMENT PLAN DO NO 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 SITE PLAN, THE APPLICANT CANNOT ACHIEVE THE MAXIMUM APPROVED ENTITLEMENTS, THE APPLICANT SHALL BE CONFINED TO THE ENTITLEMENTS ACHIEVABLE FROM THE APPLICATION OF SAID STANDARDS.



N NOT TO SCALE

MODIFICATION OF STANDARDS SUMMARY

Modification of Standards Request #1: A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.

Modification of Standards Request #2: A Modification of standard 9.6.3.A is requested to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Dehart Drive.

Modification of Standards Request #3: A Modification of standard 9.6.5.D requested to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.



PRE-APP SUBMITTAL: MARCH 30, 2026
INITIAL SUBMITTAL: MAY 11, 2026
RESUBMITTAL: JUNE 4, 2026

COF # 9139

MODIFICATION OF STANDARDS #1

9.6.3.B Connection to Surrounding Street Network *B. Street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network.*

A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.

The requested modification is to better align with existing conditions and to take into account the natural features of the existing property to the east. This property is an existing Williamson County home that currently sits on an minimum lot size permitted in the county. This property contains HHO buffer with steeps slopes with a large portion of the property. Given these constraints, a vehicular connection would be infeasible, incompatible with the adjoining residential use, and inconsistent with safe and purposeful site design. Eliminating the vehicular connection requirement allows the development to function as intended without creating adverse impacts to neighboring property or introducing unnecessary safety and environmental concerns.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   Strict adherence to the vehicular connectivity standard would require a connection to the eastern boundary where site and adjacency conditions do not support functional vehicular access. The adjacent property is an existing single_family residence situated on a minimum_sized Williamson County lot and constrained by steep slopes within the HHO buffer. Forcing a vehicular connection at this location would introduce grading impacts, increase safety risks, and create an access point that is neither functional nor necessary for the proposed development.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   This request is based on unique, site_specific conditions associated with the eastern adjoining property, including jurisdictional differences, steep topography, HHO buffer constraints, and an existing home developed at minimum lot size. These conditions limit both the feasibility and appropriateness of any vehicular interconnection. Unlike properties where future roadway extensions or shared access may be reasonably anticipated, the eastern property is not positioned to accommodate vehicular connectivity without substantial impacts to the existing residence and environmentally sensitive areas. As such, these circumstances are unique to this location and should not be interpreted as generally applicable to other developments.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development, compatibility with adjacent uses, and respect for natural features. Eliminating an impractical vehicular connection protects adjacent residential properties, avoids unnecessary disturbance of steep slopes and hillside areas, and supports orderly development patterns. The modification allows the project to respond appropriately to its surroundings while advancing Envision Franklin's goals of thoughtful land use planning, environmental stewardship, and high_quality residential development.

MODIFICATION OF STANDARDS #2

9.6.3.A Connection to Surrounding Street Network *A. The arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties.*

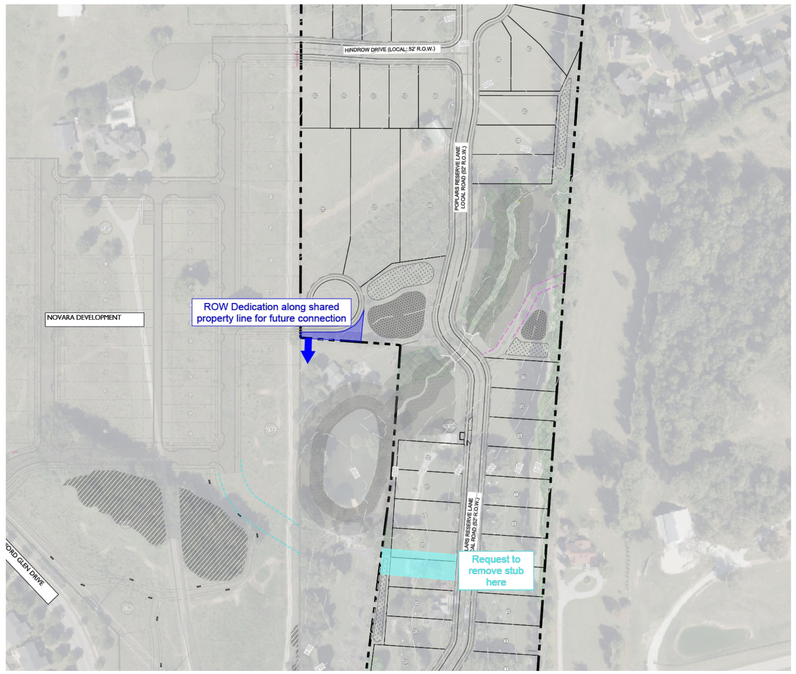
A Modification of standard 9.6.3.A is re quested to align the connection to the adjacent western property to provide access to the northern property line, via an ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Dehart Drive.

This MOS requests to waive the street stub connection but still achieves interconnectivity via ROW dedication along shared property line that provides multiple connection options in the future.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   This option provides an unique opportunity to continue the ROW proposed by other developments and plan for future connections along a shared property line.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   This request is based on unique, site_specific conditions associated with the western adjoining property, including jurisdictional differences already platted easements and a proposed access plan for the site. The adjoining property also has an existing house and pond that would determine future development.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development, compatibility with adjacent uses, and respect for natural features. Proposing an alternative connection protects adjacent residential properties, avoids unnecessary disturbance of steep slopes and hillside areas, and supports orderly development patterns. The modification allows the project to respond appropriately to its surroundings while advancing Envision Franklin's goals of thoughtful land use planning.



MODIFICATION OF STANDARDS #3

Modification #3: Section 9.6.5.D Internal Street Network

9.6.5.D Internal Street Network *D. Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection.*

A Modification of Section 9.6.5.D is requested to provide a cul-de-sac at the western connection at Albrecht Drive to accommodate existing residents.

This request is based on working with existing residents to accomplish dividing their land for family lots to be created. Adjacent property owners were contacted early in the design process and included in discussions regarding access and circulation. These neighboring property owners have expressed an interest in future subdivision of their property to create residential lots for family members. The proposed cul_de_sac configuration allows for safe and compliant roadway design while providing flexibility that enables adjoining property owners to retain their property and pursue future family_oriented development.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:
   This option provides opportunities for long-time Franklin residents to maintain their property and use and divide among family to create homes for future generations.

2. The conditions upon which the request is based are unique to the design intent for the development and are not applicable generally to other property:
   The request is based on site_specific conditions and design intent that are unique to this development and its surrounding context. In this context, a cul-de-sac represents an appropriate and context-sensitive termination of the roadway consistent with the City's zoning ordinance intent to allow flexibility where strict application of connectivity standards since these will be large lots constructed for family development.

3. The modification is consistent with the intent of Envision Franklin:
   The proposed modification is consistent with the intent of Envision Franklin, particularly within the Mixed Residential policy area, which emphasizes context_sensitive development and compatibility with adjacent uses. The modification allows the project to respond appropriately to request of neighbors of Franklin residents and advancing Envision Franklin's goals of thoughtful land use planning.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER — REGISTERED — LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 116985000

MODIFICATION OF STANDARDS

SHEET NUMBER
C0.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: C:\Users\DRAKE~1.REE\AppData\Local\Temp\AcPublish_31136\Sheets - Clovercroft DP.dwg C0.1 Jun 10, 2026 10:02am by: Drake.Reeder

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

N: 579593.5489
E: 1734757.4189

858
McKAY'S MILL SUBDIVISION, SECTION 19
OPEN SPACE
PB: P35, PG: 62

MAP: 80, PARCEL: 6.06
RAMONA DEBOER
DB: 3726, PG: 14

PARCEL 7.03
5.09 AC.
(221,730.8 SF)
PARCEL 1
DB: 8336, PG: 468

PROPANE TANK

PARCEL 7.04
5.35 AC.
(233,042.5 SF)
PARCEL 2
DB: 8336, PG: 468
NOT A LEGAL LOT OF RECORD PER WC ZONING INQUIRY #1498109

EXISTING RESIDENCE C.A. 1940

DECK

HINDBROW DRIVE -LOCAL 52' ROW

12" WATERLINE

RETAINING WALL

EXISTING GRAVEL DRIVE

DENHART DRIVE - LOCAL 52' ROW

40' OHE ESMT

BARN

POND

20' UGE MTEMC ESMT. EXC. X

15" RCP
INV. IN - 824.54'
INV. OUT - 824.17'

DUXFORD LANE - LOCAL 52' ROW

2
MAP: 80, PARCEL: 7.05
DAVID & TINA DEBOER
PB: 34, PG: 121
DEED: 9481, PG: 28

PARCEL 7.02
1.266 AC.
(55,161.0 SF)
PARCEL 2
DB: 6968, PG: 721

30.0' RIPARIAN BUFFER ZONE 2

A1 - 24" CMP
INV. IN - 821.12'
INV. OUT - 821.46
50% OF PIPE FULL OF DEBRIS

30.0' RIPARIAN BUFFER ZONE 1

NOVARA PUD SUBDIVISION SITE PLAN, SECTION 1 PER COF #8636

ALBRECHT DRIVE - LOCAL 52' ROW

MATCHLINE SEE SHEET C1.1
MATCHLINE SEE SHEET C1.2

EXISTING RESIDENCE

FENCE (TYPICAL)

12" CPP

EDELMANN LANE - LOCAL 52' ROW

ALLEY A - 20' ROW

MAP: 80, PARCEL: 6.02
CLOVERCROFT HOLDINGS LLC
DB: 9252, PG: 920

TOP OF BANK

EXISTING STRUCTURE C.A. 1959

MAP: 80, PARCEL: 9.01
JEFFREY & KIMBRA KRAFFT
DB: 7918, PG: 414

15" RCP
INV. IN - 814.33'
INV. OUT - 814.27'

EXISTING FARM POND

EXISTING SEPTIC TANK & FIELD LINES (TYP)

40.0' OHE ESMT.

NOVARA DRIVE - LOCAL 52' ROW

1
MAP: 80, PARCEL: 7
WILLIAM & PATTI BLANDIN
PB: 34, PG: 121
DB: 2009, PG: 286

PARCEL 7.01
6.994 AC.
(304,673.9 S.F.)
PARCEL 1
DB: 6968, PG: 721

25.0' P.U.D.E. ESMT

EXISTING RESIDENCE

EXISTING RESIDENCE

OUT BUILDINGS NO PLUMBING

EXIST WATER SERVICE LINE

OXFORD GLEN DRIVE
MINOR COLLECTOR - 50' R.O.W.

EXISTING SEPTIC TANK & FIELD LINES

50' INGRESS/EGRESS & UTILITY ESMT. ESMT. 1 & 2 DB 6968, PG 721 & DB: 8336, PG: 468) & 805-686 EXC. 13

EXISTING RESIDENCE C.A. 1910

EXISTING SEPTIC TANK & FIELD LINES

24" +/- RCP
INV. IN - 814.89'
INV. OUT - 813.72'

EXISTING COTTAGE HOUSE C.A. 1930

EXISTING GRAVEL DRIVE

EXISTING WATER SERVICE LINE

EXC. 15
10' TEMP.
CONST. ESMT.
9695-804

CLOVERCROFT IMPROVEMENTS PER NOVARA PUD SUBDIVISIONSITE PLAN, SECTION 1 PER COF #8636

CLOVERCROFT ROAD
MAJOR COLLECTOR - 50' R.O.W.

NEIGHBORING DRIVEWAY

END OF PROPOSED CLOVERCROFT IMPROVEMENTS PER COF #8636

CLOVERCROFT ROAD
MAJOR COLLECTOR - 50' R.O.W.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION
FRANKLIN, TENNESSEE

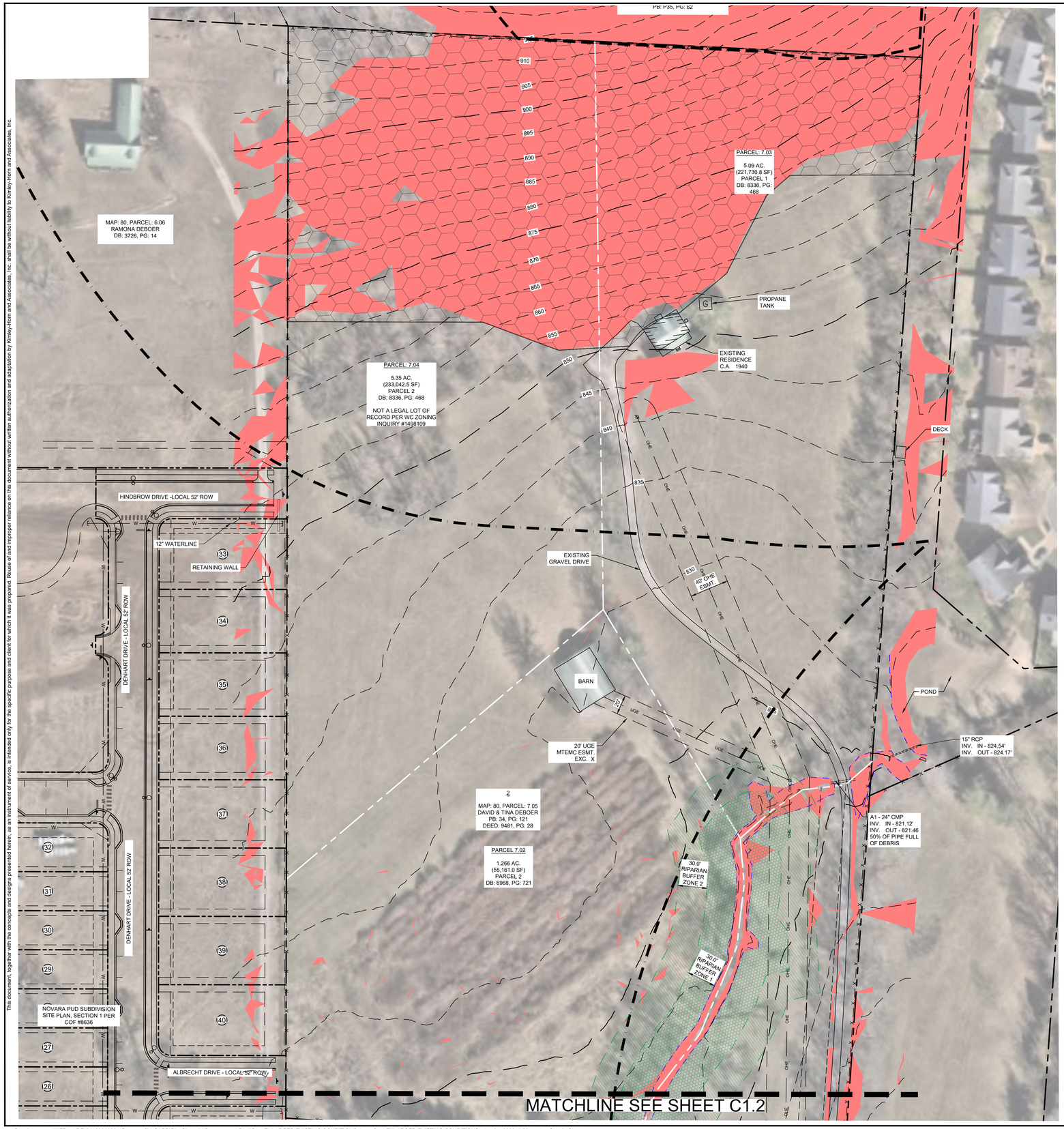
SOPHIA CLOSE
REGISTERED ENGINEER
No. 131125
STATE OF TENNESSEE
05/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

OVERALL EXISTING CONDITIONS

SHEET NUMBER
C1.0



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

- 0% - 13.99%
- 14% and above

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131255
STATE OF TENNESSEE
COMMERCE
06/05/2026

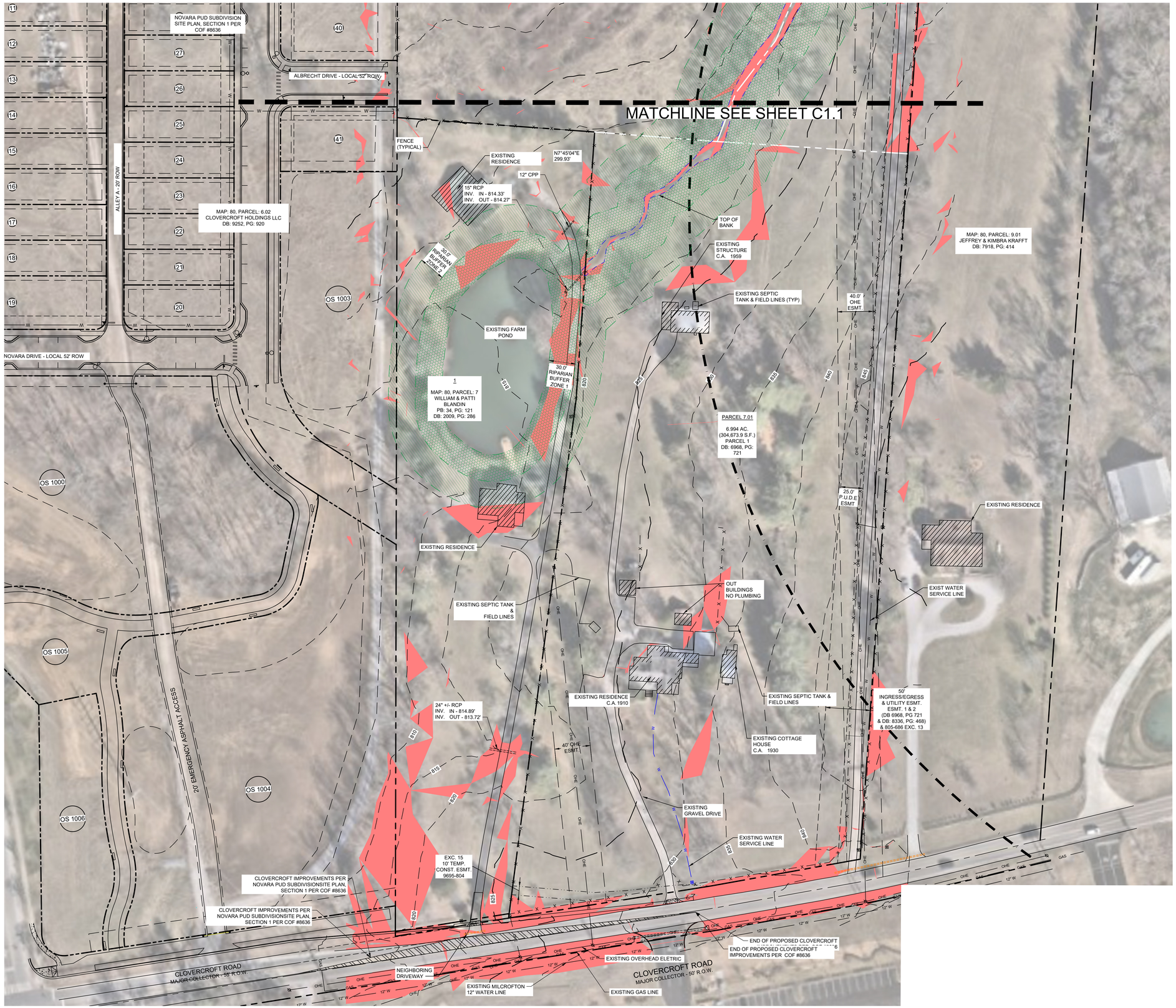
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED EXISTING CONDITIONS

SHEET NUMBER
C1.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BASE INFORMATION WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BROTHERTON SURVEY, DATED FEBRUARY 02, 2026. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. INFORMATION WAS ALSO TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARRY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187C, PANEL NO. 220G, DATED DECEMBER 20, 2024, ZONE "X".

EXISTING STORMWATER NARRATIVE

THE EXISTING SITE IS RESIDENTIAL LAND WITH SURROUNDING SINGLE FAMILY DEVELOPMENTS ALONG THE WEST AND NORTHEAST PERIMETER OF THE SITE. STORMWATER RUNOFF FOR THIS SITE GENERALLY FLOWS TO A STREAM THROUGH THE CENTER OF THE PROJECT THAT OUTFALLS INTO AN EXISTING POND IN THE ADJACENT PROPERTY. A PORTION OF THE SOUTH SIDE OF THE SITE OUTFALLS TO THE SOUTHWEST CORNER OF THE SITE.

LEGEND

- ZONE 1 BUFFER
- ZONE 2 BUFFER
- AREA OF PROTECTED SLOPES
- TOP OF BANK
- 500' HHO BUFFER
- HHO
- FENCE

SITE SLOPE TABLE

	0% - 13.99%
	14% and above

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR CORNERS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE REGISTERED ENGINEER PRELIMINARY No. 131283 STATE OF TENNESSEE 05/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026

KIMLEY-HORN PROJECT NO. 118985000

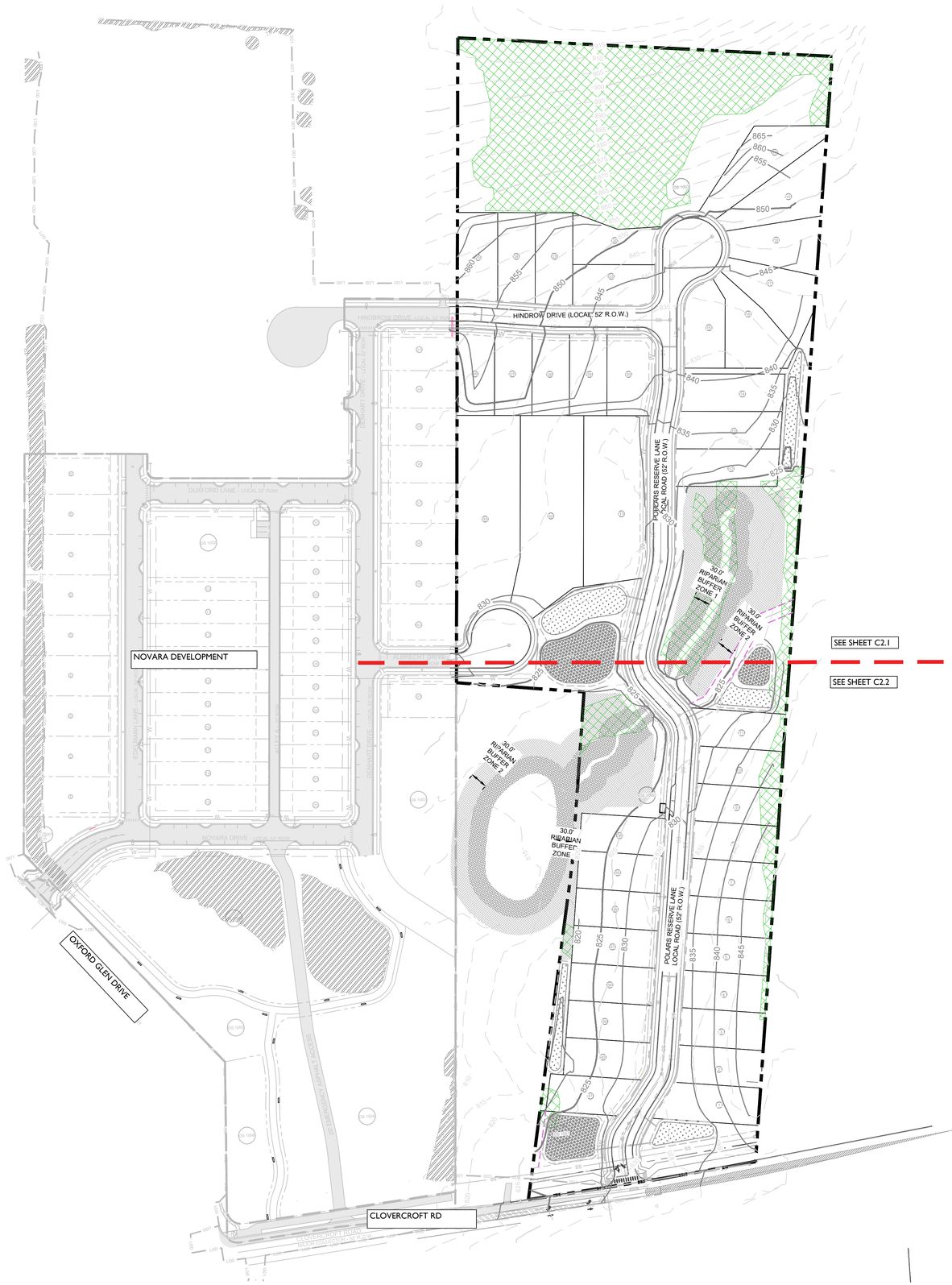
ENLARGED EXISTING CONDITIONS

SHEET NUMBER
C1.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	0.00%	13.99%	
2	14.00%	50.00%	



SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

REGULATIONS

BUILDING TYPES APPLIED: SINGLE FAMILY
FRONTAGE TYPES: YARD, LANDSCAPE

SETBACKS :
- FRONT: 15'
- SIDE: 5'
- REAR: 10'

MINIMUM LOT WIDTH:	60'
DWELLING UNIT COUNT:	41 UNITS
SINGLE FAMILY:	41
BUILDING HEIGHT:	2.5 STORIES
MINIMUM LSA:	4.56 AC
PROVIDED LSA:	4.56 AC
REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY

OPEN SPACE REQUIRED:	1.00 AC (5%)
NATURAL AREA OPEN SPACE REQUIRED:	2.01 AC (10%)
OPEN SPACE PROVIDED:	1.13 AC
NATURAL OPEN SPACE PROVIDED:	3.00 AC

PARKING REQUIRED, BY USE:
- REQUIRED : 2 SPACES PER UNIT
- PROVIDED: 82 SPACES (41 UNITS x 2 SPACES PER UNIT)

BUILDING CODE DATA

BUILDING SQUARE FOOTAGE IN ACCORDANCE WITH CHAPTER 5 OF THE IBC.

BUILDING OCCUPANCY IN ACCORDANCE WITH CHAPTER 3 OF THE IBC.

CONSTRUCTION TYPE IN ACCORDANCE WITH CHAPTER 6 OF THE IBC.

SEE SHEET C2.0

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

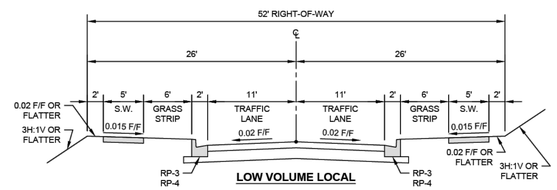
SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.



SCALE: 1" = 100'-0"
0 100 200 300

N

PARKLAND INFORMATION

41 Units total (- 2 existing homes) X $5,268 = $205,452

KEY

- 30' RIPARIAN BUFFER, ZONE 1
- 30' RIPARIAN BUFFER, ZONE 2
- PRESERVED CANOPY

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

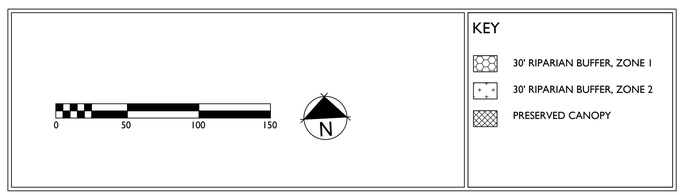
DEVELOPMENT PLAN

SHEET NUMBER
C2.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.





Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

DEVELOPMENT PLAN ENLARGEMENT

SHEET NUMBER
C2.1



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE No. 2210

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

DEVELOPMENT PLAN ENLARGEMENT

SHEET NUMBER
C2.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

STATEMENT OF IMPACTS

THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE.

STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

RIPARIAN BUFFER NOTE

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

STORMWATER NARRATIVE

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS. FLOW WILL BE DIRECTED TOWARDS THE PROPOSED BIORETENTION AREAS VIA SHEET FLOW OR CONVEYANCE PIPES. BIORETENTION AREAS WILL PROVIDE INFILTRATION AND TREATMENT FOR THE FIRST INCH OF THE RAINFALL FOR MINIMUM 95% OF THE ON-SITE IMPERVIOUS AREA. FROM THE BIORETENTION AREAS, FLOW WILL DISCHARGE INTO THE PROPOSED DETENTION POND AREAS. SITE STORMWATER IS DESIGNED TO EITHER MEET OR REDUCE PRE-DEVELOPMENT FLOW RATES.

OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM PROPOSED STORMWATER TREATMENT AND DETENTION AREAS WHERE POSSIBLE.

GRADING AND DRAINAGE AREA CHART

TOTAL SITE AREA =	22.5 ACRES
SITE IMPERVIOUS AREA =	8.5 ACRES
DISTURBED AREA =	14.5 ACRES

INFRASTRUCTURE NOTE

SHOULD THE INFRASTRUCTURE PROPOSED TO BE COMPLETED BY NOVARA NOT BE COMPLETED, THE POPLAR RESERVE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING THE NOVARA CLOVERCROFT IMPROVEMENTS PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.

OPEN SPACE

ALL OPEN SPACE LOTS TO BE PLACED WITHIN A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

LEGEND

- AREA OF PROTECTED SLOPES
- DRY DETENTION
- WATER QUALITY
- RIPARIAN ZONE 1 BUFFER
- RIPARIAN ZONE 2 BUFFER
- 500' HHO BUFFER
- HHO

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE — REGISTERED ENGINEER — No. 131126 — STATE OF TENNESSEE — COMMERCE
05/11/2026

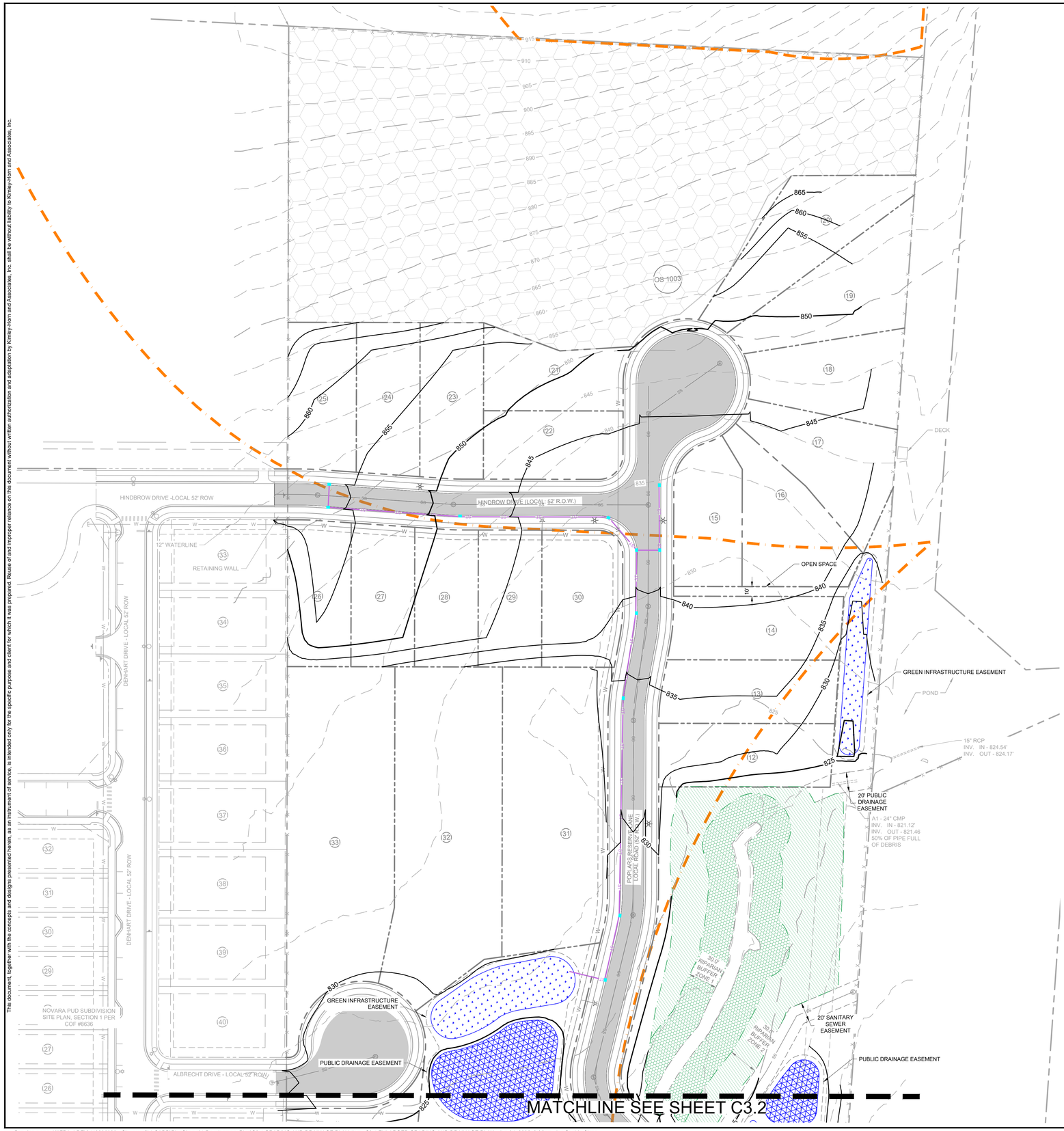
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

OVERALL GRADING & DRAINAGE PLAN

SHEET NUMBER
C3.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

STATEMENT OF IMPACTS

THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE.

STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

RIPARIAN BUFFER NOTE

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

STORMWATER NARRATIVE

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS. FLOW WILL BE DIRECTED TOWARDS THE PROPOSED BIORETENTION AREAS VIA SHEET FLOW OR CONVEYANCE PIPES. BIORETENTION AREAS WILL PROVIDE INFILTRATION AND TREATMENT FOR THE FIRST INCH OF THE RAINFALL FOR MINIMUM 95% OF THE ON-SITE IMPERVIOUS AREA. FROM THE BIORETENTION AREAS, FLOW WILL DISCHARGE INTO THE PROPOSED DETENTION POND AREAS. SITE STORMWATER IS DESIGNED TO EITHER MEET OR REDUCE PRE-DEVELOPMENT FLOW RATES.

OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM PROPOSED STORMWATER TREATMENT AND DETENTION AREAS WHERE POSSIBLE.

GRADING AND DRAINAGE AREA CHART

TOTAL SITE AREA =	22.5 ACRES
SITE IMPERVIOUS AREA =	8.5 ACRES
DISTURBED AREA =	14.5 ACRES

INFRASTRUCTURE NOTE

SHOULD THE INFRASTRUCTURE PROPOSED TO BE COMPLETED BY NOVARA NOT BE COMPLETED, THE POPLAR RESERVE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING THE NOVARA CLOVERCROFT IMPROVEMENTS PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.

OPEN SPACE

ALL OPEN SPACE LOTS TO BE PLACED WITHIN A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

LEGEND

- AREA OF PROTECTED SLOPES
- DRY DETENTION
- WATER QUALITY
- RIPARIAN ZONE 1 BUFFER
- RIPARIAN ZONE 2 BUFFER
- 500' HHO BUFFER
- HHO

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131344
COMMERCE
STATE OF TENNESSEE
05/11/2026

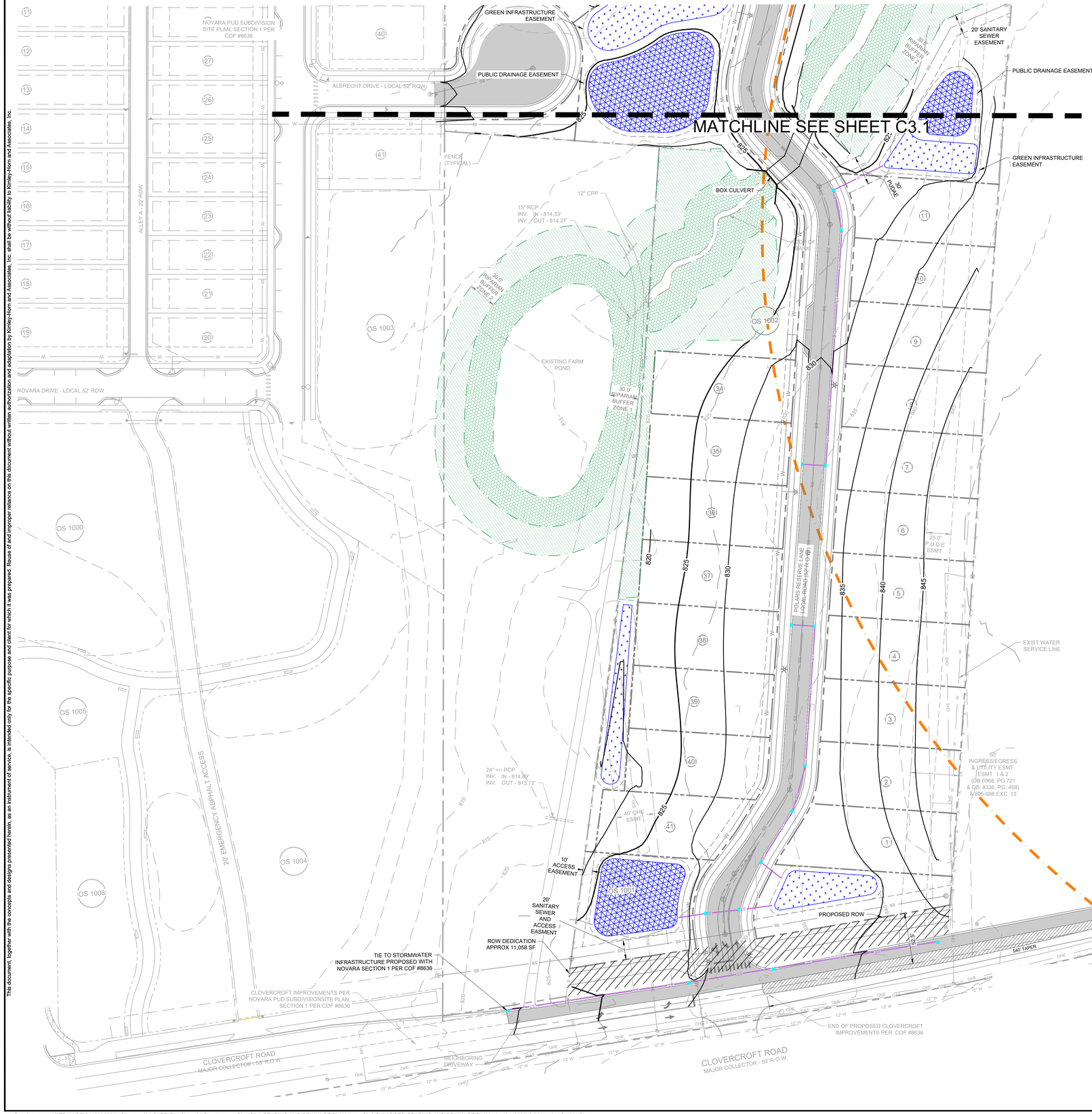
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED GRADING & DRAINAGE PLAN

SHEET NUMBER
C3.1

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C3.1 GRADING AND DRAINAGE PLAN.dwg C3.1 ENLARGED GRADING AND DRAINAGE PLAN Jun 04, 2026 3:35pm by: Sophia.Close



COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

STATEMENT OF IMPACTS

THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE.

STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

RIPARIAN BUFFER NOTE

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

STORMWATER NARRATIVE

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS. FLOW WILL BE DIRECTED TOWARDS THE PROPOSED BIORETENTION AREAS VIA SHEET FLOW OR CONVEYANCE PIPES. BIORETENTION AREAS WILL PROVIDE INFILTRATION AND TREATMENT FOR THE FIRST INCH OF THE RAINFALL FOR MINIMUM 95% OF THE ON-SITE IMPERVIOUS AREA. FROM THE BIORETENTION AREAS, FLOW WILL DISCHARGE INTO THE PROPOSED DETENTION POND AREAS. SITE STORMWATER IS DESIGNED TO EITHER MEET OR REDUCE PRE-DEVELOPMENT FLOW RATES.

OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM PROPOSED STORMWATER TREATMENT AND DETENTION AREAS WHERE POSSIBLE.

GRADING AND DRAINAGE AREA CHART

TOTAL SITE AREA =	22.5 ACRES
SITE IMPERVIOUS AREA =	8.5 ACRES
DISTURBED AREA =	14.5 ACRES

INFRASTRUCTURE NOTE

SHOULD THE INFRASTRUCTURE PROPOSED TO BE COMPLETED BY NOVARA NOT BE COMPLETED, THE POPLAR RESERVE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING THE NOVARA CLOVERCROFT IMPROVEMENTS PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.

OPEN SPACE

ALL OPEN SPACE LOTS TO BE PLACED WITHIN A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

LEGEND

- AREA OF PROTECTED SLOPES
- DRY DETENTION
- WATER QUALITY
- RIPARIAN ZONE 1 BUFFER
- RIPARIAN ZONE 2 BUFFER
- 500' HHO BUFFER
- HHO

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131155
STATE OF TENNESSEE
05/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED GRADING & DRAINAGE PLAN

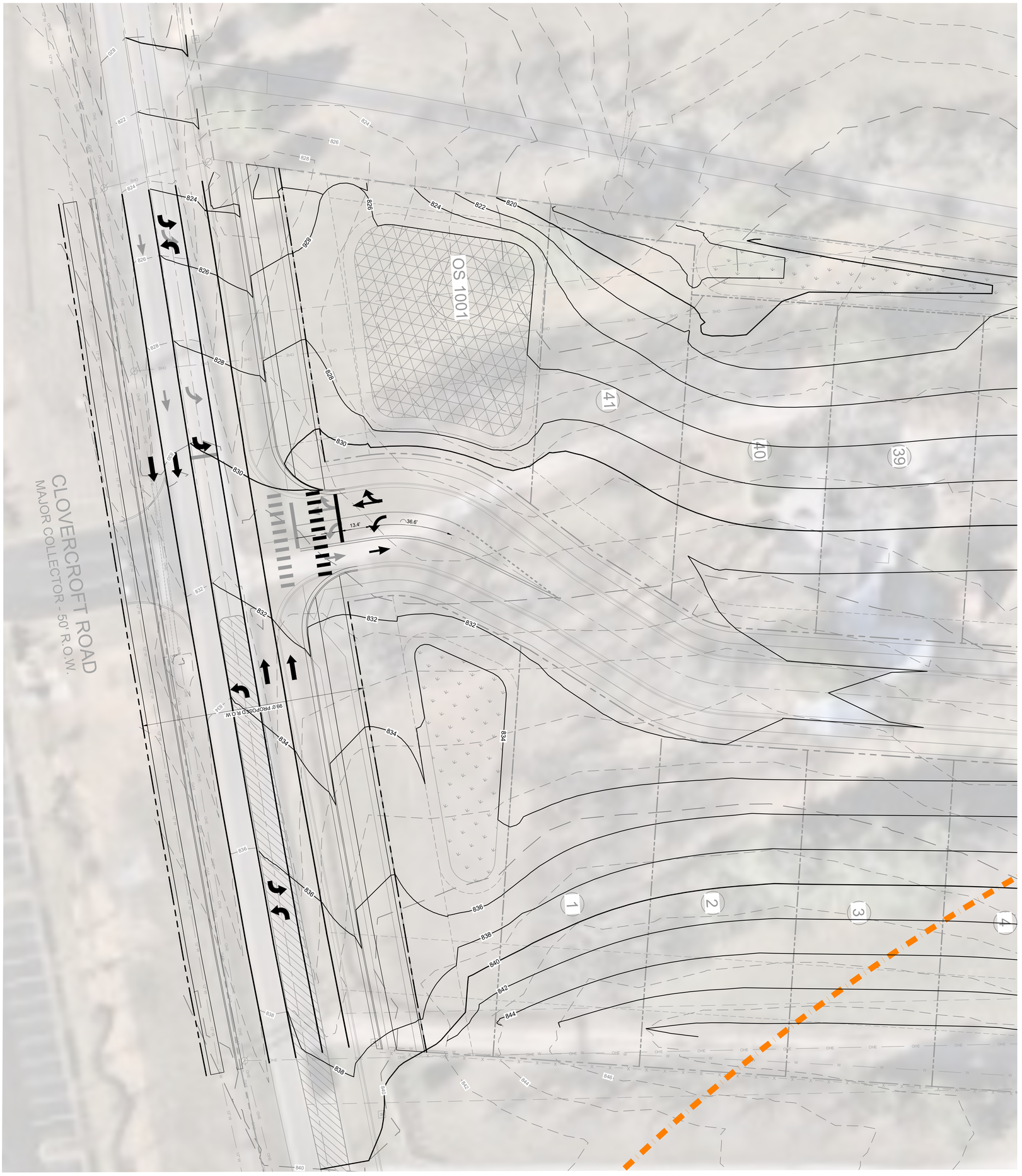
SHEET NUMBER
C3.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C3.1 GRADING AND DRAINAGE PLAN.dwg C3.2 ENLARGED GRADING AND DRAINAGE PLAN Jun 04, 2026 3:35pm by: Sophia.Close

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\Plan Sheets\1-Development Plan\C3.0 FUTURE IMPROVEMENTS EXHIBIT.dwg C3.3 FUTURE OFFSITE IMPROVEMENTS Jun 04, 2026 3:35pm by Sophia Cloer



OFFSITE EXHIBIT NOTE

THE PURPOSE OF THIS EXHIBIT IS TO PROVIDE CONCEPTUAL DESIGN FOR THE ULTIMATE BUILDOUT OF CLOVERCROFT ROAD BY OTHERS PER THE CURRENT CITY OF FRANKLIN CONNECT TRANSPORTATION PLAN. THE CURRENT PROPOSED DESIGN WITHIN THESE PLANS

GRAPHIC SCALE IN FEET
0 20 40

NORTH

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

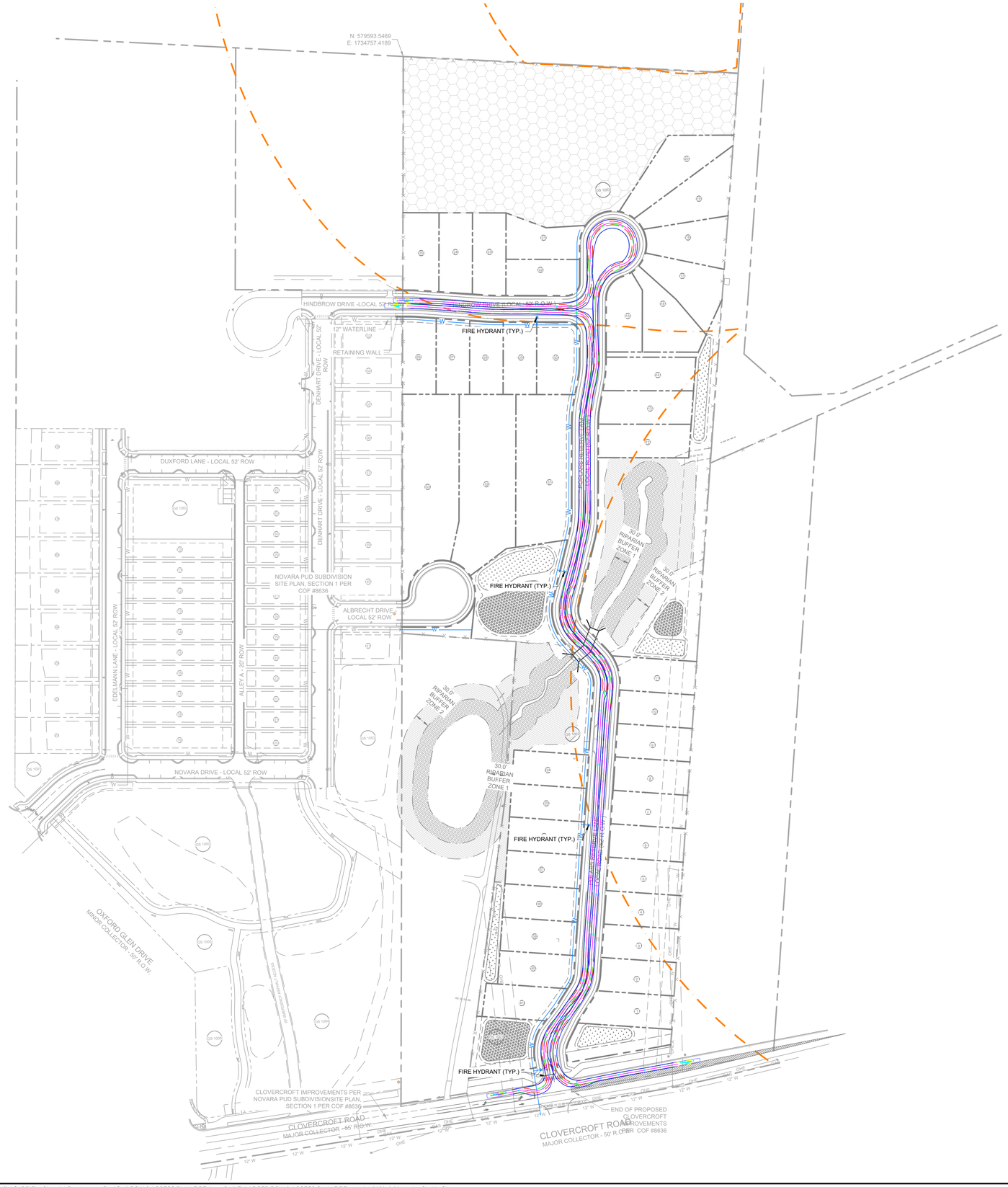
DESIGNED BY: SAC
DRAWN BY: MEN
CHECKED BY: SAC
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

FUTURE OFFSITE IMPROVEMENTS

SHEET NUMBER
C3.3

POPLARS RESERVE
PUD SUBDIVISION
FRANKLIN, TENNESSEE

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

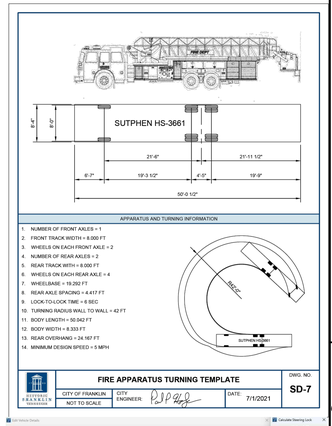


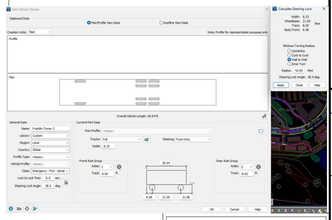
ROW & ACCESS GENERAL NOTES

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-OFWAY 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 "TDOT 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.
8. STREETS AND ROADS SHALL BE IDENTIFIED WITH APPROVED SIGNS. TEMPORARY SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN THE CONSTRUCTION OF THE NEW ROADWAYS ALLOWS PASSAGE BY VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT, AND MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS.

VEHICLE LEGEND

- VEHICLE FENDER PATH
- VEHICLE FRONT WHEEL PATH
- VEHICLE REAR WHEEL PATH





FIRE FLOW TEST

FLOW TEST DATE: 04/07/2026, 3:10 PM
STATIC PRESSURE: 62 psi
RESIDUAL PRESSURE: 57 psi
FLOW: 3345 GPM

TESTED BY ANDREW BOHON & TIM BOCCAROSSA, MILCROFTON UTILITY DISTRICT

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131111
STATE OF TENNESSEE
07/09/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026

KIMLEY-HORN PROJECT NO. 118985000

ROW & ACCESS PLAN-FIRE

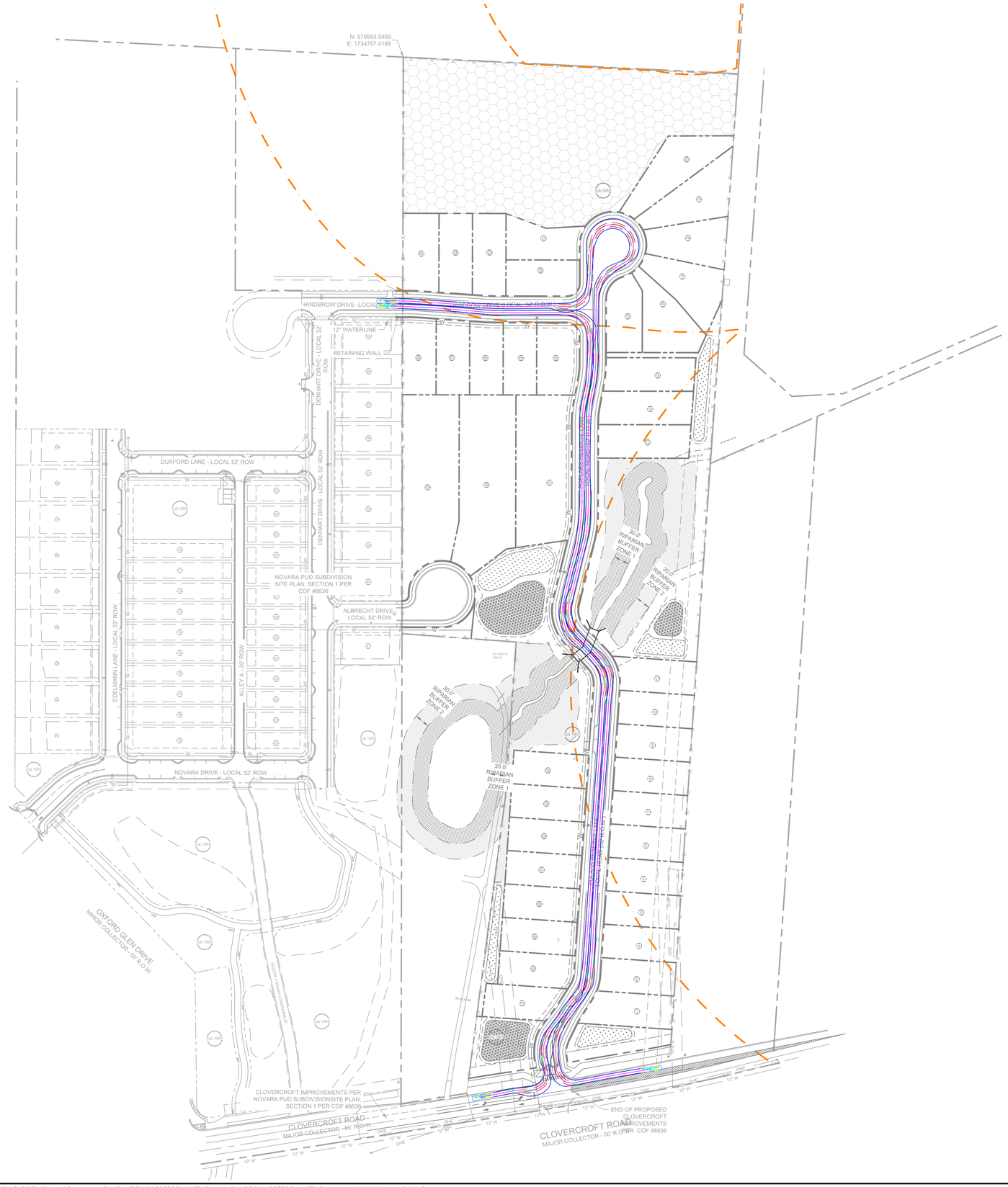
SHEET NUMBER
C4.0

COF #9139

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C4.0 ROW & ACCESS PLAN-FIRE.dwg C4.0 ENLARGED ROW & ACCESS PLAN-FIRE Jun 04, 2026 3:36pm by: Sophia.Close

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

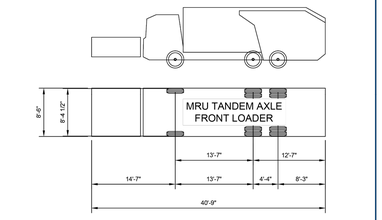


ROW & ACCESS GENERAL NOTES

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-OFWAY 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 "TDOT 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.
8. STREETS AND ROADS SHALL BE IDENTIFIED WITH APPROVED SIGNS. TEMPORARY SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN THE CONSTRUCTION OF THE NEW ROADWAYS ALLOWS PASSAGE BY VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT, AND MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS.

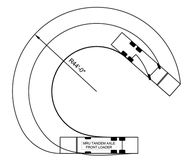
VEHICLE LEGEND

- VEHICLE FENDER PATH
- VEHICLE FRONT WHEEL PATH
- VEHICLE REAR WHEEL PATH



APPARATUS AND TURNING INFORMATION

1. NUMBER OF FRONT AXLES = 1
2. FRONT TRACK WIDTH = 8.375 FT
3. WHEELS ON EACH FRONT AXLE = 2
4. NUMBER OF REAR AXLES = 2
5. REAR TRACK WITH = 8.375 FT
6. WHEELS ON EACH REAR AXLE = 4
7. WHEELBASE = 13.583 FT
8. REAR AXLE SPACING = 4.333 FT
9. LOCK-TO-LOCK TIME = 6 SEC
10. TURNING RADIUS WALL TO WALL = 44 FT
11. BODY LENGTH = 40.750 FT
12. BODY WIDTH = 8.500 FT
13. REAR OVERHANG = 12.583 FT
14. MINIMUM BODY GROUND CLEARANCE = 1.375 FT
15. MINIMUM DESIGN SPEED = 5 MPH



CITY OF FRANKLIN TENNESSEE

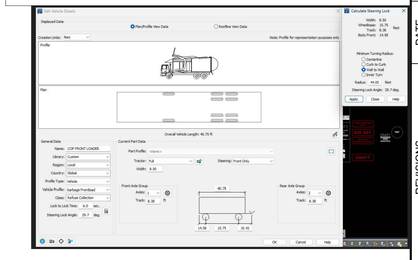
SOLID WASTE APPARATUS TURNING TEMPLATE

CITY OF FRANKLIN
NOT TO SCALE

CITY ENGINEER:

DATE: 9/21/2023

DWG. NO. **SD-8**



GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 132126
COMMERCE
STATE OF TENNESSEE
05/11/2026

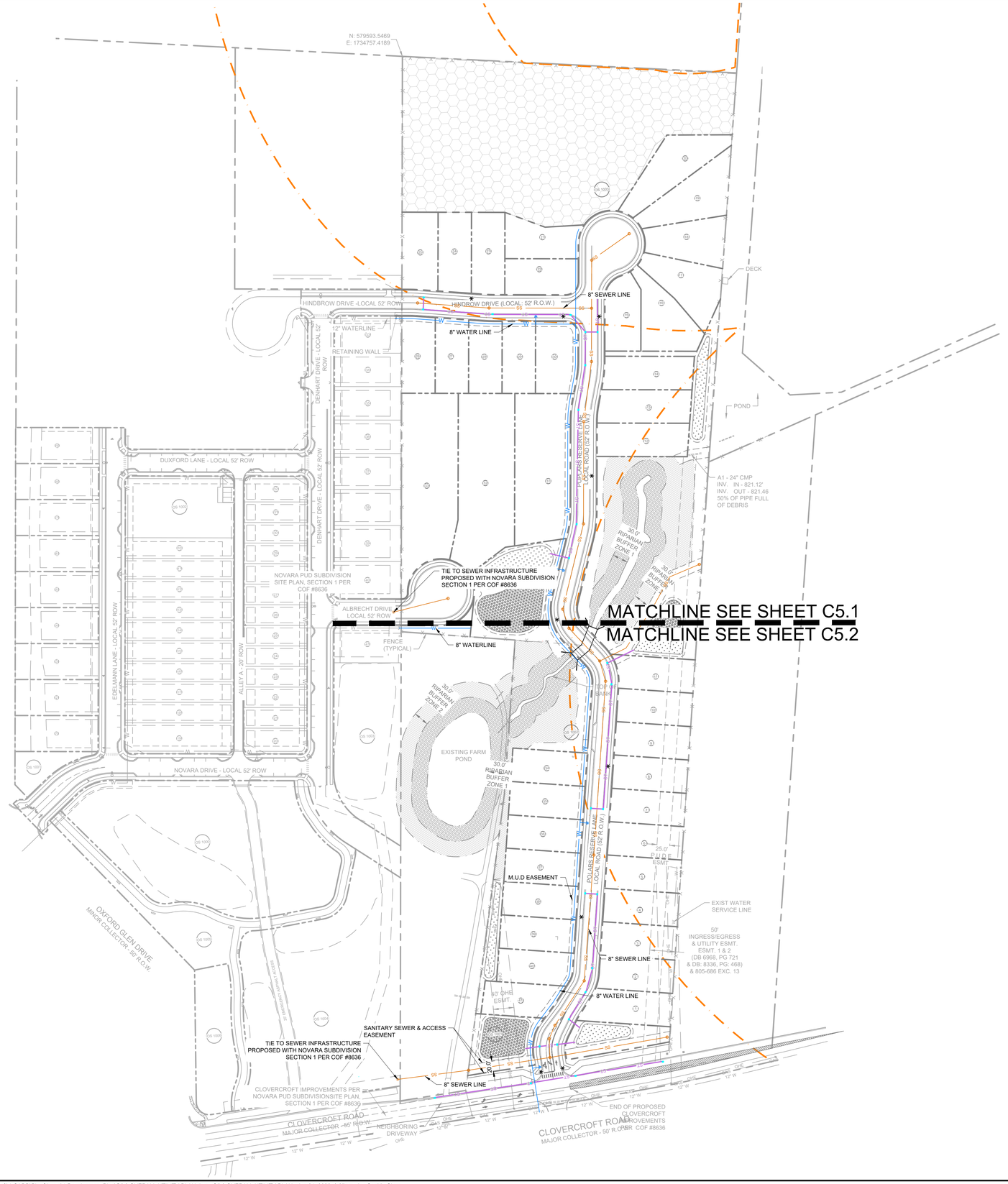
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ROW & ACCESS PLAN-TRASH

SHEET NUMBER
C4.1

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C4.1 ROW & ACCESS PLAN-TRASH.dwg C4.1-ROW & ACCESS PLAN-TRASH Jun 04, 2026 3:37pm by: Sophia.Close



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.
8. UTILITIES LAYOUTS SHOWN IN THIS PLAN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE. UTILITY LAYOUTS ARE NOT APPROVED WITH APPROVAL OF THIS DEVELOPMENT PLAN, AND SHOULD BE COORDINATED WITH THE PRESIDING ENTITY.

STATEMENT OF IMPACTS

WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES CONNECTION TO SEVERAL 12" WATERLINES SURROUDING THE SITE.
SANITARY SEWER WILL BE PROVIDED VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636)

SANITARY SEWER NOTE

ALL ON-SITE AND OFF-SITE SANITARY SEWER ALIGNMENT IS CONCEPTUAL ONLY AND NOT APPROVED WITH THE DEVELOPMENT PLAN. FINAL ALIGNMENT WILL BE DETERMINED AT SITE PLAN. THE SEWER SYSTEM IS TO BE EXTENDED WITH THE NOVARA DEVELOPMENT.

SHOULD THE NOVARA IMPROVEMENTS NOT BE COMPLETED, IT IS THE RESPONSIBILITY OF THE DEVELOPER OF POPLAR RESERVE TO EXTEND SEWER TO SERVE THE PROJECT SITE.

UTILITY LEGEND

- W — WATER MAIN
- W — PRIVATE WATER SERVICE
- SS — SANITARY SEWER MAIN
- SS — PRIVATE SEWER SERVICE
- ST — ST — STORM SEWER
- UTILITY EASEMENT
- GRATE INLET
- D — STORM MANHOLE
- HEADWALL
- WATER METER
- PUBLIC FIRE HYDRANT
- S — SANITARY SEWER MANHOLE
- OCS — OUTLET CONTROL STRUCTURE
- LIGHT POLE

AGENCY CONTACTS

WATER
MILCROFTON UTILITY DISTRICT
6333 ARNO ROAD
FRANKLIN, TN 37067
PHONE: (615) 794-5947
CONTACT: MIKE JONES

GAS
ATMOS ENERGY
200 NOAH DRIVE
FRANKLIN, TN 37064
PHONE: (615) 794-2596
CONTACT: BLAKE DAVIS

CITY OF FRANKLIN
109 3rd AVENUE SOUTH, FRANKLIN, TN 37067
CONTACT:
PLANNING : JOSH KING 615-550-6977
ENGINEERING : LANCE FITTRO 615-550-6676

ELECTRIC
MIDDLE TN ELECTRIC
2156 EDWARD CURD LN.
FRANKLIN, TN 37067
PHONE: (615) 595-4693
CONTACT: DALE HOOD

SANITARY SEWER
CITY OF FRANKLIN
124 LUMBER DRIVE
FRANKLIN, TN 37064
PHONE: (615)550-6855
CONTACT: UTILITY INSPECTOR

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE
FRANKLIN, TENNESSEE 37067
PHONE: (615) 800-4004
CONTACT: SOPHIA CLOSE, P.E.

CABLE
COMCAST
2501 McGAVOCK PK,
SUITE 1206
NASHVILLE, TN 37214
(615)440-2920
CONTACT: PAULA BROOKS

TELEPHONE
AT&T
(615) 595-7816
CONTACT: DAVID TUTTEROW

SURVEYOR
BROTHERTON SURVEY
XXXX
XXX, TN XXXX1
PHONE: (XXX) XXX-XXXX

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE — REGISTERED ENGINEER — No. 131194 — STATE OF TENNESSEE — 05/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: SAC
DRAWN BY: MEN
CHECKED BY: SAC
DATE: 05/11/2026
KIMLEY-HORN PROJECT NO. 118985000

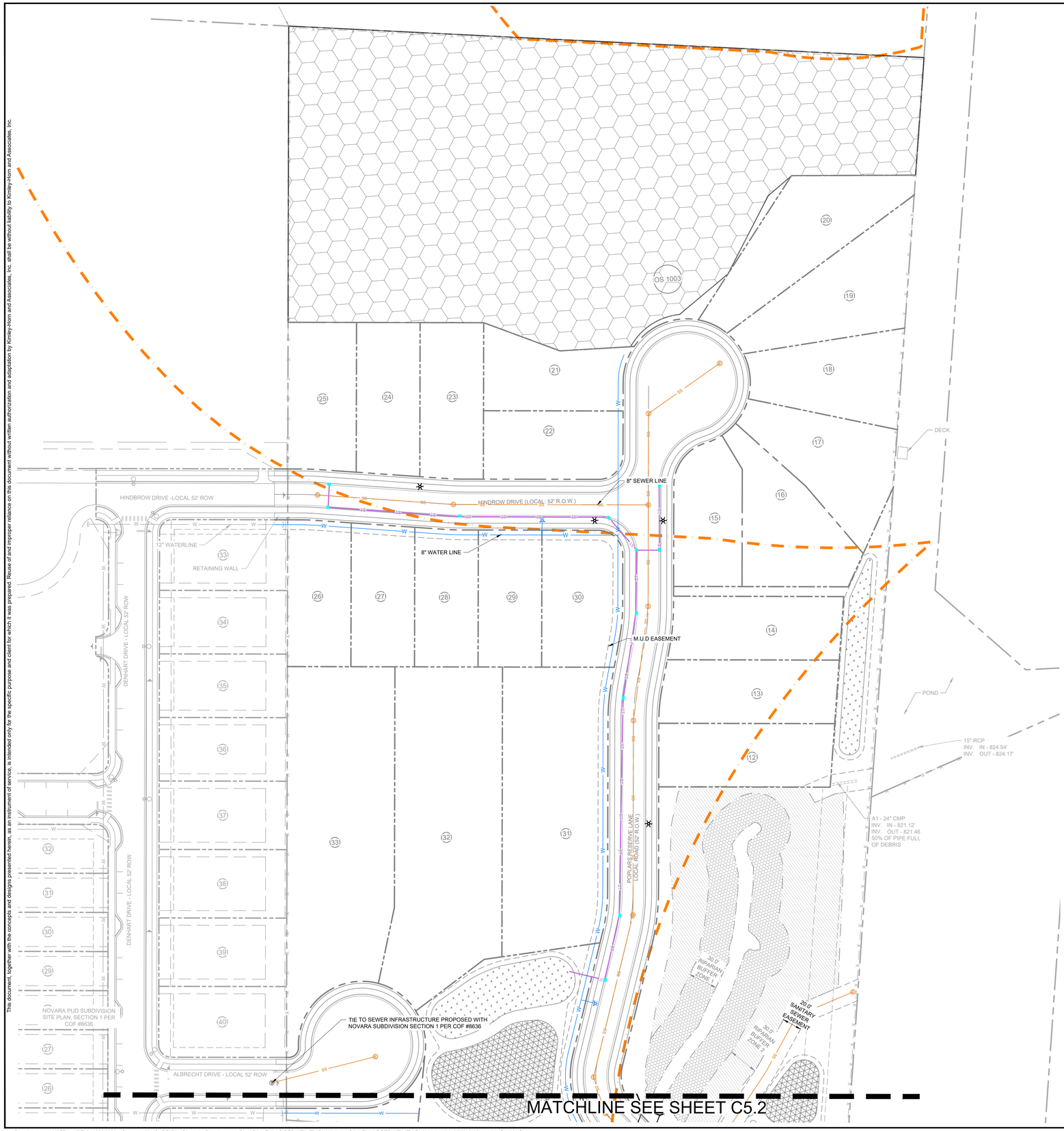
OVERALL UTILITY PLAN

SHEET NUMBER
C5.0

COF #9139

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118985000 - Clovercroft\4-CADD\PlanSheets\1-Development Plan\C5.0 OVERALL UTILITY PLAN.dwg C5.0 OVERALL UTILITY PLAN Jun 04, 2026 3:37pm by: Sophia.Close



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.
8. UTILITIES LAYOUTS SHOWN IN THIS PLAN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE. UTILITY LAYOUTS ARE NOT APPROVED WITH APPROVAL OF THIS DEVELOPMENT PLAN, AND SHOULD BE COORDINATED WITH THE PRESIDING ENTITY.

STATEMENT OF IMPACTS

WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES CONNECTION TO SEVERAL 12" WATERLINES SURROUDING THE SITE.
SANITARY SEWER WILL BE PROVIDED VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636)

SANITARY SEWER NOTE

ALL ON-SITE AND OFF-SITE SANITARY SEWER ALIGNMENT IS CONCEPTUAL ONLY AND NOT APPROVED WITH THE DEVELOPMENT PLAN. FINAL ALIGNMENT WILL BE DETERMINED AT SITE PLAN. THE SEWER SYSTEM IS TO BE EXTENDED WITH THE NOVARA DEVELOPMENT.

SHOULD THE NOVARA IMPROVEMENTS NOT BE COMPLETED, IT IS THE RESPONSIBILITY OF THE DEVELOPER OF POPLAR RESERVE TO EXTEND SEWER TO SERVE THE PROJECT SITE.

UTILITY LEGEND

- WATER MAIN
- PRIVATE WATER SERVICE
- SANITARY SEWER MAIN
- PRIVATE SEWER SERVICE
- STORM SEWER
- UTILITY EASEMENT
- GRATE INLET
- STORM MANHOLE
- HEADWALL
- WATER METER
- PUBLIC FIRE HYDRANT
- SANITARY SEWER MANHOLE
- OUTLET CONTROL STRUCTURE
- LIGHT POLE

FIRE FLOW TEST

FLOW TEST DATE: 04/07/2026, 3:10 PM
STATIC PRESSURE: 62 psi
RESIDUAL PRESSURE: 57 psi
FLOW: 3345 GPM

TESTED BY ANDREW BOHON & TIM BOCCAROSSA, MILCROFTON UTILITY DISTRICT

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE
REGISTERED ENGINEER
No. 131285
STATE OF TENNESSEE
05/11/2026

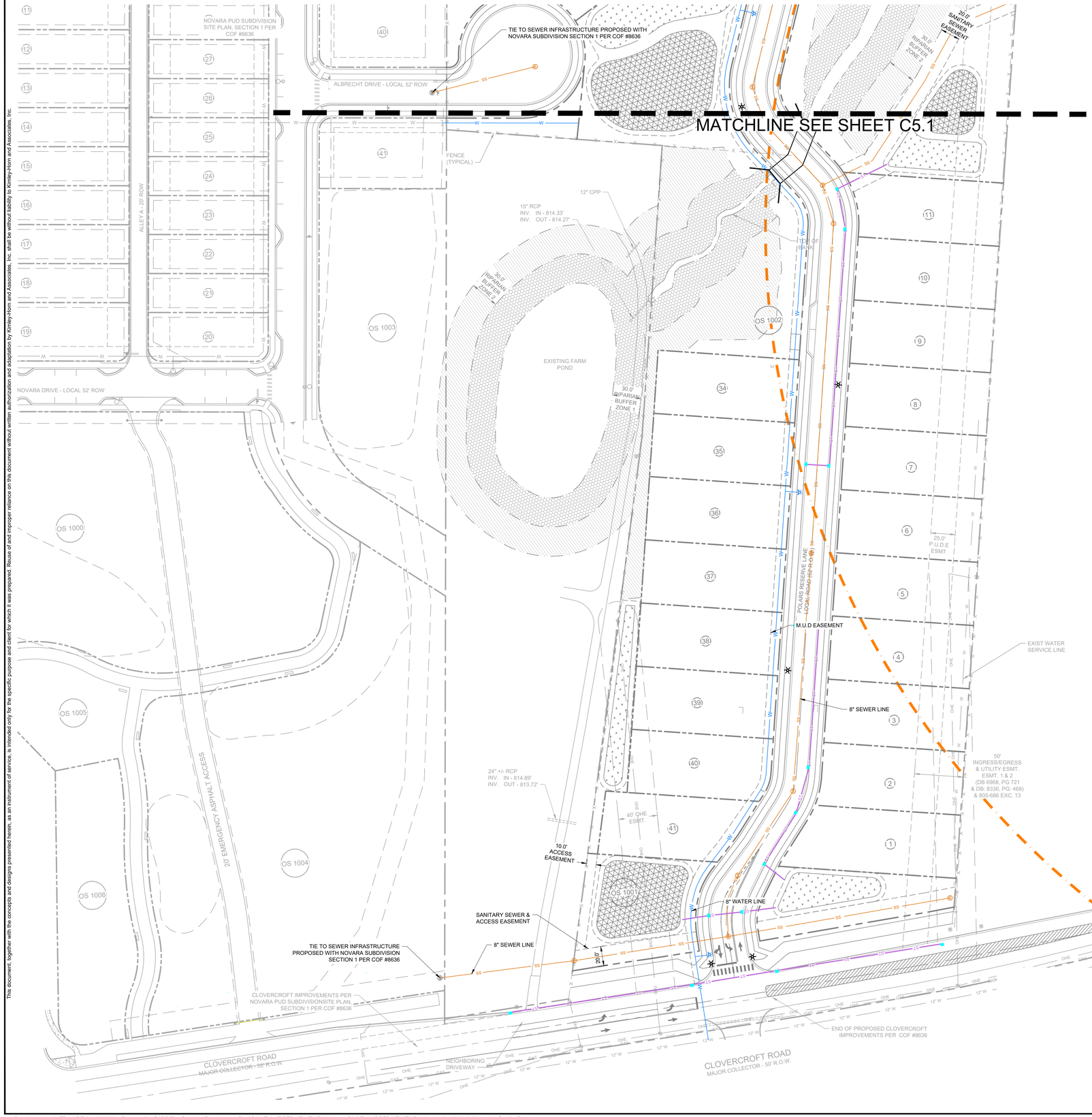
REVISIONS			
No.	DATE	BY
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118985000

ENLARGED UTILITY PLAN

SHEET NUMBER
C5.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.
8. UTILITIES LAYOUTS SHOWN IN THIS PLAN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE. UTILITY LAYOUTS ARE NOT APPROVED WITH APPROVAL OF THIS DEVELOPMENT PLAN, AND SHOULD BE COORDINATED WITH THE PRESIDING ENTITY.

STATEMENT OF IMPACTS

WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES CONNECTION TO SEVERAL 12" WATERLINES SURROUDING THE SITE.
SANITARY SEWER WILL BE PROVIDED VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636)

SANITARY SEWER NOTE

ALL ON-SITE AND OFF-SITE SANITARY SEWER ALIGNMENT IS CONCEPTUAL ONLY AND NOT APPROVED WITH THE DEVELOPMENT PLAN. FINAL ALIGNMENT WILL BE DETERMINED AT SITE PLAN. THE SEWER SYSTEM IS TO BE EXTENDED WITH THE NOVARA DEVELOPMENT.

SHOULD THE NOVARA IMPROVEMENTS NOT BE COMPLETED, IT IS THE RESPONSIBILITY OF THE DEVELOPER OF POPLAR RESERVE TO EXTEND SEWER TO SERVE THE PROJECT SITE.

UTILITY LEGEND

- W — WATER MAIN
- PRIVATE WATER SERVICE
- SS — SANITARY SEWER MAIN
- PRIVATE SEWER SERVICE
- ST — ST — STORM SEWER
- UTILITY EASEMENT
- GRATE INLET
- D — STORM MANHOLE
- HEADWALL
- WATER METER
- PH — PUBLIC FIRE HYDRANT
- S — SANITARY SEWER MANHOLE
- OCS — OUTLET CONTROL STRUCTURE
- LIGHT POLE

FIRE FLOW TEST

FLOW TEST DATE: 04/07/2026, 3:10 PM
STATIC PRESSURE: 62 psi
RESIDUAL PRESSURE: 57 psi
FLOW: 3345 GPM

TESTED BY ANDREW BOHON & TIM BOCCAROSSA, MILCROFTON UTILITY DISTRICT

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE PUD SUBDIVISION
FRANKLIN, TENNESSEE

SOPHIA CLOSE REGISTERED ENGINEER No. 131285 STATE OF TENNESSEE
Sophia Close 05/11/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	SAC
DRAWN BY:	MEN
CHECKED BY:	SAC
DATE:	05/11/2026

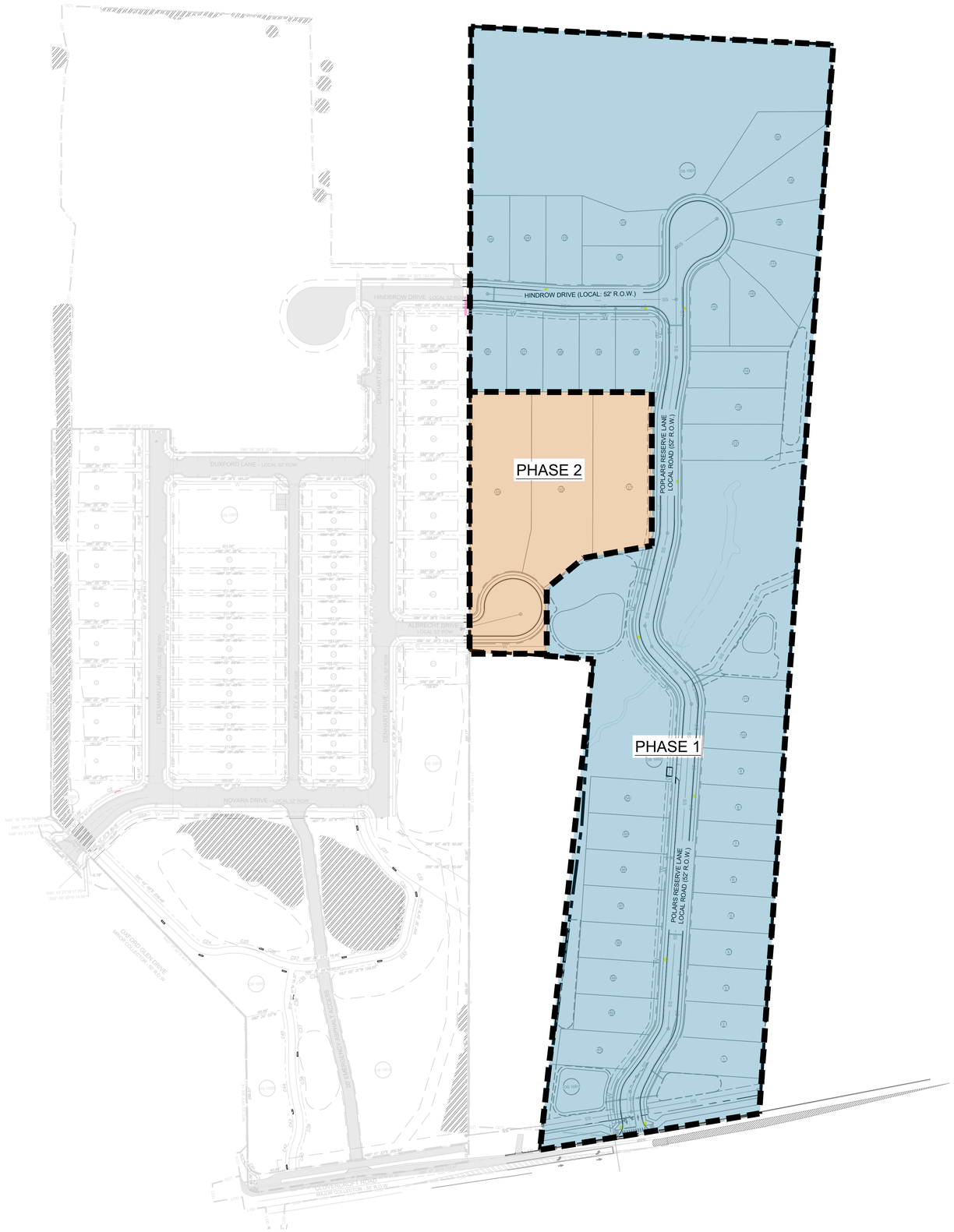
KIMLEY-HORN PROJECT NO. 118985000

ENLARGED UTILITY PLAN

SHEET NUMBER
C5.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



Kimley»Horn

4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE

PUD SUBDIVISION, DEVELOPMENT PLAN

FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:

DRAWN BY:

CHECKED BY:

DATE: 06/04/2026

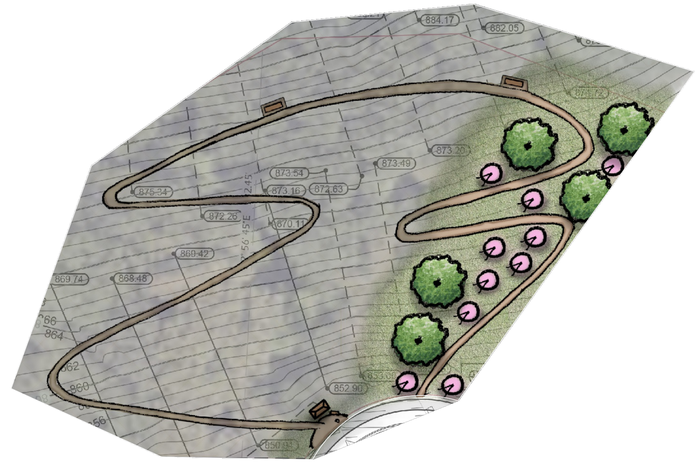
KIMLEY-HORN PROJECT NO.
118985000

PHASING PLAN

SHEET NUMBER
C6.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.





PP1 | POCKET PARK CONCEPT

Four of the following features
are required:

A. Seating elements
B. Canopies or gazebos to shield pedestrians
C. Furnishings, such as planters, waste receptacles, bicycle racks, drinking fountains, or transit shelters
D. Fountains, sculptures, or art
E. Playgrounds or outdoor games, e.g. chess, checkers, toss the ring

0 50 100 150

N

KEY

- FORMAL OPEN SPACE
- OPEN SPACE (NATURAL AREA)
- ADDITIONAL OPEN SPACE
- BUFFER AREA
- 30' RIPARIAN BUFFER, ZONE 1
- 30' RIPARIAN BUFFER, ZONE 2

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

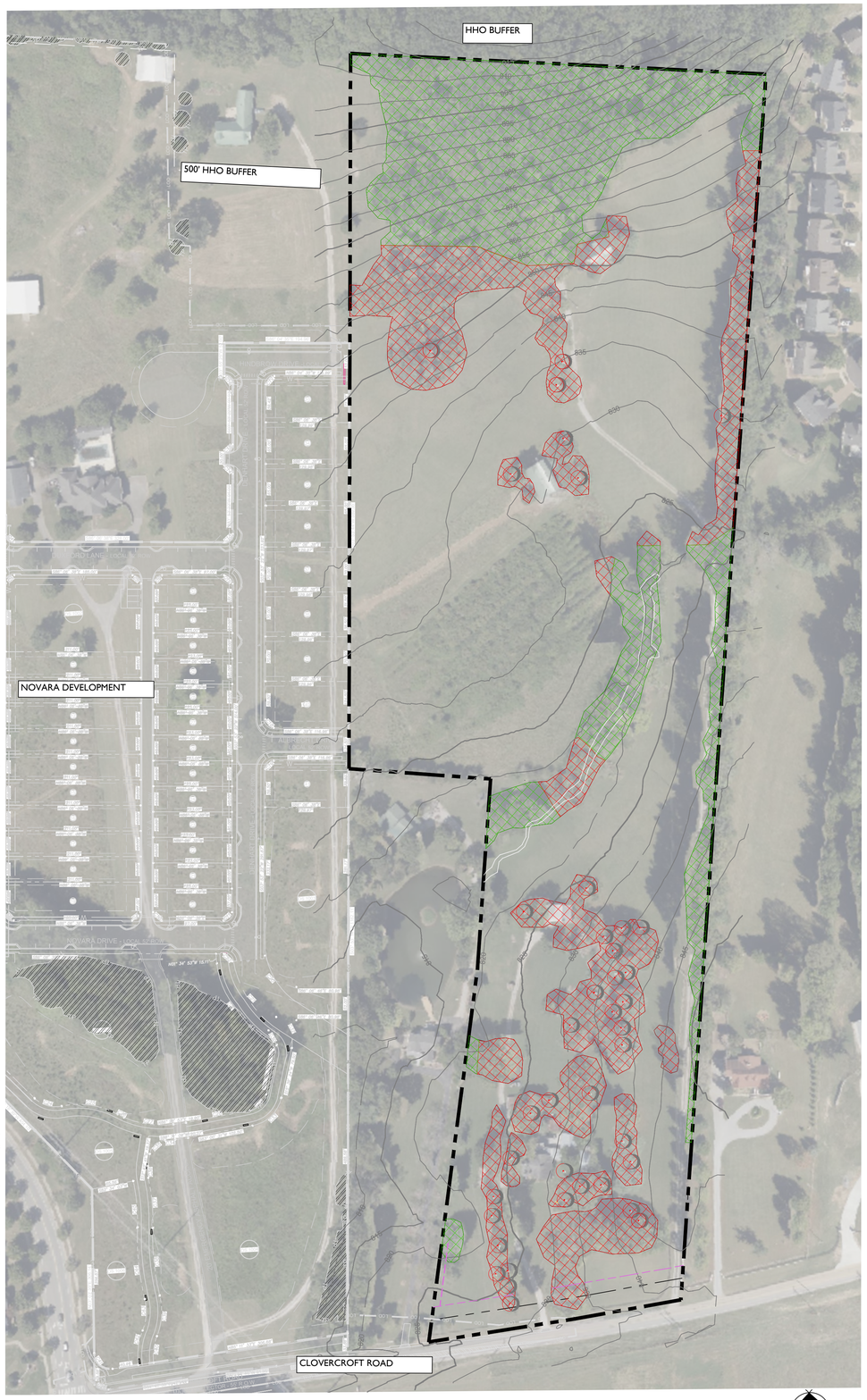
DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

OPEN SPACE

SHEET NUMBER
C7.0



TREE CANOPY AREA			
BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY THE EXISTING TREE CANOPY IS APPROXIMATELY 7.9 ACRES WHICH IS 34% OF THE TOTAL SITE.			
TREE AREA	EXISTING	REMOVED	RETAINED
	344124 SF	174240 SF	169884 SF
TREE CANOPY DATA			
EXISTING TREE CANOPY	7.9 AC		
	34% OF TOTAL SITE		
REQUIRED CANOPY PRESERVATION	3.8 AC		
	48% OF TOTAL CANOPY		
TREE CANOPY REMOVED	4.5 AC		
TREE PRESERVATION PROVIDED	3.9 AC CANOPY REMAINING		

KEY

REMOVED TREE CANOPY

PRESERVED TREE CANOPY

SPECIMEN TREES

SPECIMEN TREE CHART

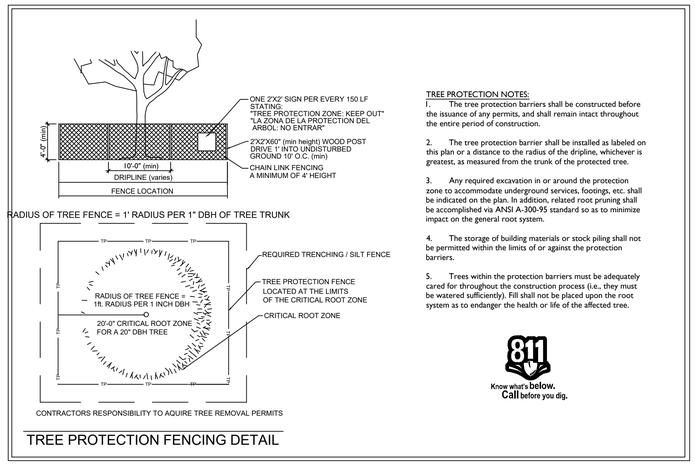
TREE NUMBER	INCHES	SPECIES	QUALITY
1	25	ASH	POOR
2	26	TUPIL POPLAR	GOOD
3	24	MAPLE	FAIR
4	26	ELM	FAIR
5	30	HACKBERRY	FAIR
6	28	HACKBERRY	POOR
7	30	MAPLE	FAIR
8	38	MAPLE	POOR
9	24	S. MAGNOLIA	FAIR
10	24	MAPLE	FAIR
11	38	ELM	FAIR
12	34	MAPLE	FAIR
13	28	HACKBERRY	POOR
14	25	PINE	POOR
15	26	PINE	FAIR
16	24	PINE	POOR
17	25	HACKBERRY	FAIR
18	28	PINE	POOR
19	30	HACKBERRY	FAIR
20	28	PINE	FAIR
21	24	PINE	FAIR
22	32	CEADER	FAIR
23	24	PINE	FAIR
24	38	HACKBERRY	POOR
25	30	HACKBERRY	FAIR
26	34	PINE	POOR
27	30	PINE	FAIR
28	26	PINE	FAIR
29	24	CEADER	FAIR
30	30	MAPLE	FAIR
31	24	WALNUT	FAIR
32	26	MAPLE	POOR
33	32	ELM	FAIR
34	26	OAK	FAIR
35	26	OAK	FAIR
36	26	OAK	FAIR
37	26	HACKBERRY	FAIR
38	34	HACKBERRY	FAIR
39	24	HACKBERRY	FAIR
40	24	WALNUT	FAIR
		INCHES REMOVED	**284**
		REQUIRED REPLACMENT INCHES	**568**

NOTES:
FIELD SURVEY BY LANDSCAPE ARCHITECT, FULL SURVEY DUE AT SITE PLAN

ONLY SPECIMEN TREES IN TREE REMOVAL AREAS FIELD SURVEYED

SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702, 1.266AC 00703, 5.09AC 00704, 5.35AC 007054.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN
REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY



TREE PROTECTION FENCING DETAIL

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. 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.

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

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 1301

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

EXISTING TREE CANOPY

SHEET NUMBER
L1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



BUFFER MITIGATION DATA

TOTAL RIPARIAN BUFFER SQUARE FOOTAGE:	79,002 SF
TOTAL AREA OF BUFFER ENCROACHMENT:	18,559 SF
TOTAL AREA OF BUFFER MITIGATION:	10,909 SF
AREA OF BUFFER RESTORATION (UNFORESTED):	51,097 SF

KEY

- PRESERVED TREE CANOPY
- 30' ZONE 1 RIPARIAN BUFFER
- 30' ZONE 2 RIPARIAN BUFFER
- ENCROACHED RIPARIAN BUFFER
- MITIGATED RIPARIAN BUFFER
- AREA OF PROPOSED RIPARIAN BUFFER RESTORATION

RIPARIAN BUFFER REDUCTION REQUEST

Stream Context
This site is bisected by a portion of Watson Branch that ends in headwaters. It creates a 30' riparian buffer zone 1 and a 30' riparian buffer zone 2.

Site Context and Development Constraints
Due to the location of the stream within the shape and size of the development property, utilities must cross the stream and will be covered under an ARAP. This crossing is the primary source of encroachment with 15,217 SF out of the total 18,559 SF encroachment. Other proposed crossings were considered, however, they created more buffer impacts.

Request
With the utility crossing, the total expected disturbance is 18,559 square feet. Due to the constraints of the site, there are no feasible additional square footage of land to contribute to buffer mitigation. Therefore, comparable water quality improvements are presented with this request as a means to satisfy mitigation. See below for proposed improvements.

PROPOSED COMPARABLE WATER QUALITY IMPROVEMENTS

Due to the constraints of this site, full square footage of additional land to mitigate is unobtainable. Therefore, further comparable water quality improvements must be met. Below is a summary of the proposed improvements. If variance is granted, full improvement details will be provided at Site Plan.

LONG-TERM INVASIVE PLANT CONTROL:

- One of the best mitigation benefits for a riparian buffer is to effectively remove the exotic plant material so that the existing native material can establish and thrive.
- Most of the invasive plant material is fescue turf grass that is currently being mowed to the top of bank. Long-term invasive removal will include treating the fescue grass with an herbicide a minimum of three (3) times during its growing season which occurs approximately March-May and September-November.
- There is also a small amount of invasive shrub species such as Honeysuckle and Japanese Privet. In addition to the multiple herbicide applications of the fescue grass, the invasive shrubs will also be treated with multiple rounds of herbicide followed by immediate cuttings.

RIPARIAN FOREST RESTORATION:

- Where the fescue grass and invasive shrubs will be taken out, there is opportunity to create a forested riparian buffer area with all classes of vegetation represented. As is naturally seen occurring along stream sides, trees are concentrated along the top of bank with shrubs and then perennials and groundcovers expanding outward. Therefore, clusters of canopy trees (at least 2" caliper) and shrubs (at least #3 container size) will be concentrated in Zone 1 outside of the existing forested areas; a native seed mix of perennial flowers and grasses will be concentrated in Zone 2.
- Forest Restoration work will occur in the unforested areas, approximately 51,097 SF.
-All restoration work shall be conducted by an established firm that specializes in ecological restoration with a professional Restoration Ecologist on site at all times. Restoration Ecologist shall be responsible for marking exotic species for removal and protecting existing native plant species.
- Annual rye seed will cover the disturbed soil while the native seed germinates and establishes.

0 40 80 120

N

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLARS RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
TENNESSEE
LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

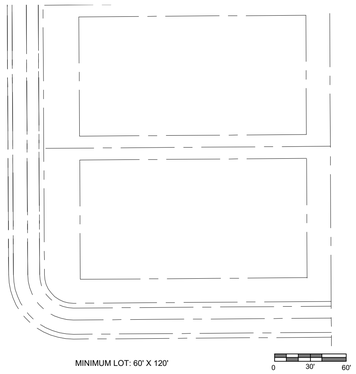
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 04/27/2026
KIMLEY-HORN PROJECT NO. 118889000

BUFFER MANAGEMENT PLAN

SHEET NUMBER
L2.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

SINGLE- FAMILY MINIMUM LOT LAYOUT





ARCHITECTURAL RENDERINGS ARE CONCEPTUAL IN NATURE. AT SITE PLAN, TYPICAL ELEVATIONS WILL BE PROVIDED.

SITE DATA

PROJECT TITLE:	4086 CLOVERCROFT PUD SUBDIVISION, DEVELOPMENT PLAN
COF PROJECT NUMBER:	#9139
SITE ACREAGE/SF:	22.78 AC
EXISTING ZONING:	MGA-1
ENVISION FRANKLIN DESIGN CONCEPT:	MIXED- RESIDENTIAL
PROPOSED ZONING:	PD (1.8DUA/ 00 SF)
OVERLAY ZONING:	500' HHO BUFFER
TAX MAP & PARCELS:	MAP 080, PARCELS: 00701, 6.994AC 00702,1.266AC 00703, 5.09AC 00704, 5.35AC 00705, 4.08AC
ADDRESS:	4086 CLOVERCROFT RD. FRANKLIN, TN

REGULATIONS

BUILDING TYPES APPLIED: SINGLE FAMILY
FRONTAGE TYPES: YARD, LANDSCAPE

SETBACKS :
- FRONT: 15'
- SIDE: 5'
- REAR: 10'

MINIMUM LOT WIDTH:	60'
DWELLING UNIT COUNT:	41 UNITS
SINGLE FAMILY:	41
BUILDING HEIGHT:	2.5 STORIES
MINIMUM LSA:	4.56 AC
PROVIDED LSA:	4.56 AC
REQUIRED TREE PRESERVATION:	3.8 AC
EXISTING CANOPY:	7.9 AC; 34% OF SITE AREA
CANOPY REMOVED:	4 AC; 50% OF EXISTING CANOPY
CANOPY PRESERVED:	3.9 AC; 50% OF EXISTING CANOPY
OPEN SPACE REQUIRED:	1.00 AC (5%)
NATURAL AREA OPEN SPACE REQUIRED:	2.01 AC (10%)
OPEN SPACE PROVIDED:	1.13 AC
NATURAL OPEN SPACE PROVIDED:	3.00 AC

PARKING REQUIRED, BY USE:
- REQUIRED : 2 SPACES PER UNIT
- PROVIDED: 82 SPACES (41 UNITS x 2 SPACES PER UNIT)

BUILDING CODE DATA

BUILDING SQUARE FOOTAGE IN ACCORDANCE WITH CHAPTER 5 OF THE IBC.

BUILDING OCCUPANCY IN ACCORDANCE WITH CHAPTER 3 OF THE IBC.

CONSTRUCTION TYPE IN ACCORDANCE WITH CHAPTER 6 OF THE IBC.

SEE SHEET C2.0

IMPACT STATEMENT

WATER:
WATER SERVICE TO THIS SITE IS PROVIDED BY MILCROFTON UTILITY DISTRICT. THE PROJECT PROPOSES MULTIPLE CONNECTIONS TO SEVERAL 12" WATERLINES SURROUNDING THE SITE.

SEWER:
SANITARY SEWER WILL BE PROVIDED BY THE CITY OF FRANKLIN VIA AN 8" SEWER EXTENSION ALONG CLOVERCROFT ROAD AND A SECOND AT ALBRECHT DRIVE (COF #8636).

RECLAIMED WATER:
RECLAIMED WATER IS NOT PROPOSED AT THIS SITE.

STORMWATER:
THERE WILL BE APPROXIMATELY 8.5 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

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

STREET NETWORK:
PROPOSED ROADS ARE TO BE PUBLIC LOCAL ROADS. ALL PUBLIC STREETS WILL BE MAINTAINED BY THE CITY OF FRANKLIN AFTER ACCEPTANCE.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

POPLAR RESERVE
PUD SUBDIVISION, DEVELOPMENT PLAN
FRANKLIN, TENNESSEE

DRAKE A. REEDER
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE 394

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118985000

TYPICAL ARCHITECTURE

SHEET NUMBER
A1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Poplars Reserve

FMPC

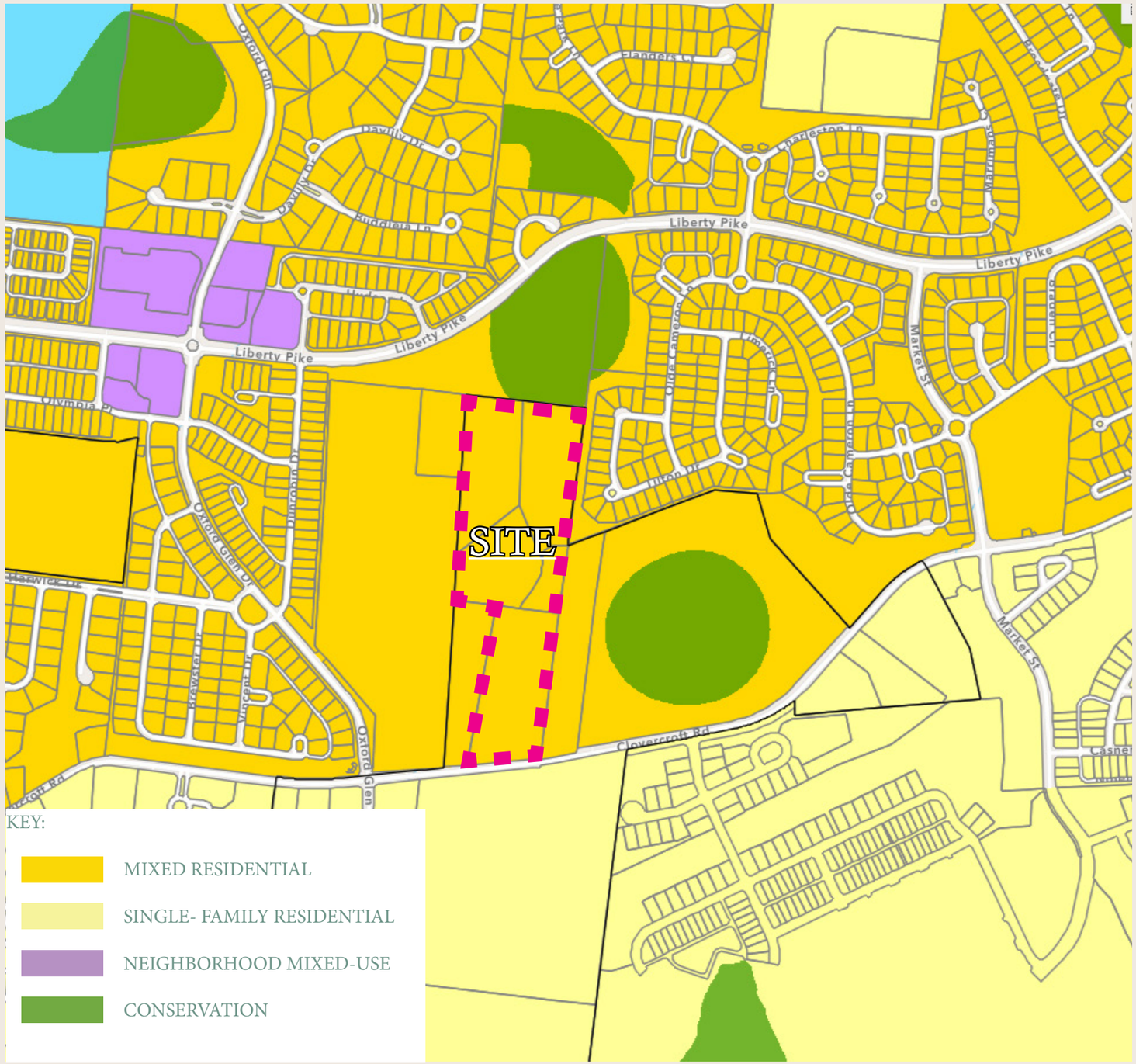
JUNE 25, 2026

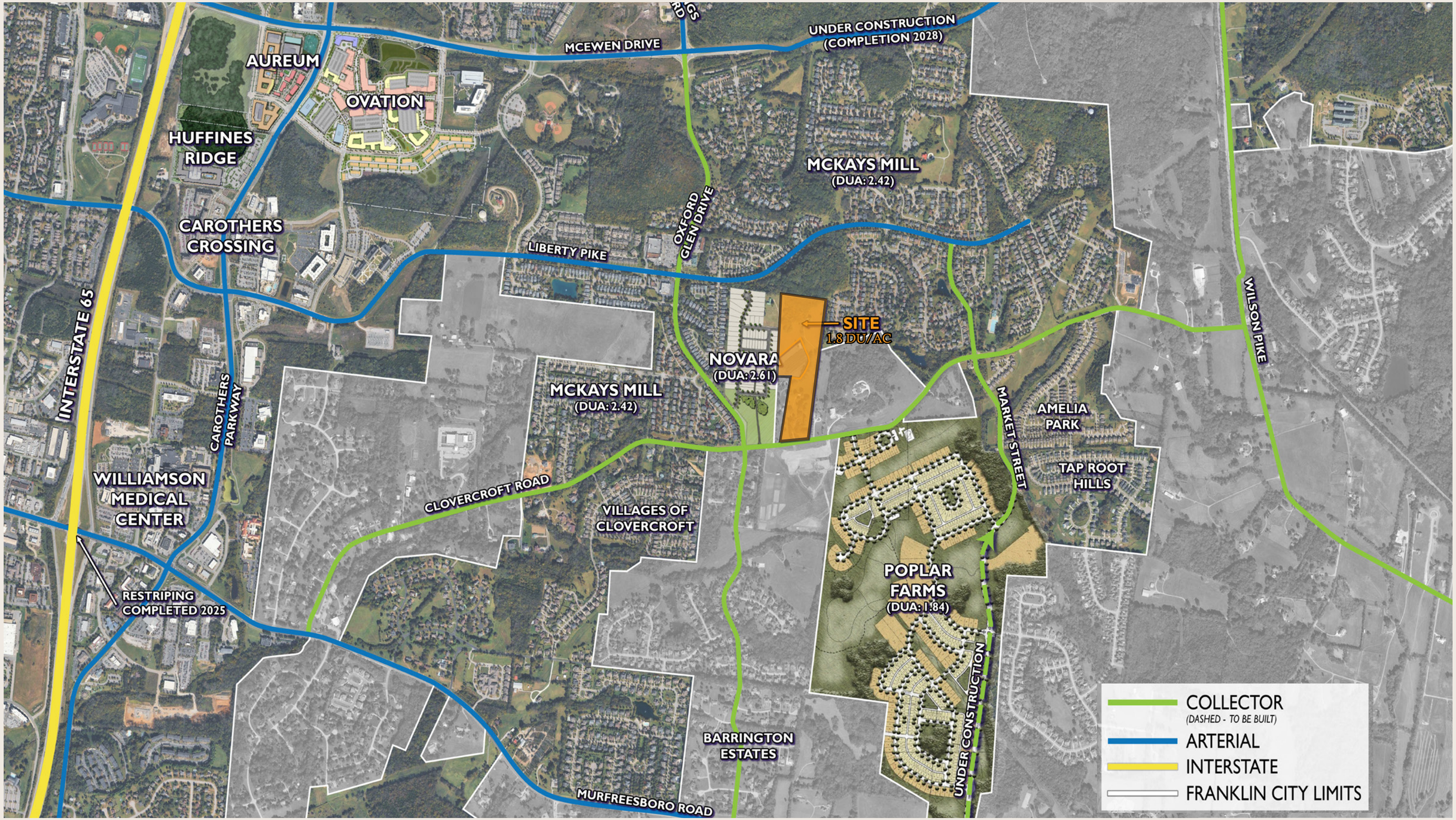
LANDMARK
INVESTMENTS
REAL ESTATE • DEVELOPMENT • CONSULTING

Kimley»Horn



Location Map


SITE
Liberty Pike
Liberty Pike
Liberty Pike
Liberty Pike
Market St
Market St
Clovercroft Rd
Oxford Glen Dr
Oxford Glen Dr
Olympia Dr
Olympia Dr
Oxford Glen Dr
Oxford Glen Dr
Vincent Dr
Stewart Dr
Stewart Dr
Hartwick Rd
Hartwick Rd
Hartwick Rd
Hartwick Rd
Oxford Glen Dr
Oxford Glen Dr
Oxford Glen Dr



Road Network


SITE
1.8 DU/AC
MCKAY'S MILL
2.42 DU/AC
HINDBROW DR.
DENHART DR.
NOVARA
2.61 DU/AC
ALBRECHT
DR.
OXFORD GLEN DR
MCKAY'S MILL
2.42 DU/AC
CLOVERCROFT RD

Master Plan



SITE DATA:

Total Residential Units - 41
- DeBoer Family Lots -3
- Single Family Lots - 38

Lot Sizes:
- DeBoer Family Lots - 110'x 300'= 33,000 sf

- Minimum size - 60'x120' = 7,200 sf
- Typical - 65'x145' = 9,425 sf

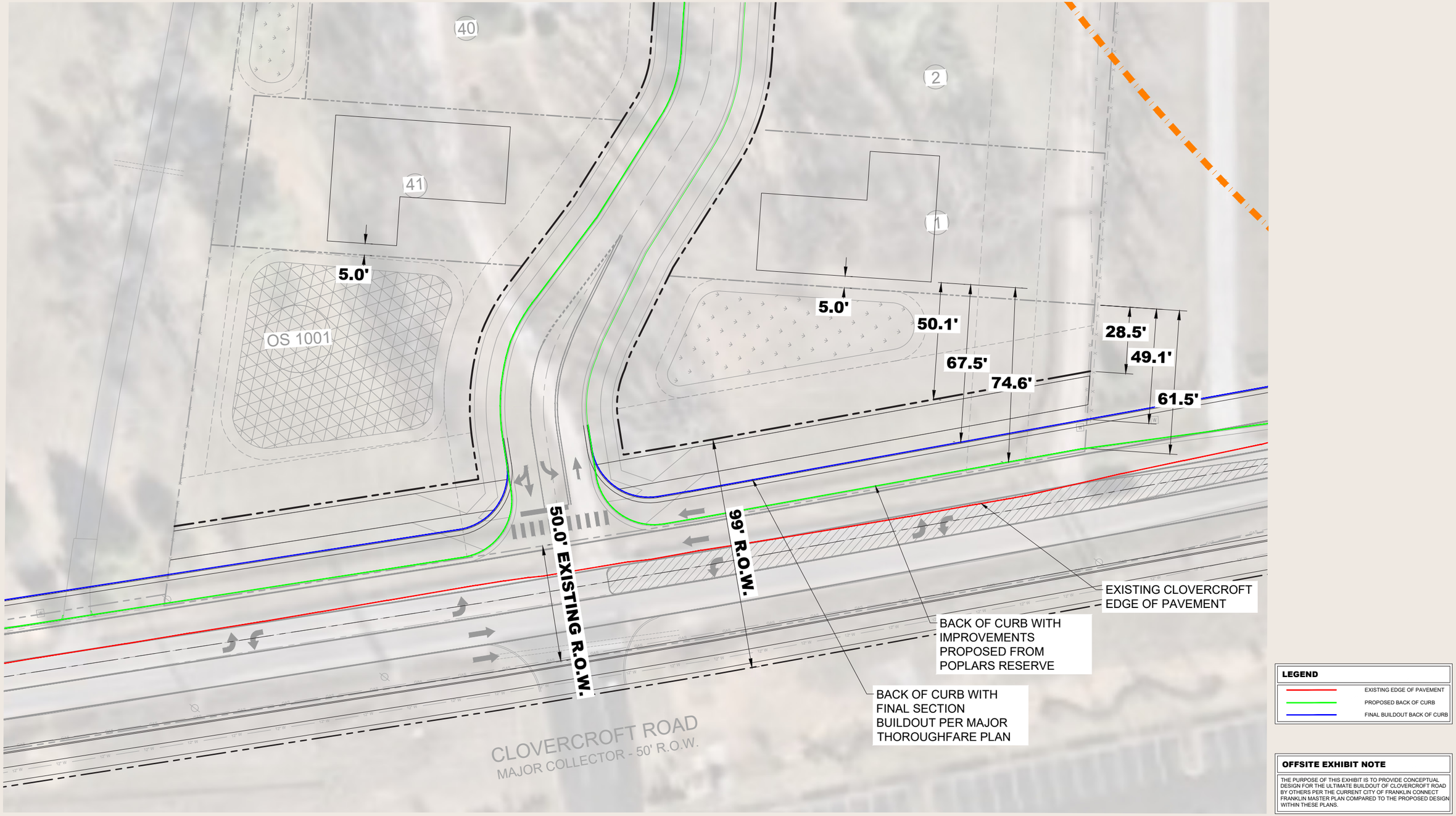
- Average Sq footage = 12,076 sf

Tree Canopy:
- Preserved: 3.9 AC (+/- 50%)

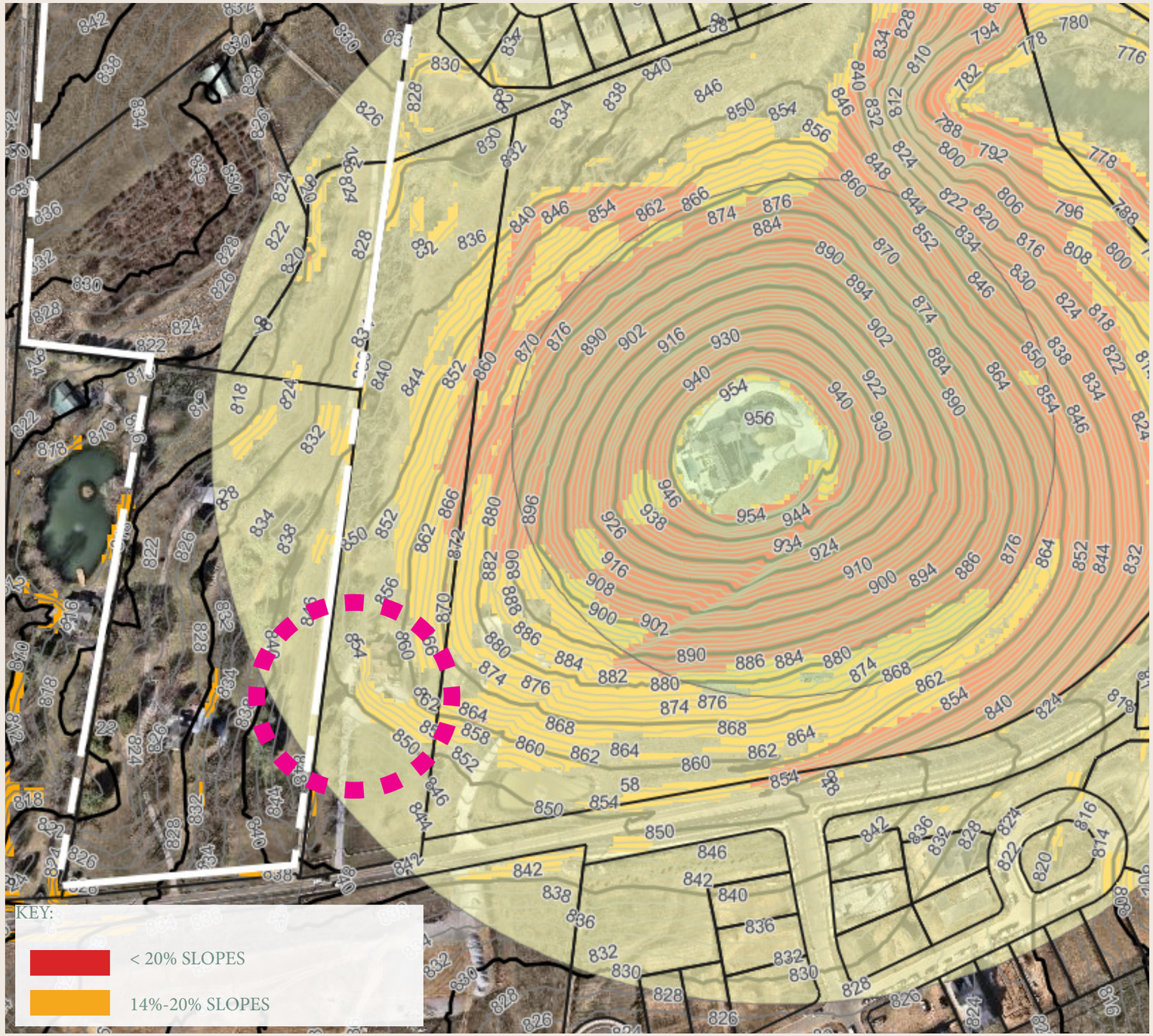
Open Space:
- Required: 1.13 AC (5%)
  2.28 AC, natural (10%)
- Provided: 1.3 AC
  3.00 AC, natural



Setbacks Off Clovercroft Road



Setbacks Off Clovercroft Road



Modification #1:

9.6.3.B Connection to Surrounding Street Network B. Street connections, street stubs, or internal drive connections shall be provided in every direction and shall connect to all adjacent streets and internal drives, including those existing, planned, or otherwise deemed necessary by the DRT to extend the street network.

A Modification of standard 9.6.3.B is requested to remove/waive the requirement to provide a street stub to the eastern property.



Modification #2:

9.6.3.A Connection to Surrounding Street Network A. The arrangement of new streets and internal drives shall provide for the alignment and continuation of existing or proposed streets and internal drives into adjacent properties.

A Modification of standard 9.6.3.A is requested to align the connnection to the adjacent western property to provide access to the northern property line, via a ROW extension from the proposed cul-de-sac, rather than in a manner that would extend Denhart Drive.



Modification #3:

9.6.5.D Internal Street Network D. Cul-de-sacs are permitted only where existing development, floodplains, wetlands, naturally occurring slopes exceeding 14 percent, riparian buffers, tree save areas, or other unique site conditions prevent a street connection.

A Modification of Section 9.6.5D is requested to provide a cul-de-sac at the western connection at Albrecht Drive in lieu of a thru street connection.



Streetscape









Architecture


MCKAY'S MILL
HINDBROW DR.
DENHART DR.
NOVARA
ALBRECHT DR.
OXFORD GLEN DR
CLOVERCROFT RD

Master Plan

City of Franklin

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

File #: 26-0595

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Resolution 2026-35, A Resolution Approving A Development Plan For Bassett PUD Subdivision (With 1 Modification Of Development Standards (Foundations)), For The Property Located North Of Goose Creek Bypass And West Of Old Peytonsville Road, Located At 2408 And 2412 Goose Creek Bypass.

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9110
Applicant: Greg Gamble, Kimley Horn
Owner: Ross Rabun, Cameron Goose Creek Owner, LLC

BACKGROUND/STAFF COMMENTS:
The applicant has submitted a development plan for Bassett PUD Subdivision, a multi-family development located at the northwestern corner of the intersection of Goose Creek Bypass and I-65. The applicant is proposing 230 multifamily dwelling units for a site that is composed of 7.031 acres. As detailed in the associated rezoning staff report for Ordinance (2026-07), Envision Franklin places these parcels within the Regional Commerce Design concept with an associated special consideration for multifamily. Envision Franklin states that, "New developments should have integrated designs with coordinated access, amenities, and cohesive architecture that fits within the context of the corridor." The associated special consideration states, "For the property located east of Five Mile Creek, south of Five Mile Crossing, north of Goose Creek Bypass, and west of Interstate 65, a standalone multifamily development is appropriate along the frontage of Goose Creek Bypass and Interstate 65 frontage due to restricted access from Goose Creek Bypass, the proximity to commercial uses, and the availability of pedestrian infrastructure to the Berry Farms Town Center retail and office uses. The maximum height for a standalone multifamily building in this location should be six stories." The proposed development as outlined in the Bassett PUD Development Plan generally meets the intent and guiding principles of Envision Franklin as well as the special consideration. The proposed development meets the parking requirements within the zoning

ordinance. The traffic impact analysis has been submitted and reviewed. The parkland agreement will be executed and will coincide with this development plan and rezoning at a BOMA work session.

MODIFICATION OF STANDARDS: There is one modification of standards request for this plan.

MOS #1: Request to reduce this minimum 18” requirement to no minimum such that porches can be provided at grade to provide accessible route to sidewalks along the building facades facing streets (highways).

Chapter 6.8 (Foundations, Porches, and Stoops – Finished Floor Elevation) states that finished floor elevations must be a "minimum 18-inches above grade at front façade." The applicant is requesting to reduce the required 18-inch foundation for multifamily buildings, as required in Section 6.8 of the Zoning Ordinance, to have the foundation at grade along the building façades facing streets (highways) to better accommodate the residents of the building. Staff can support the MOS request to reduce the foundation height to grade level based on the Board of Mayor and Aldermen having approved similar requests for foundation reductions in order to better accommodate ADA requirements. Staff recommends approval of MOS #1.

PROCEDURAL REQUIREMENTS:

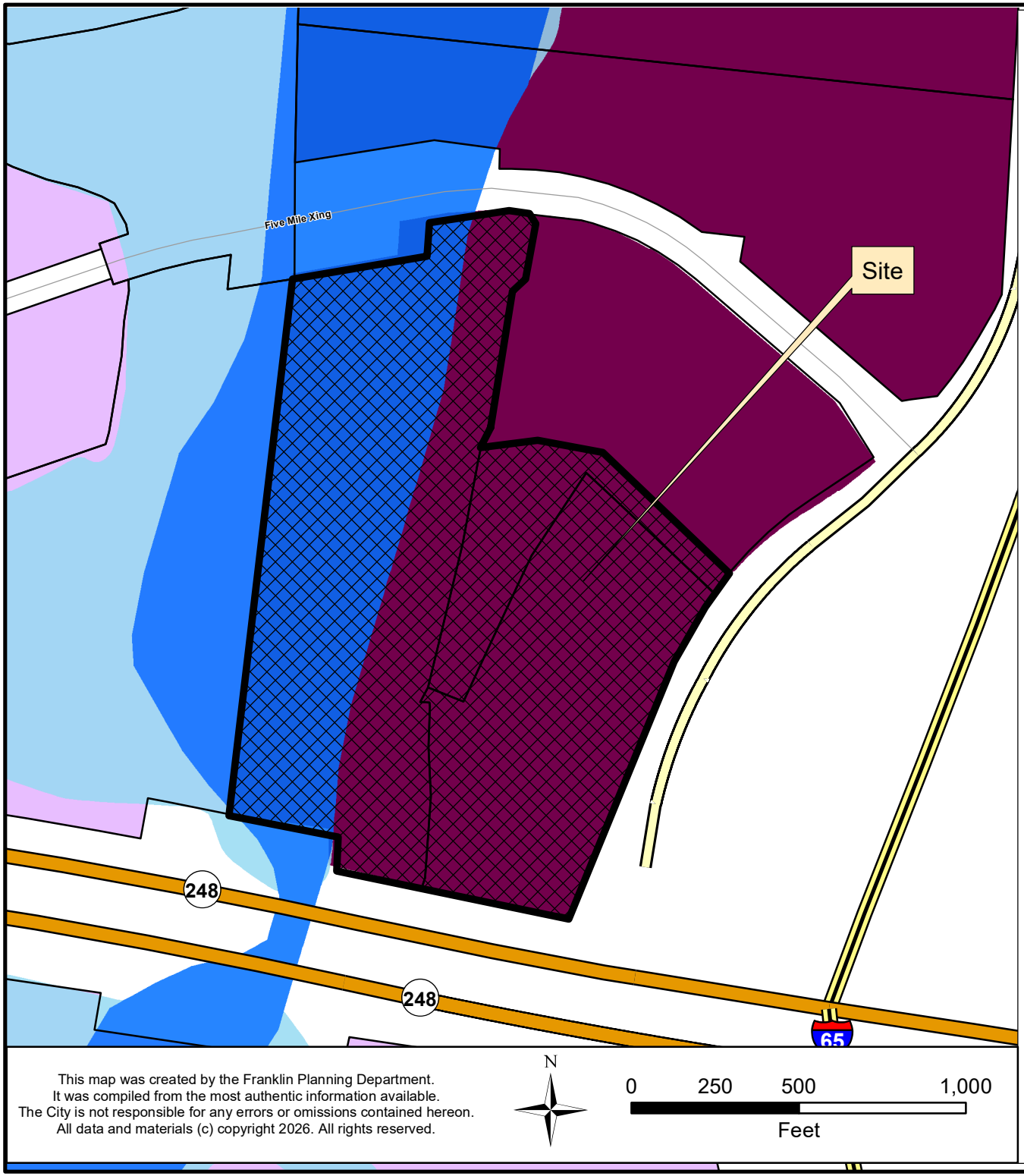
1. If the plan receives BOMA approval, the applicant shall upload the corrected plan to the online plan review website (https://franklin.contractorsplanroom.com/secure/). All revisions to the approved plans shall be “clouded.” With the resubmittal, each condition of approval/open issue in the online plan review system shall contain a full response from the applicant as to the satisfaction or completion of that condition.
2. The City’s project identification number shall be included in all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2026-35, with conditions.



BASSETT PUD SUBDIVISION
RESOLUTION 2026-35
ORDINANCE 2026-07

Project Information
Existing Zoning: Regional Commerce 12 (RC-12) District
Proposed Zoning: Planned (PD 32.7) District
Overlays: FFO, FWO
Site Acreage: 7.031 acres
Proposed Number of Dwelling Units: 230
Proposed Nonresidential Square Footage: None

Legend

- Bassett PUD Subdivision
- Floodway Fringe Overlay
- Floodway Overlay
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

RESOLUTION 2026-35

A RESOLUTION APPROVING A DEVELOPMENT PLAN FOR BASSETT PUD SUBDIVISION, WITH 1 MODIFICATION OF DEVELOPMENT STANDARD (FOUNDATIONS), FOR THE PROPERTY LOCATED NORTH OF GOOSE CREEK BYPASS AND WEST OF OLD PEYTONSVILLE ROAD, LOCATED AT 2408 AND 2412 GOOSE CREEK BYPASS.

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, has, or will, approve the zoning for the property as part of Ordinance 2026-07; and

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

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

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

WHEREAS, in accordance with the provisions of 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 determine that the project application meets substantial compliance, and 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
117-02204	3.117
117-02205	3.914
Total	7.031

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

SECTION III. That the overall entitlements for the Bassett PUD are as follows:

Entitlements	Bassett PUD Subdivision
Base Zone District	Planned District (PD 32.7)
Other Zoning Overlays	FFO, FWO
Number of Dwelling Units	230
Number of Nonresidential Square Footage	None
Number of Hotel Rooms	None
Open Space Requirements	5% Open Space 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 BOMA 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 BOMA after review and recommendation by the Franklin Municipal Planning Commission:

MOS 1: **Request to reduce this minimum 18" requirement to no minimum such that porches can be provided at grade to provide accessible route to sidewalks along the building facades facing streets (highways).** Approved: _____ Denied: _____	6.8 Foundations, Porches, and Stoops – Finished Floor Elevation Finished floor elevation a "minimum 18 inches above grade at front façade" *Staff recommended approval.*

SECTION VI. That this Resolution shall take effect from and after the passage of Ordinance 2026-07, on third and final reading, the health, safety, and welfare of the citizens requiring it.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

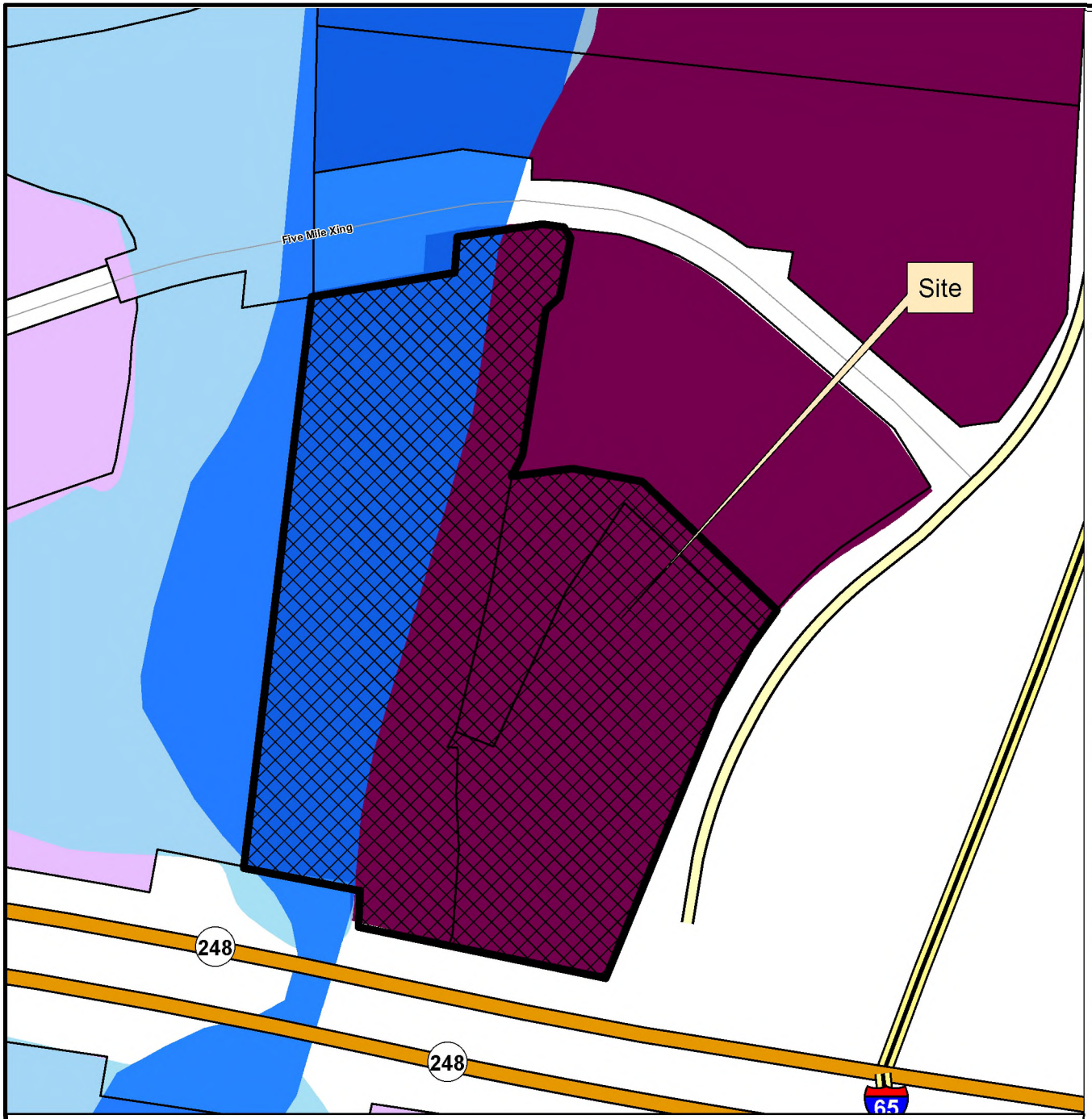
CITY OF FRANKLIN, TENNESSEE:

By:_____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

PREAPPLICATION CONFERENCE:	January 6, 2026
BOMA/FMPC JOINT CONCEPTUAL WORKSHOP:	April 23, 2026
NEIGHBORHOOD MEETING:	January 7, 2026
PLANNING COMMISSION RECOMMENDED APPROVAL:	_____
PUBLIC HEARING AND BOMA APPROVAL:	_____



BASSETT PUD SUBDIVISION
RESOLUTION 2026-35
ORDINANCE 2026-07

Project Information
Existing Zoning: Regional Commerce 12 (RC-12) District
Proposed Zoning: Planned (PD 32.7) District
Overlays: FFO, FWO
Site Acreage: 7.031 acres
Proposed Number of Dwelling Units: 230
Proposed Nonresidential Square Footage: None

Legend

- Bassett PUD Subdivision
- Floodway Fringe Overlay
- Floodway Overlay
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

BASSETT PUD SUBDIVISION

DEVELOPMENT PLAN (PD 32.7)

Franklin, Williamson County, Tennessee

SHEET INDEX

C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	DEVELOPMENT PLAN
C3.0	GRADING AND DRAINAGE PLAN
C4.0	ROW AND ACCESS PLAN
C4.1	ROW AND ACCESS PLAN - REFUSE
C4.2	ROW AND ACCESS PLAN - CUL-DE-SAC
C5.0	UTILITY PLAN
L1.0	TREE PRESERVATION PLAN
A1.0	ARCHITECTURE CHARACTER
A1.1	ARCHITECTURE CHARACTER
A1.2	ARCHITECTURE CHARACTER

DEVELOPMENT TEAM

APPLICANT & LANDSCAPE ARCHITECT:
GAMBLE DESIGN COLLABORATIVE
JEFF ROSIAK, PLA
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37069
615-545-4121
JEFF@GDC-TN.COM

DEVELOPER / OWNER:
MADISON CAPITAL GROUP
ROSS RABUN
2108 MONROVIA STREET, SUITE 100
CHARLESTON, SC 29405
478-737-5173
RRABUN@MADISONCAPGROUP.COM

ENGINEER:
KIMLEY-HORN
GRAY HARRISON, P.E.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
615-823-1272
GRAY.HARRISON@KIMLEY-HORN.COM

ARCHITECT:
RULE JOY TRAMMEL + RUBIO, LLC
JOHN HOPKINS
300 GALLERIA PARKWAY, SUITE 740
ATLANTA, GA 30339
770-661-1492
JHOPKINS@RJTRDESIGN.COM



NOT TO SCALE

MODIFICATION OF STANDARDS

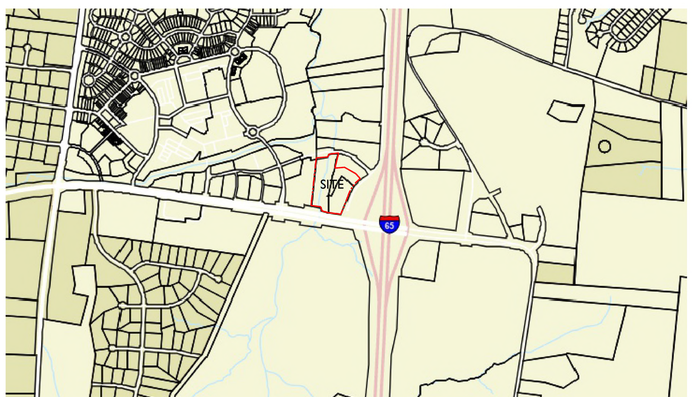
MOS - Chapter 6.8 – Building Types – Multifamily – Foundations, Porches, and Stoops

- ***Standard:*** Minimum 18 inches above grade at front façade.
- ***Modification:*** Request to reduce this minimum 18" requirement to no minimum such that porches can be provided at grade to provide accessible route to sidewalks along the building façades facing streets (highways).
- ***Justification:*** In order for resident porches facing the streets (highways) to be fully accessible, these 1st floor units and porches are at grade to connect with the sidewalk system.

VESTING STANDARDS

PENDING APPROVAL BY BOMA, THIS DOCUMENT WAS REVIEWED UNDER AND IS NOW VESTED IN THE FOLLOWING DEVELOPMENT STANDARDS:

ZONING ORDINANCE:	JANUARY 01, 2025
SUBDIVISION REGULATIONS:	JANUARY 01, 2022
TRANSPORTATION AND STREET TECHNICAL STANDARDS:	JULY 01, 2025
STORMWATER BMP MANUAL:	JULY 01, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION:	OCTOBER 13, 2020
MUNICIPAL CODE:	JUNE 25, 2025



NOT TO SCALE

COMPREHENSIVE REVIEW AT SITE PLAN:

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY THE CITY OF FRANKLIN STAFF WILL OCCUR AT SITE PLAN. 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 THE CITY OF FRANKLIN STREET, STORMWATER, AND UTILITY STANDARDS AT SITE PLAN, THE APPLICANT CANNOT ACHIEVE THE MAXIMUM APPROVED ENTITLEMENTS, THE APPLICANT SHALL BE CONFINED TO THE ENTITLEMENTS ACHIEVABLE FROM THE APPLICATION OF SAID STANDARDS.

SITE DATA

BASSETT PUD SUBDIVISION

PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL

REGULATIONS

BUILDING TYPES APPLIED: MULTIFAMILY

FRONTAGE TYPES APPLIED: URBAN

BUILDING HEIGHT: 5 STORIES

MINIMUM LSA: 20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA: 24.6% (33,486.7 SF; 0.77 AC)

HISTORICAL RESOURCE TREATMENT: NONE

DWELLING UNIT COUNT, BY TYPE:
MULTIFAMILY:

1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS)
163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS)
225 SPACES

TOTAL REQUIRED: 388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS)
17 SPACES

PARKING PROVIDED (MULTIFAMILY):

PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES

SETBACKS APPLIED TO OVERALL SITE BOUNDARY:

TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'

TREE CANOPY RETENTION
SEE SHEET L1.0

PHASING SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,874 SF; 0.36 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)

PARKLAND IMPACT FEES
230 UNITS X $5,408 = $1,243,840

IMPACT STATEMENT

WATER
WATER WILL BE PROVIDED VIA THE EXISTING 8" CITY OF FRANKLIN WATER MAIN ROUTED ALONG THE EXISTING OLD PEYTONSVILLE ROAD ALIGNMENT

SANITARY SEWER
SEWER WILL BE PROVIDED TO THE SITE VIA THE EXISTING 8" PUBLIC SEWER STUB FROM THE NORTH.

RECLAIMED WATER LINE
RECLAIMED WATER WILL BE PROVIDED VIA THE EXISTING 8" PUBLIC RECLAIMED WATER STUB FROM THE NORTH

STORMWATER
STORMWATER RUNOFF FOR THIS SITE ENCOUNTERS IMPERVIOUS AREAS AND GRASS THROUGHOUT THE PROPERTY. THE SITE HAS A SLOPE FROM THE EAST TO WEST WITH A MAXIMUM ELEVATION OF 704' AND A MINIMUM ELEVATION OF 662'. RAINWATER TRAVELS VIA SHEET FLOW INTO CURB CUTS IN PARKING AREAS AND INTO BIO RETENTION SITES, THE WATER IS TREATED AND OR STORED AND DISCHARGED INTO FIVE MILE CREEK AT THE NORTH WEST END OF THE SITE.

ELECTRICITY
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

DRAINAGE FACILITIES
THERE WILL BE APPROXIMATELY 6.83 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN UNDERGROUND AND ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

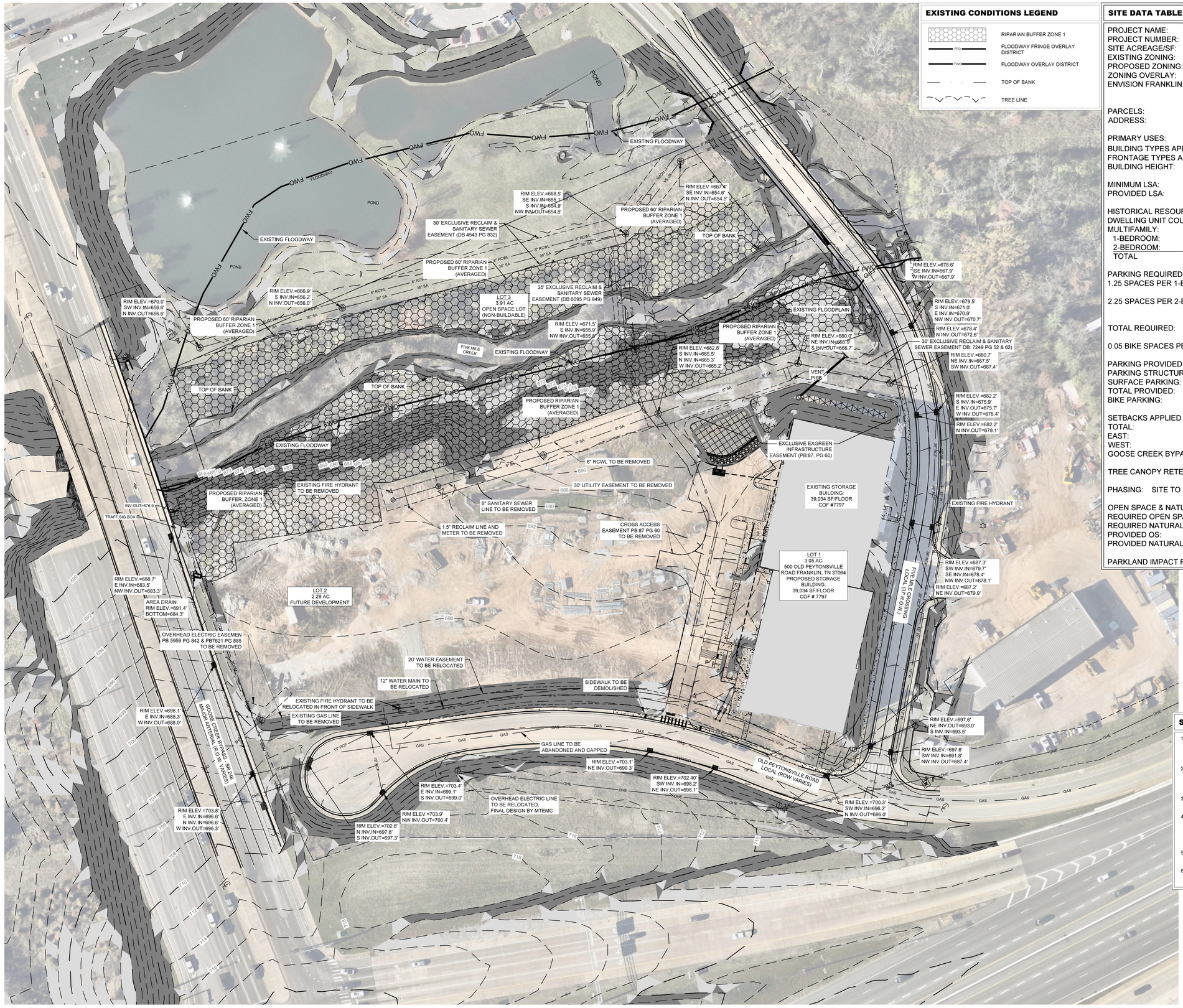
STREET NETWORK & REFUSE COLLECTION
ACCESS WILL BE PROVIDED VIA THE TERMINAL EAST END OF FIVE MILE CROSSING AND TERMINAL SOUTH END OF OLD PEYTONSVILLE ROAD. OLD PEYTONSVILLE ROAD BEYOND THIS INTERSECTION TO THE SOUTH IS PROPOSED TO BE ABANDONED VIA THE TDOT EXCESS LAND PROCESS. A TRAFFIC STUDY HAS BEEN PROVIDED FOR THIS SITE AND SUBMITTED TO THE CITY OF FRANKLIN.

JEFFREY A. ROSIAK
REGISTERED
TENNESSEE NO 696
LANDSCAPE ARCHITECT

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

PRE-APP SUBMITTAL:	2025-12-29
INITIAL SUBMITTAL:	2026-04-13
INITIAL SUBMITTAL 2:	2026-05-11
RESUBMITTAL:	2026-06-04
ONE STOP:	
COF #:	9110



EXISTING CONDITIONS LEGEND

- RIPARIAN BUFFER ZONE 1
- FFO — FLOODWAY FRINGE OVERLAY DISTRICT
- FWO — FLOODWAY OVERLAY DISTRICT
- TOP OF BANK
- TREE LINE

SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

TOTAL REQUIRED:	388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS) 17 SPACES

PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES
SETBACKS APPLIED TO OVERALL SITE BOUNDARY:	
TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:	
REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840

SITE SLOPE TABLE

- 14% - 19.99%
- 20% and above

STORMWATER NARRATIVE

STORMWATER RUNOFF FOR THIS SITE ENCOUNTERS IMPERVIOUS AREAS AND GRASS THROUGHOUT THE PROPERTY. THE SITE HAS A SLOPE FROM THE EAST TO WEST WITH A MAXIMUM ELEVATION OF 704' AND A MINIMUM ELEVATION OF 662'. RAINWATER TRAVELS VIA SHEET FLOW AND PIPE TO ONE OF TWO PRETX UNITS THEN INTO A SINGLE BIORETENTION, THE WATER IS TREATED AND OR STORED AND DISCHARGED INTO FIVE MILE CREEK AT THE NORTH WEST END OF THE SITE.

SURVEY NOTES

1. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND.
2. THIS SITE PLAN HAS BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN STANDARDS AND THE APPROVAL OF PLANNING COMMISSION. CHANGES SHALL NOT BE MADE TO THE APPROVED SITE PLAN UNLESS APPROVED BY EITHER RELEVANT DEPARTMENT SUPERINTENDENT OR THE PLANNING COMMISSION.
3. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FLIPZONE 4100 AND NAD 83 DATUM.
4. BASE INFORMATION WAS TAKEN FROM A BOUNDARY TOPOGRAPHIC SURVEY FROM WILSON AND ASSOCIATES DATED 02-09-2022. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
5. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
6. NO PROPOSED BUILDINGS IN THIS PROJECT FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47187C0355F, DATED SEPTEMBER 29, 2006

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

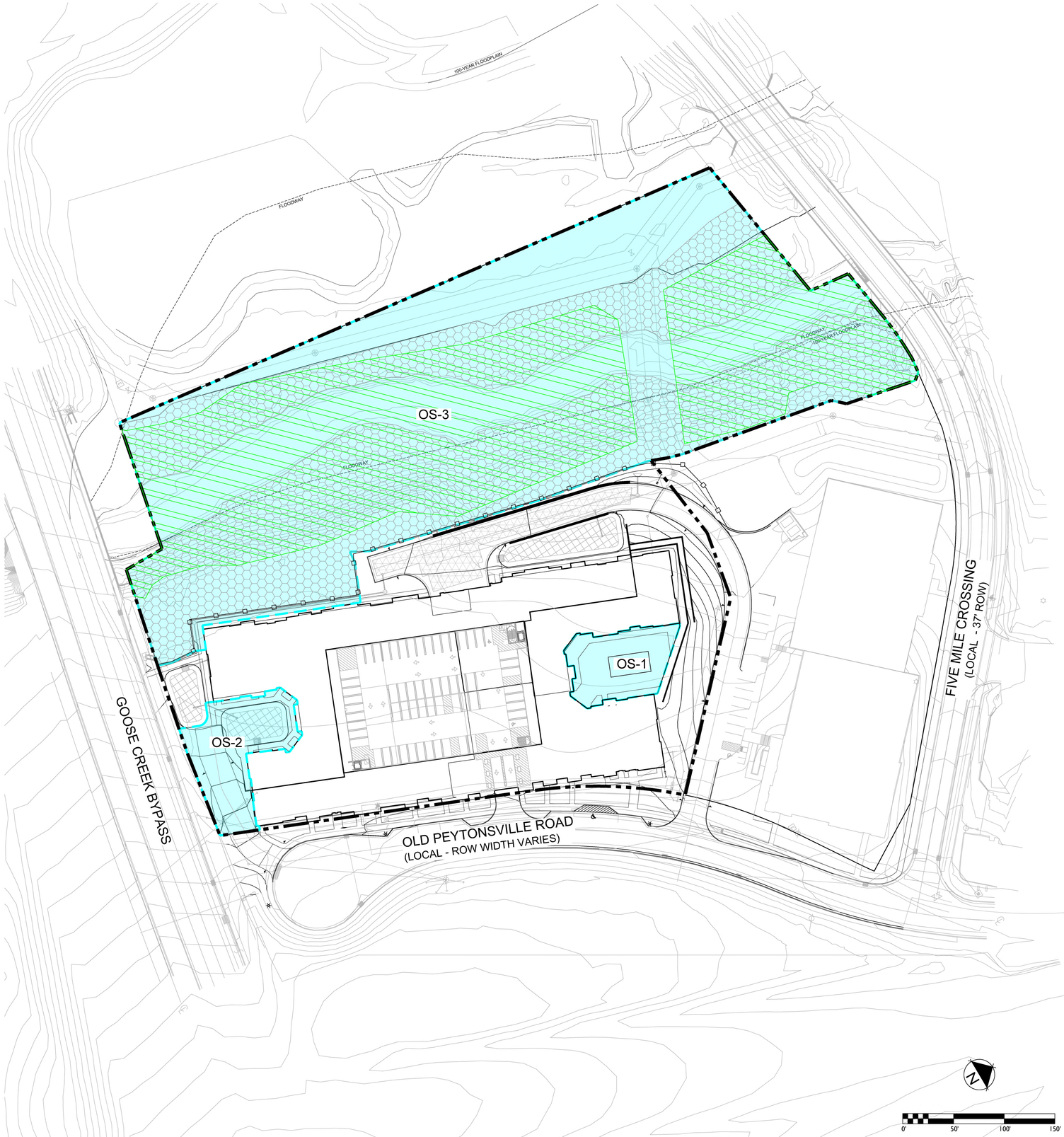
WILLIAM GRAY HARRISON — REGISTERED ENGINEER — AGRICULTURAL & ENVIRONMENTAL — 127219 — STATE OF TENNESSEE

Revision Date
△ _____
△ _____
△ _____
△ _____

EXISTING CONDITIONS

SHEET
C1.0
COF #9110

Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C1.0 EXISTING CONDITIONS.dwg C1.0 EXISTING CONDITIONS Jun 03, 2026 4:13pm by: Brock.Hubbard



SITE DATA

BASSETT PUD SUBDIVISION

PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL

REGULATIONS

BUILDING TYPES APPLIED: MULTIFAMILY

FRONTAGE TYPES APPLIED: URBAN

BUILDING HEIGHT: 5 STORIES

MINIMUM LSA: 20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA: 24.6% (33,486.7 SF; 0.77 AC)

HISTORICAL RESOURCE TREATMENT: NONE

DWELLING UNIT COUNT, BY TYPE:
MULTIFAMILY:

1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS)
163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS)
225 SPACES

TOTAL REQUIRED: 388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS)
17 SPACES

PARKING PROVIDED (MULTIFAMILY):

PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES

BIKE PARKING: 17 SPACES

SETBACKS APPLIED TO OVERALL SITE BOUNDARY:

TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'

TREE CANOPY RETENTION
SEE SHEET L1.0

PHASING SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,874 SF; 0.36 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)

PARKLAND IMPACT FEES
230 UNITS X $5,408 = $1,243,840

IMPACT STATEMENT

WATER
WATER WILL BE PROVIDED VIA THE EXISTING 8" CITY OF FRANKLIN WATER MAIN ROUTED ALONG THE EXISTING OLD PEYTONSVILLE ROAD ALIGNMENT

SANITARY SEWER
SEWER WILL BE PROVIDED TO THE SITE VIA THE EXISTING 8" PUBLIC SEWER STUB FROM THE NORTH.

RECLAIMED WATER LINE
RECLAIMED WATER WILL BE PROVIDED VIA THE EXISTING 8" PUBLIC RECLAIMED WATER STUB FROM THE NORTH

STORMWATER
STORMWATER RUNOFF FOR THIS SITE ENCOUNTERS IMPERVIOUS AREAS AND GRASS THROUGHOUT THE PROPERTY. THE SITE HAS A SLOPE FROM THE EAST TO WEST WITH A MAXIMUM ELEVATION OF 704' AND A MINIMUM ELEVATION OF 662'. RAINWATER TRAVELS VIA SHEET FLOW INTO CURB CUTS IN PARKING AREAS AND INTO BIO RETENTION SITES, THE WATER IS TREATED AND OR STORED AND DISCHARGED INTO FIVE MILE CREEK AT THE NORTH WEST END OF THE SITE.

ELECTRICITY
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

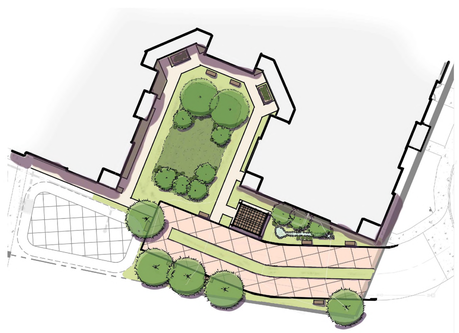
DRAINAGE FACILITIES
THERE WILL BE APPROXIMATELY 6.83 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN UNDERGROUND AND ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

STREET NETWORK & REFUSE COLLECTION
ACCESS WILL BE PROVIDED VIA THE TERMINAL EAST END OF FIVE MILE CROSSING AND TERMINAL SOUTH END OF OLD PEYTONSVILLE ROAD. OLD PEYTONSVILLE ROAD BEYOND THIS INTERSECTION TO THE SOUTH IS PROPOSED TO BE ABANDONED VIA THE TDOT EXCESS LAND PROCESS. A TRAFFIC STUDY HAS BEEN PROVIDED FOR THIS SITE AND SUBMITTED TO THE CITY OF FRANKLIN.

KEY

- OPEN SPACE
- UNDERGROUND DETENTION
- BIORETENTION POND
- PRESERVED TREE CANOPY
- TREE PROTECTION FENCE
- RIPARIAN BUFFER ZONE 1

OPEN SPACE CHART		
LOT NUMBER	USE	AREA (SF)
OS-1	NEIGHBORHOOD AMENITY	6,549
OS-2	POCKET PARK	9,325
	SUBTOTAL	*15,874*
OS-3	NATURAL AREA	171,883
	TOTAL	**187,757**



CONCEPTUAL PLAN OF OS-2

NOTE:
IMAGES DO NOT ENTITLE THE DEVELOPMENT TO A PARTICULAR STYLE, PLANTING ARRANGEMENT, OR ELEMENT. ALL OPEN SPACES MUST MEET REQUIREMENTS OF THE ENTITLED ZONING ORDINANCE AT TIME OF SITE PLAN SUBMITTAL.

OS-1 TO CONTAIN:
- POOL
- SIDEWALKS
- FORMAL LANDSCAPING
- ELEGANT LIGHTING

OS-2 TO CONTAIN:
- SPECIALTY PAVERS
- SEATING
- FORMAL LANDSCAPE
- OVERHEAD STRUCTURE
- ART OR FOUNTAIN

OS-3 TO CONTAIN:
- STREAM AND ASSOCIATED BUFFER
- PRESERVED TREE CANOPY
- SIDEWALK

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROBIAK
LICENSED LANDSCAPE ARCHITECT
TENNESSEE NO. 686

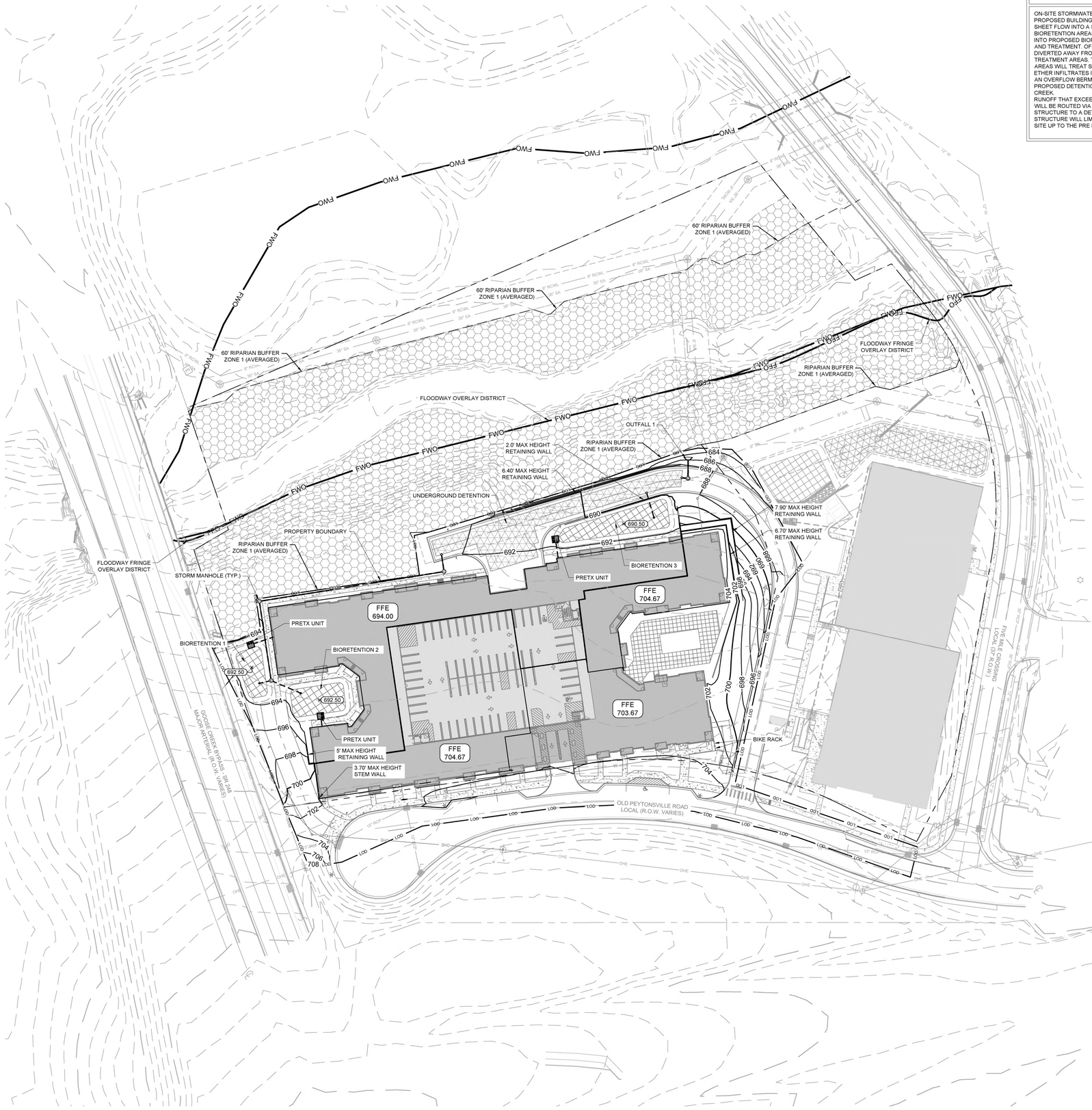
Revision Date
- △ _____
- △ _____
- △ _____
- △ _____

DEVELOPMENT PLAN

SHEET
C2.0

COF: 9110

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



STORMWATER MANAGEMENT PLAN

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS VIA POSITIVE DRAINAGE AND WILL SHEET FLOW INTO A SERIES OF CURB CUTS TOWARD BIORETENTION AREAS. STORMWATER RUNOFF WILL FLOW INTO PROPOSED BIORETENTION AREAS FOR INFILTRATION AND TREATMENT. OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM ANY PROPOSED STORMWATER TREATMENT AREAS. THE PROPOSED BIORETENTION AREAS WILL TREAT STORMWATER RUNOFF BEFORE IT ETHER INFILTRATES INTO THE SOIL OR DISCHARGES VIA AN OVERFLOW BERMS/STORM STRUCTURES TO THE PROPOSED DETENTION BASIN THEN INTO FIVE MILE CREEK.
RUNOFF THAT EXCEEDS THE FIRST INCH OF RAINFALL WILL BE ROUTED VIA OVERFLOW BERM OR STORM STRUCTURE TO A DETENTION POND. AN OUTLET CONTROL STRUCTURE WILL LIMIT DISCHARGE FLOW RATE OF THE SITE UP TO THE PRE DEVELOPMENT FLOW RATES.

SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

TOTAL REQUIRED:	388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS) 17 SPACES

PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES
SETBACKS APPLIED TO OVERALL SITE BOUNDARY:	
TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:	
REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840

RIPARIAN BUFFER NOTE

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

STATEMENT OF IMPACTS

THERE WILL BE APPROXIMATELY 6.83 ACRES OF IMPERVIOUS AREA ADDED ON SITE.

STORMWATER WILL BE DETAINED IN UNDERGROUND AND ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

HATCH LEGEND

BIORETENTION	
UNDERGROUND DETENTION	

COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

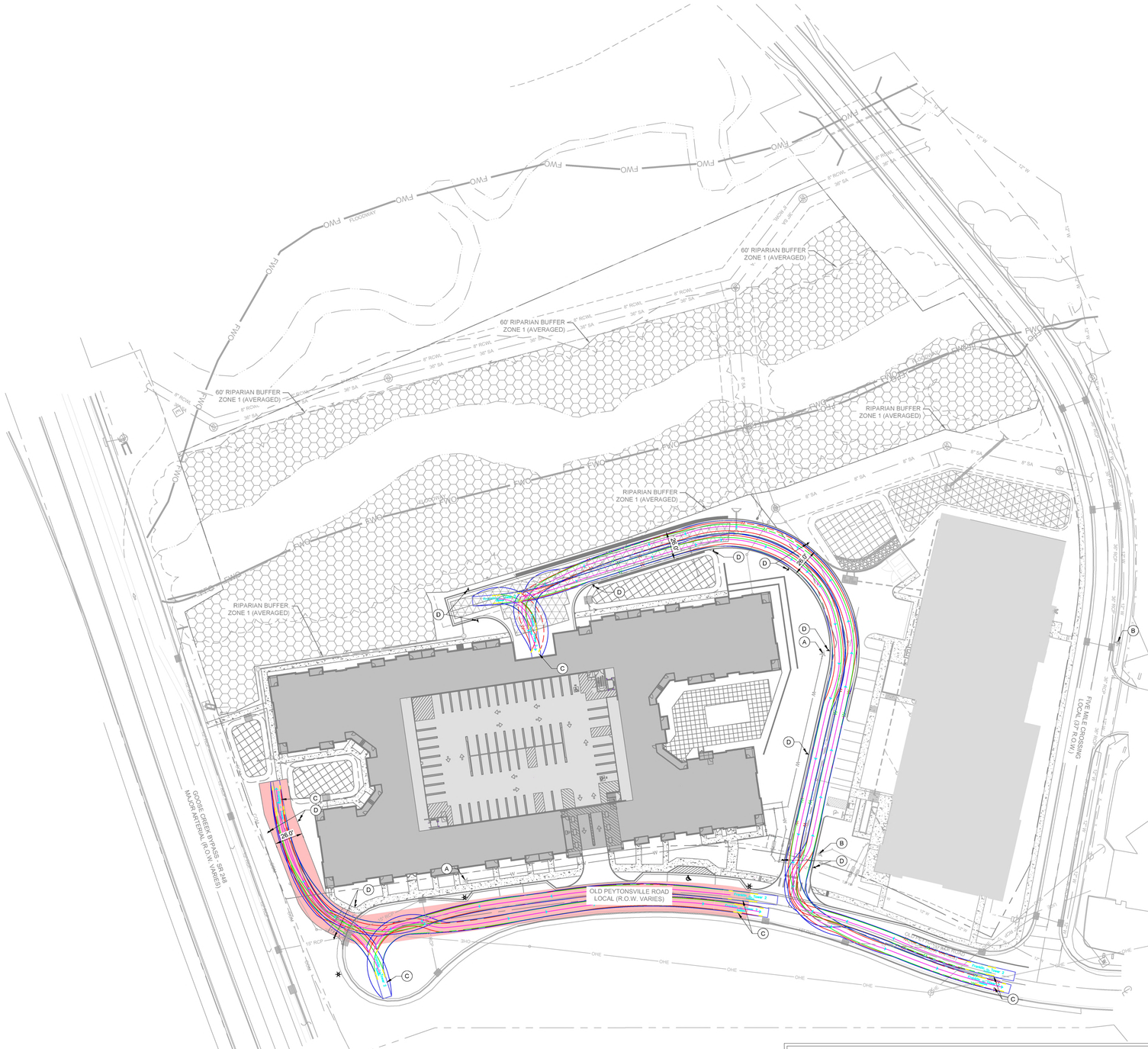
BASSET PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE & COMMERCE
No. 127319
STATE OF TENNESSEE
07/02/2026

Revision Date
△ _____
△ _____
△ _____
△ _____

GRADING AND DRAINAGE PLAN

SHEET
C3.0
COF #9110



SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

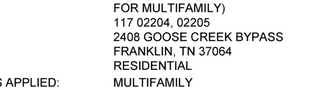
PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

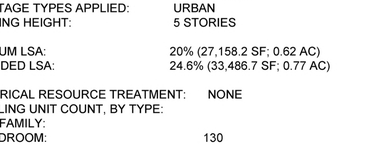
TOTAL REQUIRED:	388 PARKING SPACES
0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS)	17 SPACES
PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES
SETBACKS APPLIED TO OVERALL SITE BOUNDARY:	
TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840





APPARATUS AND TURNING INFORMATION

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



HISTORICAL FRANKLIN TENNESSEE	FIRE APPARATUS TURNING TEMPLATE		DWG. NO.
CITY OF FRANKLIN NOT TO SCALE	CITY ENGINEER:	DATE: 7/1/2021	SD-7

STATEMENT OF IMPACTS

ACCESS TO THE DEVELOPMENT WILL BE PROVIDED FROM MULTIPLE ENTRANCES FROM PEYTONSVILLE ROAD. THESE ENTRANCES WILL ALSO SERVE AS FIRE ACCESS IN STATES OF EMERGENCY. NO TRAFFIC STUDY HAS BEEN PROVIDED FOR THIS SITE.

FIRE ACCESS LANE NOTE

AT THE SITE PLAN, THE APPLICANT SHALL PROVIDE A DETAIL OF THE FIRE LANE SHOWING THE GRASS PAVERS:
1. WILL SUPPORT A MINIMUM OF 75,000 POUNDS
2. THE GRASS PAVERS WILL HAVE A DEFINED EDGE SO THE EDGES OF THE PAVEMENT ARE CLEARLY VISIBLE

FDC LOCATIONS NOTE

FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN. BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN STANDARDS.

KEYNOTE LEGEND

- (A) PROPOSED PRIVATE FIRE HYDRANT ASSEMBLY
- (B) EXISTING FIRE HYDRANT ASSEMBLY
- (C) FRANKLIN T-2 SUTPHEN FIRE TRUCK
- (D) FIRE LANE SIGNS

VEHICLE LEGEND

- VEHICLE FENDER PATH
- VEHICLE CENTER LINE PATH

AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH

HATCH LEGEND

- AERIAL ACCESS AREA

FIRE FLOW TEST

FLOW TEST DATE: 06/05/2025

STATIC PRESSURE: 88 PSI
RESIDUAL PRESSURE: 74 PSI
FLOW AT 20 PSI RESIDUAL: 3155 GPM

ROW & 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-OFWAY 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 "TDOT 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.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

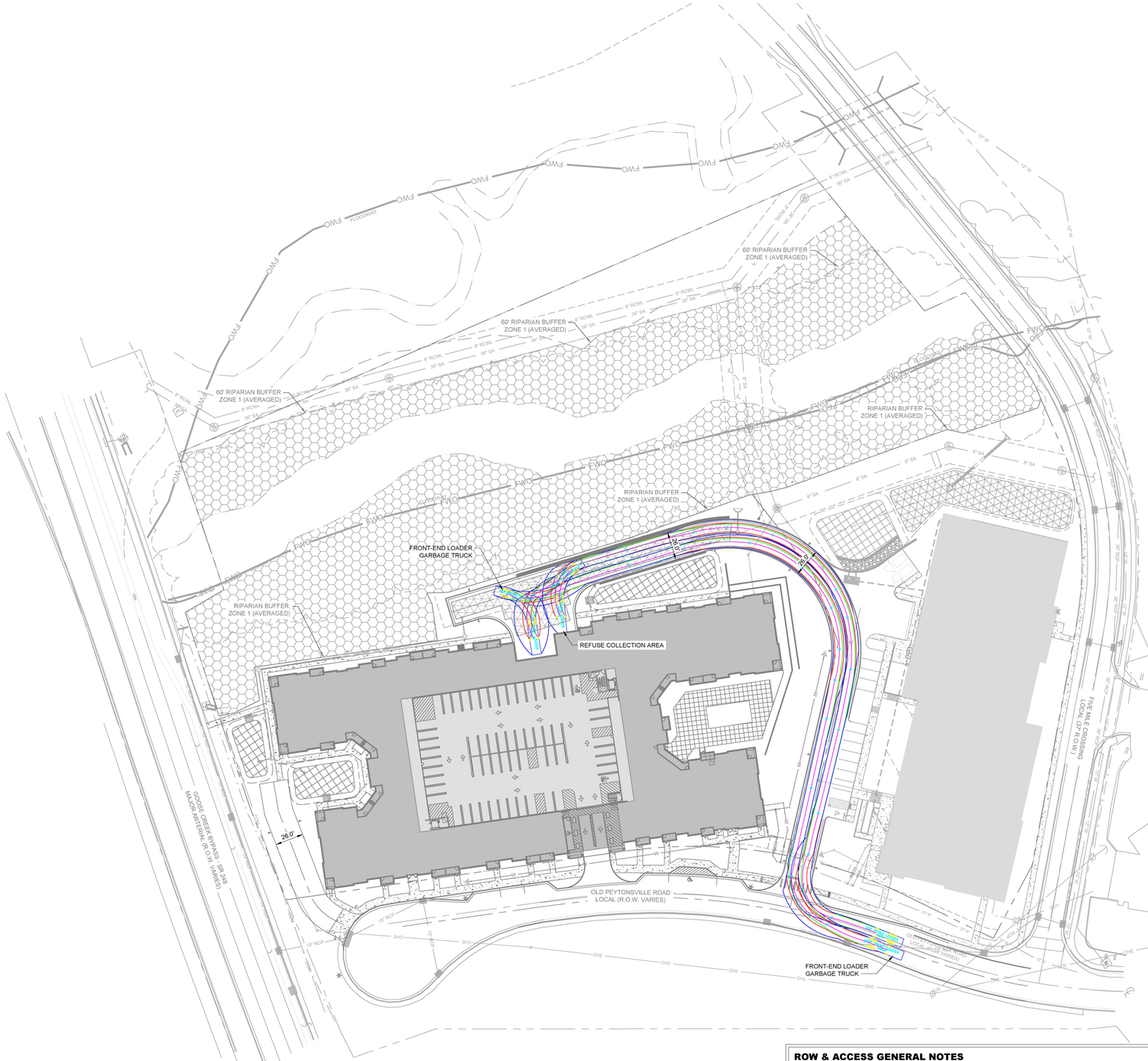
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 127815
STATE OF TENNESSEE

Revision Date
- △ _____
- △ _____
- △ _____
- △ _____

ROW AND ACCESS PLAN - FIRE

SHEET
C4.0
COF #9110

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SITE DATA TABLE

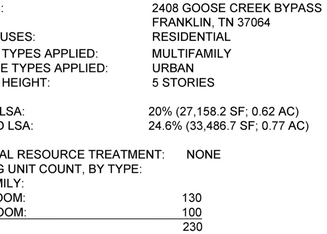
PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) — 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) — 225 SPACES

TOTAL REQUIRED:	388 PARKING SPACES
0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS)	17 SPACES
PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES
SETBACKS APPLIED TO OVERALL SITE BOUNDARY:	
TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

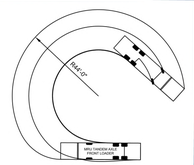
PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:	
REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840



APPARATUS AND TURNING INFORMATION

1. NUMBER OF FRONT AXLES = 1
2. FRONT TRACK WIDTH = 8.375 FT
3. WHEELS ON EACH FRONT AXLE = 2
4. NUMBER OF REAR AXLES = 2
5. REAR TRACK WITH = 8.375 FT
6. WHEELS ON EACH REAR AXLE = 4
7. WHEELBASE = 13.583 FT
8. REAR AXLE SPACING = 4.333 FT
9. LOCK-TO-LOCK TIME = 6 SEC
10. TURNING RADIUS WALL TO WALL = 44 FT
11. BODY LENGTH = 40.750 FT
12. BODY WIDTH = 8.500 FT
13. REAR OVERHANG = 12.583 FT
14. MINIMUM BODY GROUND CLEARANCE = 1.375 FT
15. MINIMUM DESIGN SPEED = 5 MPH



CITY OF FRANKLIN NOT TO SCALE	SOLID WASTE APPARATUS TURNING TEMPLATE CITY ENGINEER:	DWG. NO. SD-8 DATE: 9/21/2023

STATEMENT OF IMPACTS

ACCESS TO THE DEVELOPMENT WILL BE PROVIDED FROM MULTIPLE ENTRANCES FROM PEYTONSVILLE ROAD. THESE ENTRANCES WILL ALSO SERVE AS FIRE ACCESS IN STATES OF EMERGENCY. NO TRAFFIC STUDY HAS BEEN PROVIDED FOR THIS SITE.

ROW & 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-OFWAY 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 "TDOT 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.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

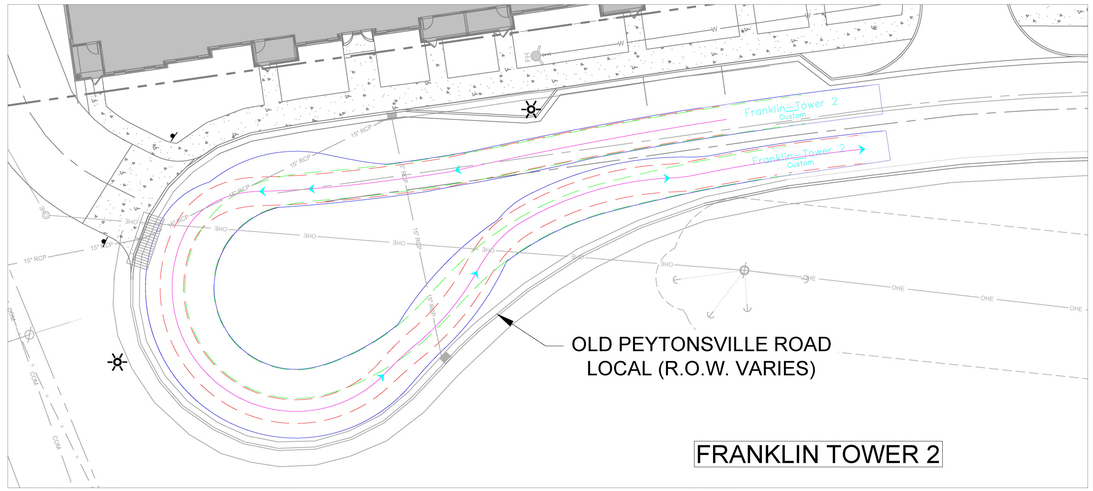
BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURAL & ENVIRONMENTAL
No. 127319
STATE OF TENNESSEE

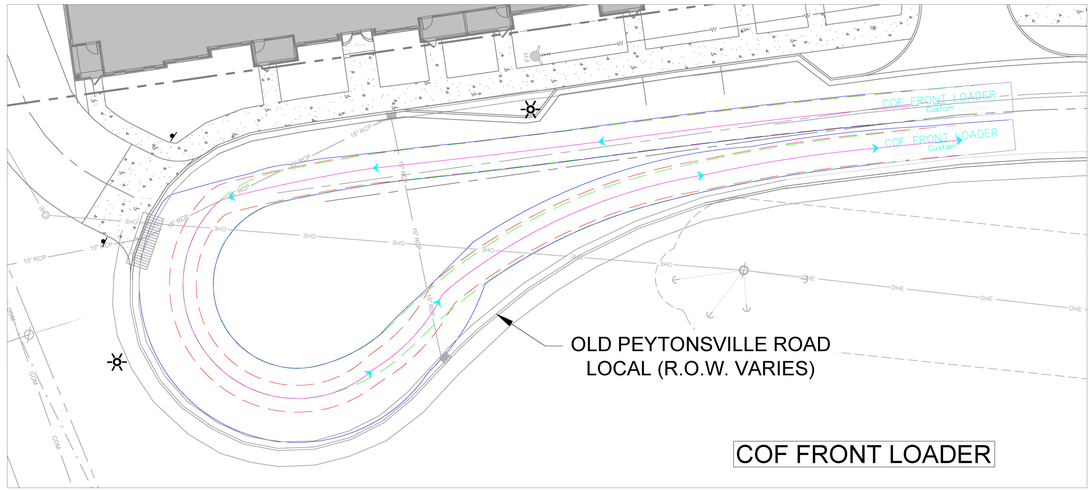
Revision Date
1 _____
2 _____
3 _____
4 _____

ROW AND ACCESS PLAN - REFUSE

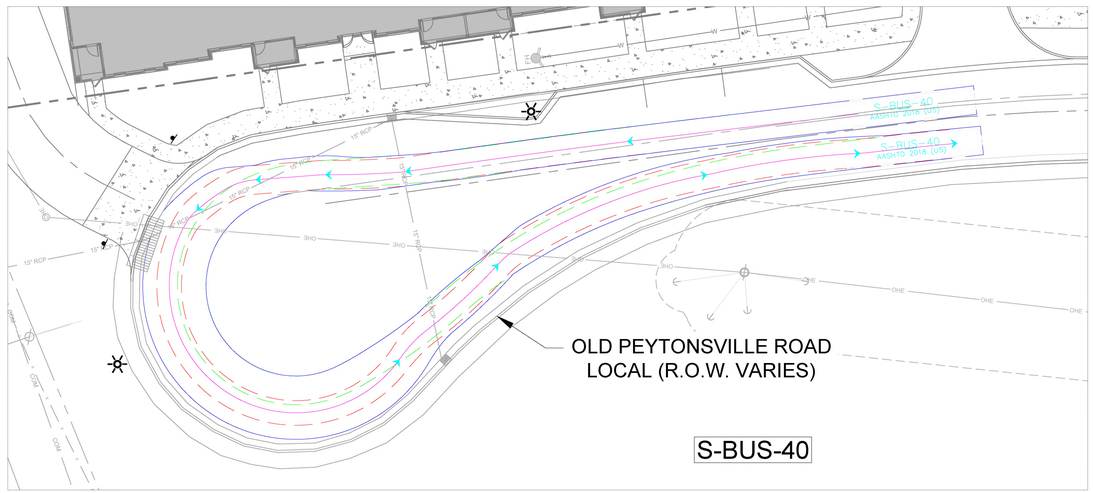
SHEET
C4.1
COF #9110



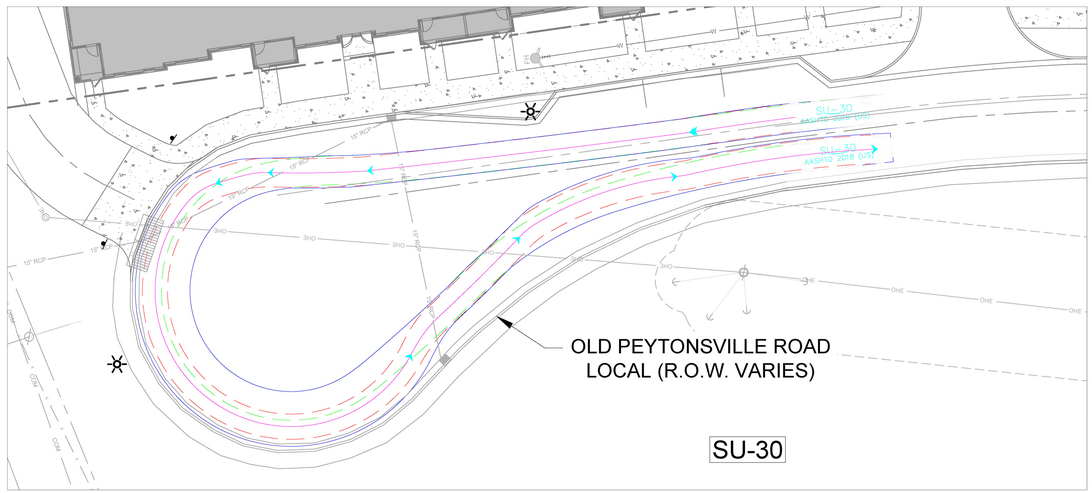
FRANKLIN TOWER 2



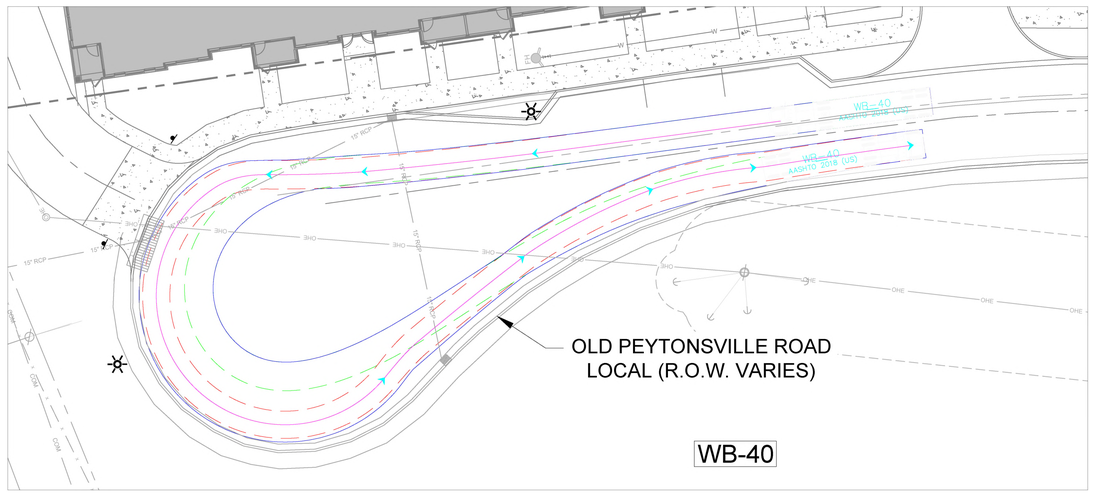
COF FRONT LOADER



S-BUS-40



SU-30



WB-40

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSET PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127919
STATE OF TENNESSEE
06/01/2026

Revision Date
△ _____
△ _____
△ _____
△ _____

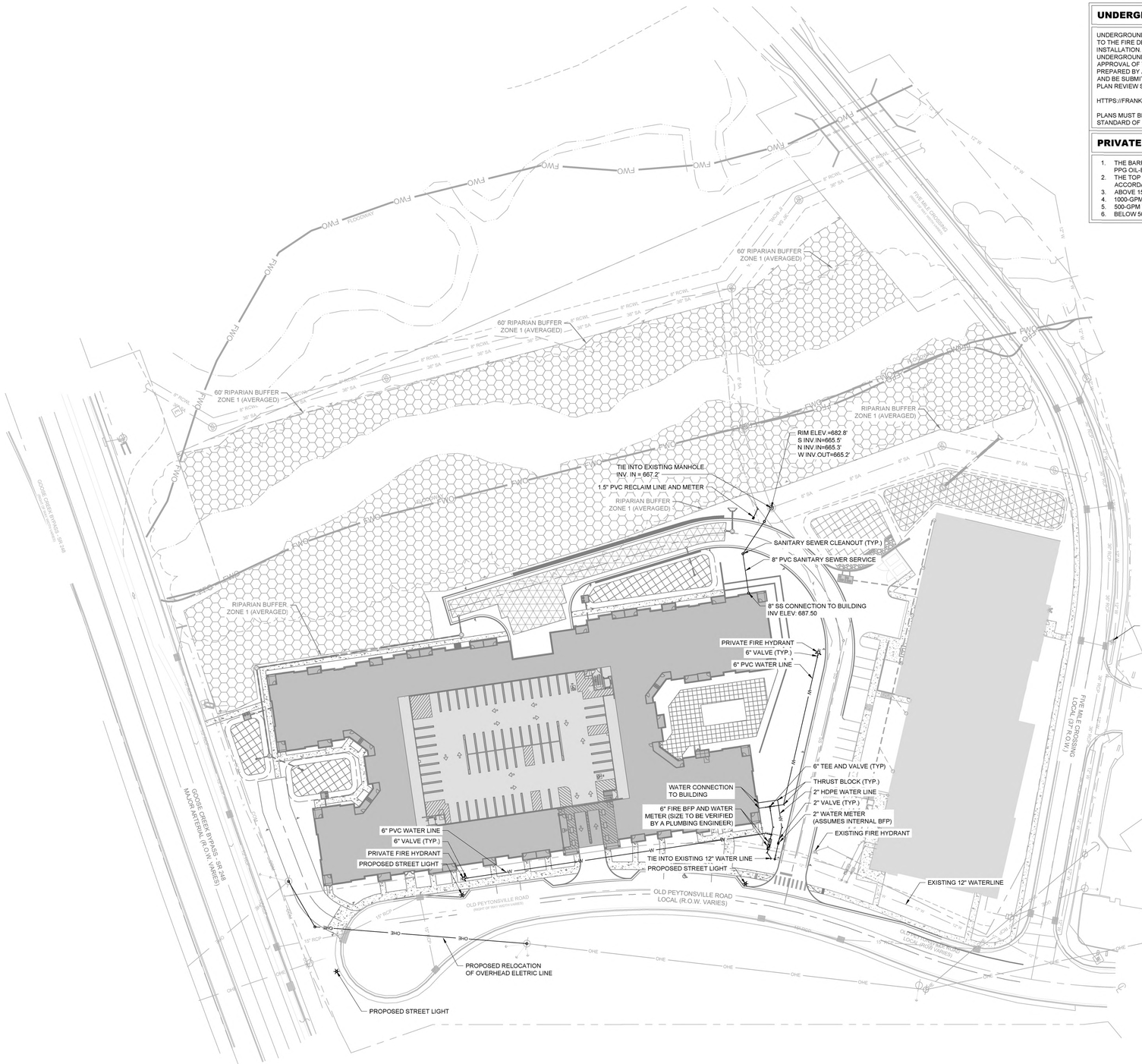
ROW AND ACCESS PLAN - CUL-DE-SAC

SHEET
C4.2
COF #9110

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C4.0 ROW AND ACCESS PLAN.dwg C4.2 ROW AND ACCESS PLAN - CUL-DE-SAC Jun 04, 2026 8:18am by: Brock.Hubbard

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



UNDERGROUND SHOP DRAWING NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S GEOCIVIX ELECTRONIC PLAN REVIEW SITE:

HTTPS://FRANKLINTN.GEOCIVIX.COM/SECURE/

PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE / DESIGN INTENT.

PRIVATE FIRE HYDRANT NOTE

1. THE BARREL AND CAPS OF THE HYDRANT SHALL BE PAINTED PPG OIL-BASED SILVER
2. THE TOP / BONNET OF THE HYDRANT SHALL BE PAINTED IN ACCORDANCE WITH THE FOLLOWING
3. ABOVE 1500 GPM = PPG OIL-BASED SAFETY BLUE
4. 1000-GPM TO 1499-GPM = PPG OIL-BASED SAFETY GREEN
5. 500-GPM TO 999-GPM = PPG OIL-BASED SAFETY ORANGE
6. BELOW 500-GPM - PPG OIL-BASED SAFETY RED

SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

TOTAL REQUIRED:	388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS) 17 SPACES

PARKING PROVIDED (MULTIFAMILY):

PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES

SETBACKS APPLIED TO OVERALL SITE BOUNDARY:

TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840

UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.
8. UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTION AND BE SUBMITTED THROUGH THE CITY'S IDT ELECTRONIC PLAN REVIEW SITE. HTTPS://FRANKLIN.IDTPLANS.COM/SECURE/ PLANS MYST BE APPROVED BY THE ENGINEER PREPARING THE STANDARED OF CARE / DESIGN INTENT.

FIRE FLOW TEST

FLOW TEST DATE: 06/05/2025

STATIC PRESSURE: 88 PSI
RESIDUAL PRESSURE: 74 PSI
FLOW AT 20 PSI RESIDUAL: 3155 GPM

WATER NOTE

- PROPOSED WATER MAINS TO BE 8" DUCTILE IRON.
- MATERIAL FOR FIRE HYDRANT ASSEMBLIES TO BE DUCTILE IRON
- ALL PROPOSED HYDRANTS TO BE PRIVATE

FIRE LANE MARKING NOTE

WHERE PARKED VEHICLES MAY REDUCE THE FIRE LANE WIDTH TO LESS THAN 20', PROVIDE FIRE LANE SIGNAGE AND PAVEMENT MARKINGS IN ACCORDANCE WITH MUNICIPAL ORDINANCE 7-225.

INSTALL SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE – NO PARKING," VISIBLE FROM THE NORMAL FLOW OF TRAFFIC. PAVEMENT MARKINGS SHALL BE PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL.

SPACE SIGNS AND PAVEMENT MARKINGS AT A MAXIMUM OF 50', ALTERNATING ALONG THE ENTIRE LENGTH OF THE FIRE LANE. FINAL PLACEMENT IS SUBJECT TO FIRE MARSHAL APPROVAL. PAVEMENT LETTERING SHALL BE 18" HIGH WITH A 3" BRUSH STROKE.

STATEMENT OF IMPACTS

WATER WILL BE PROVIDED VIA AN 8" PUBLIC WATER MAIN EXTENSION FROM THE EXISTING 8" MAIN ON THE WEST SIDE OF GOOSE CREEK DRIVE. THE PROJECT SITE IS SERVICED BY HB & TS UTILITY DISTRICT. THE STORE AND OFFICE COMBINE FOR AN EXPECTED NEED OF 68 SFUE BASED ON THE PROPOSED SQUARE FOOTAGE AND USE OF THE BUILDINGS.

SANITARY SEWER WILL BE PROVIDED VIA AN 8" JACK AND BORE EXTENSION THAT TIES INTO AM EXISTING SEWER MANHOLE AT VILLAGE PLAINS BOULEVARD. ONSITE, AN 8" LINE WILL SERVICE THE OFFICE BUILDING AND A 6" LINE WILL SERVICE THE STORE. PROJECTED PEAK FLOWS FOR SANITARY SEWER ARE 23,650 GPD.

UTILITY CONTACTS

WATER	GAS	TELEPHONE
CITY OF FRANKLIN	ATMOS ENERGY	AT&T
124 LUMBER DRIVE	200 NOAH DRIVE	904 S HIGH STREET
FRANKLIN, TN 37064	FRANKLIN, TN 37064	COLUMBIA, TN 38401
PHONE: (615) 794-4554	PHONE: (615) 248-2445	(615) 513-6885
CONTACT: UTILITY INSPECTOR	CONTACT: BLAKE DAVIS	CONTACT: STEPHEN SAVINO SS817C@ATT.COM
ELECTRIC	**SANITARY SEWER**	**CABLE**
MIDDLE TN ELECTRIC	CITY OF FRANKLIN	COMCAST
2156 EDWARD CURD LN.	124 LUMBER DRIVE	2501 McGAVOCK PK, SUITE 1206
FRANKLIN, TN 37067	FRANKLIN, TN 37064	NASHVILLE, TN 37214
PHONE: (615) 595-4669	PHONE: (615) 794-4554	(615) 440-2920
CONTACT: ERIK HALE	CONTACT: UTILITY INSPECTOR	CONTACT: PAULA BROOKS

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

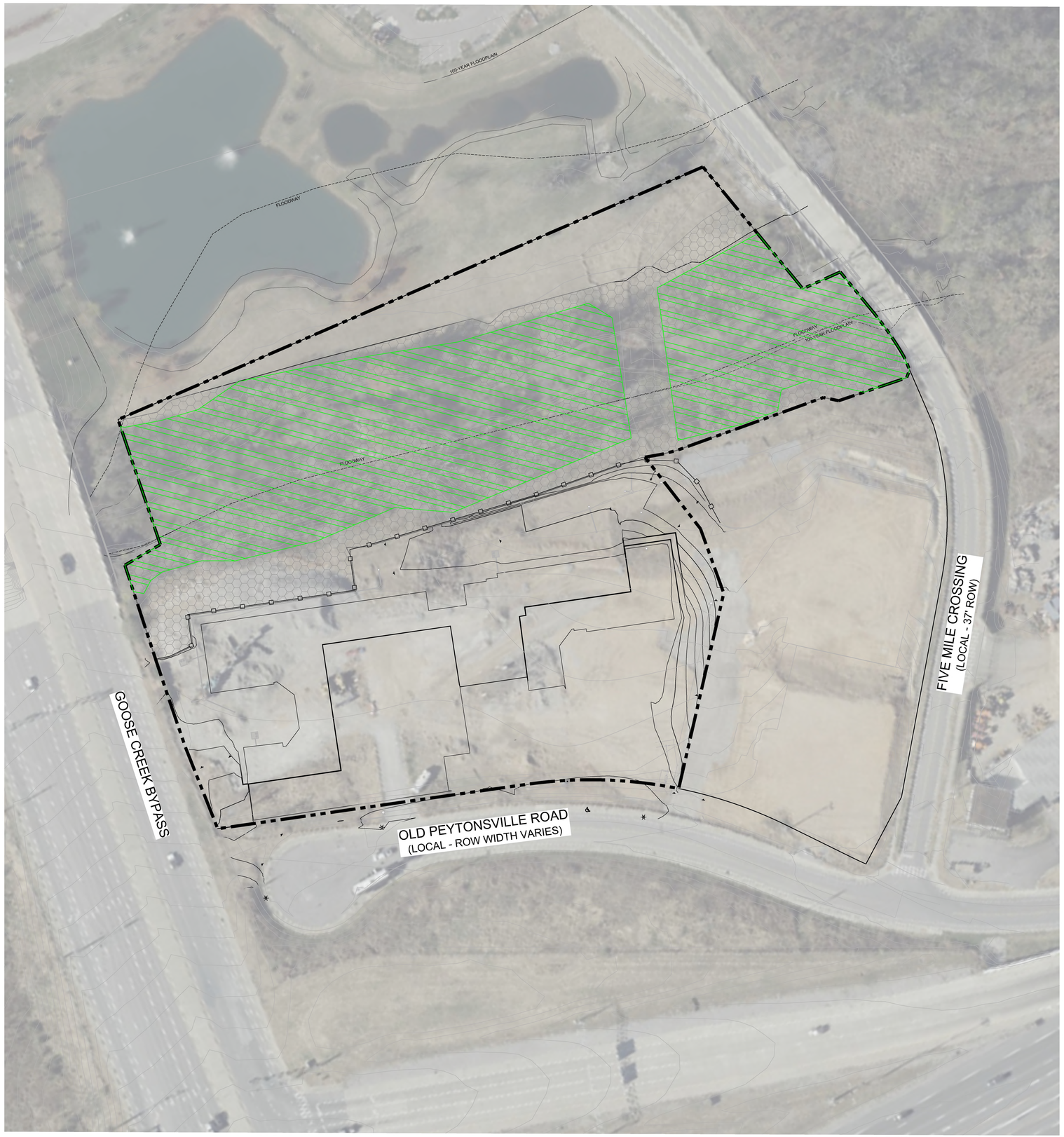
WILLIAM GRAY HARRISON REGISTERED ENGINEER AGRICULTURE & ENVIRONMENTAL ENGINEERING No. 127919 STATE OF TENNESSEE

Revision Date
△ _____
△ _____
△ _____
△ _____

UTILITY PLAN

SHEET
C5.0
COF #9110

Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C5.0 UTILITY PLAN.dwg C5.0 UTILITY PLAN Jun 04, 2026 8:19am by: Brock.Hubbard



TREE CANOPY RETENTION

OVERALL SITE AREA:	306,283 SF; 7.03 AC
TOTAL EXISTING TREE CANOPY:	108,345 SF; 2.49 AC (35.4% OF SITE)
REQUIRED PRESERVATION:	52,006 SF; 1.19 AC (48% OF EXISTING)
PROVIDED PRESERVATION:	108,345 SF; 2.49 AC (100% OF EXISTING)

SPECIMEN TREE PRESERVATION

SPECIMEN INCHES REMOVED:	0 INCHES
REPLACEMENT INCHES REQUIRED:	0 INCHES

KEY

- PRESERVED TREE CANOPY
- REMOVED TREE CANOPY
- TREE PROTECTION FENCE
- 30' RIPARIAN BUFFER ZONE 1

N

0' 50' 100' 150'

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROJAK
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE NO. 636

Revision Date

DEVELOPMENT PLAN

SHEET
LI.0

COF: 9110



RULE JOY TRAMMELL | RUBIO
Architecture | Interior Design

© 2026 THIS DRAWING IS THE PROPERTY OF RULE JOY TRAMMELL + RUBIO, LLC. ARCHITECTURE + INTERIOR DESIGN AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

COMMISSION NO. 23-078.00 June 3rd, 2026

1:\23-078 Madison – Franklin TN\PRESENTATION\2026-06-03 Updated Renderings and Elevations

FRANKLIN APARTMENTS

Franklin, Tennessee

MADISON
CAPITAL GROUP

COMPREHENSIVE REVIEW AT SITE PLAN:

THE ELEVATIONS PROVIDED FOR THE DEVELOPMENT PLAN ARE CONCEPTUAL IN NATURE, BUT ALL ELEVATIONS WILL BE REVIEWED AT SITE PLAN AND MUST MEET ALL REQUIREMENTS OF THE ZONING ORDINANCE.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROSIAK
REGISTERED
TENNESSEE NO. 696
LANDSCAPE ARCHITECT

Revision Date

TYPICAL ARCHITECTURE

SHEET
A1.0

COF: 9110



RULE JOY TRAMMELL RUBIO
Architecture | Interior Design

© 2026 THIS DRAWING IS THE PROPERTY OF RULE JOY TRAMMELL + RUBIO, LLC. ARCHITECTURE + INTERIOR DESIGN AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

COMMISSION NO. 23-078.00 June 3rd, 2026

L:\23-078 Madison – Franklin TN\PRESENTATION\2026-06-03 Updated Renderings and Elevations

FRANKLIN APARTMENTS

Franklin, Tennessee

MADISON
CAPITAL GROUP

COMPREHENSIVE REVIEW AT SITE PLAN:

THE ELEVATIONS PROVIDED FOR THE DEVELOPMENT PLAN ARE CONCEPTUAL IN NATURE, BUT ALL ELEVATIONS WILL BE REVIEWED AT SITE PLAN AND MUST MEET ALL REQUIREMENTS OF THE ZONING ORDINANCE.

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROSIAK
REGISTERED
TENNESSEE NO. 686
LANDSCAPE ARCHITECT

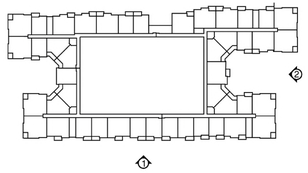
Revision Date

TYPICAL ARCHITECTURE

SHEET
AI.1

COF: 9110

KEY PLAN





2 NORTH (RIGHT) ELEVATION
SCALE: 1/32" = 1'-0"

1 EAST (FRONT) ELEVATION
SCALE: 1/32" = 1'-0"

RULE JOY TRAMMELL RUBIO
Architecture Interior Design

© 2026 THIS DRAWING IS THE PROPERTY OF RULE JOY TRAMMELL + RUBIO, LLC. ARCHITECTURE + INTERIOR DESIGN AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

COMMISSION NO. 23-078.00 June 3rd, 2026

I:\23-078 Madison – Franklin TN\PRESENTATION\2026-06-03 Updated Renderings and Elevations

FRANKLIN APARTMENTS

Franklin, Tennessee

MADISON CAPITAL GROUP

COMPREHENSIVE REVIEW AT SITE PLAN:

THE ELEVATIONS PROVIDED FOR THE DEVELOPMENT PLAN ARE CONCEPTUAL IN NATURE, BUT ALL ELEVATIONS WILL BE REVIEWED AT SITE PLAN AND MUST MEET ALL REQUIREMENTS OF THE ZONING ORDINANCE.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROSLAK
REGISTERED
LICENSE NO. 698
LANDSCAPE ARCHITECT

Revision Date
△
△
△
△

TYPICAL ARCHITECTURE

SHEET
A1.2

COF: 9110

COF no: 9110

CONDITIONS OF APPROVAL:

Open Issues: 4 These issues are currently being filtered

Engineering

General Issues

74. Development Plan

kevin.long@franklintn.gov

This is an advisory comment and does not hinder the approval of this development plan.

At the site plan stage, all roadway improvements shall be designed in accordance with the appropriate common standards as established by (A) the City of Franklin Transportation and Street Technical Standards, (B) the AASHTO Policy on Geometric Design of Highways and Streets, and (C) the Tennessee Department of Transportation Design Guidelines and Standard Details. Features such as taper lengths, horizontal and vertical geometry, clear zones, guardrail requirements, etc., shall be evaluated in greater detail at the site plan stage and will be required to conform to the accepted standard in order to ensure public safety and well-being, as well as the continued functionality of the existing and proposed street networks.

Parks

General Issues

1. Parkland Impact Fee Requirements

kevinl@franklintn.gov

The Parkland Agreement was submitted to Law on 6-4-26.

Planning

General Issues

12. Modification of Standards

chelsea.randolph@franklintn.gov

MOS - Chapter 6.8 – Building Types – Multifamily – Foundations, Porches, and Stoops

- ***Standard:*** Minimum 18 inches above grade at front façade.
- ***Modification:*** Request to reduce this minimum 18" requirement to no minimum such that porches can be provided at grade to provide accessible route to sidewalks along the building façades facing streets (highways).
- ***Justification:*** In order for resident porches facing the streets (highways) to be fully accessible, these 1st floor units and porches are at grade to connect with the sidewalk system.

Staff may be able to support the requested MOS due the applicant's justification and details on the location and their attachment to sidewalks outside the floor units.

BASSETT PUD SUBDIVISION

DEVELOPMENT PLAN (PD 32.7)

Franklin, Williamson County, Tennessee

SHEET INDEX

C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	DEVELOPMENT PLAN
C3.0	GRADING AND DRAINAGE PLAN
C4.0	ROW AND ACCESS PLAN
C4.1	ROW AND ACCESS PLAN - REFUSE
C4.2	ROW AND ACCESS PLAN - CUL-DE-SAC
C5.0	UTILITY PLAN
L1.0	TREE PRESERVATION PLAN
A1.0	ARCHITECTURE CHARACTER
A1.1	ARCHITECTURE CHARACTER
A1.2	ARCHITECTURE CHARACTER

DEVELOPMENT TEAM

APPLICANT & LANDSCAPE ARCHITECT:
GAMBLE DESIGN COLLABORATIVE
JEFF ROSIAK, PLA
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37069
615-545-4121
JEFF@GDC-TN.COM

DEVELOPER / OWNER:
MADISON CAPITAL GROUP
ROSS RABUN
2108 MONROVIA STREET, SUITE 100
CHARLESTON, SC 29405
478-737-5173
RRABUN@MADISONCAPGROUP.COM

ENGINEER:
KIMLEY-HORN
GRAY HARRISON, P.E.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
615-823-1272
GRAY.HARRISON@KIMLEY-HORN.COM

ARCHITECT:
RULE JOY TRAMMEL + RUBIO, LLC
JOHN HOPKINS
300 GALLERIA PARKWAY, SUITE 740
ATLANTA, GA 30339
770-661-1492
JHOPKINS@RJTRDESIGN.COM



NOT TO SCALE

MODIFICATION OF STANDARDS

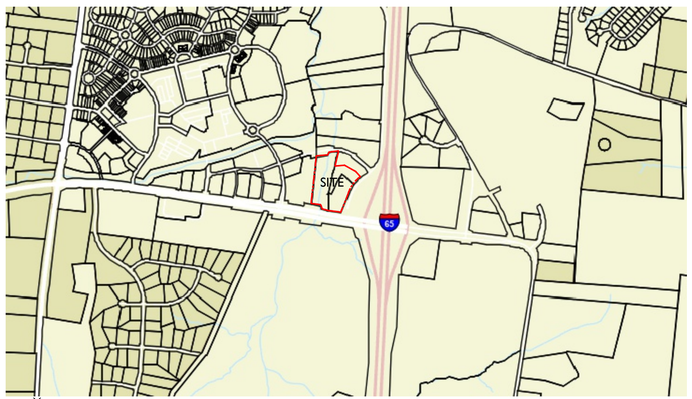
MOS - Chapter 6.8 – Building Types – Multifamily – Foundations, Porches, and Stoops

- ***Standard:*** Minimum 18 inches above grade at front façade.
- ***Modification:*** Request to reduce this minimum 18" requirement to no minimum such that porches can be provided at grade to provide accessible route to sidewalks along the building façades facing streets (highways).
- ***Justification:*** In order for resident porches facing the streets (highways) to be fully accessible, these 1st floor units and porches are at grade to connect with the sidewalk system.

VESTING STANDARDS

PENDING APPROVAL BY BOMA, THIS DOCUMENT WAS REVIEWED UNDER AND IS NOW VESTED IN THE FOLLOWING DEVELOPMENT STANDARDS:

ZONING ORDINANCE:	JANUARY 01, 2025
SUBDIVISION REGULATIONS:	JANUARY 01, 2022
TRANSPORTATION AND STREET TECHNICAL STANDARDS:	JULY 01, 2025
STORMWATER BMP MANUAL:	JULY 01, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION:	OCTOBER 13, 2020
MUNICIPAL CODE:	JUNE 25, 2025



NOT TO SCALE

COMPREHENSIVE REVIEW AT SITE PLAN:

COMPREHENSIVE REVIEW OF ROADWAY, STORMWATER, AND UTILITY ELEMENTS BY THE CITY OF FRANKLIN STAFF WILL OCCUR AT SITE PLAN. 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 THE CITY OF FRANKLIN STREET, STORMWATER, AND UTILITY STANDARDS AT SITE PLAN, THE APPLICANT CANNOT ACHIEVE THE MAXIMUM APPROVED ENTITLEMENTS, THE APPLICANT SHALL BE CONFINED TO THE ENTITLEMENTS ACHIEVABLE FROM THE APPLICATION OF SAID STANDARDS.

SITE DATA

BASSETT PUD SUBDIVISION

PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL

REGULATIONS

BUILDING TYPES APPLIED: MULTIFAMILY

FRONTAGE TYPES APPLIED: URBAN

BUILDING HEIGHT: 5 STORIES

MINIMUM LSA: 20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA: 24.6% (33,486.7 SF; 0.77 AC)

HISTORICAL RESOURCE TREATMENT: NONE

DWELLING UNIT COUNT, BY TYPE:
MULTIFAMILY:

1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS)
163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS)
225 SPACES

TOTAL REQUIRED: 388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS)
17 SPACES

PARKING PROVIDED (MULTIFAMILY):

PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES

BIKE PARKING: 17 SPACES

SETBACKS APPLIED TO OVERALL SITE BOUNDARY:

TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'

TREE CANOPY RETENTION
SEE SHEET L1.0

PHASING SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,874 SF; 0.36 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)

PARKLAND IMPACT FEES
230 UNITS X $5,408 = $1,243,840

IMPACT STATEMENT

WATER
WATER WILL BE PROVIDED VIA THE EXISTING 8" CITY OF FRANKLIN WATER MAIN ROUTED ALONG THE EXISTING OLD PEYTONSVILLE ROAD ALIGNMENT

SANITARY SEWER
SEWER WILL BE PROVIDED TO THE SITE VIA THE EXISTING 8" PUBLIC SEWER STUB FROM THE NORTH.

RECLAIMED WATER LINE
RECLAIMED WATER WILL BE PROVIDED VIA THE EXISTING 8" PUBLIC RECLAIMED WATER STUB FROM THE NORTH

STORMWATER
STORMWATER RUNOFF FOR THIS SITE ENCOUNTERS IMPERVIOUS AREAS AND GRASS THROUGHOUT THE PROPERTY. THE SITE HAS A SLOPE FROM THE EAST TO WEST WITH A MAXIMUM ELEVATION OF 704' AND A MINIMUM ELEVATION OF 662'. RAINWATER TRAVELS VIA SHEET FLOW INTO CURB CUTS IN PARKING AREAS AND INTO BIO RETENTION SITES, THE WATER IS TREATED AND OR STORED AND DISCHARGED INTO FIVE MILE CREEK AT THE NORTH WEST END OF THE SITE.

ELECTRICITY
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

DRAINAGE FACILITIES
THERE WILL BE APPROXIMATELY 6.83 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN UNDERGROUND AND ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

STREET NETWORK & REFUSE COLLECTION
ACCESS WILL BE PROVIDED VIA THE TERMINAL EAST END OF FIVE MILE CROSSING AND TERMINAL SOUTH END OF OLD PEYTONSVILLE ROAD. OLD PEYTONSVILLE ROAD BEYOND THIS INTERSECTION TO THE SOUTH IS PROPOSED TO BE ABANDONED VIA THE TDOT EXCESS LAND PROCESS. A TRAFFIC STUDY HAS BEEN PROVIDED FOR THIS SITE AND SUBMITTED TO THE CITY OF FRANKLIN.

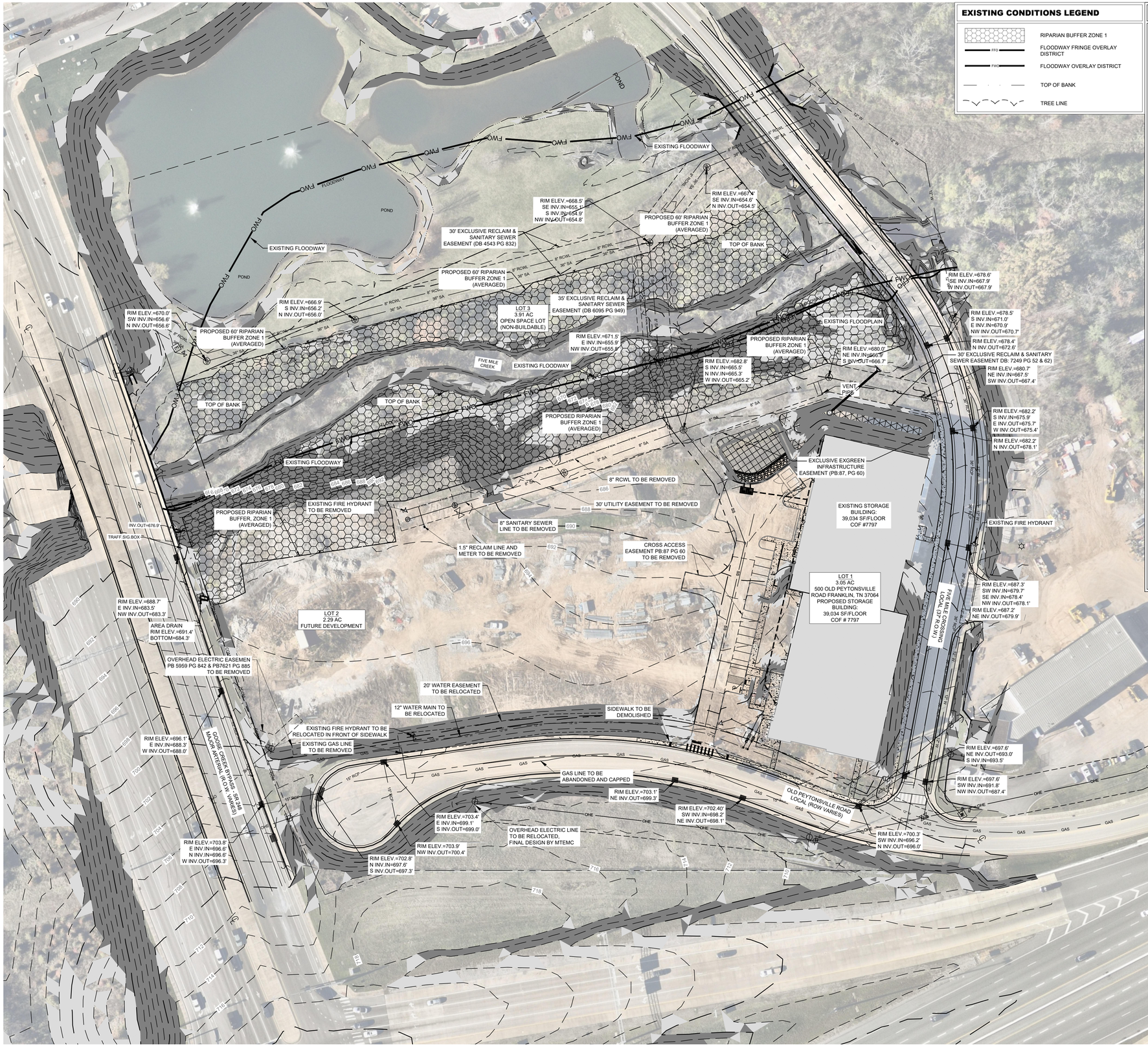
JEFFREY A. ROSIAK
LICENSED
TENNESSEE NO. 696
LANDSCAPE ARCHITECT

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

PRE-APP SUBMITTAL:	2025-12-29
INITIAL SUBMITTAL:	2026-04-13
INITIAL SUBMITTAL 2:	2026-05-11
RESUBMITTAL:	2026-06-04
ONE STOP:	
COF #:	9110

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



EXISTING CONDITIONS LEGEND

- RIPARIAN BUFFER ZONE 1
- FFO — FLOODWAY FRINGE OVERLAY DISTRICT
- FWO — FLOODWAY OVERLAY DISTRICT
- TOP OF BANK
- TREE LINE

SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) = 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) = 225 SPACES

TOTAL REQUIRED:	388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS) = 17 SPACES

PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES
SETBACKS APPLIED TO OVERALL SITE BOUNDARY:	
TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:	
REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840

SITE SLOPE TABLE

- 14% - 19.99%
- 20% and above

STORMWATER NARRATIVE

STORMWATER RUNOFF FOR THIS SITE ENCOUNTERS IMPERVIOUS AREAS AND GRASS THROUGHOUT THE PROPERTY. THE SITE HAS A SLOPE FROM THE EAST TO WEST WITH A MAXIMUM ELEVATION OF 704' AND A MINIMUM ELEVATION OF 662'. RAINWATER TRAVELS VIA SHEET FLOW AND PIPE TO ONE OF TWO PRETX UNITS THEN INTO A SINGLE BIORETENTION, THE WATER IS TREATED AND OR STORED AND DISCHARGED INTO FIVE MILE CREEK AT THE NORTH WEST END OF THE SITE.

SURVEY NOTES

1. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND.
2. THIS SITE PLAN HAS BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN STANDARDS AND THE APPROVAL OF PLANNING COMMISSION. CHANGES SHALL NOT BE MADE TO THE APPROVED SITE PLAN UNLESS APPROVED BY EITHER RELEVANT DEPARTMENT SUPERINTENDENT OR THE PLANNING COMMISSION.
3. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FLIPZONE 4100 AND NAD 83 DATUM.
4. BASE INFORMATION WAS TAKEN FROM A BOUNDARY TOPOGRAPHIC SURVEY FROM WILSON AND ASSOCIATES DATED 02-06-2022. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
5. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
6. NO PROPOSED BUILDINGS IN THIS PROJECT FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47187C0355F, DATED SEPTEMBER 29, 2006

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSET PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

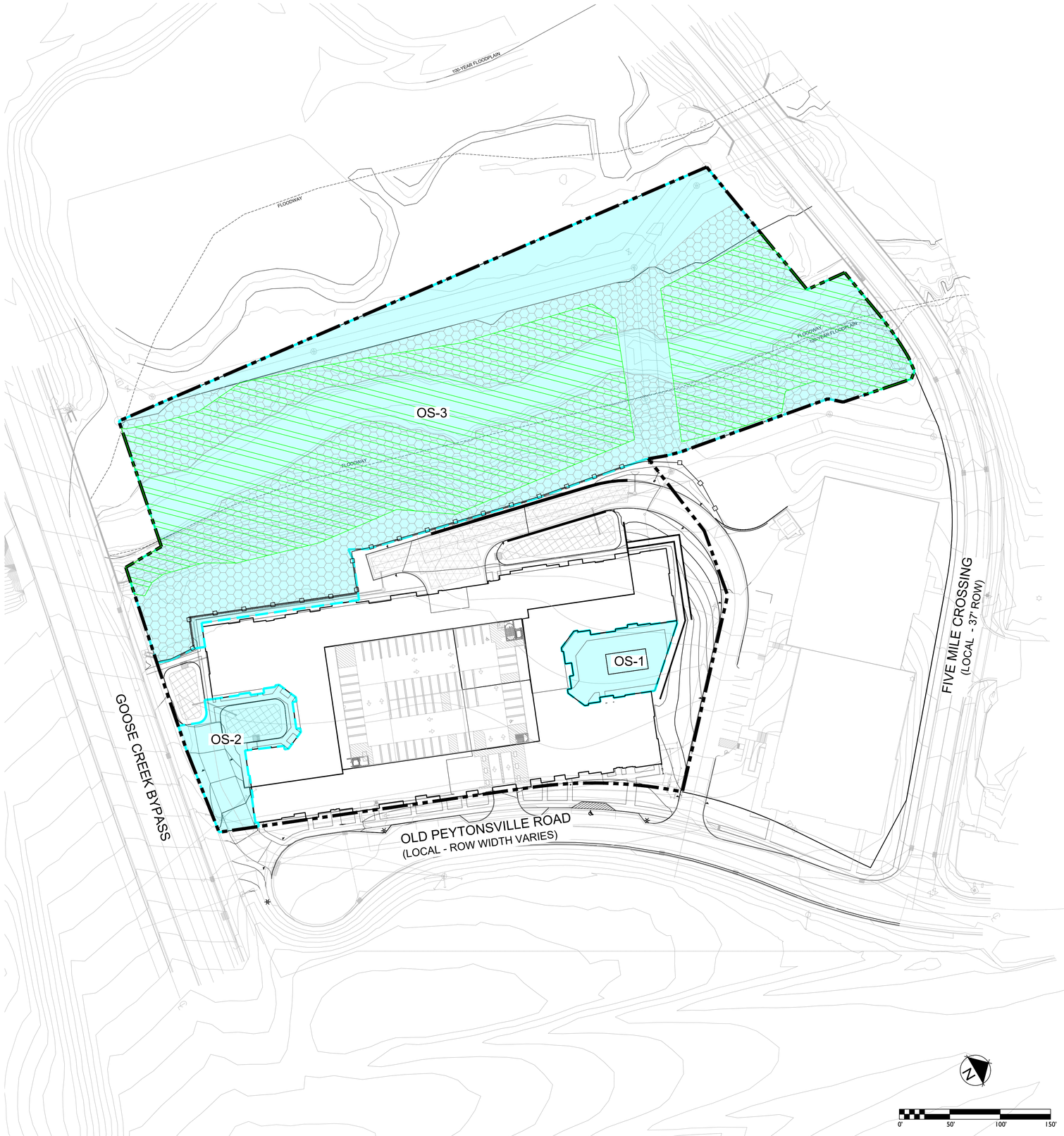
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
No. 127219
STATE OF TENNESSEE
09/30/2026

Revision Date
- △ _____
- △ _____
- △ _____
- △ _____

EXISTING CONDITIONS

SHEET
C1.0
COF #9110

Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C1.0 EXISTING CONDITIONS.dwg C1.0 EXISTING CONDITIONS Jun 03, 2026 4:13pm by: Brock.Hubbard



SITE DATA

BASSETT PUD SUBDIVISION

PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL

REGULATIONS

BUILDING TYPES APPLIED: MULTIFAMILY

FRONTAGE TYPES APPLIED: URBAN

BUILDING HEIGHT: 5 STORIES

MINIMUM LSA: 20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA: 24.6% (33,486.7 SF; 0.77 AC)

HISTORICAL RESOURCE TREATMENT: NONE

DWELLING UNIT COUNT, BY TYPE:
MULTIFAMILY:

1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS)
163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS)
225 SPACES

TOTAL REQUIRED: 388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS)
17 SPACES

PARKING PROVIDED (MULTIFAMILY):

PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES

BIKE PARKING: 17 SPACES

SETBACKS APPLIED TO OVERALL SITE BOUNDARY:

TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'

TREE CANOPY RETENTION
SEE SHEET L1.0

PHASING SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,874 SF; 0.36 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)

PARKLAND IMPACT FEES
230 UNITS X $5,408 = $1,243,840

IMPACT STATEMENT

WATER
WATER WILL BE PROVIDED VIA THE EXISTING 8" CITY OF FRANKLIN WATER MAIN ROUTED ALONG THE EXISTING OLD PEYTONSVILLE ROAD ALIGNMENT

SANITARY SEWER
SEWER WILL BE PROVIDED TO THE SITE VIA THE EXISTING 8" PUBLIC SEWER STUB FROM THE NORTH.

RECLAIMED WATER LINE
RECLAIMED WATER WILL BE PROVIDED VIA THE EXISTING 8" PUBLIC RECLAIMED WATER STUB FROM THE NORTH

STORMWATER
STORMWATER RUNOFF FOR THIS SITE ENCOUNTERS IMPERVIOUS AREAS AND GRASS THROUGHOUT THE PROPERTY. THE SITE HAS A SLOPE FROM THE EAST TO WEST WITH A MAXIMUM ELEVATION OF 704' AND A MINIMUM ELEVATION OF 662'. RAINWATER TRAVELS VIA SHEET FLOW INTO CURB CUTS IN PARKING AREAS AND INTO BIO RETENTION SITES, THE WATER IS TREATED AND OR STORED AND DISCHARGED INTO FIVE MILE CREEK AT THE NORTH WEST END OF THE SITE.

ELECTRICITY
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

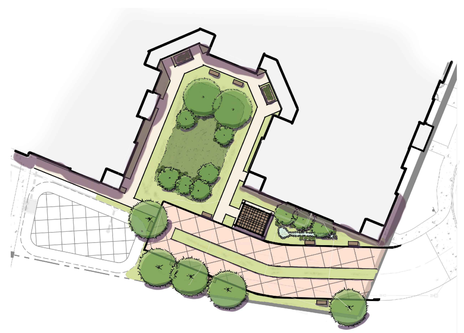
DRAINAGE FACILITIES
THERE WILL BE APPROXIMATELY 6.83 ACRES OF IMPERVIOUS AREA ADDED ON SITE. STORMWATER WILL BE DETAINED IN UNDERGROUND AND ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

STREET NETWORK & REFUSE COLLECTION
ACCESS WILL BE PROVIDED VIA THE TERMINAL EAST END OF FIVE MILE CROSSING AND TERMINAL SOUTH END OF OLD PEYTONSVILLE ROAD. OLD PEYTONSVILLE ROAD BEYOND THIS INTERSECTION TO THE SOUTH IS PROPOSED TO BE ABANDONED VIA THE TDOT EXCESS LAND PROCESS. A TRAFFIC STUDY HAS BEEN PROVIDED FOR THIS SITE AND SUBMITTED TO THE CITY OF FRANKLIN.

KEY

- OPEN SPACE
- UNDERGROUND DETENTION
- BIORETENTION POND
- PRESERVED TREE CANOPY
- TREE PROTECTION FENCE
- RIPARIAN BUFFER ZONE 1

OPEN SPACE CHART		
LOT NUMBER	USE	AREA (SF)
OS-1	NEIGHBORHOOD AMENITY	6,549
OS-2	POCKET PARK	9,325
	SUBTOTAL	*15,874*
OS-3	NATURAL AREA	171,883
	TOTAL	**187,757**



CONCEPTUAL PLAN OF OS-2

NOTE:
IMAGES DO NOT ENTITLE THE DEVELOPMENT TO A PARTICULAR STYLE, PLANTING ARANGEMENT, OR ELEMENT. ALL OPEN SPACES MUST MEET REQUIREMENTS OF THE ENTITLED ZONING ORDINANCE AT TIME OF SITE PLAN SUBMITTAL.

OS-1 TO CONTAIN:
- POOL
- SIDEWALKS
- FORMAL LANDSCAPING
- ELEGANT LIGHTING

OS-2 TO CONTAIN:
- SPECIALTY PAVERS
- SEATING
- FORMAL LANDSCAPE
- OVERHEAD STRUCTURE
- ART OR FOUNTAIN

OS-3 TO CONTAIN:
- STREAM AND ASSOCIATED BUFFER
- PRESERVED TREE CANOPY
- SIDEWALK

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

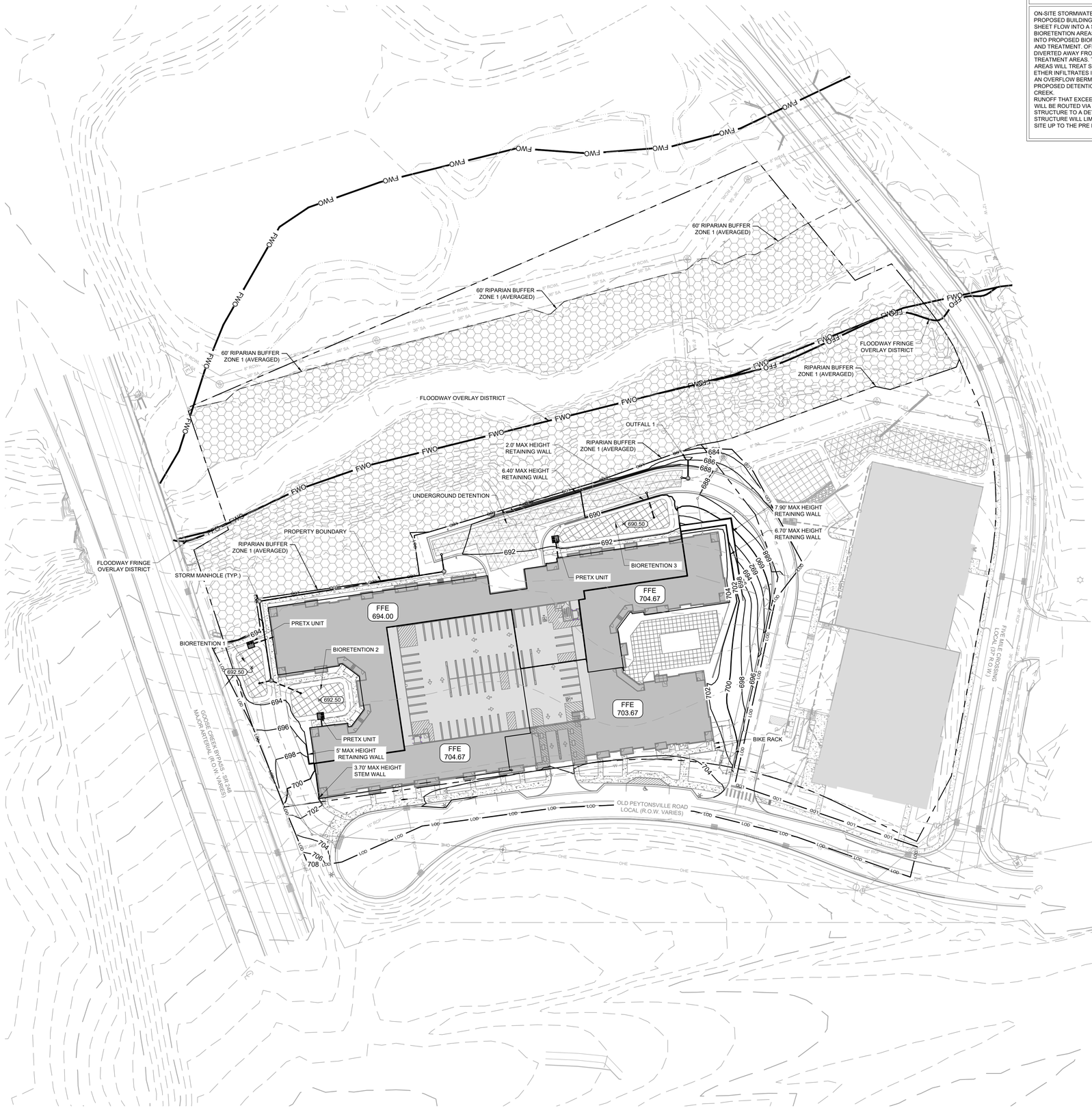
BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROBIAK — LICENSED LANDSCAPE ARCHITECT — STATE OF TENNESSEE NO. 686

Revision Date
- △ _____
- △ _____
- △ _____
- △ _____

DEVELOPMENT PLAN

SHEET
C2.0
COF: 9110



STORMWATER MANAGEMENT PLAN

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS VIA POSITIVE DRAINAGE AND WILL SHEET FLOW INTO A SERIES OF CURB CUTS TOWARD BIORETENTION AREAS. STORMWATER RUNOFF WILL FLOW INTO PROPOSED BIORETENTION AREAS FOR INFILTRATION AND TREATMENT. OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM ANY PROPOSED STORMWATER TREATMENT AREAS. THE PROPOSED BIORETENTION AREAS WILL TREAT STORMWATER RUNOFF BEFORE IT ETHER INFILTRATES INTO THE SOIL OR DISCHARGES VIA AN OVERFLOW BERMS/STORM STRUCTURES TO THE PROPOSED DETENTION BASIN THEN INTO FIVE MILE CREEK.
RUNOFF THAT EXCEEDS THE FIRST INCH OF RAINFALL WILL BE ROUTED VIA OVERFLOW BERM OR STORM STRUCTURE TO A DETENTION POND. AN OUTLET CONTROL STRUCTURE WILL LIMIT DISCHARGE FLOW RATE OF THE SITE UP TO THE PRE DEVELOPMENT FLOW RATES.

SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

TOTAL REQUIRED: 388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS) 17 SPACES

PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES
SETBACKS APPLIED TO OVERALL SITE BOUNDARY:	
TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:	
REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840

RIPARIAN BUFFER NOTE

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

STATEMENT OF IMPACTS

THERE WILL BE APPROXIMATELY 6.83 ACRES OF IMPERVIOUS AREA ADDED ON SITE.

STORMWATER WILL BE DETAINED IN UNDERGROUND AND ABOVE GROUND DETENTION PONDS SUCH THAT RUNOFF IN THE POST-DEVELOPMENT CONDITION WILL NOT EXCEED RUNOFF IN THE PRE-DEVELOPMENT CONDITION.

HATCH LEGEND

BIORETENTION	
UNDERGROUND DETENTION	

COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSET PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

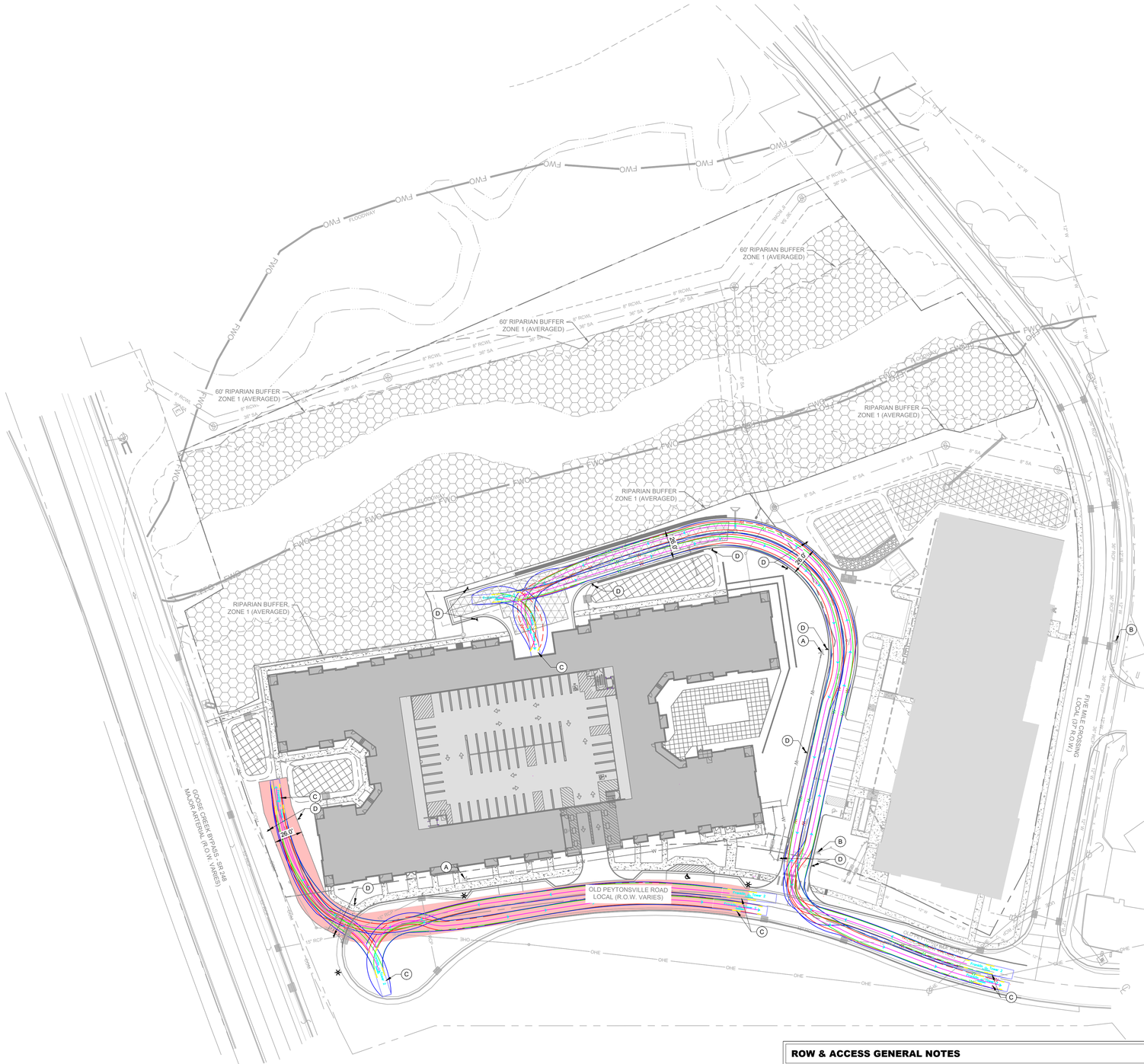
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
No. 127319
STATE OF TENNESSEE

Revision Date
△ _____
△ _____
△ _____
△ _____

GRADING AND DRAINAGE PLAN

SHEET
C3.0
COF #9110

Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C3.0 GRADING AND DRAINAGE PLAN.dwg C3.0 GRADING AND DRAINAGE PLAN Jun 04, 2026 8:02am by: Brock.Hubbard



SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

TOTAL REQUIRED: 388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS) 17 SPACES

PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES

SETBACKS APPLIED TO OVERALL SITE BOUNDARY:	
TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'

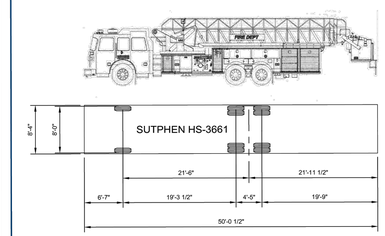
TREE CANOPY RETENTION: SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

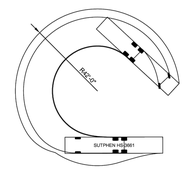
REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)

PARKLAND IMPACT FEES: 230 UNITS X $5,408 = $1,243,840



APPARATUS AND TURNING INFORMATION

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



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

STATEMENT OF IMPACTS

ACCESS TO THE DEVELOPMENT WILL BE PROVIDED FROM MULTIPLE ENTRANCES FROM PEYTONSVILLE ROAD. THESE ENTRANCES WILL ALSO SERVE AS FIRE ACCESS IN STATES OF EMERGENCY. NO TRAFFIC STUDY HAS BEEN PROVIDED FOR THIS SITE.

FIRE ACCESS LANE NOTE

AT THE SITE PLAN, THE APPLICANT SHALL PROVIDE A DETAIL OF THE FIRE LANE SHOWING THE GRASS PAVERS:
1. WILL SUPPORT A MINIMUM OF 75,000 POUNDS
2. THE GRASS PAVERS WILL HAVE A DEFINED EDGE SO THE EDGES OF THE PAVEMENT ARE CLEARLY VISIBLE

FDC LOCATIONS NOTE

FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN. BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN STANDARDS.

KEYNOTE LEGEND

- (A) PROPOSED PRIVATE FIRE HYDRANT ASSEMBLY
- (B) EXISTING FIRE HYDRANT ASSEMBLY
- (C) FRANKLIN T-2 SUTPHEN FIRE TRUCK
- (D) FIRE LANE SIGNS

VEHICLE LEGEND

- VEHICLE FENDER PATH
- VEHICLE CENTER LINE PATH

AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH

HATCH LEGEND

- AERIAL ACCESS AREA

FIRE FLOW TEST

FLOW TEST DATE: 06/05/2025

STATIC PRESSURE: 88 PSI
RESIDUAL PRESSURE: 74 PSI
FLOW AT 20 PSI RESIDUAL: 3155 GPM

ROW & 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-OFWAY 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 "TDOT 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.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

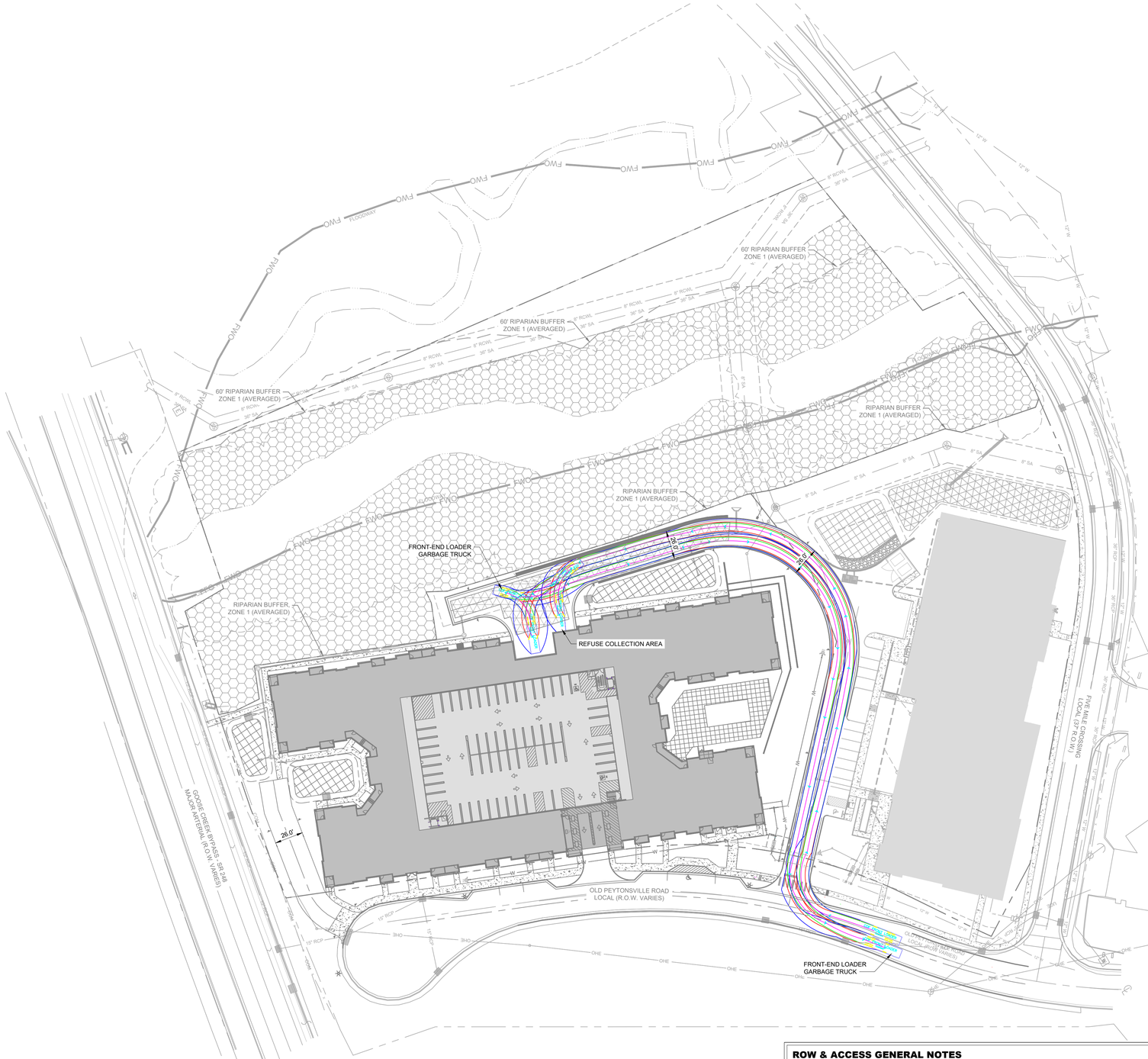


Revision Date
- △ _____
- △ _____
- △ _____
- △ _____

ROW AND ACCESS PLAN - FIRE

SHEET
C4.0
COF #9110

Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C4.0 ROW AND ACCESS PLAN.dwg C4.0 ROW AND ACCESS PLAN - FIRE Jun 03, 2026 4:14pm by: Brock.Hubbard



SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

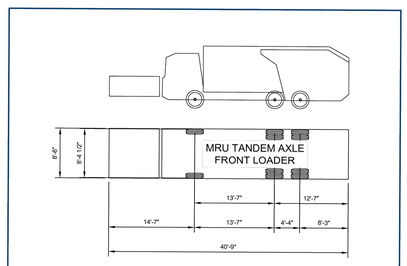
TOTAL REQUIRED: 388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS) 17 SPACES

PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES
SETBACKS APPLIED TO OVERALL SITE BOUNDARY:	
TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

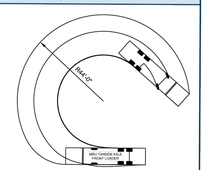
PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:	
REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840



APPARATUS AND TURNING INFORMATION

1. NUMBER OF FRONT AXLES = 1
2. FRONT TRACK WIDTH = 8.375 FT
3. WHEELS ON EACH FRONT AXLE = 2
4. NUMBER OF REAR AXLES = 2
5. REAR TRACK WITH = 8.375 FT
6. WHEELS ON EACH REAR AXLE = 4
7. WHEELBASE = 13.583 FT
8. REAR AXLE SPACING = 4.333 FT
9. LOCK-TO-LOCK TIME = 6 SEC
10. TURNING RADIUS WALL TO WALL = 44 FT
11. BODY LENGTH = 40.750 FT
12. BODY WIDTH = 8.500 FT
13. REAR OVERHANG = 12.583 FT
14. MINIMUM BODY GROUND CLEARANCE = 1.375 FT
15. MINIMUM DESIGN SPEED = 5 MPH



SOLID WASTE APPARATUS TURNING TEMPLATE
CITY OF FRANKLIN
NOT TO SCALE
CITY ENGINEER:
DATE: 9/21/2023
DWG. NO. SD-8

ROW & 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-OFWAY 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 "TDOT 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.

STATEMENT OF IMPACTS

ACCESS TO THE DEVELOPMENT WILL BE PROVIDED FROM MULTIPLE ENTRANCES FROM PEYTONSVILLE ROAD. THESE ENTRANCES WILL ALSO SERVE AS FIRE ACCESS IN STATES OF EMERGENCY. NO TRAFFIC STUDY HAS BEEN PROVIDED FOR THIS SITE.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

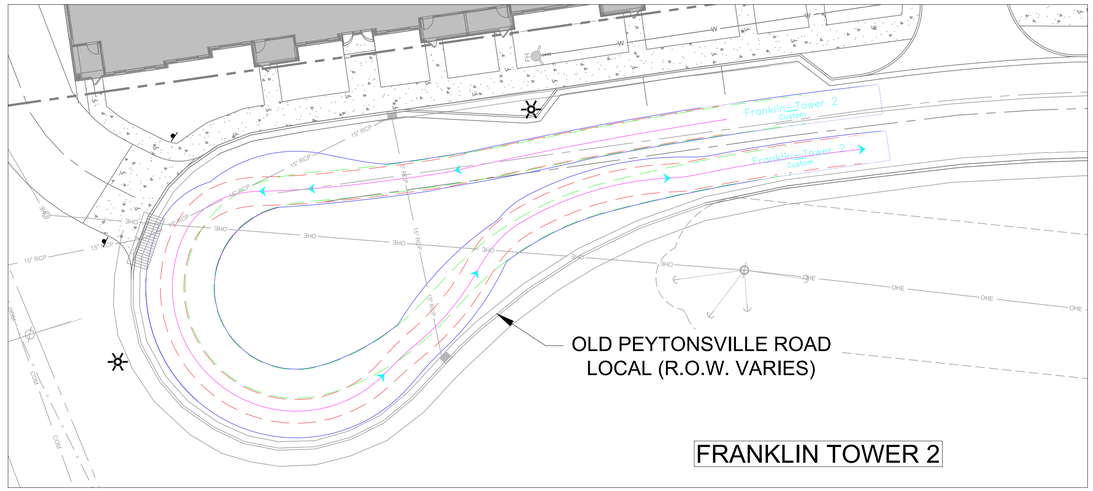
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
No. 127319
STATE OF TENNESSEE

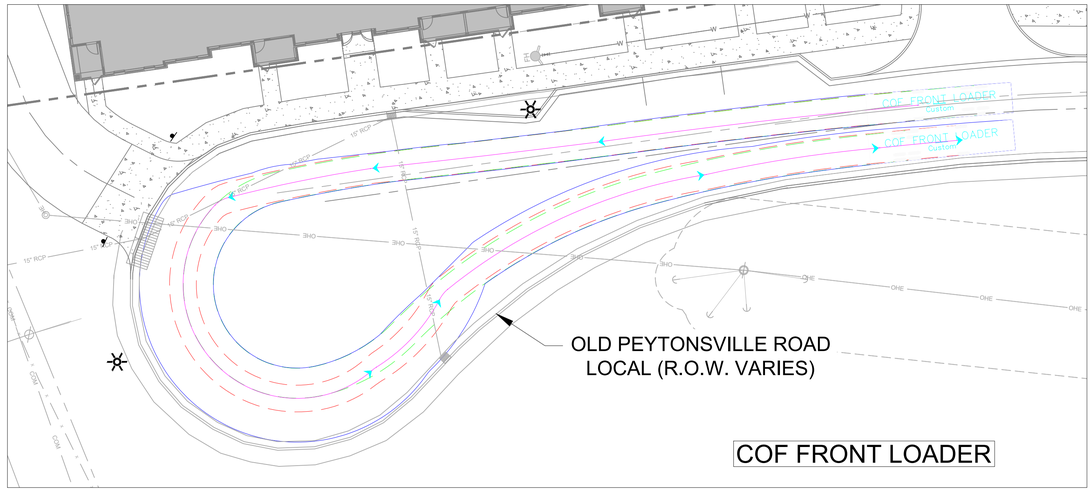
Revision Date
1 _____
2 _____
3 _____
4 _____

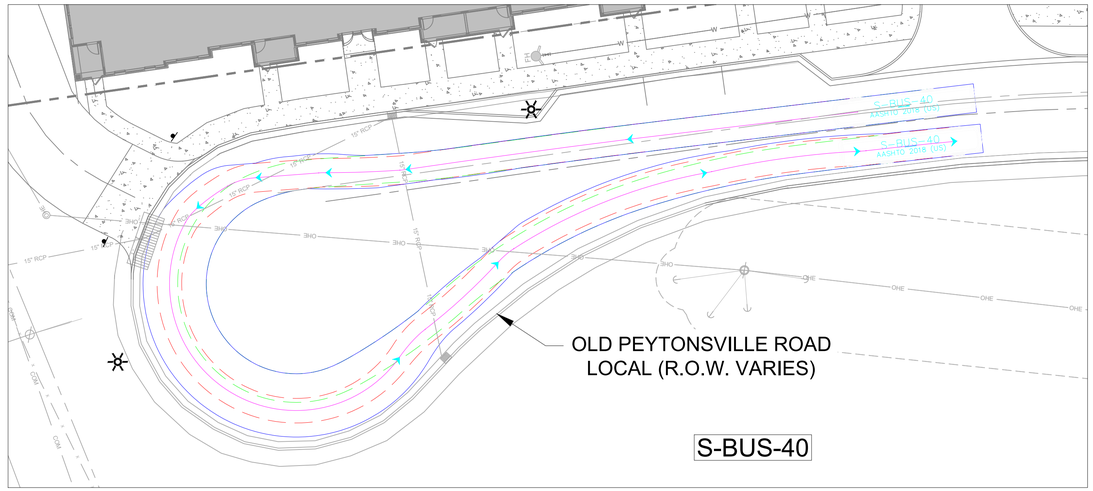
ROW AND ACCESS PLAN - REFUSE

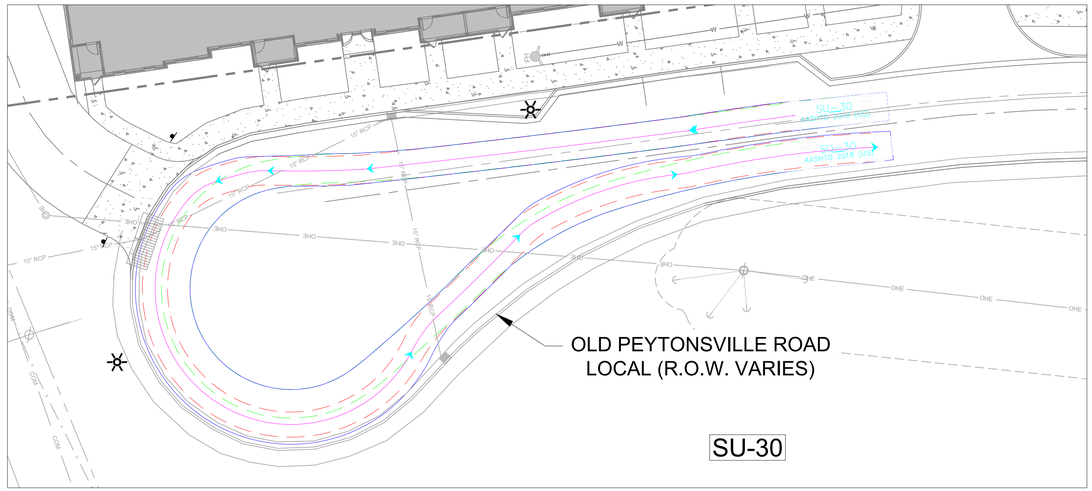
SHEET
C4.1
COF #9110

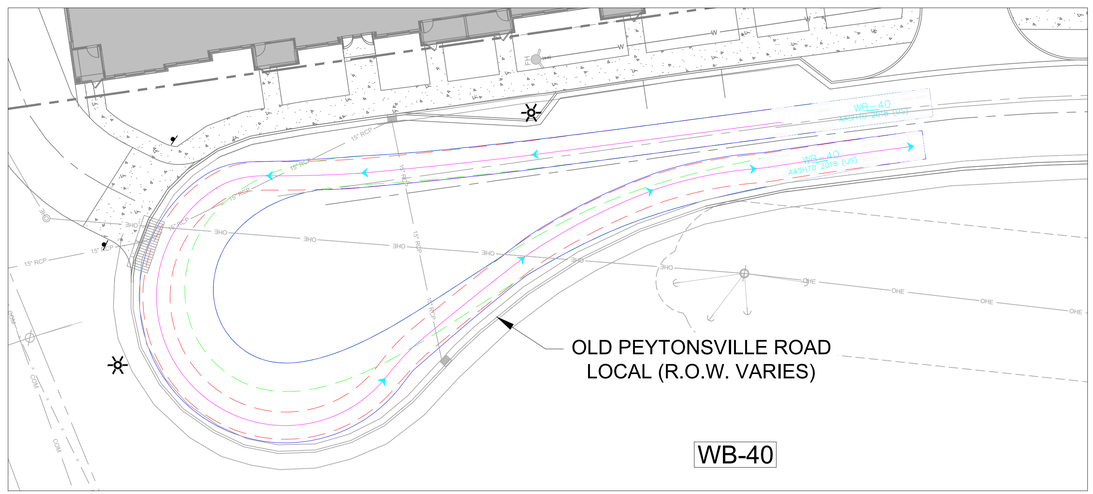
Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C4.0 ROW AND ACCESS PLAN.dwg C4.1 ROW AND ACCESS PLAN - REFUSE Jun 04, 2026 8:02am by: Brock.Hubbard











GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSET PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127919
STATE OF TENNESSEE
06/01/2026

Revision Date
△ _____
△ _____
△ _____
△ _____

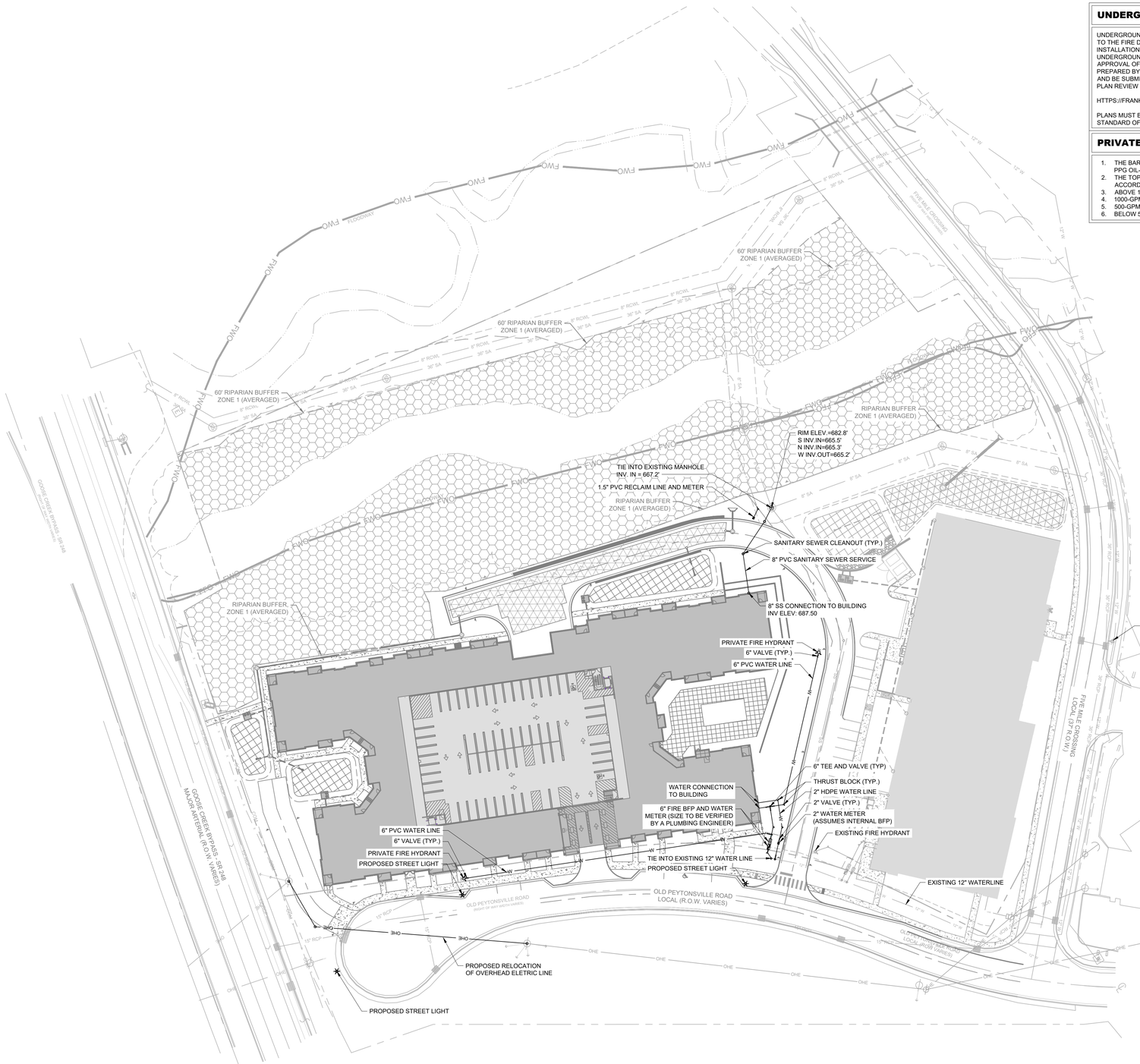
ROW AND ACCESS PLAN - CUL-DE-SAC

SHEET
C4.2
COF #9110

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C4.0 ROW AND ACCESS PLAN.dwg C4.2 ROW AND ACCESS PLAN - CUL-DE-SAC Jun 04, 2026 8:18am by: Brock.Hubbard

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



UNDERGROUND SHOP DRAWING NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S GEOCIVIX ELECTRONIC PLAN REVIEW SITE:

HTTPS://FRANKLINTN.GEOCIVIX.COM/SECURE/

PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE / DESIGN INTENT.

PRIVATE FIRE HYDRANT NOTE

1. THE BARREL AND CAPS OF THE HYDRANT SHALL BE PAINTED PPG OIL-BASED SILVER
2. THE TOP / BONNET OF THE HYDRANT SHALL BE PAINTED IN ACCORDANCE WITH THE FOLLOWING
3. ABOVE 1500 GPM = PPG OIL-BASED SAFETY BLUE
4. 1000-GPM TO 1499-GPM = PPG OIL-BASED SAFETY GREEN
5. 500-GPM TO 999-GPM = PPG OIL-BASED SAFETY ORANGE
6. BELOW 500-GPM - PPG OIL-BASED SAFETY RED

SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

TOTAL REQUIRED:	388 PARKING SPACES
0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS)	17 SPACES

PARKING PROVIDED (MULTIFAMILY):

PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES

SETBACKS APPLIED TO OVERALL SITE BOUNDARY:

TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840

UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.
8. UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTION AND BE SUBMITTED THROUGH THE CITY'S IDT ELECTRONIC PLAN REVIEW SITE. HTTPS://FRANKLIN.IDTPLANS.COM/SECURE/ PLANS MYST BE APPROVED BY THE ENGINEER PREPARING THE STANDARED OF CARE / DESIGN INTENT.

FIRE FLOW TEST

FLOW TEST DATE: 06/05/2025

STATIC PRESSURE: 88 PSI
RESIDUAL PRESSURE: 74 PSI
FLOW AT 20 PSI RESIDUAL: 3155 GPM

WATER NOTE

- PROPOSED WATER MAINS TO BE 8" DUCTILE IRON.
- MATERIAL FOR FIRE HYDRANT ASSEMBLIES TO BE DUCTILE IRON
- ALL PROPOSED HYDRANTS TO BE PRIVATE

FIRE LANE MARKING NOTE

WHERE PARKED VEHICLES MAY REDUCE THE FIRE LANE WIDTH TO LESS THAN 20', PROVIDE FIRE LANE SIGNAGE AND PAVEMENT MARKINGS IN ACCORDANCE WITH MUNICIPAL ORDINANCE 7-225.

INSTALL SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE – NO PARKING," VISIBLE FROM THE NORMAL FLOW OF TRAFFIC. PAVEMENT MARKINGS SHALL BE PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL.

SPACE SIGNS AND PAVEMENT MARKINGS AT A MAXIMUM OF 50', ALTERNATING ALONG THE ENTIRE LENGTH OF THE FIRE LANE. FINAL PLACEMENT IS SUBJECT TO FIRE MARSHAL APPROVAL. PAVEMENT LETTERING SHALL BE 18" HIGH WITH A 3" BRUSH STROKE.

STATEMENT OF IMPACTS

WATER WILL BE PROVIDED VIA AN 8" PUBLIC WATER MAIN EXTENSION FROM THE EXISTING 8" MAIN ON THE WEST SIDE OF GOOSE CREEK DRIVE. THE PROJECT SITE IS SERVICED BY HB & TS UTILITY DISTRICT. THE STORE AND OFFICE COMBINE FOR AN EXPECTED NEED OF 68 SFUE BASED ON THE PROPOSED SQUARE FOOTAGE AND USE OF THE BUILDINGS.

SANITARY SEWER WILL BE PROVIDED VIA AN 8" JACK AND BORE EXTENSION THAT TIES INTO AN EXISTING SEWER MANHOLE AT VILLAGE PLAINS BOULEVARD. ONSITE, AN 8" LINE WILL SERVICE THE OFFICE BUILDING AND A 6" LINE WILL SERVICE THE STORE. PROJECTED PEAK FLOWS FOR SANITARY SEWER ARE 23,650 GPD.

UTILITY CONTACTS

WATER	GAS	TELEPHONE
CITY OF FRANKLIN	ATMOS ENERGY	AT&T
124 LUMBER DRIVE	200 NOAH DRIVE	904 S HIGH STREET
FRANKLIN, TN 37064	FRANKLIN, TN 37064	COLUMBIA, TN 38401
PHONE: (615) 794-4554	PHONE: (615) 248-2445	(615) 513-6885
CONTACT: UTILITY INSPECTOR	CONTACT: BLAKE DAVIS	CONTACT: STEPHEN SAVINO SS817C@ATT.COM
ELECTRIC	SANITARY SEWER	CABLE
MIDDLE TN ELECTRIC	CITY OF FRANKLIN	COMCAST
2156 EDWARD CURD LN.	124 LUMBER DRIVE	2501 McGAVOCK PK, SUITE 1206
FRANKLIN, TN 37067	FRANKLIN, TN 37064	NASHVILLE, TN 37214
PHONE: (615) 595-4669	PHONE: (615) 794-4554	(615) 440-2920
CONTACT: ERIK HALE	CONTACT: UTILITY INSPECTOR	CONTACT: PAULA BROOKS

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

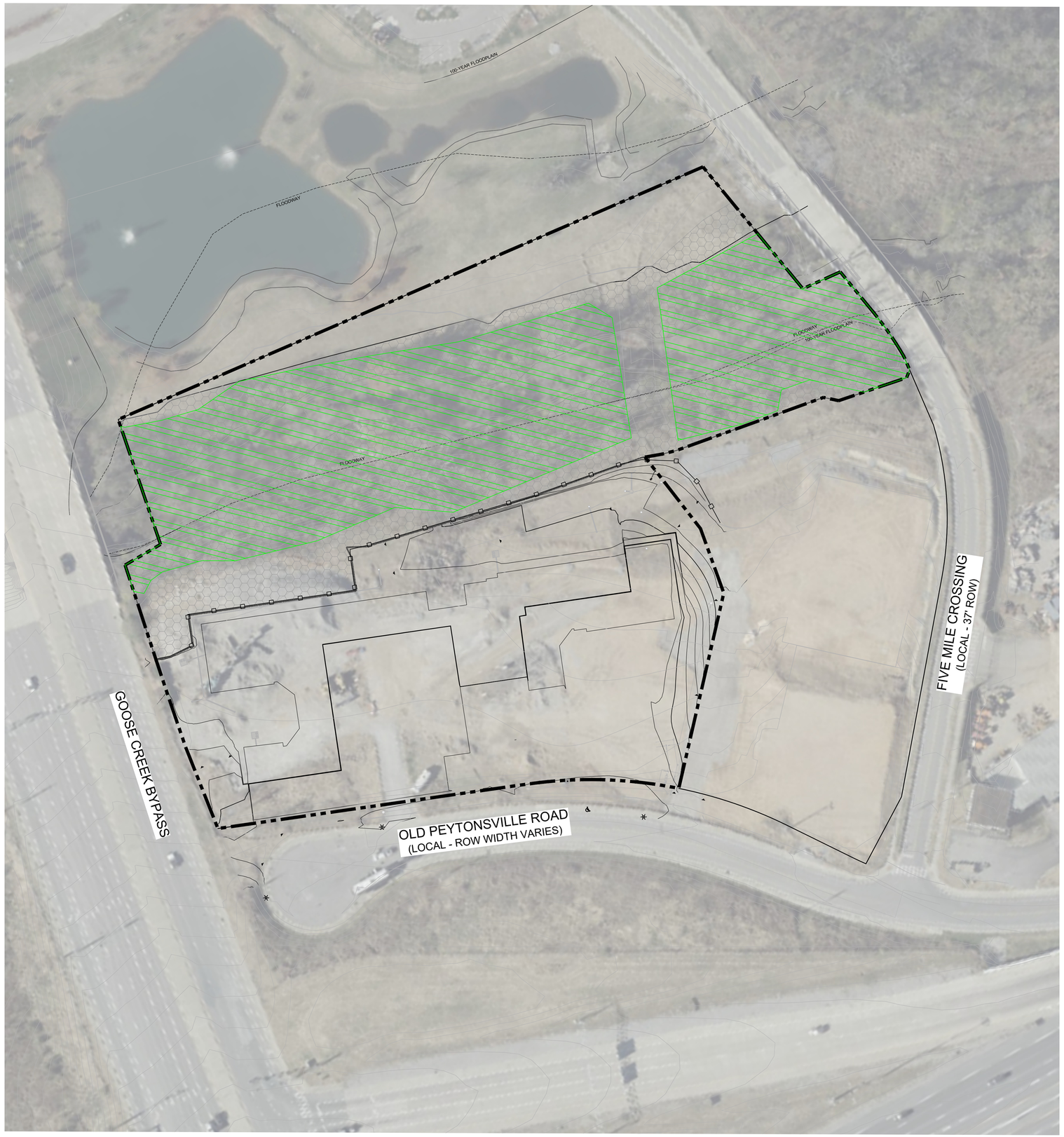
WILLIAM GRAY HARRISON REGISTERED ENGINEER AGRICULTURE ENGINEERING No. 127919 STATE OF TENNESSEE 06/05/2025

Revision Date
△ _____
△ _____
△ _____
△ _____

UTILITY PLAN

SHEET
C5.0
COF #9110

Drawing name: K:\FRA_LDEV\118051002 - goose creek inn\4-CADD\plansheets\1-mf development plan\C5.0 UTILITY PLAN.dwg C5.0 UTILITY PLAN Jun 04, 2026 8:19am by: Brock.Hubbard



TREE CANOPY RETENTION

OVERALL SITE AREA:	306,283 SF; 7.03 AC
TOTAL EXISTING TREE CANOPY:	108,345 SF; 2.49 AC (35.4% OF SITE)
REQUIRED PRESERVATION:	52,006 SF; 1.19 AC (48% OF EXISTING)
PROVIDED PRESERVATION:	108,345 SF; 2.49 AC (100% OF EXISTING)

SPECIMEN TREE PRESERVATION

SPECIMEN INCHES REMOVED:	0 INCHES
REPLACEMENT INCHES REQUIRED:	0 INCHES

KEY

- PRESERVED TREE CANOPY
- REMOVED TREE CANOPY
- TREE PROTECTION FENCE
- 30' RIPARIAN BUFFER ZONE 1

N

0' 50' 100' 150'

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROJAK
REGISTERED
TENNESSEE NO. 626
LANDSCAPE ARCHITECT

Revision Date

DEVELOPMENT PLAN

SHEET
LI.0

COF: 9110



RULE JOY TRAMMELL | RUBIO
Architecture | Interior Design

© 2026 THIS DRAWING IS THE PROPERTY OF RULE JOY TRAMMELL + RUBIO, LLC. ARCHITECTURE + INTERIOR DESIGN AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

COMMISSION NO. 23-078.00 June 3rd, 2026

L:\23-078 Madison – Franklin TN\PRESENTATION\2026-06-03 Updated Renderings and Elevations

FRANKLIN APARTMENTS

Franklin, Tennessee

MADISON CAPITAL GROUP

COMPREHENSIVE REVIEW AT SITE PLAN:

THE ELEVATIONS PROVIDED FOR THE DEVELOPMENT PLAN ARE CONCEPTUAL IN NATURE, BUT ALL ELEVATIONS WILL BE REVIEWED AT SITE PLAN AND MUST MEET ALL REQUIREMENTS OF THE ZONING ORDINANCE.

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROSLAN
REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE NO. 686

Revision Date

TYPICAL ARCHITECTURE

SHEET
A1.0

COF: 9110



RULE JOY TRAMMELL | RUBIO
Architecture | Interior Design

© 2026 THIS DRAWING IS THE PROPERTY OF RULE JOY TRAMMELL + RUBIO, LLC. ARCHITECTURE + INTERIOR DESIGN AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

COMMISSION NO. 23-078.00 June 3rd, 2026

I:\23-078 Madison – Franklin TN\PRESENTATION\2026-06-03 Updated Renderings and Elevations

FRANKLIN APARTMENTS

Franklin, Tennessee

MADISON
CAPITAL GROUP

COMPREHENSIVE REVIEW AT SITE PLAN:

THE ELEVATIONS PROVIDED FOR THE DEVELOPMENT PLAN ARE CONCEPTUAL IN NATURE, BUT ALL ELEVATIONS WILL BE REVIEWED AT SITE PLAN AND MUST MEET ALL REQUIREMENTS OF THE ZONING ORDINANCE.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

MADISON CAPITAL GROUP

Kimley»Horn

RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROSIAK
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE NO. 696

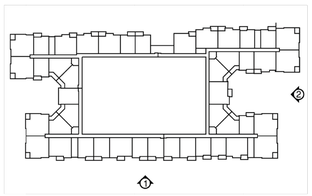
Revision Date

TYPICAL ARCHITECTURE

SHEET
A1.1

COF: 9110

KEY PLAN





2 NORTH (RIGHT) ELEVATION
SCALE: 1/32" = 1'-0"

1 EAST (FRONT) ELEVATION
SCALE: 1/32" = 1'-0"

RULE JOY TRAMMELL RUBIO
Architecture | Interior Design

© 2026 THIS DRAWING IS THE PROPERTY OF RULE JOY TRAMMELL + RUBIO, LLC. ARCHITECTURE + INTERIOR DESIGN AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

COMMISSION NO. 23-078.00 June 3rd, 2026

L:\23-078 Madison – Franklin TN\PRESENTATION\2026-06-03 Updated Renderings and Elevations

FRANKLIN APARTMENTS

Franklin, Tennessee

MADISON CAPITAL GROUP

COMPREHENSIVE REVIEW AT SITE PLAN:

THE ELEVATIONS PROVIDED FOR THE DEVELOPMENT PLAN ARE CONCEPTUAL IN NATURE, BUT ALL ELEVATIONS WILL BE REVIEWED AT SITE PLAN AND MUST MEET ALL REQUIREMENTS OF THE ZONING ORDINANCE.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

JEFFREY A. ROSIAK
REGISTERED
LICENSE NO. 698
LANDSCAPE ARCHITECT

Revision Date
1 _____
2 _____
3 _____
4 _____

TYPICAL ARCHITECTURE

SHEET
A1.2

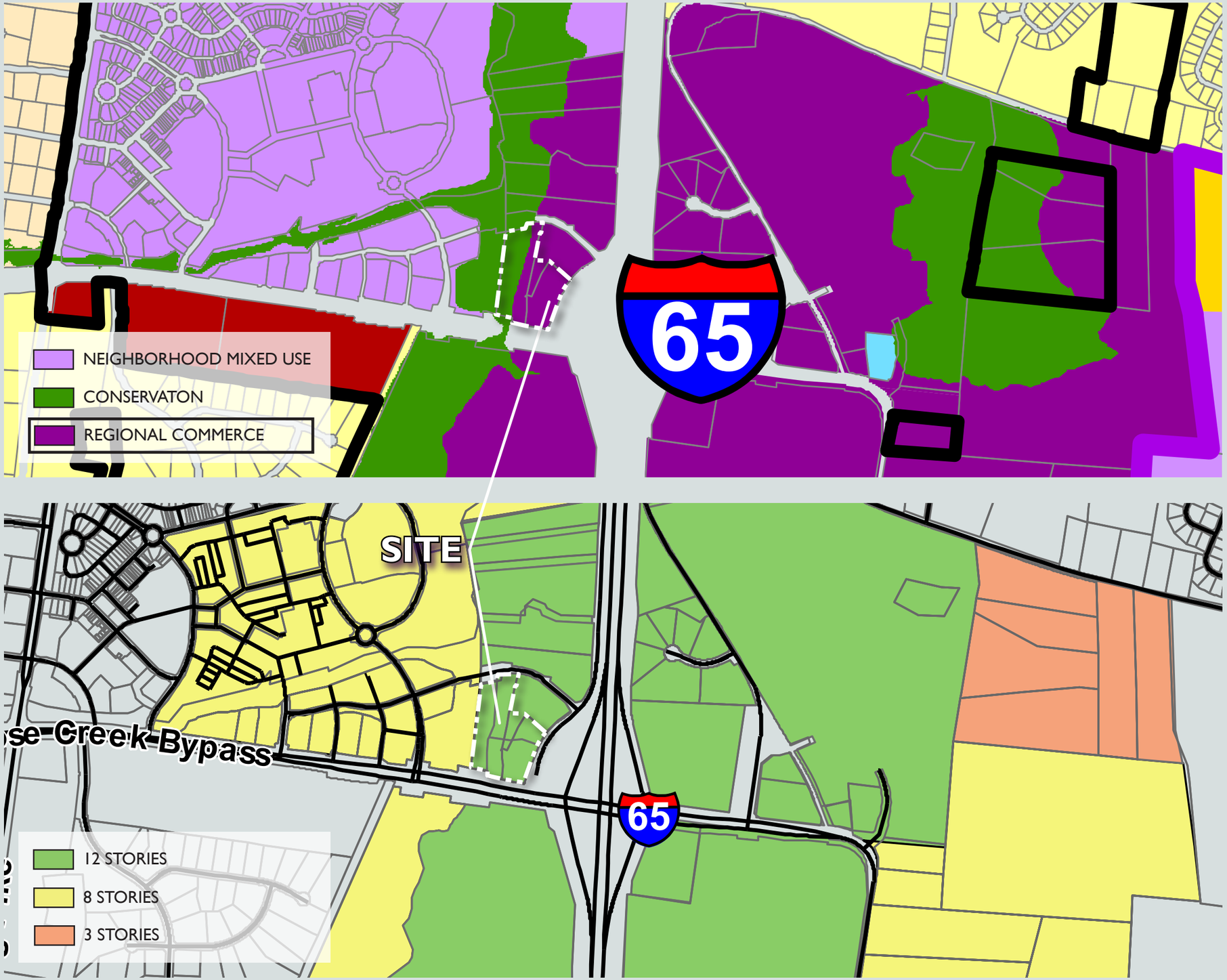
COF: 9110

BASSETT

PLANNING COMMISSION

06/25/2026

GAMBLE DESIGN COLLABORATIVE



DESIGN CONCEPT:
REGIONAL COMMERCE

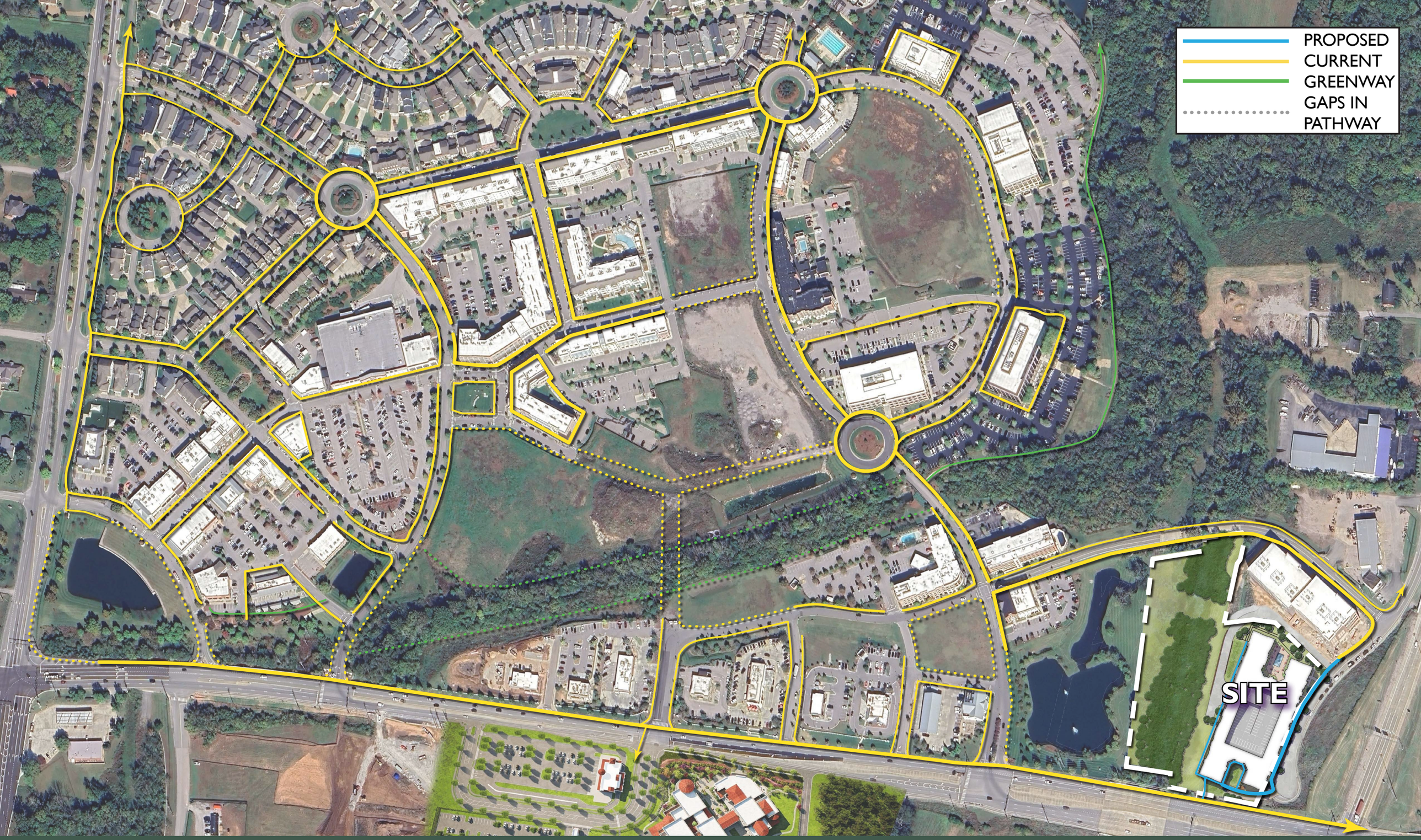
- High-intensity activity centers
- Include major employment and revenue generators
- Providing a mix of housing options
- Vibrant place to live, work, and play
- Max 12 story height
- May be multifamily with max height of 6 stories

SPECIAL CONSIDERATION:

For the property located east of Five Mile Creek, south of Five Mile Crossing, north of Goose Creek Bypass, and west of Interstate 65, a standalone multifamily development is appropriate along the frontage of Goose Creek Bypass and Interstate 65 frontage due to restricted access from Goose Creek Bypass, the proximity to commercial uses, and the availability of pedestrian infrastructure to the Berry Farms Town Center retail and office uses. The maximum height for a standalone multifamily building in this location should be six stories.

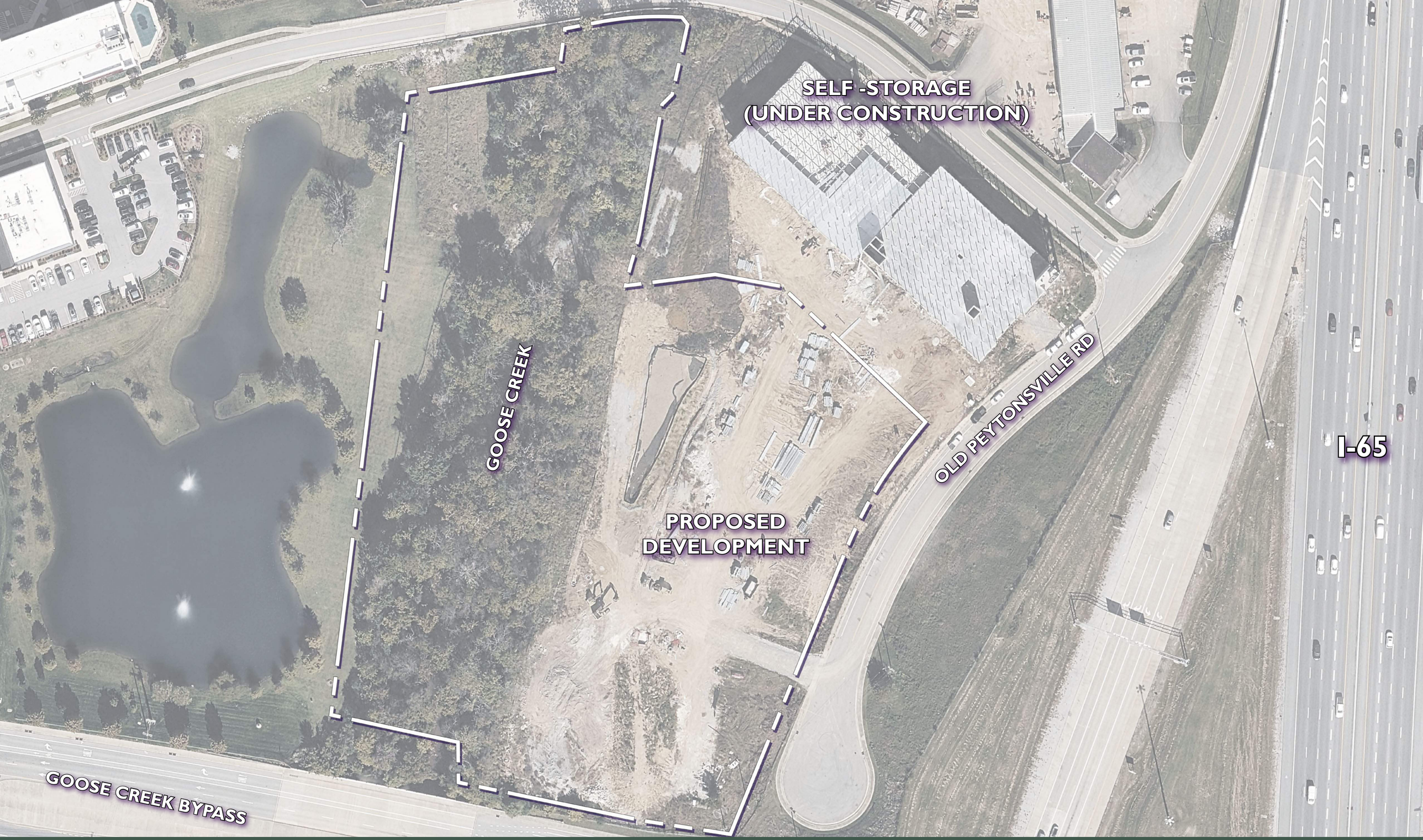


BASSETT
VEHICULAR ACCESS



BASSETT

PEDESTRIAN CONNECTIONS



BASSETT
EXISTING CONDITIONS



BASSETT
CONCEPTUAL MASTER PLAN



BASSETT

PREVIOUS CONCEPTUAL ARCHITECTURAL

BASSETT

PREVIOUS CONCEPTUAL ARCHITECTURAL

BASSETT

REVISED CONCEPTUAL ARCHITECTURAL



BASSETT

REVISED CONCEPTUAL ARCHITECTURAL



2 NORTH (RIGHT) ELEVATION

SCALE: 1/32" = 1'-0"



1 EAST (FRONT) ELEVATION

SCALE: 1/32" = 1'-0"

PROGRAM
SITE ACREAGE: 7.03 AC
MULTI-FAMILY HOMES: 230

SELF -STORAGE
(UNDER CONSTRUCTION)

GOOSE CREEK

PROPOSED
DEVELOPMENT

OLD PEYTONSVILLE RD

I-65

GOOSE CREEK BYPASS

BASSETT
CONCEPTUAL MASTER PLAN

GAMBLE DESIGN COLLABORATIVE

City of Franklin

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

File #: 26-0596

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Ordinance 2026-07, An Ordinance To Rezone 7.031 Acres From Regional Commerce 12 (RC12) District To Planned (PD 32.7) District For The Property Located North Of Goose Creek Bypass And West Of Old Peytonsville Road, Located At 2408 And 2412 Goose Creek Bypass. (Bassett PUD Subdivision)

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9111
Applicant: Greg Gamble, Kimley Horn
Owner: Ross Rabun, Cameron Goose Creek Owner, LLC

BACKGROUND/STAFF COMMENTS:
The applicant is requesting to rezone 7.031 Acres from Regional Commerce 12 (RC-12) District to Planned (PD 32.7) District for the property located 2408 And 2412 Goose Creek Bypass (north of Goose Creek Bypass and west of Old Peytonsville Road) to accommodate the proposed development plan. The development plan has been submitted concurrently. Envision Franklin places this property in the Regional Commerce Design Concept. Envision Franklin states that, "New developments should have integrated designs with coordinated access, amenities, and cohesive architecture that fits within the context of the corridor." The associated special consideration states, "For the property located east of Five Mile Creek, south of Five Mile Crossing, north of Goose Creek Bypass, and west of Interstate 65, a standalone multifamily development is appropriate along the frontage of Goose Creek Bypass and Interstate 65 frontage due to restricted access from Goose Creek Bypass, the proximity to commercial uses, and the availability of pedestrian infrastructure to the Berry Farms Town Center retail and office uses. The maximum height for a standalone multifamily building in this location should be six stories." The proposed development as outlined in the Bassett PUD Development Plan (Resolution 2026-35) generally meets the intent and guiding principles of Envision Franklin as well as the special consideration. .

PROCEDURAL REQUIREMENTS:

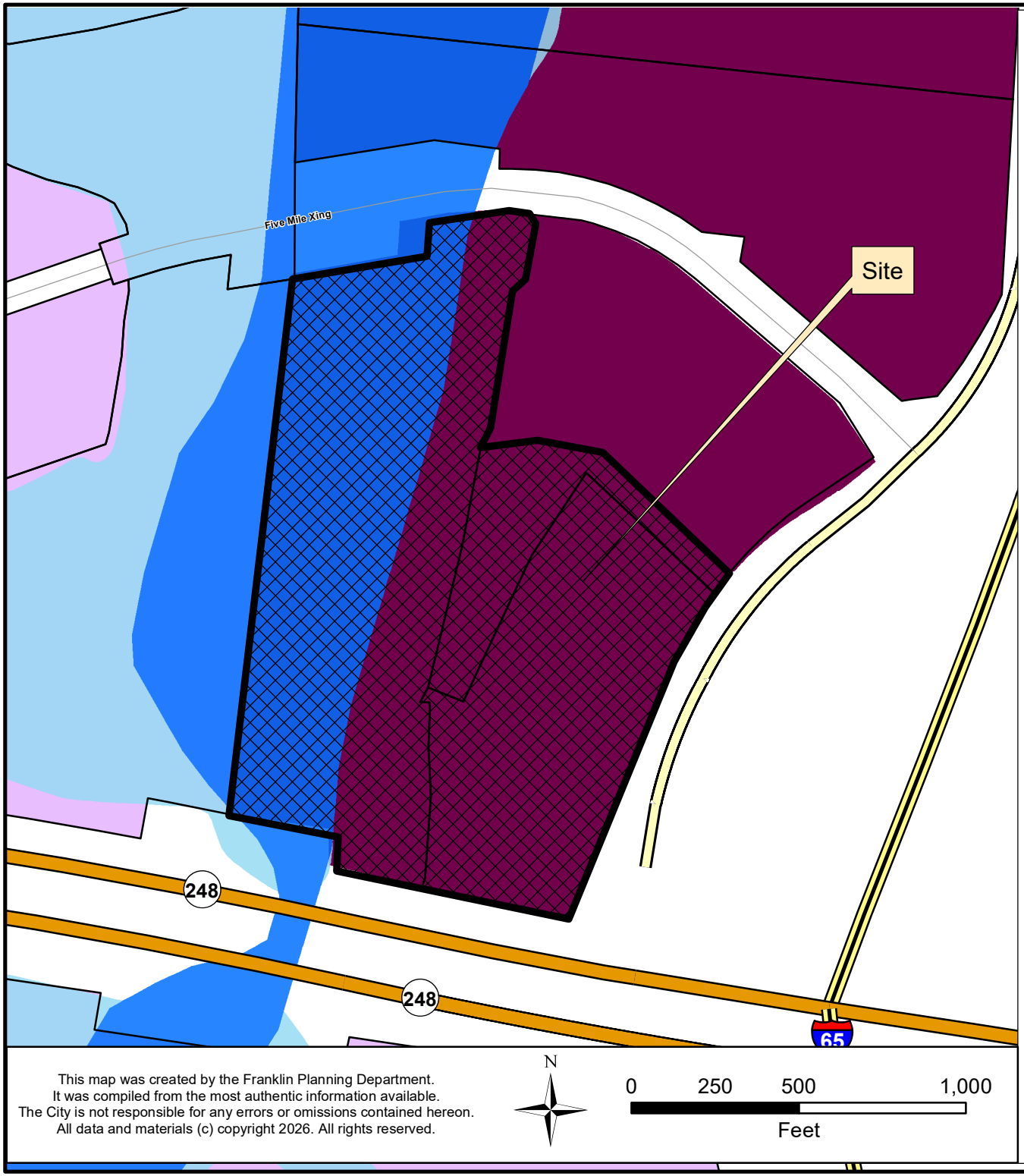
1. The City's project identification number shall be included on all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Ordinance 2026-07.



BASSETT PUD SUBDIVISION
RESOLUTION 2026-35
ORDINANCE 2026-07

Project Information
Existing Zoning: Regional Commerce 12 (RC-12) District
Proposed Zoning: Planned (PD 32.7) District
Overlays: FFO, FWO
Site Acreage: 7.031 acres
Proposed Number of Dwelling Units: 230
Proposed Nonresidential Square Footage: None

Legend

- Bassett PUD Subdivision
- Floodway Fringe Overlay
- Floodway Overlay
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

ORDINANCE 2026-07

AN ORDINANCE TO REZONE 7.031 ACRES FROM REGIONAL COMMERCE 12 (RC12) DISTRICT TO PLANNED (PD 32.7) DISTRICT FOR THE PROPERTY LOCATED NORTH OF GOOSE CREEK BYPASS AND WEST OF OLD PEYTONSVILLE ROAD, LOCATED AT 2408 AND 2412 GOOSE CREEK BYPASS, BASSETT PUD SUBDIVISION

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

WHEREAS, the Planned (PD 32.7) District provides zoning for land uses compatible with both the Franklin Land Use Plan and surrounding development; and

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, adopted Resolution 2026-35, 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.

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

SECTION I. That the following described property shall be, and is hereby, rezoned from its present zoning classification of Regional Commerce 12 (RC12) District to Planned (PD 32.7) District:

PREMISES CONSIDERED

Map-Parcel	Acres
117-02204	3.117
117-02205	3.914
Total	7.031

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

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

IT IS SO ORDAINED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

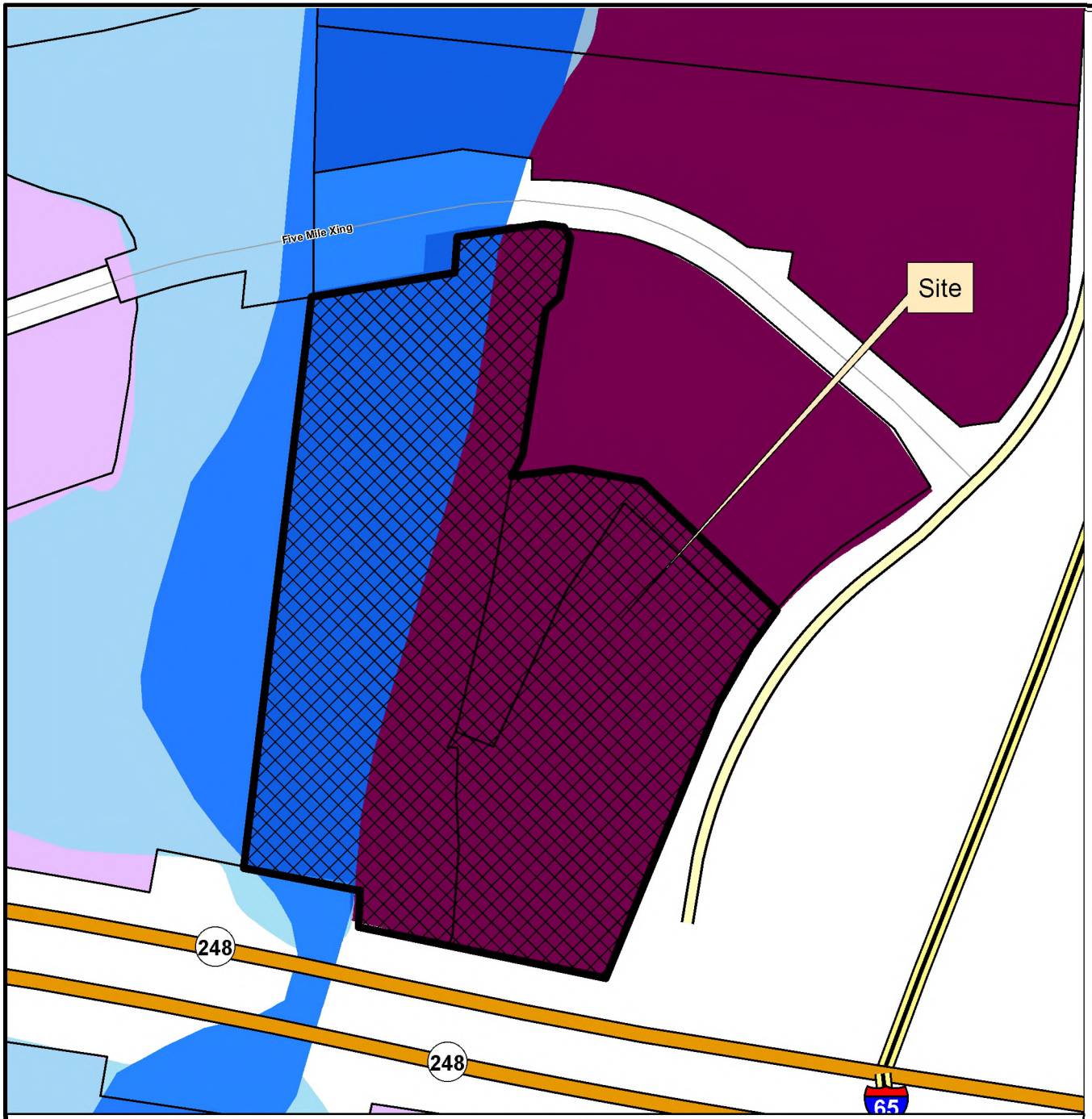
PLANNING COMMISSION RECOMMENDED: _____

PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____



BASSETT PUD SUBDIVISION
RESOLUTION 2026-35
ORDINANCE 2026-07

Project Information
Existing Zoning: Regional Commerce 12 (RC-12) District
Proposed Zoning: Planned (PD 32.7) District
Overlays: FFO, FWO
Site Acreage: 7.031 acres
Proposed Number of Dwelling Units: 230
Proposed Nonresidential Square Footage: None

Legend

- Bassett PUD Subdivision
- Floodway Fringe Overlay
- Floodway Overlay
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

BASSETT PUD SUBDIVISION

REZONING REQUEST (PD 32.7)

Franklin, Williamson County, Tennessee

SHEET INDEX

C0.0	COVER SHEET
	PLAT
	PLAT
C1.0	EXISTING CONDITIONS

DEVELOPMENT TEAM

APPLICANT & LANDSCAPE ARCHITECT:

GAMBLE DESIGN COLLABORATIVE
JEFF ROSIAK, PLA
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37069
615-545-4121
JEFF@GDC-TN.COM

DEVELOPER / OWNER:

MADISON CAPITAL GROUP
ROSS RABUN
2108 MONROVIA STREET, SUITE 100
CHARLESTON, SC 29405
478-737-5173
RRABUN@MADISONCAPGROUP.COM

ENGINEER:

KIMLEY-HORN
GRAY HARRISON, P.E.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
615-823-1272
GRAY.HARRISON@KIMLEY-HORN.COM

ARCHITECT:

RULE JOY TRAMMEL + RUBIO, LLC
JOHN HOPKINS
300 GALLERIA PARKWAY, SUITE 740
ATLANTA, GA 30339
770-661-1492
JHOPKINS@RJTRDESIGN.COM



NOT TO SCALE

SITE DATA

BASSETT PUD SUBDIVISION

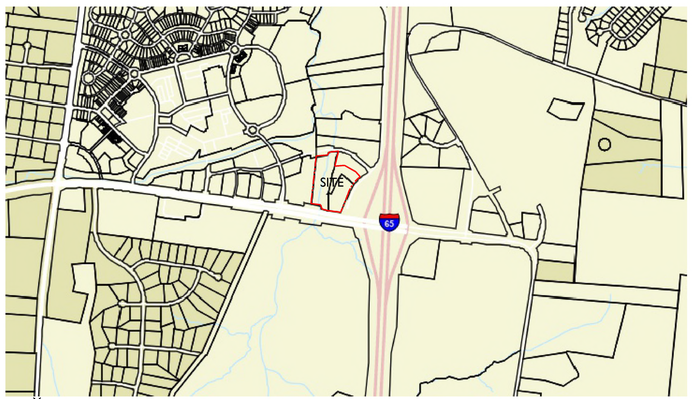
PROJECT NUMBER:	9111
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL

VESTING STANDARDS

PENDING APPROVAL BY BOMA, THIS DOCUMENT WAS REVIEWED UNDER AND IS NOW VESTED IN THE FOLLOWING DEVELOPMENT STANDARDS:

ZONING ORDINANCE:	JANUARY 01, 2025
SUBDIVISION REGULATIONS:	JANUARY 01, 2022
TRANSPORTATION AND STREET TECHNICAL STANDARDS:	JULY 01, 2025
STORMWATER BMP MANUAL:	JULY 01, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION:	OCTOBER 13, 2020
MUNICIPAL CODE:	JUNE 25, 2025

VICINITY MAP



NOT TO SCALE



INITIAL SUBMITTAL:	2026-04-13
INITIAL SUBMITTAL 2:	2026-05-11
RESUBMITTAL:	2026-06-04
ONE STOP:	
COF #:	9111

GAMBLE DESIGN COLLABORATIVE

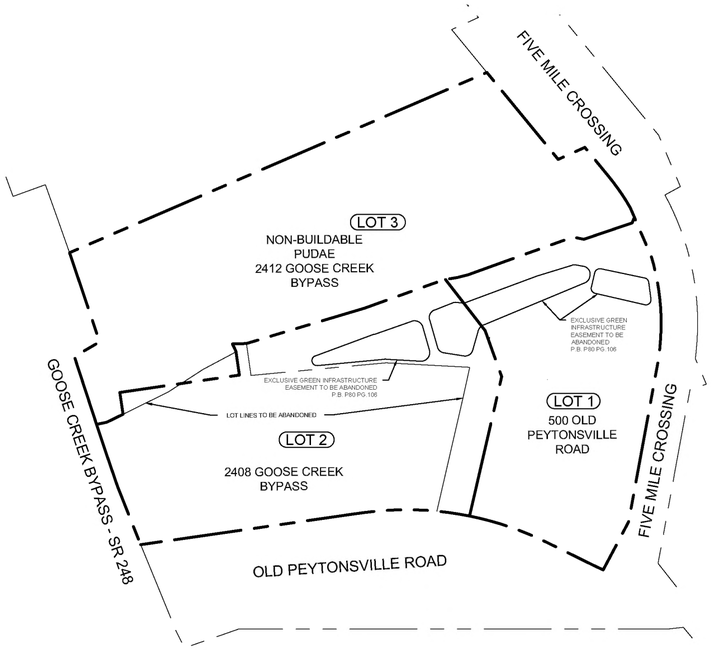
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

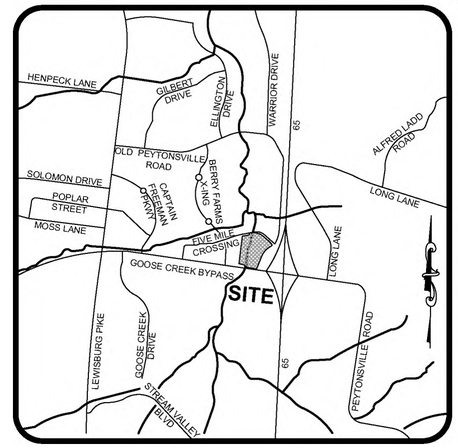
LEGEND

IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	ADDRESSES	1234	CENTERLINE	
IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	HANDICAP SPACE		BUFFER	
CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	SANITARY SEWER	8" SA	WATER FEATURE	
CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	WATER	4" W	FLOODWAY	
CONTROL POINT FOUND	CURB INLET	GAS METER	UNDERGROUND ELEC	UGE	R.O.W.	RIGHT OF WAY
CONTROL POINT SET	STORM MH	GAS VALVE	OVERHEAD ELEC	OHE	PVMT.	EDGE OF PAVEMENT
BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	GAS	4" G	PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT
WATER METER	ELECTRIC MH	SIDEWALK	COMMUNICATIONS	COM	G.I.E.	GREEN INFRASTRUCTURE EASEMENT
WATER VALVE	LIGHT POLE		BOUNDARY		MBSL	MIN. BUILDING SETBACK LINE

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO SHIFT ESTABLISHED LOT LINES AND REVISE EASEMENTS.
2. THE RECORDING OF THIS PLAT VOIDS, VACATES, AND SUPERCEDES LOT 1, 2 AND 3 OF FINAL SUBDIVISION PLAT ENTITLED GOOSE CREEK PARTNERSHIP LIMITED SUBDIVISION, REVISION 2 (FORMERLY MAPCO SUBDIVISION, LOT 1A) RECORDED IN PLAT BOOK P80, PAGE 106.
3. SUBJECT PROPERTY IS PRESENTLY IDENTIFIED AS ALL OF PARCEL 22.03, PARCEL 22.04, AND PARCEL 22.05 ON WILLIAMSON COUNTY TAX MAP 117, DESCRIBED IN DEED BOOK 9331, PAGE 195 REGISTERS OFFICE OF WILLIAMSON COUNTY, TENNESSEE.
4. SUBJECT PROPERTY IS ZONED AS FOLLOWS:
   4.1 ZONING DISTRICT: RC-12 (REGIONAL COMMERCE 12)
   FRONT, SIDE, AND REAR SETBACKS: MINIMUM 5'
5. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM NAD 83 (2011 US SURVEY FEET). ELEVATIONS SHOWN HEREON ARE BASED ON NAVD88.
6. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, PORTIONS OF THIS PROPERTY LIES WITHIN ZONE "AE" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0355G, WITH AN EFFECTIVE DATE OF DECEMBER 20, 2024, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. BASE FLOOD ELEVATION FOR THIS PROPERTY IS 669.66. ZONE "AE" IS AN AREA WHERE BASE FLOOD ELEVATIONS HAVE BEEN DETERMINED. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
7. I HEREBY CERTIFY THAT THIS IS A CATEGORY IV SURVEY AND WAS CONDUCTED IN ACCORDANCE WITH RULE 0820-03.11 (GLOBAL POSITION SYSTEMS SURVEYS) ACCORDING TO THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE AS PROMULGATED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS. THIS SURVEY WAS CONDUCTED WITH DUAL-FREQUENCY RTK GPS EQUIPMENT BASED ON THE TDOT CORPS NETWORK.
   a. POSITIONAL ACCURACY: 0.07'
   b. DATE OF SURVEY: 02/07/2022
   c. DATUM/EPOCH: TENNESSEE STATE PLANE NAD 83 (2011 US SURVEY FEET). OCCUPATIONS FOR CONTROL POINTS ARE 3 MINUTES EACH, SIDE SHOTS ARE 3 SECONDS.
   d. GEOID 3, ZONE 7 REVISED
   e. NO COMBINED GRID FACTORS WERE USED.
8. ALL CORNERS SHOWN ON THE FACE OF THE SURVEY WILL BE SET WITH 5/8 IRON ROD WITH CAP BEARING THIS SURVEYORS COMPANY NAME.
9. SIDEWALKS AND TRAILS OUTSIDE OF PUBLIC RIGHT-OF-WAY SHALL BE PUBLIC ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE PROPERTY OWNER(S) OR THE HOA.
10. ALL OPEN SPACE SHALL BE PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE PROPERTY OWNER(S) OR THE HOA.
11. MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES, INCLUDING LOT LINE SWALES, SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR THE HOA. DETAILS OF THESE REQUIREMENTS ARE OUTLINED IN THE INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES RECORDED WITH THE WILLIAMSON COUNTY REGISTER OF DEEDS OFFICE.
12. NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS. THE CITY OF FRANKLIN IS NOT RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ANY ENCROACHMENTS THAT ARE DAMAGED OR REMOVED IN THE COURSE OF MAINTENANCE ACTIVITY WITHIN EASEMENTS.
13. GREEN INFRASTRUCTURE EASEMENTS ARE EXCLUSIVE EASEMENTS DEFINING AREAS SET ASIDE FOR THE CONSTRUCTION, MAINTENANCE, REPAIR, MONITORING, AND OTHER ACTIVITIES NECESSARY FOR THE FURTHERANCE OF WATER QUALITY FEATURES DESIGNATED AS GREEN INFRASTRUCTURE PRACTICES BY THE CITY OF FRANKLIN, AND TO PROVIDE PUBLIC ACCESS TO SUCH FEATURES. ANY AND ALL ACTIVITIES, EXCEPT AS SPECIFICALLY PERMITTED BY NOTATION ON THE CURRENT PLAT OF RECORD AND/OR WITHIN THE RECORDED LONG TERM MAINTENANCE AGREEMENT, SHALL BE STRICTLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY ENGINEER OR HIS DESIGNEE.
14. THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNER'S LOT AT THE HOMEOWNER'S EXPENSE.
15. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES (INCLUDING CABLE TELEVISION, ELECTRICAL, NATURAL GAS, SEWER, TELEPHONE, AND WATER LINES) SHALL BE PLACED UNDERGROUND.
16. ALL STREET LIGHT LOCATIONS AND QUANTITIES ARE APPROXIMATE. FINAL POSITIONING AND QUANTITY SHALL BE AT THE DIRECTION OF MTEMC.
17. THE DEVELOPER ACKNOWLEDGES THAT ALL LOTS HAVE ADEQUATE BUILDING ENVELOPES AND NO VARIANCES WILL BE REQUIRED.
18. ALL STREETS AND ALLEYS ARE DESIGNATED AS PUBLIC RIGHT-OF-WAY; THE CITY OF FRANKLIN IS NOT RESPONSIBLE FOR THE REPLACEMENT OR REPAIR OF ANY PRIVATE STRUCTURES WITHIN PUBLIC EASEMENTS SHOULD THE STRUCTURES BE DISTURBED IN THE PROCESS OF THE CITY EXERCISING ITS EASEMENT RIGHTS.
19. STORMWATER QUALITY SHALL BE ADDRESSED WITH EACH SITE PLAN.
20. MINERAL RIGHTS ARE TO BE HELD BY DEVELOPER.
21. TREES SHALL BE PRUNED TO A MINIMUM OF EIGHT FEET ABOVE GRADE AND NO FENCES OR OTHER OBSTRUCTIONS SHALL BE TALLER THAN THREE FEET ABOVE GRADE WITHIN SIGHT TRIANGLES FOR STREET INTERSECTIONS AND ROADWAY SIGNAGE PER THE LATEST VERSION OF AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
22. THERE SHALL BE NO DIRECT ACCESS TO LOT 2 FROM GOOSE CREEK BYPASS. ACCESS TO LOT 2 SHALL BE PROVIDED FROM OLD PEYTONSVILLE ROAD.
23. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER, OR HIS DESIGNEE.
24. CROSS ACCESS EASEMENTS SHALL PROVIDE PERPETUAL, NON-EXCLUSIVE ACCESS FOR THE PURPOSES OF VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS ACROSS THE CROSS ACCESS EASEMENT. PROPERTY OWNER(S) SHALL MAINTAIN AND KEEP THE CROSS ACCESS EASEMENT WITHIN THEIR DEVELOPMENT IN A COMMERCIALLY REASONABLE CONDITION AND STATE OF REPAIR.
25. THE EXCLUSIVE WATER LINE EASEMENT PREVIOUSLY SHOWN ON PLAT BOOK 80, PAGE 106 HAS BEEN REVISED TO CONFORM WITH THE FIELD-LOCATED WATER LINE IDENTIFIED ON 10/01/2025.





VICINITY MAP
NOT TO SCALE

Lot Area Table		
Lot #	Area (SF)	Area (AC)
LOT 1	96703.75	2.220
LOT 2	135791.71	3.117
LOT 3	170490.84	3.914

OWNER: GSI FRANKLIN GOOSE CREEK OWNER, LLC
C/O MADISON CAPITAL GROUP MANAGEMENT, LLC
6805 CARNEGIE BLVD, SUITE 120
CHARLOTTE, NC 28211

ENGINEER: KIMLEY-HORN & ASSOCIATES
4031 ASPEN GROVE DR
FRANKLIN, TN 37067
615-564-2701
RYAN.MCMASTER@KIMLEY-HORN.COM
RYAN MCMASTER, P.E.

SURVEYOR: SEAN ALAN MCGOWAN, PE, PS
WILSON & ASSOCIATES, P.C.
108 BEASLEY DRIVE
FRANKLIN, TN 37064
(615) 794-2176
SMCGOWAN@WILSONPC.COM

SEAN ALAN MCGOWAN REGISTERED LAND SURVEYOR XVI AGRICULTURE COMMERCE TENNESSEE NO. 3516

WILSON & ASSOCIATES, P.C. Engineering/Surveying/Environmental

150 0 75 150 300
GRAPHIC SCALE: 1" = 150'

GOOSE CREEK PARTNERSHIP LIMITED

SUBDIVISION, REVISION 3 FINAL PLAT (FORMERLY MAPCO SUBDIVISION)

CERTIFICATE OF APPROVAL OF WATER SYSTEMS

I HEREBY CERTIFY THAT:

(1) THE WATER SYSTEM DESIGNATED IN GOOSE CREEK PARTNERSHIP LIMITED SUBDIVISION HAS BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

(2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $____ FOR THE WATER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH SYSTEM.

DIRECTOR OF WATER MANAGEMENT DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF ELECTRICAL SYSTEMS

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION (MTEMC) WILL PROVIDE ELECTRIC SERVICE TO THE SUBJECT PROPERTY ACCORDING TO THE NORMAL OPERATING PRACTICES OF MTEMC AS DEFINED IN THE RULES AND REGULATIONS, BYLAWS, POLICY BULLETINS AND OPERATIONAL BULLETINS OF MTEMC, AND IN ACCORDANCE WITH THE PLAT APPROVAL CHECKLIST, TREE PLANTING GUIDELINES AND OTHER REGULATIONS CONTAINED ON THE MTEMC WEBSITE AT WWW.MTEMC.COM (COLLECTIVELY THE 'REQUIREMENTS'). NO ELECTRIC SERVICE WILL BE PROVIDED UNTIL MTEMC'S REQUIREMENTS HAVE BEEN MET AND APPROVED IN WRITING BY AN AUTHORIZED REPRESENTATIVE OF MTEMC. ANY APPROVAL IS, AT ALL TIMES, CONTINGENT UPON CONTINUING COMPLIANCE WITH MTEMC'S REQUIREMENTS.

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION — DATE

CERTIFICATE OF SURVEY

I (WE) HEREBY CERTIFY THAT THE SUBDIVISION PLAT AS SHOWN HEREON IS CORRECT AND THAT ALL OF THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED AS INDICATED. THIS SUBDIVISION PLAT CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION.

SEAN ALAN MCGOWAN, PS, TENNESSEE RLS NO. 3516 — DATE
WILSON & ASSOCIATES, P.C.
108 BEASLEY DRIVE, FRANKLIN, TN 37064
(615) 794-2176
SMCGOWAN@WILSONPC.COM

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

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

WILLIAMSON COUNTY EMERGENCYMANAGEMENT AGENCY — DATE

CITY OF FRANKLIN — DATE

CERTIFICATE OF OWNERSHIP

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN HEREON AS OF RECORD IN BOOK 9331, PAGE 195, R.O.W.C., TENNESSEE, AND ADOPT THE PLAN OF SUBDIVISION OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED. NO LOT(S) AS SHOWN HEREON SHALL AGAIN BE SUBDIVIDED, RESUBDIVIDED, ALTERED, OR CHANGED SO AS TO PRODUCE LESS AREA THAN IS HEREBY ESTABLISHED UNTIL OTHERWISE APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, AND UNDER NO CONDITION SHALL SUCH LOT(S) BE MADE TO PRODUCE LESS AREA THAN IS PRESCRIBED BY THE RESTRICTIVE COVENANTS AS OF RECORD IN BOOK ____, PAGE ____, R.O.W.C., TENNESSEE, RUNNING WITH THE TITLE TO THE PROPERTY. I (WE) FURTHER CERTIFY THAT THERE ARE NO LIENS ON THIS PROPERTY, EXCEPT AS FOLLOWS: BOOK ____, PAGE ____, R.O.W.C.

OWNER(S) — DATE

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, SIDEWALKS & GIE

I HEREBY CERTIFY THAT:

(1) THE STREETS, DRAINAGE, SIDEWALKS, AND GREEN INFRASTRUCTURE DESIGNATED IN GOOSE CREEK PARTNERSHIP LIMITED SUBDIVISION HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

(2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $____ FOR STREETS, $____ FOR DRAINAGE, $____ FOR SIDEWALKS, AND $____ FOR GREEN INFRASTRUCTURE HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

DIRECTOR, STREETS DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF SEWER SYSTEMS

I HEREBY CERTIFY THAT:

(1) THE SEWER SYSTEM DESIGNATED IN GOOSE CREEK PARTNERSHIP LIMITED SUBDIVISION HAS BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

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

DIRECTOR WATER MANAGEMENT DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF RECORDING

APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, FRANKLIN, WILLIAMSON COUNTY, TENNESSEE, WITH THE EXCEPTION OF SUCH CONDITIONS, IF ANY, AS ARE NOTED IN THE PLANNING COMMISSION MINUTES FOR THE ____DAY OF_____, 20___, AND THIS PLAT HAS BEEN APPROVED FOR RECORDING IN THE REGISTER'S OFFICE OF WILLIAMSON COUNTY, TENNESSEE.

SECRETARY — DATE
FRANKLIN MUNICIPAL PLANNING COMMISSION

RECORDING STAMP HERE

IF YOU CAN READ THIS YOU ARE HOLDING AN UNRECORDED COPY

FINAL SUBDIVISION PLAT

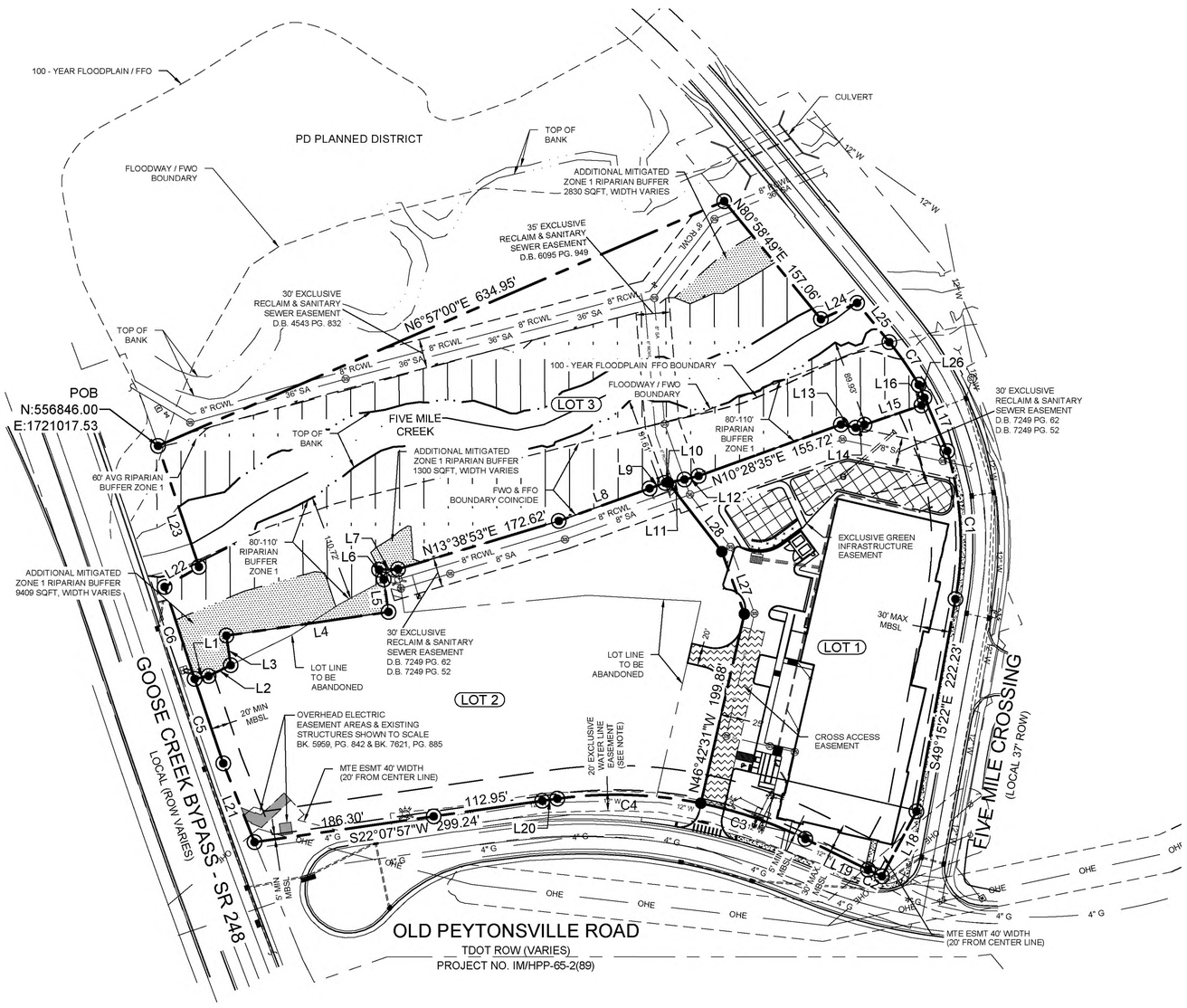
FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

TOTAL ACRES:	9.252	TOTAL NO. OF LOTS:	3
ACRES NEW RD/ST:	0.000 (ROW)	L.F. OF NEW RD/ST:	000.00
ACRES OPEN SPACE:	0.000	CIVIL DISTRICT:	10TH
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" =150'	DATE:	10/29/2025

WA PROJECT NO. 21-1820 COF PROJECT NO. 8886 SHEET 1 OF 2

LEGEND

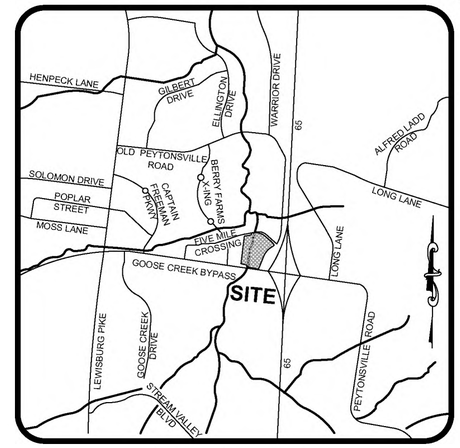
IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	HANDICAP SPACE		CENTERLINE	
IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	SANITARY SEWER	8" SA	BUFFER	
CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	WATER	4" W	WATER FEATURE	
CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	UNDERGROUND ELEC	UGE	FLOODWAY	
CONTROL POINT FOUND	CURB INLET	GAS METER	OVERHEAD ELEC	OHE	R.O.W.	RIGHT OF WAY
CONTROL POINT SET	STORM MH	GAS VALVE	GAS	4" G	PVMT.	EDGE OF PAVEMENT
BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	COMMUNICATIONS	COM	PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT
WATER METER	ELECTRIC MH	SIDEWALK	BOUNDARY		G.I.E.	GREEN INFRASTRUCTURE EASEMENT
WATER VALVE	LIGHT POLE	ADDRESSES	RECLAIMED WATER	8" RCWL	MBSL	MIN. BUILDING SETBACK LINE



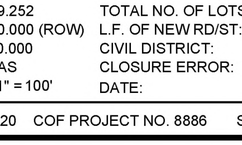
HATCH LEGEND

- CROSS ACCESS EASEMENT
- BIORETENTION POND
- DETENTION POND
- PRE TREATMENT AREA
- MITIGATED RIPARIAN BUFFER ZONE
- MITIGATION AREA

*MITIGATED AREAS ARE ADDITIONAL MITIGATED ZONE 1 RIPARIAN BUFFER WHERE WIDTH VARIES.



VICINITY MAP
NOT TO SCALE





GRAPHIC SCALE: 1" = 100'

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	153.98'	324.47'	27° 11' 25"	S62° 51' 05"E	152.54'
C2	15.90'	376.45'	2° 25' 11"	S55° 19' 16"W	15.90'
C3	114.09'	442.87'	14° 45' 37"	S49° 08' 08"W	113.78'
C4	148.47'	442.87'	19° 12' 28"	S32° 09' 05"W	147.77'
C5	91.76'	7548.80'	0° 41' 47"	N78° 24' 17"W	91.76'
C6	99.60'	62659.94'	0° 05' 28"	N77° 46' 15"W	99.60'
C7	53.43'	324.47'	9° 26' 03"	N85° 41' 52"E	53.37'

Lot Line Table		
Line #	Length	Direction
L1	14.62'	N18°29'25"E
L2	25.32'	N4°04'48"E
L3	30.73'	N67°58'21"W
L4	168.68'	N22°01'39"E
L5	33.86'	S67°58'21"E
L6	11.05'	S85°24'00"E
L7	19.60'	N28°27'18"E
L8	99.40'	N10°34'41"E
L9	16.86'	N10°34'41"E
L10	3.20'	N20°36'17"E
L11	17.11'	N20°36'17"E

Lot Line Table		
Line #	Length	Direction
L12	15.07'	S16°03'29"W
L13	15.48'	N42°20'19"E
L14	9.64'	N11°36'55"E
L15	61.82'	N11°36'55"E
L16	8.41'	N38°19'59"W
L17	59.71'	S83°00'57"E
L18	75.59'	S31°42'51"E
L19	71.87'	S56°31'52"W
L20	15.66'	S22°26'31"W
L21	87.25'	N81°19'25"W
L22	40.90'	N0°02'51"E

Lot Line Table		
Line #	Length	Direction
L23	131.47'	N78°22'26"W
L24	40.91'	N6°04'12"E
L25	52.26'	N80°58'51"E
L26	14.53'	S83°00'57"E
L27	68.27'	S79°33'03"E
L28	90.29'	N82°31'09"E

SEAN ALAN MCGOWAN REGISTERED LAND SURVEYOR XVI AGRICULTURE COMMERCE TENNESSEE NO. 3516

WILSON & ASSOCIATES, P.C. Engineering/Surveying/Environmental

GOOSE CREEK PARTNERSHIP LIMITED

SUBDIVISION, REVISION 3 FINAL PLAT (FORMERLY MAPCO SUBDIVISION)

RECORDING STAMP HERE

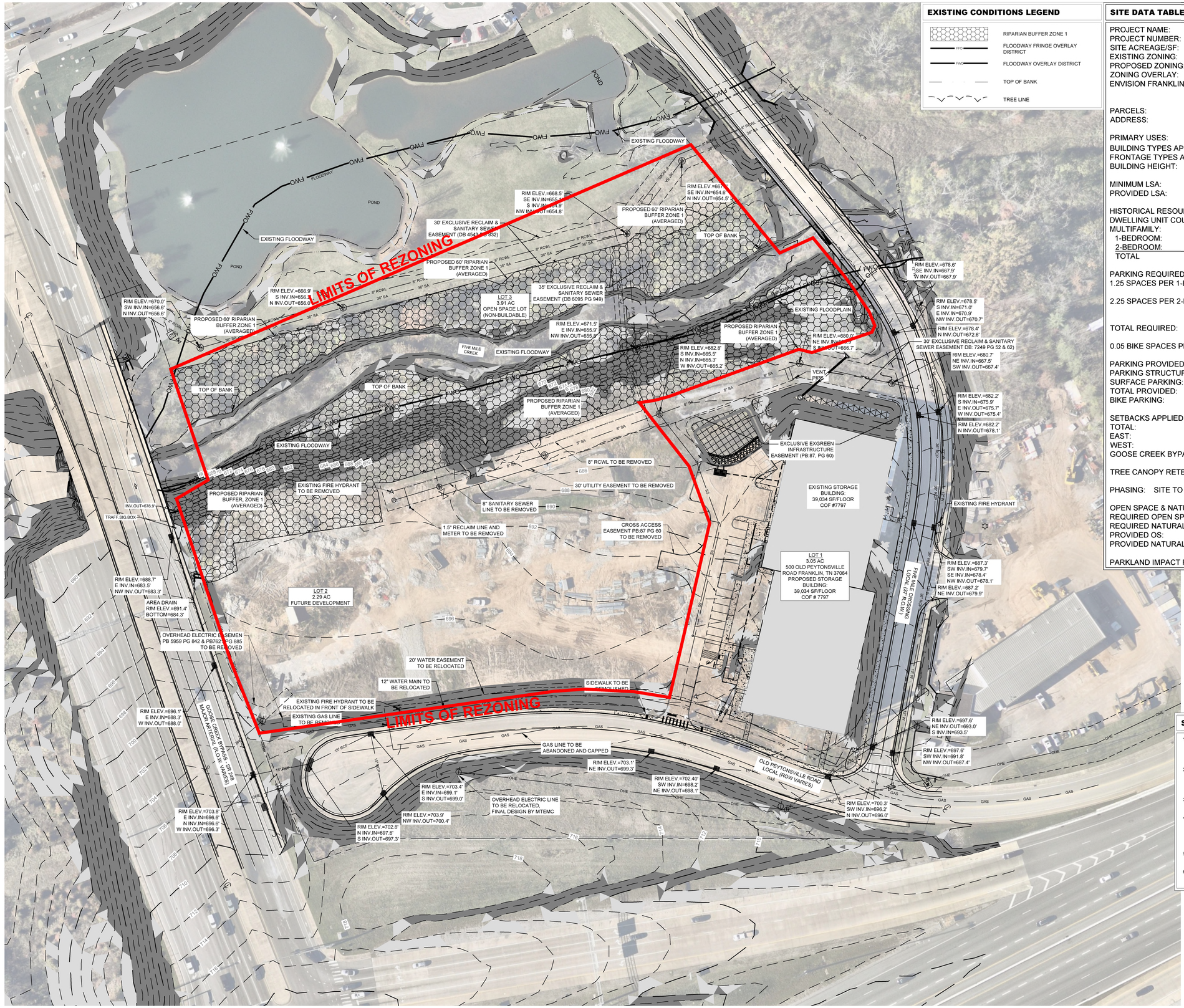
IF YOU CAN READ THIS YOU ARE HOLDING AN UNRECORDED COPY

FINAL SUBDIVISION PLAT

FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

TOTAL ACRES:	9.252	TOTAL NO. OF LOTS:	3
ACRES NEW RD/ST:	0.000 (ROW)	L.F. OF NEW RD/ST:	000.00
ACRES OPEN SPACE:	0.000	CIVIL DISTRICT:	10TH
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 100'	DATE:	10/29/2025

WA PROJECT NO. 21-1820 COF PROJECT NO. 8886 SHEET 2OF 2



EXISTING CONDITIONS LEGEND

- RIPARIAN BUFFER ZONE 1
- FFO — FLOODWAY FRINGE OVERLAY DISTRICT
- FWO — FLOODWAY OVERLAY DISTRICT
- TOP OF BANK
- TREE LINE

SITE DATA TABLE

PROJECT NAME:	BASSETT PUD SUBDIVISION
PROJECT NUMBER:	9110
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL
BUILDING TYPES APPLIED:	MULTIFAMILY
FRONTAGE TYPES APPLIED:	URBAN
BUILDING HEIGHT:	5 STORIES
MINIMUM LSA:	20% (27,158.2 SF; 0.62 AC)
PROVIDED LSA:	24.6% (33,486.7 SF; 0.77 AC)
HISTORICAL RESOURCE TREATMENT:	NONE
DWELLING UNIT COUNT, BY TYPE:	
MULTIFAMILY:	
1-BEDROOM:	130
2-BEDROOM:	100
TOTAL	230

PARKING REQUIRED (MULTIFAMILY):
1.25 SPACES PER 1-BEDROOM UNIT (130 UNITS) 163 SPACES
2.25 SPACES PER 2-BEDROOM UNIT (100 UNITS) 225 SPACES

TOTAL REQUIRED:	388 PARKING SPACES

0.05 BIKE SPACES PER BEDROOM (330 BEDROOMS) 17 SPACES

PARKING PROVIDED (MULTIFAMILY):	
PARKING STRUCTURE:	382 SPACES
SURFACE PARKING:	6 SPACES
TOTAL PROVIDED:	388 SPACES
BIKE PARKING:	17 SPACES

SETBACKS APPLIED TO OVERALL SITE BOUNDARY:

TOTAL:	0'
EAST:	0'
WEST:	0'
GOOSE CREEK BYPASS:	0'
TREE CANOPY RETENTION:	SEE SHEET L1.0

PHASING: SITE TO BE DEVELOPED AS A SINGLE PHASE

OPEN SPACE & NATURAL AREA REQUIREMENTS*:

REQUIRED OPEN SPACE:	5% OF SITE (15,314 SF; 0.35 AC)
REQUIRED NATURAL AREA:	10% OF SITE (30,628 SF; 0.70 AC)
PROVIDED OS:	5.0% OF SITE (15,379 SF; 0.35 AC)
PROVIDED NATURAL AREA:	56.1% OF SITE (171,883 SF; 3.94AC)
PARKLAND IMPACT FEES:	230 UNITS X $5,408 = $1,243,840

SITE SLOPE TABLE

- 14% - 19.99%
- 20% and above

STORMWATER NARRATIVE

STORMWATER RUNOFF FOR THIS SITE ENCOUNTERS IMPERVIOUS AREAS AND GRASS THROUGHOUT THE PROPERTY. THE SITE HAS A SLOPE FROM THE EAST TO WEST WITH A MAXIMUM ELEVATION OF 704' AND A MINIMUM ELEVATION OF 662'. RAINWATER TRAVELS VIA SHEET FLOW AND PIPE TO ONE OF TWO PRETX UNITS THEN INTO A SINGLE BIORETENTION. THE WATER IS TREATED AND OR STORED AND DISCHARGED INTO FIVE MILE CREEK AT THE NORTH WEST END OF THE SITE.

SURVEY NOTES

1. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND.
2. THIS SITE PLAN HAS BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN STANDARDS AND THE APPROVAL OF PLANNING COMMISSION. CHANGES SHALL NOT BE MADE TO THE APPROVED SITE PLAN UNLESS APPROVED BY EITHER RELEVANT DEPARTMENT SUPERINTENDENT OR THE PLANNING COMMISSION.
3. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FLIPZONE 4100 AND NAD 83 DATUM.
4. BASE INFORMATION WAS TAKEN FROM A BOUNDARY TOPOGRAPHIC SURVEY FROM WILSON AND ASSOCIATES DATED 02-06-2022. THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
5. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
6. NO PROPOSED BUILDINGS IN THIS PROJECT FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47187C0355F, DATED SEPTEMBER 29, 2006

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
MADISON CAPITAL GROUP
Kimley»Horn
RJTR

BASSETT PUD SUBDIVISION
REZONING REQUEST
Franklin, Williamson County, Tennessee

WILLIAM GRAY HARRISON — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 127819 — STATE OF TENNESSEE

Revision Date
△ _____
△ _____
△ _____
△ _____

EXISTING CONDITIONS

SHEET
C1.0
COF: 9110

BASSETT PUD SUBDIVISION

REZONING REQUEST (PD 32.7)

Franklin, Williamson County, Tennessee

SHEET INDEX

C0.0	COVER SHEET
	PLAT
	PLAT
C1.0	EXISTING CONDITIONS

DEVELOPMENT TEAM

APPLICANT & LANDSCAPE ARCHITECT:

GAMBLE DESIGN COLLABORATIVE
JEFF ROSIAK, PLA
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37069
615-545-4121
JEFF@GDC-TN.COM

DEVELOPER / OWNER:

MADISON CAPITAL GROUP
ROSS RABUN
2108 MONROVIA STREET, SUITE 100
CHARLESTON, SC 29405
478-737-5173
RRABUN@MADISONCAPGROUP.COM

ENGINEER:

KIMLEY-HORN
GRAY HARRISON, P.E.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
615-823-1272
GRAY.HARRISON@KIMLEY-HORN.COM

ARCHITECT:

RULE JOY TRAMMEL + RUBIO, LLC
JOHN HOPKINS
300 GALLERIA PARKWAY, SUITE 740
ATLANTA, GA 30339
770-661-1492
JHOPKINS@RJTRDESIGN.COM



NOT TO SCALE

SITE DATA

BASSETT PUD SUBDIVISION

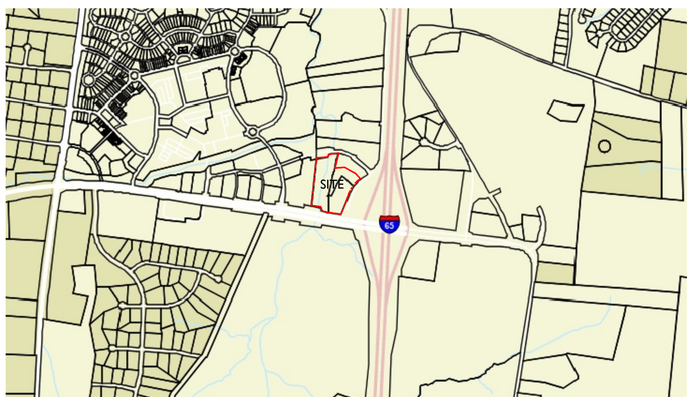
PROJECT NUMBER:	9111
SITE ACREAGE/SF:	7.031 AC / 306,283 SF
EXISTING ZONING:	RC-12 REGIONAL COMMERCE 12
PROPOSED ZONING:	PLANNED DISTRICT (PD 32.7)
ZONING OVERLAY:	FFO, FWO
ENVISION FRANKLIN:	RC (REGIONAL COMMERCE WITH SPECIAL CONSIDERATION FOR MULTIFAMILY)
PARCELS:	117 02204, 02205
ADDRESS:	2408 GOOSE CREEK BYPASS FRANKLIN, TN 37064
PRIMARY USES:	RESIDENTIAL

VESTING STANDARDS

PENDING APPROVAL BY BOMA, THIS DOCUMENT WAS REVIEWED UNDER AND IS NOW VESTED IN THE FOLLOWING DEVELOPMENT STANDARDS:

ZONING ORDINANCE:	JANUARY 01, 2025
SUBDIVISION REGULATIONS:	JANUARY 01, 2022
TRANSPORTATION AND STREET TECHNICAL STANDARDS:	JULY 01, 2025
STORMWATER BMP MANUAL:	JULY 01, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION:	OCTOBER 13, 2020
MUNICIPAL CODE:	JUNE 25, 2025

VICINITY MAP



NOT TO SCALE



INITIAL SUBMITTAL:	2026-04-13
INITIAL SUBMITTAL 2:	2026-05-11
RESUBMITTAL:	2026-06-04
ONE STOP:	
COF #:	9111

GAMBLE DESIGN COLLABORATIVE

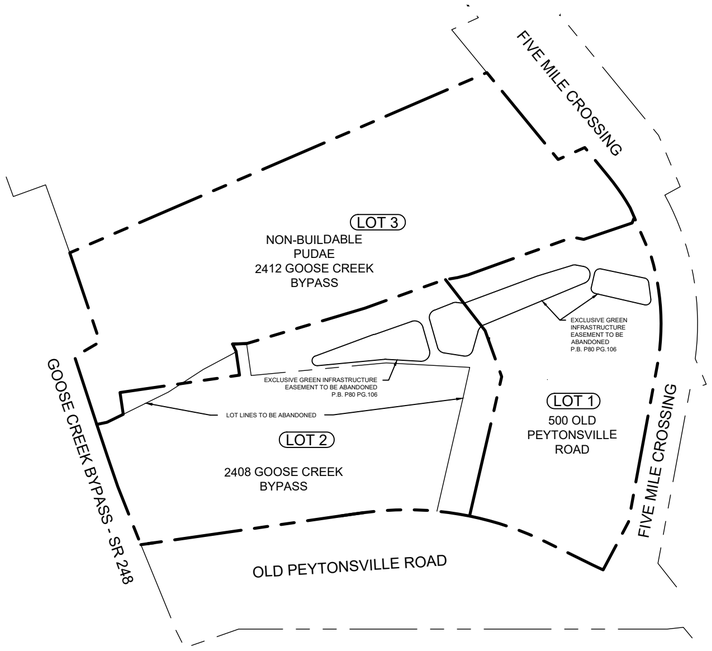
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

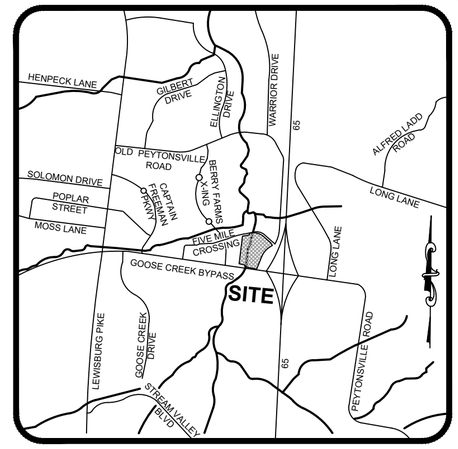
LEGEND

IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	ADDRESSES	1234	CENTERLINE		
IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	HANDICAP SPACE		BUFFER		
CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	SANITARY SEWER	8" SA	WATER FEATURE		
CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	WATER	4" W	FLOODWAY		
CONTROL POINT FOUND	CURB INLET	GAS METER	UNDERGROUND ELEC	UGE	R.O.W.	RIGHT OF WAY	
CONTROL POINT SET	STORM MH	GAS VALVE	OVERHEAD ELEC	OHE	PVMT.	EDGE OF PAVEMENT	
BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	GAS	4" G	PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT	
WATER METER	ELECTRIC MH	SIDEWALK	COMMUNICATIONS	COM	G.I.E.	GREEN INFRASTRUCTURE EASEMENT	
WATER VALVE	LIGHT POLE		BOUNDARY		MBSL	MIN. BUILDING SETBACK LINE	

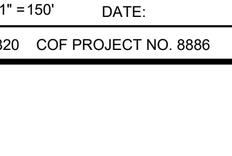
GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO SHIFT ESTABLISHED LOT LINES AND REVISE EASEMENTS.
2. THE RECORDING OF THIS PLAT VOIDS, VACATES, AND SUPERCEDES LOT 1, 2 AND 3 OF FINAL SUBDIVISION PLAT ENTITLED GOOSE CREEK PARTNERSHIP LIMITED SUBDIVISION, REVISION 2 (FORMERLY MAPCO SUBDIVISION, LOT 1A) RECORDED IN PLAT BOOK P80, PAGE 106.
3. SUBJECT PROPERTY IS PRESENTLY IDENTIFIED AS ALL OF PARCEL 22.03, PARCEL 22.04, AND PARCEL 22.05 ON WILLIAMSON COUNTY TAX MAP 117, DESCRIBED IN DEED BOOK 9331, PAGE 195 REGISTERS OFFICE OF WILLIAMSON COUNTY, TENNESSEE.
4. SUBJECT PROPERTY IS ZONED AS FOLLOWS:
   4.1 ZONING DISTRICT: RC-12 (REGIONAL COMMERCE 12)
   FRONT, SIDE, AND REAR SETBACKS: MINIMUM 5'
5. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM NAD 83 (2011 US SURVEY FEET). ELEVATIONS SHOWN HEREON ARE BASED ON NAVD88.
6. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, PORTIONS OF THIS PROPERTY LIES WITHIN ZONE "AE" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0355G, WITH AN EFFECTIVE DATE OF DECEMBER 20, 2024, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. BASE FLOOD ELEVATION FOR THIS PROPERTY IS 669.66. ZONE "AE" IS AN AREA WHERE BASE FLOOD ELEVATIONS HAVE BEEN DETERMINED. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
7. I HEREBY CERTIFY THAT THIS IS A CATEGORY IV SURVEY AND WAS CONDUCTED IN ACCORDANCE WITH RULE 0820-03.11 (GLOBAL POSITION SYSTEMS SURVEYS) ACCORDING TO THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE AS PROMULGATED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS. THIS SURVEY WAS CONDUCTED WITH DUAL-FREQUENCY RTK GPS EQUIPMENT BASED ON THE TDOT CORPS NETWORK.
   a. POSITIONAL ACCURACY: 0.07'
   b. DATE OF SURVEY: 02/07/2022
   c. DATUM/EPOCH: TENNESSEE STATE PLANE NAD 83 (2011 US SURVEY FEET). OCCUPATIONS FOR CONTROL POINTS ARE 3 MINUTES EACH, SIDE SHOTS ARE 3 SECONDS.
   d. GEOID 3, ZONE 7 REVISED
   e. NO COMBINED GRID FACTORS WERE USED.
8. ALL CORNERS SHOWN ON THE FACE OF THE SURVEY WILL BE SET WITH 5/8 IRON ROD WITH CAP BEARING THIS SURVEYORS COMPANY NAME.
9. SIDEWALKS AND TRAILS OUTSIDE OF PUBLIC RIGHT-OF-WAY SHALL BE PUBLIC ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE PROPERTY OWNER(S) OR THE HOA.
10. ALL OPEN SPACE SHALL BE PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENTS AND SHALL BE MAINTAINED BY THE PROPERTY OWNER(S) OR THE HOA.
11. MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES, INCLUDING LOT LINE SWALES, SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR THE HOA. DETAILS OF THESE REQUIREMENTS ARE OUTLINED IN THE INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES RECORDED WITH THE WILLIAMSON COUNTY REGISTER OF DEEDS OFFICE.
12. NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS. THE CITY OF FRANKLIN IS NOT RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ANY ENCROACHMENTS THAT ARE DAMAGED OR REMOVED IN THE COURSE OF MAINTENANCE ACTIVITY WITHIN EASEMENTS.
13. GREEN INFRASTRUCTURE EASEMENTS ARE EXCLUSIVE EASEMENTS DEFINING AREAS SET ASIDE FOR THE CONSTRUCTION, MAINTENANCE, REPAIR, MONITORING, AND OTHER ACTIVITIES NECESSARY FOR THE FURTHERANCE OF WATER QUALITY FEATURES DESIGNATED AS GREEN INFRASTRUCTURE PRACTICES BY THE CITY OF FRANKLIN, AND TO PROVIDE PUBLIC ACCESS TO SUCH FEATURES. ANY AND ALL ACTIVITIES, EXCEPT AS SPECIFICALLY PERMITTED BY NOTATION ON THE CURRENT PLAT OF RECORD AND/OR WITHIN THE RECORDED LONG TERM MAINTENANCE AGREEMENT, SHALL BE STRICTLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY ENGINEER OR HIS DESIGNEE.
14. THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF FRANKLIN EASEMENT, THE CITY OF FRANKLIN SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF FRANKLIN TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF FRANKLIN. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF FRANKLIN WITHIN AN EASEMENT ON THE HOMEOWNER'S LOT AT THE HOMEOWNER'S EXPENSE.
15. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES (INCLUDING CABLE TELEVISION, ELECTRICAL, NATURAL GAS, SEWER, TELEPHONE, AND WATER LINES) SHALL BE PLACED UNDERGROUND.
16. ALL STREET LIGHT LOCATIONS AND QUANTITIES ARE APPROXIMATE. FINAL POSITIONING AND QUANTITY SHALL BE AT THE DIRECTION OF MTEMC.
17. THE DEVELOPER ACKNOWLEDGES THAT ALL LOTS HAVE ADEQUATE BUILDING ENVELOPES AND NO VARIANCES WILL BE REQUIRED.
18. ALL STREETS AND ALLEYS ARE DESIGNATED AS PUBLIC RIGHT-OF-WAY; THE CITY OF FRANKLIN IS NOT RESPONSIBLE FOR THE REPLACEMENT OR REPAIR OF ANY PRIVATE STRUCTURES WITHIN PUBLIC EASEMENTS SHOULD THE STRUCTURES BE DISTURBED IN THE PROCESS OF THE CITY EXERCISING ITS EASEMENT RIGHTS.
19. STORMWATER QUALITY SHALL BE ADDRESSED WITH EACH SITE PLAN.
20. MINERAL RIGHTS ARE TO BE HELD BY DEVELOPER.
21. TREES SHALL BE PRUNED TO A MINIMUM OF EIGHT FEET ABOVE GRADE AND NO FENCES OR OTHER OBSTRUCTIONS SHALL BE TALLER THAN THREE FEET ABOVE GRADE WITHIN SIGHT TRIANGLES FOR STREET INTERSECTIONS AND ROADWAY SIGNAGE PER THE LATEST VERSION OF AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
22. THERE SHALL BE NO DIRECT ACCESS TO LOT 2 FROM GOOSE CREEK BYPASS. ACCESS TO LOT 2 SHALL BE PROVIDED FROM OLD PEYTONSVILLE ROAD.
23. THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STORAGE, OR DISTURBANCE OF VEGETATION IN RIPARIAN BUFFERS EXCEPT AS PERMITTED BY THE CITY ENGINEER, OR HIS DESIGNEE.
24. CROSS ACCESS EASEMENTS SHALL PROVIDE PERPETUAL, NON-EXCLUSIVE ACCESS FOR THE PURPOSES OF VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS ACROSS THE CROSS ACCESS EASEMENT. PROPERTY OWNER(S) SHALL MAINTAIN AND KEEP THE CROSS ACCESS EASEMENT WITHIN THEIR DEVELOPMENT IN A COMMERCIALLY REASONABLE CONDITION AND STATE OF REPAIR.
25. THE EXCLUSIVE WATER LINE EASEMENT PREVIOUSLY SHOWN ON PLAT BOOK 80, PAGE 106 HAS BEEN REVISED TO CONFORM WITH THE FIELD-LOCATED WATER LINE IDENTIFIED ON 10/01/2025.





VICINITY MAP
NOT TO SCALE





GRAPHIC SCALE: 1" = 150'

Lot Area Table		
Lot #	Area (SF)	Area (AC)
LOT 1	96703.75	2.220
LOT 2	135791.71	3.117
LOT 3	170490.84	3.914

OWNER: GSI FRANKLIN GOOSE CREEK OWNER, LLC
C/O MADISON CAPITAL GROUP MANAGEMENT, LLC
6805 CARNEGIE BLVD, SUITE 120
CHARLOTTE, NC 28211

ENGINEER: KIMLEY-HORN & ASSOCIATES
4031 ASPEN GROVE DR
FRANKLIN, TN 37067
615-564-2701
RYAN.MCMASTER@KIMLEY-HORN.COM
RYAN MCMASTER, P.E.

SURVEYOR: SEAN ALAN MCGOWAN, PE, PS
WILSON & ASSOCIATES, P.C.
108 BEASLEY DRIVE
FRANKLIN, TN 37064
(615) 794-2176
SMCGOWAN@WILSONPC.COM

SEAN ALAN MCGOWAN REGISTERED LAND SURVEYOR NO. 3516 AGRICULTURE COMMERCE TENNESSEE

WILSON & ASSOCIATES, P.C. Engineering/Surveying/Environmental

GOOSE CREEK PARTNERSHIP LIMITED

SUBDIVISION, REVISION 3 FINAL PLAT (FORMERLY MAPCO SUBDIVISION)

CERTIFICATE OF APPROVAL OF WATER SYSTEMS

I HEREBY CERTIFY THAT:

(1) THE WATER SYSTEM DESIGNATED IN GOOSE CREEK PARTNERSHIP LIMITED SUBDIVISION HAS BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

(2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $____ FOR THE WATER SYSTEM HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH SYSTEM.

DIRECTOR OF WATER MANAGEMENT DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF ELECTRICAL SYSTEMS

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION (MTEMC) WILL PROVIDE ELECTRIC SERVICE TO THE SUBJECT PROPERTY ACCORDING TO THE NORMAL OPERATING PRACTICES OF MTEMC AS DEFINED IN THE RULES AND REGULATIONS, BYLAWS, POLICY BULLETINS AND OPERATIONAL BULLETINS OF MTEMC, AND IN ACCORDANCE WITH THE PLAT APPROVAL CHECKLIST, TREE PLANTING GUIDELINES AND OTHER REGULATIONS CONTAINED ON THE MTEMC WEBSITE AT WWW.MTEMC.COM (COLLECTIVELY THE "REQUIREMENTS"). NO ELECTRIC SERVICE WILL BE PROVIDED UNTIL MTEMC'S REQUIREMENTS HAVE BEEN MET AND APPROVED IN WRITING BY AN AUTHORIZED REPRESENTATIVE OF MTEMC. ANY APPROVAL IS, AT ALL TIMES, CONTINGENT UPON CONTINUING COMPLIANCE WITH MTEMC'S REQUIREMENTS.

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION — DATE

CERTIFICATE OF SURVEY

I (WE) HEREBY CERTIFY THAT THE SUBDIVISION PLAT AS SHOWN HEREON IS CORRECT AND THAT ALL OF THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED AS INDICATED. THIS SUBDIVISION PLAT CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION.

SEAN ALAN MCGOWAN, PS, TENNESSEE RLS NO. 3516 — DATE
WILSON & ASSOCIATES, P.C.
108 BEASLEY DRIVE, FRANKLIN, TN 37064
(615) 794-2176
SMCGOWAN@WILSONPC.COM

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

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

WILLIAMSON COUNTY EMERGENCYMANAGEMENT AGENCY — DATE

CITY OF FRANKLIN — DATE

CERTIFICATE OF OWNERSHIP

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN HEREON AS OF RECORD IN BOOK 9331, PAGE 195, R.O.W.C., TENNESSEE, AND ADOPT THE PLAN OF SUBDIVISION OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED. NO LOT(S) AS SHOWN HEREON SHALL AGAIN BE SUBDIVIDED, RESUBDIVIDED, ALTERED, OR CHANGED SO AS TO PRODUCE LESS AREA THAN IS HEREBY ESTABLISHED UNTIL OTHERWISE APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, AND UNDER NO CONDITION SHALL SUCH LOT(S) BE MADE TO PRODUCE LESS AREA THAN IS PRESCRIBED BY THE RESTRICTIVE COVENANTS AS OF RECORD IN BOOK ____, PAGE ____, R.O.W.C., TENNESSEE, RUNNING WITH THE TITLE TO THE PROPERTY. I (WE) FURTHER CERTIFY THAT THERE ARE NO LIENS ON THIS PROPERTY, EXCEPT AS FOLLOWS: BOOK ___, PAGE ___, R.O.W.C.

OWNER(S) — DATE

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, SIDEWALKS & GIE

I HEREBY CERTIFY THAT:

(1) THE STREETS, DRAINAGE, SIDEWALKS, AND GREEN INFRASTRUCTURE DESIGNATED IN GOOSE CREEK PARTNERSHIP LIMITED SUBDIVISION HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

(2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF $____ FOR STREETS, $____ FOR DRAINAGE, $____ FOR SIDEWALKS, AND $____ FOR GREEN INFRASTRUCTURE HAS BEEN POSTED WITH THE CITY OF FRANKLIN, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

DIRECTOR, STREETS DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF SEWER SYSTEMS

I HEREBY CERTIFY THAT:

(1) THE SEWER SYSTEM DESIGNATED IN GOOSE CREEK PARTNERSHIP LIMITED SUBDIVISION HAS BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR

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

DIRECTOR WATER MANAGEMENT DEPARTMENT — DATE
CITY OF FRANKLIN, TENNESSEE

CERTIFICATE OF APPROVAL OF RECORDING

APPROVED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION, FRANKLIN, WILLIAMSON COUNTY, TENNESSEE, WITH THE EXCEPTION OF SUCH CONDITIONS, IF ANY, AS ARE NOTED IN THE PLANNING COMMISSION MINUTES FOR THE ____DAY OF _____, 20____, AND THIS PLAT HAS BEEN APPROVED FOR RECORDING IN THE REGISTER'S OFFICE OF WILLIAMSON COUNTY, TENNESSEE.

SECRETARY — DATE
FRANKLIN MUNICIPAL PLANNING COMMISSION

RECORDING STAMP HERE

IF YOU CAN READ THIS YOU ARE HOLDING AN UNRECORDED COPY

FINAL SUBDIVISION PLAT

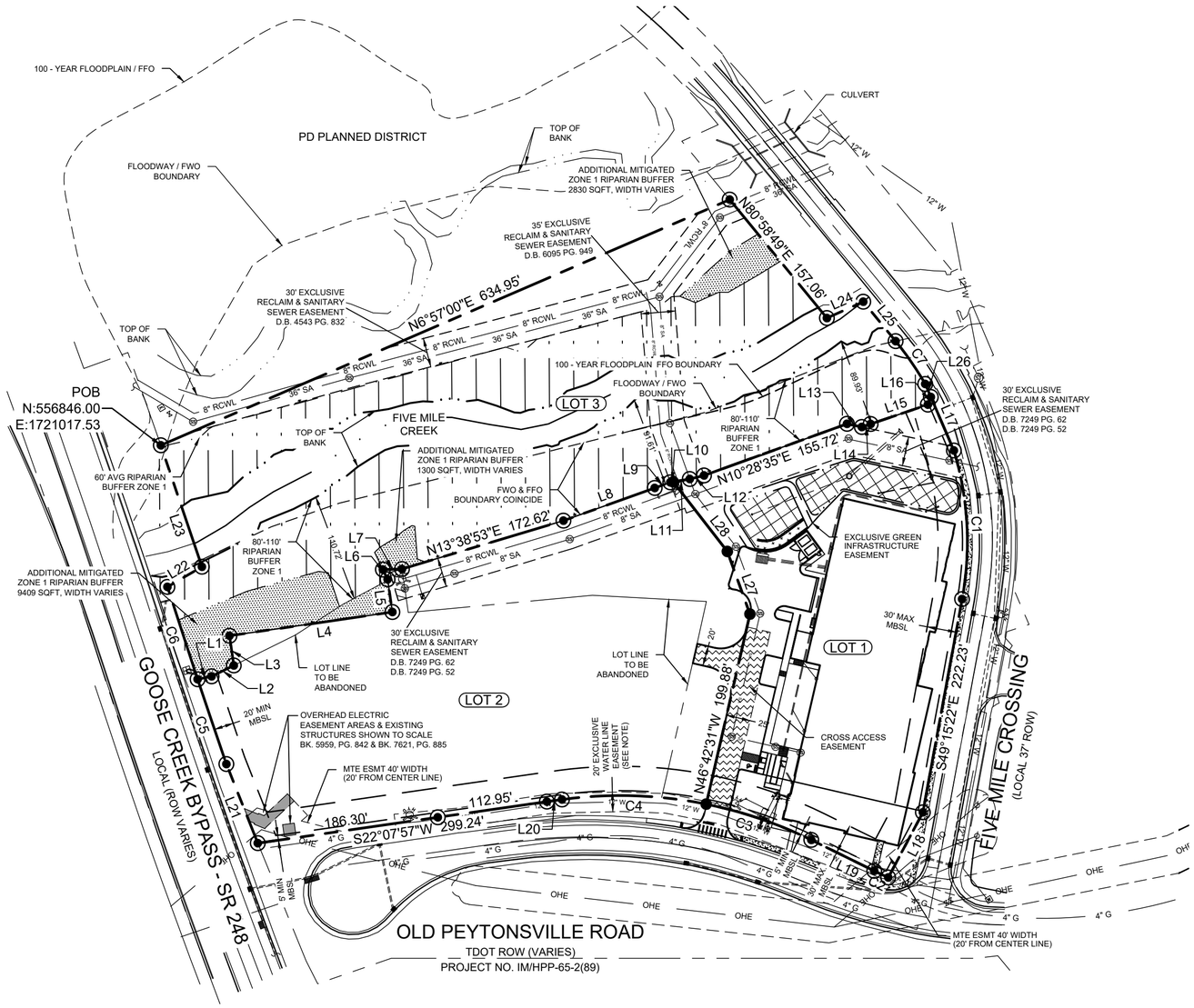
FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

TOTAL ACRES:	9.252	TOTAL NO. OF LOTS:	3
ACRES NEW RD/ST:	0.000 (ROW)	L.F. OF NEW RD/ST:	000.00
ACRES OPEN SPACE:	0.000	CIVIL DISTRICT:	10TH
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 150'	DATE:	10/29/2025

WA PROJECT NO. 21-1820 COF PROJECT NO. 8886 SHEET 1 OF 2

LEGEND

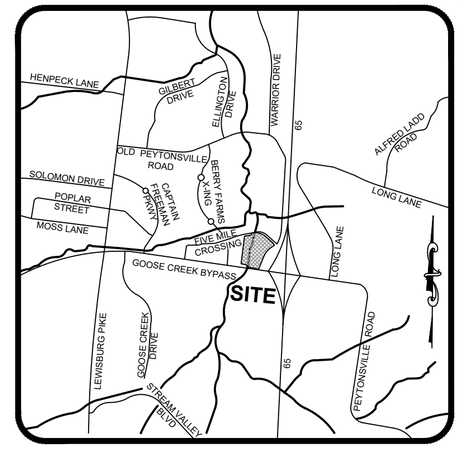
IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	HANDICAP SPACE		CENTERLINE	
IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	SANITARY SEWER	8" SA	BUFFER	
CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	WATER	4" W	WATER FEATURE	
CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	UNDERGROUND ELEC	UGE	FLOODWAY	
CONTROL POINT FOUND	CURB INLET	GAS METER	OVERHEAD ELEC	OHE	R.O.W.	RIGHT OF WAY
CONTROL POINT SET	STORM MH	GAS VALVE	GAS	4" G	PVMT.	EDGE OF PAVEMENT
BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	COMMUNICATIONS	COM	PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT
WATER METER	ELECTRIC MH	SIDEWALK	BOUNDARY		G.I.E.	GREEN INFRASTRUCTURE EASEMENT
WATER VALVE	LIGHT POLE	ADDRESSES	RECLAIMED WATER	8" RCWL	MBSL	MIN. BUILDING SETBACK LINE



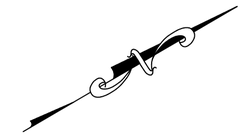
HATCH LEGEND

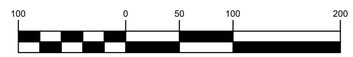
- CROSS ACCESS EASEMENT
- BIORETENTION POND
- DETENTION POND
- PRE TREATMENT AREA
- MITIGATED RIPARIAN BUFFER ZONE
- MITIGATION AREA

*MITIGATED AREAS ARE ADDITIONAL MITIGATED ZONE 1 RIPARIAN BUFFER WHERE WIDTH VARIES.



VICINITY MAP
NOT TO SCALE





GRAPHIC SCALE: 1" = 100'

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	153.98'	324.47'	27° 11' 25"	S62° 51' 05"E	152.54'
C2	15.90'	376.45'	2° 25' 11"	S55° 19' 16"W	15.90'
C3	114.09'	442.87'	14° 45' 37"	S49° 08' 08"W	113.78'
C4	148.47'	442.87'	19° 12' 28"	S32° 09' 05"W	147.77'
C5	91.76'	7548.80'	0° 41' 47"	N78° 24' 17"W	91.76'
C6	99.60'	62659.94'	0° 05' 28"	N77° 46' 15"W	99.60'
C7	53.43'	324.47'	9° 26' 03"	N85° 41' 52"E	53.37'

Lot Line Table		
Line #	Length	Direction
L1	14.62'	N18°29'25"E
L2	25.32'	N4°04'48"E
L3	30.73'	N67°58'21"W
L4	168.68'	N22°01'39"E
L5	33.86'	S67°58'21"E
L6	11.05'	S85°24'00"E
L7	19.60'	N28°27'18"E
L8	99.40'	N10°34'41"E
L9	16.86'	N10°34'41"E
L10	3.20'	N20°36'17"E
L11	17.11'	N20°36'17"E

Lot Line Table		
Line #	Length	Direction
L12	15.07'	S16°03'29"W
L13	15.48'	N42°20'19"E
L14	9.64'	N11°36'55"E
L15	61.82'	N11°36'55"E
L16	8.41'	N38°19'59"W
L17	59.71'	S83°00'57"E
L18	75.59'	S31°42'51"E
L19	71.87'	S56°31'52"W
L20	15.66'	S22°26'31"W
L21	87.25'	N81°19'25"W
L22	40.90'	N0°02'51"E

Lot Line Table		
Line #	Length	Direction
L23	131.47'	N78°22'26"W
L24	40.91'	N6°04'12"E
L25	52.26'	N80°58'51"E
L26	14.53'	S83°00'57"E
L27	68.27'	S79°33'03"E
L28	90.29'	N82°31'09"E

SEAN ALAN MCGOWAN
REGISTERED LAND SURVEYOR
TENNESSEE NO. 3516

WILSON & ASSOCIATES, P.C.
Engineering/Surveying/Environmental

GOOSE CREEK PARTNERSHIP LIMITED

SUBDIVISION, REVISION 3 FINAL PLAT (FORMERLY MAPCO SUBDIVISION)

RECORDING STAMP HERE

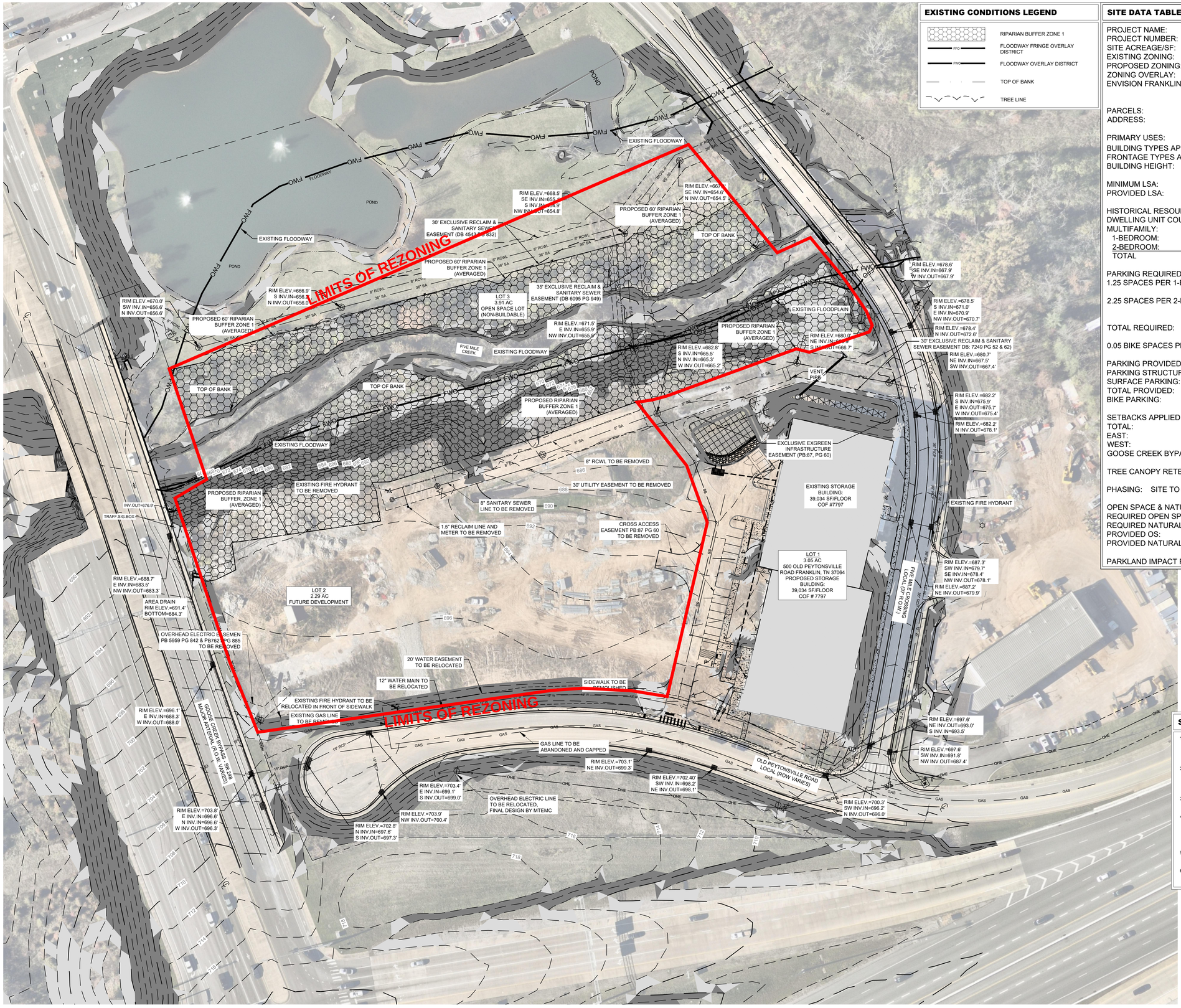
IF YOU CAN READ THIS YOU ARE HOLDING AN UNRECORDED COPY

FINAL SUBDIVISION PLAT

FRANKLIN - WILLIAMSON COUNTY - TENNESSEE

TOTAL ACRES:	9.252	TOTAL NO. OF LOTS:	3
ACRES NEW RD/ST:	0.000 (ROW)	L.F. OF NEW RD/ST:	000.00
ACRES OPEN SPACE:	0.000	CIVIL DISTRICT:	10TH
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 100'	DATE:	10/29/2025

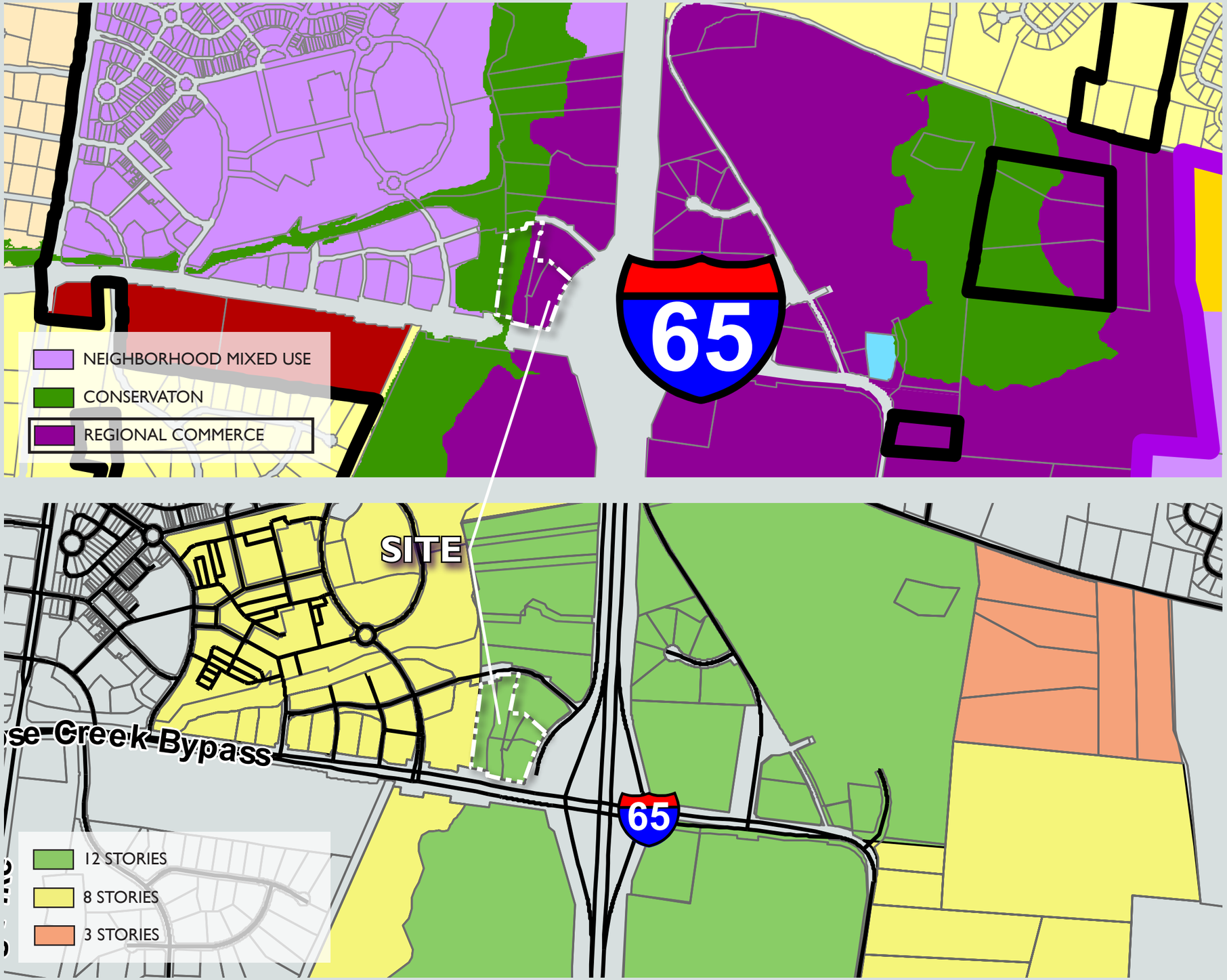
WA PROJECT NO. 21-1820 COF PROJECT NO. 8886 SHEET 2OF 2


LIMITS OF REZONING
LIMITS OF REZONING
EXISTING FLOODWAY
EXISTING FLOODWAY
EXISTING FLOODWAY
EXISTING FLOODWAY
EXISTING FLOODPLAIN
FIVE MILE CREEK
POND
POND
TOP OF BANK
TOP OF BANK
TOP OF BANK
LOT 1
3.05 AC
500 OLD PEYTONSVILLE ROAD FRANKLIN, TN 37064
PROPOSED STORAGE BUILDING:
39,034 SF/FLOOR
COF # 7797
LOT 2
2.29 AC
FUTURE DEVELOPMENT
LOT 3
3.91 AC
OPEN SPACE LOT
(NON-BUILDABLE)
EXISTING STORAGE BUILDING
39,034 SF/FLOOR
COF #7797
PROPOSED 60' RIPARIAN BUFFER ZONE 1 (AVERAGED)
PROPOSED RIPARIAN BUFFER ZONE 1 (AVERAGED)
PROPOSED RIPARIAN BUFFER ZONE 1 (AVERAGED)
PROPOSED RIPARIAN BUFFER ZONE 1 (AVERAGED)
PROPOSED RIPARIAN BUFFER ZONE 1 (AVERAGED)
PROPOSED 60' RIPARIAN BUFFER ZONE 1 (AVERAGED)
30' EXCLUSIVE RECLAIM & SANITARY SEWER EASEMENT (DB 4543 PG 832)
35' EXCLUSIVE RECLAIM & SANITARY SEWER EASEMENT (DB 6095 PG 949)
30' EXCLUSIVE RECLAIM & SANITARY SEWER EASEMENT DB: 7249 PG 52 & 62)
EXCLUSIVE EXGREEN INFRASTRUCTURE EASEMENT (PB:87, PG 60)
CROSS ACCESS EASEMENT PB:87 PG 60 TO BE REMOVED
30' UTILITY EASEMENT TO BE REMOVED
8" RCWL TO BE REMOVED
8" SANITARY SEWER LINE TO BE REMOVED
1.5" RECLAIM LINE AND METER TO BE REMOVED
EXISTING FIRE HYDRANT TO BE REMOVED
EXISTING FIRE HYDRANT
EXISTING FIRE HYDRANT TO BE RELOCATED IN FRONT OF SIDEWALK
20' WATER EASEMENT TO BE RELOCATED
12" WATER MAIN TO BE RELOCATED
SIDEWALK TO BE REMOVED
EXISTING GAS LINE TO BE REMOVED
GAS LINE TO BE ABANDONED AND CAPPED
OVERHEAD ELECTRIC LINE TO BE RELOCATED, FINAL DESIGN BY MTEMC
OVERHEAD ELECTRIC EASEMEN PB 5959 PG 842 & PB762 PG 885 TO BE REMOVED
AREA DRAIN
RIM ELEV.=691.4'
BOTTOM=684.3'
VENT PIPE
GOOSE CREEK BYPASS SR-248
MAJOR INTERNATIONAL (R.O.W. VARIES)
OLD PEYTONSVILLE ROAD
LOCAL (ROW VARIES)
TRAFF.SIG.BOX
RIM ELEV.=668.5'
SE INV.IN=655.5'
S INV.IN=654.9'
NW INV.OUT=654.8'
RIM ELEV.=666.9'
S INV.IN=656.2'
N INV.OUT=656.0'
RIM ELEV.=670.0'
SW INV.IN=656.6'
N INV.OUT=656.6'
RIM ELEV.=671.5'
E INV.IN=655.9'
NW INV.OUT=655.9'
RIM ELEV.=682.8'
S INV.IN=665.5'
N INV.IN=665.3'
W INV.OUT=665.2'
RIM ELEV.=680.0'
NE INV.IN=667.5'
S INV.OUT=666.7'
RIM ELEV.=678.6'
SE INV.IN=667.9'
W INV.OUT=667.9'
RIM ELEV.=678.5'
S INV.IN=671.0'
E INV.IN=670.9'
NW INV.OUT=670.7'
RIM ELEV.=678.4'
N INV.OUT=672.6'
RIM ELEV.=680.7'
NE INV.IN=667.5'
SW INV.OUT=667.4'
RIM ELEV.=682.2'
S INV.IN=675.9'
E INV.OUT=675.7'
W INV.OUT=675.4'
RIM ELEV.=682.2'
N INV.OUT=678.1'
RIM ELEV.=687.3'
SW INV.IN=679.7'
SE INV.IN=678.4'
NW INV.OUT=678.1'
RIM ELEV.=687.2'
NE INV.OUT=679.9'
RIM ELEV.=697.6'
NE INV.OUT=693.0'
S INV.IN=693.5'
RIM ELEV.=697.6'
SW INV.IN=691.8'
NW INV.OUT=687.4'
RIM ELEV.=700.3'
SW INV.IN=696.2'
N INV.OUT=696.0'
RIM ELEV.=688.7'
E INV.IN=683.5'
NW INV.OUT=683.3'
RIM ELEV.=696.1'
E INV.IN=688.3'
W INV.OUT=688.0'
RIM ELEV.=703.8'
E INV.IN=696.6'
N INV.IN=696.6'
W INV.OUT=696.3'
RIM ELEV.=703.4'
E INV.IN=699.1'
S INV.OUT=699.0'
RIM ELEV.=703.9'
NW INV.OUT=700.4'
RIM ELEV.=702.8'
N INV.IN=697.6'
S INV.OUT=697.3'
RIM ELEV.=703.1'
NE INV.OUT=699.3'
RIM ELEV.=702.40'
SW INV.IN=698.2'
NE INV.OUT=698.1'
INV.OUT=676.9'
FWO
FWO
FWO

BASSETT

PLANNING COMMISSION

06/25/2026



DESIGN CONCEPT:
REGIONAL COMMERCE

- High-intensity activity centers
- Include major employment and revenue generators
- Providing a mix of housing options
- Vibrant place to live, work, and play
- Max 12 story height
- May be multifamily with max height of 6 stories

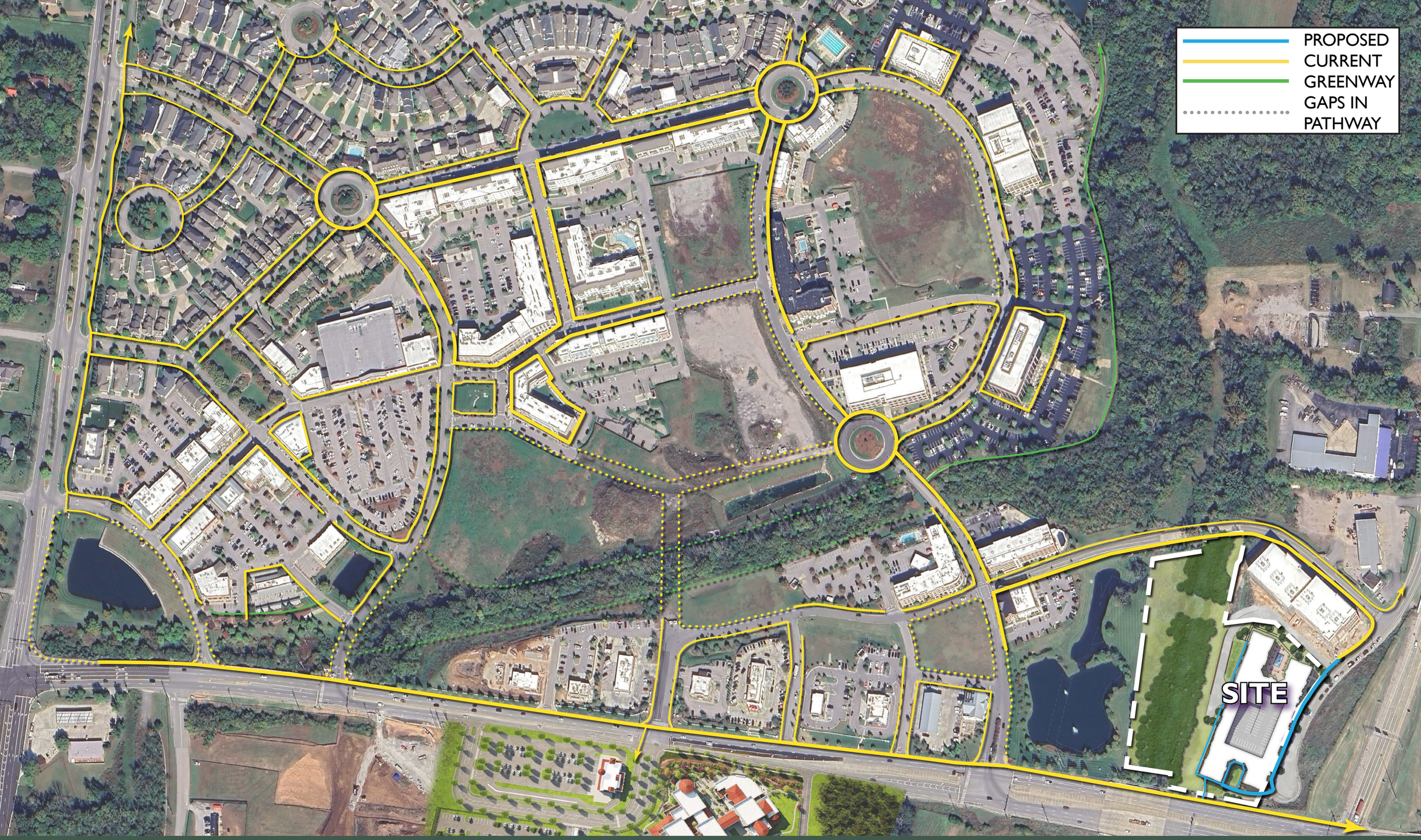
SPECIAL CONSIDERATION:

For the property located east of Five Mile Creek, south of Five Mile Crossing, north of Goose Creek Bypass, and west of Interstate 65, a standalone multifamily development is appropriate along the frontage of Goose Creek Bypass and Interstate 65 frontage due to restricted access from Goose Creek Bypass, the proximity to commercial uses, and the availability of pedestrian infrastructure to the Berry Farms Town Center retail and office uses. The maximum height for a standalone multifamily building in this location should be six stories.



BASSETT

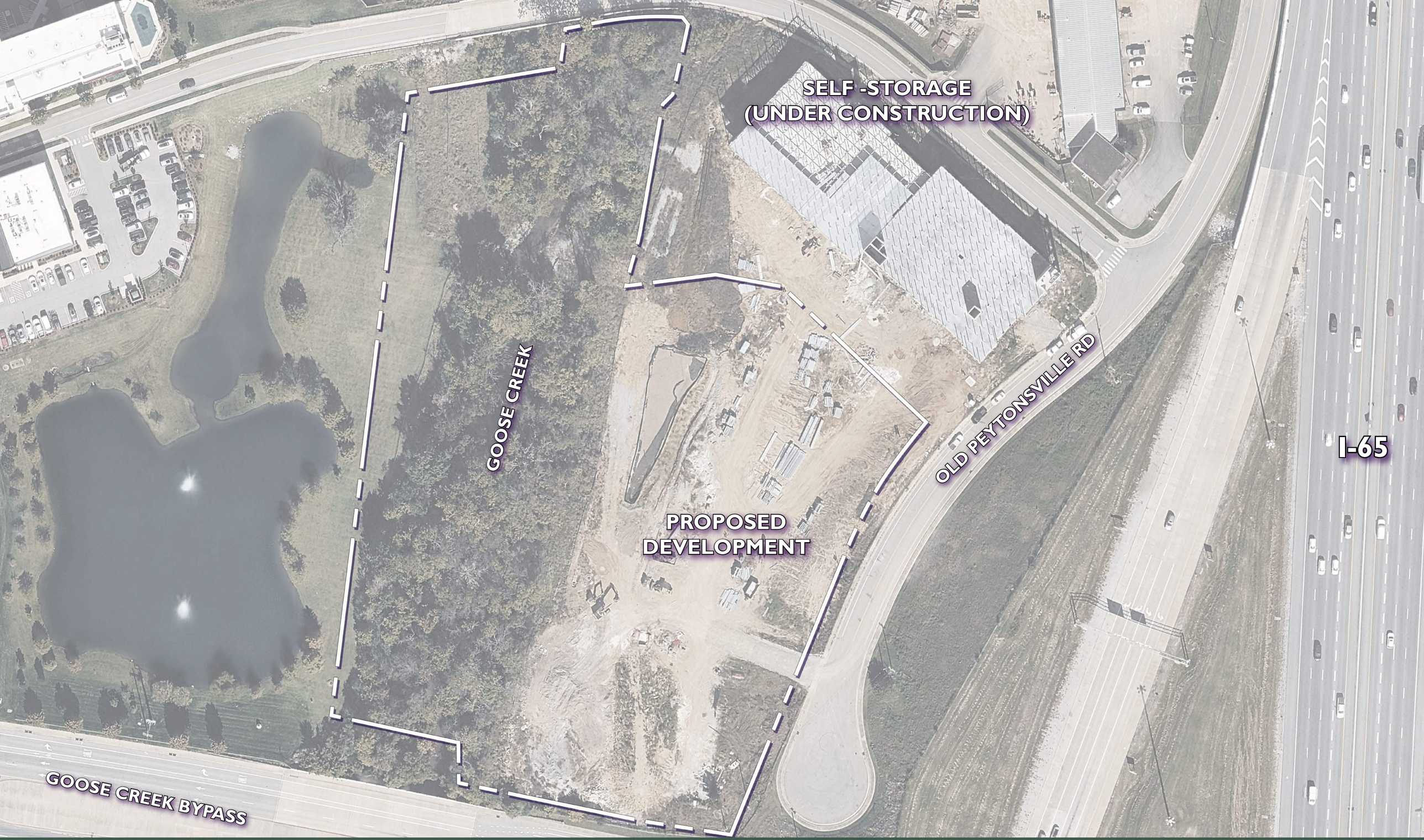
VEHICULAR ACCESS



BASSETT

PEDESTRIAN CONNECTIONS

GAMBLE DESIGN COLLABORATIVE



BASSETT

EXISTING CONDITIONS



BASSETT
CONCEPTUAL MASTER PLAN

BASSETT

PREVIOUS CONCEPTUAL ARCHITECTURAL

BASSETT

PREVIOUS CONCEPTUAL ARCHITECTURAL

BASSETT

REVISED CONCEPTUAL ARCHITECTURAL



BASSETT

REVISED CONCEPTUAL ARCHITECTURAL



2 NORTH (RIGHT) ELEVATION

SCALE: 1/32" = 1'-0"



1 EAST (FRONT) ELEVATION

SCALE: 1/32" = 1'-0"

PROGRAM
SITE ACREAGE: 7.03 AC
MULTI-FAMILY HOMES: 230

SELF -STORAGE
(UNDER CONSTRUCTION)

GOOSE CREEK

PROPOSED
DEVELOPMENT

OLD PEYTONSVILLE RD

I-65

GOOSE CREEK BYPASS

BASSETT
CONCEPTUAL MASTER PLAN

GAMBLE DESIGN COLLABORATIVE

City of Franklin

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

File #: 26-0662

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Ordinance 2026-16, An Ordinance To Rezone 7.68 Acres From Planned (PD) District To Planned (PD 18.85) District For The Property Located North Of West Meade Boulevard And West Of Brookwood Avenue, Located At 500 West Meade Boulevard (Iris Place PUD).

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9131
Applicant: Mary McGowan, Kimley-Horn
Owner: Franklin Housing Authority, Derwin Jackson, Rep.

BACKGROUND/STAFF COMMENTS:
The applicant has submitted a rezoning request for the property located at 500 West Meade Boulevard. The rezoning is being submitted in conjunction with the Franklin Housing Authority's new Iris Place PUD (RES 2026-50) subdivision with 144 residential units on 7.68 acres and a proposed DUA of 18.85. Envision Franklin Places this property in the Mixed Residential Design Concept, which states that this, "concept contains residential neighborhoods with a combination of single-family dwellings, duplexes, multiplexes, and townhouses. The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods." Envision Franklin does include a special consideration that Franklin Housing Authority properties may include a limited number of multifamily residential in accordance with their master plans.The FHA master plan has been updated with the plan that is being proposed, so it meets the recommendations of Envision Franklin.

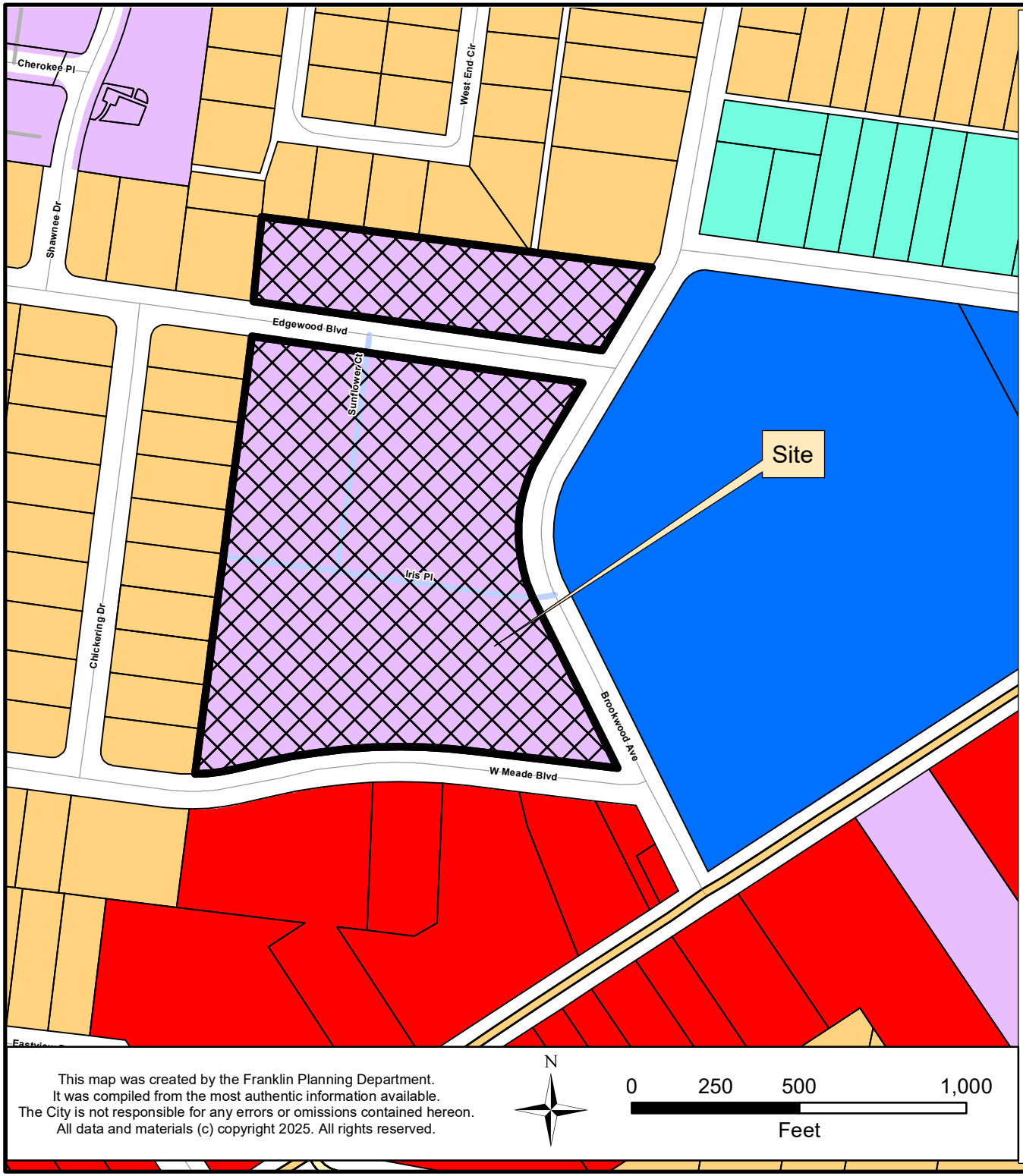
PROCEDURAL REQUIREMENTS:
1. The City's project identification number shall be included on all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Ordinance 2026-16.



IRIS PLACE PUD SUBDIVISION
REZONING, DEVELOPMENT PLAN
ORDINANCE 2026-16
RESOLUTION 2026-50

Project Information
Existing Zoning: PD
Proposed Zoning: PD 18.85
Overlay Districts: CFO
Site Acreage: 7.68 acres

Legend

- Iris Place PUD
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District
- 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.
All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

ORDINANCE 2026-16

AN ORDINANCE TO REZONE 7.68 ACRES FROM PLANNED (PD) DISTRICT TO PLANNED (PD 18.85) DISTRICT FOR THE PROPERTY LOCATED NORTH OF WEST MEADE BOULEVARD AND WEST OF BROOKWOOD AVENUE, LOCATED AT 500 WEST MEADE BOULVEVARD (IRIS PLACE PUD)

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

WHEREAS, the Planned (PD 18.85) District provides zoning for land uses compatible with both the Franklin Land Use Plan and surrounding development; and

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, adopted Resolution 2026-50, 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.

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

SECTION I. That the following described property shall be, and is hereby, rezoned from its present zoning classification of Planned (PD) District to Planned (PD 18.85) District:

PREMISES CONSIDERED

Map-Parcel	Acres
078J A – 28.00	7.68
Total	7.68

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

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

IT IS SO ORDAINED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

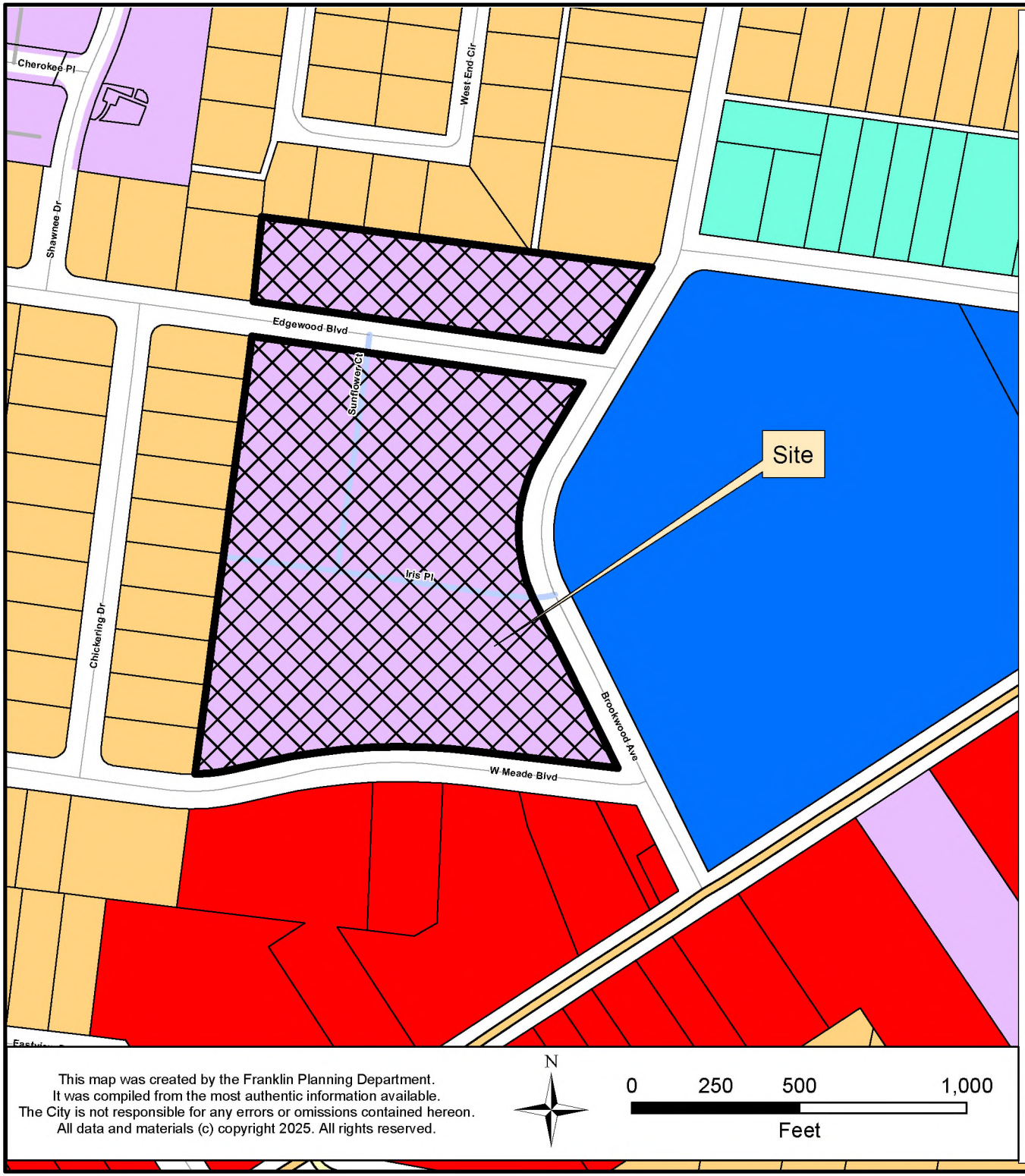
PLANNING COMMISSION RECOMMENDED: _____

PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____



IRIS PLACE PUD SUBDIVISION
REZONING, DEVELOPMENT PLAN
ORDINANCE 2026-16
RESOLUTION 2026-50

Project Information
Existing Zoning: PD
Proposed Zoning: PD 18.85
Overlay Districts: CFO
Site Acreage: 7.68 acres

Legend

- Iris Place PUD
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District
- 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.
All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

REZONING REQUEST

IRIS PLACE PUD SUBDIVISION

COF# 9131

500 WEST MEADE BLVD

FRANKLIN, TENNESSEE 37064

INITIAL SUBMITTAL 5/11/2026
RESUBMITTAL 6/4/2026

SITE DATA TABLE	
PROJECT NAME	IRIS PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9131
SITE ADDRESS	500 WEST MEADE BLVD FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078J PARCEL 02800
LEGAL SITE ACREAGE / SQUARE FOOTAGE	8.40 AC / 365,716 SF
EXISTING R.O.W. DEDICATION ON EDGEWOOD BLVD.	0.72 AC / 31,363 SF
CALCULATED SITE ACREAGE	7.68 AC / 334,352 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (18.85)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
EDGEWOOD BLVD	12' (NORTH), 18' (SOUTH)
BROOKWOOD AVE	20'
WEST MEADE BLVD	25'
SIDE	15'
REAR	30'
DWELLING UNITS	144
1 BEDROOM	18
2 BEDROOM	59
3 BEDROOM	61
4 BEDROOM	6
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	1.54 AC (20%)
PROVIDED LSA	3.08 AC (40%)
OPEN SPACE REQUIRED	0.38 AC (5%)
NATURAL AREA REQUIRED	0.76 AC (10%)
TREE RETENTION REQUIRED	1.11 AC (48%)
PARKING REQUIRED	308
1 BEDROOM	23
2 BEDROOM	133
3 BEDROOM	138
4 BEDROOM	14
PARKING PROVIDED	262
HISTORICAL RESOURCE TREATMENT	N

VESTING DEVELOPMENT STANDARDS	DATE
ZONING ORDINANCE	JANUARY 13, 2026
SUBDIVISION REGULATIONS	JANUARY 1, 2026
TRANSPORTATION AND STREET TECHNICAL STANDARDS	JULY 1, 2025
STORMWATER BMP MANUAL	JULY 1, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	OCTOBER 13, 2020
MUNICIPAL CODE	MARCH 4, 2026
HISTORIC DISTRICT DESIGN GUIDELINES	MAY 30, 2022

STATEMENT OF IMPACTS:

WATER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED.A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.40 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SEWER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES, WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

REPURIFIED (REUSE) WATER FACILITIES:
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

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

THE SITE IS SURROUNDED BY LOCAL ROADS. DAILY ACCESS TO IRIS PLACE IS PROVIDED BY DIRECT CONNECTIONS TO EDGEWOOD BLVD AND WEST MEADE BLVD.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY-HORN AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS CRUCIAL FOR THE SITE GIVEN ITS LAYOUT AND FLOW DIRECTION.

- FLOW MANAGEMENT: STORMWATER WILL FLOW FROM WEST TO EAST TO FOLLOW EXISTING DRAINAGE PATTERNS AS FEASIBLE, NECESSITATING EFFECTIVE CAPTURE, TREATMENT, AND RELEASE SYSTEMS.
- BIORETENTION AND DETENTION: THE INCLUSION OF BIORETENTION AND DETENTION PONDS WILL HELP MANAGE RUNOFF TO PROVIDE WATER QUALITY PER CITY OF FRANKLIN STANDARDS.
- INFRASTRUCTURE: CREATING APPROPRIATE DRAINAGE SYSTEMS AND ENSURING THE PONDS ARE INTEGRATED EFFECTIVELY WITHIN THE DEVELOPMENT PLAN IS ESSENTIAL FOR EFFECTIVE STORMWATER MANAGEMENT. APPROXIMATELY 3.92 ACRES OF IMPERVIOUS IS PROPOSED ON THE SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.83 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUARTERS - 0.96 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
JIM WARREN PARK - 0.49 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
144 HOMES X 0.20 STUDENTS = 29 PROJECTED STUDENTS

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

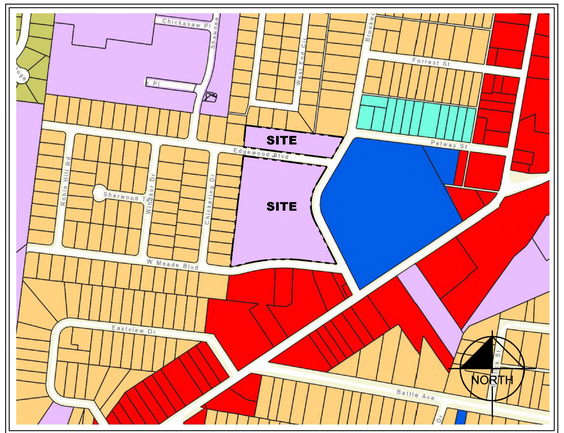
PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

144 Units - 41 Units (existing) = 103 New Units requested
103 Units x $5,408 = $557,024
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 3

ELECTRICITY:
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS:
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED



VICINITY MAP
NOT TO SCALE

WARD DISTRICT: WARD 4
WARD MEMBER: PATRICK BAGGETT
CITY OF FRANKLIN
WILLIAMSON COUNTY, TENNESSEE

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER
C1.0	EXISTING CONDITIONS

FRANKLIN HOUSING AUTHORITY
200 SPRING STREET
FRANKLIN, TN 37064
PHONE: 615-794-1247
CONTACT: SUSAN MINOR
EMAIL: sminor@franklinhousingauthority.com
OWNER / DEVELOPER

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: DEATON HILDABRAND, PE
PHONE: (615) 564-2701

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: MATT HUFF
PHONE: (615) 564-2701

GEOTECH / ENVIRONMENTAL
ECS SOUTHEAST, LLC
318 SEABOARD LANE, SUITE 208
FRANKLIN, TENNESSEE 37067
CONTACT: DAVID E. VALENTINE, REM
PHONE: (704) 525-5152

ARCHITECT
906 STUDIO ARCHITECTS + INTERIORS
249 4TH AVE, NORTH SIDE, SUITE 200
FRANKLIN, TENNESSEE 37064
CONTACT: MEREDITH BUCHER, AIA
PHONE: (615) 988-9065

ELMINGTON
ELMINGTON CAPITAL
1030 16TH AVE SOUTH, SUITE 500
NASHVILLE, TN 37212
PHONE: 615-636-6452
CONTACT: RICK ESTEP
EMAIL: restep@elmingtoncapital.com

PLANS PREPARED BY

Kimley»Horn

10 Lea Avenue, Suite 400, Nashville, TN 37210
Main: (615) 564-2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

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

SEAL

MATTHEW S. HUFF — 120.3.2026 — TENNESSEE — AGRICULTURE — COMMERCE — TENNESSEE NO. 1443 — LANDSCAPE ARCHITECT

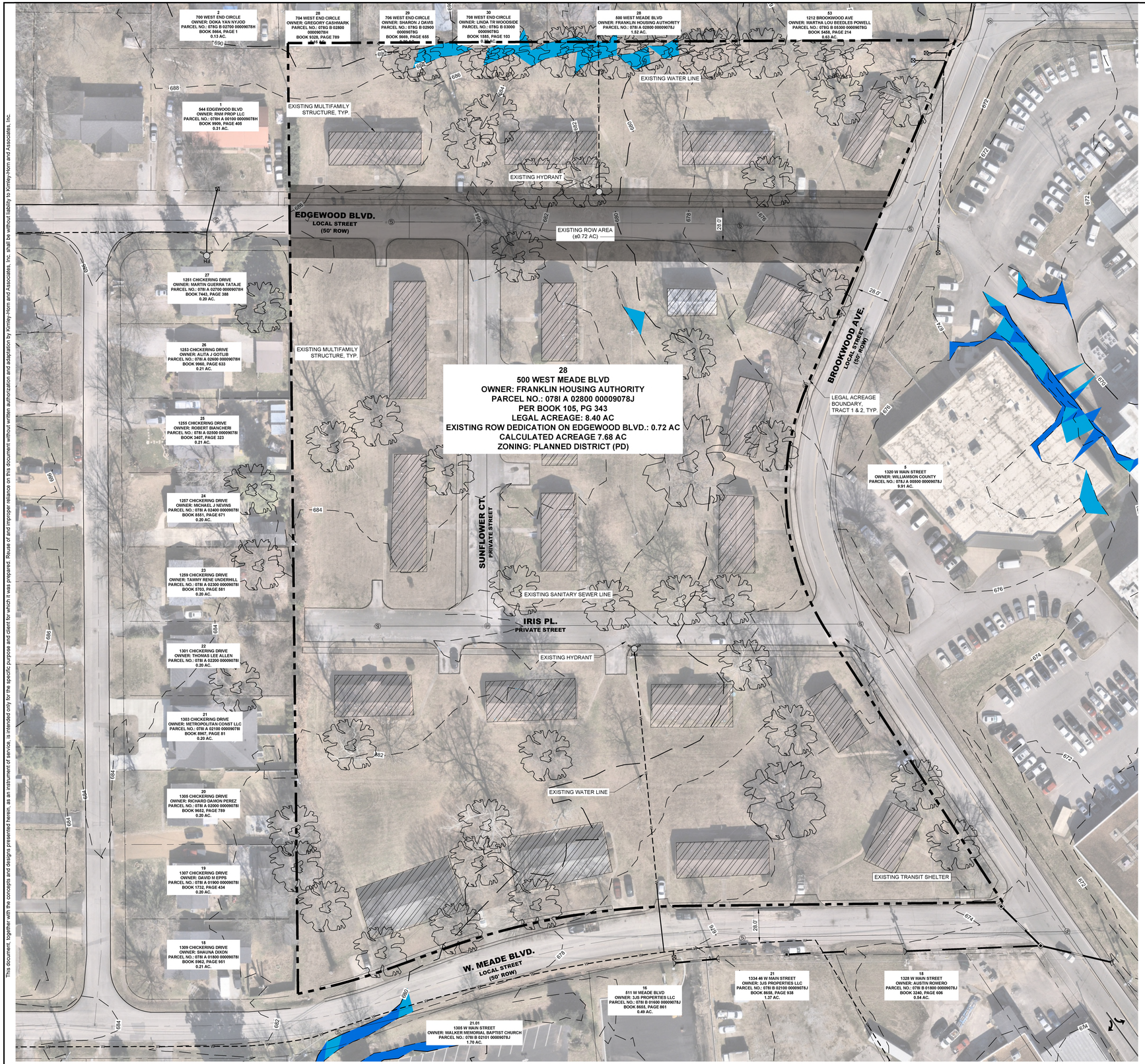
PLAN REVISIONS

REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118129143	C0.0	9

BROOKWOOD FLATS - 021 project phase

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\1 - Brookwood Flats\PlanSheets\C0-00 COVER-REZONING.dwg C0-00 COVER Jun 15, 2026 11:00am by: Adam.Lawrence



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BOUNDARY INFORMATION WAS TAKEN FROM SURVEY INFORMATION PROVIDED BY YOUNG, HOBBS, & ASSOCIATES DATED 6/3/2026.
3. BASE INFORMATION WAS TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0192H, WITH AN EFFECTIVE DATE OF 12/20/2024, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN. ZONE "AE" IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THIS AREA IS INDICATED ON THE PLANS.

STORMWATER NARRATIVE

RUNOFF FOR THIS SITE ENCOUNTERS PRIMARILY DEVELOPED AREA AND FLOWS FROM WEST TO EAST. DEPENDING ON WHERE RAINWATER FALLS, IT TRAVELS VIA SHEET FLOW AND SHALLOW CHANNEL FLOW TOWARDS BROOKWOOD AVENUE. OUTFALLS ARE LABELED IN THE PLANS. EXISTING INLETS ALONG THE DEVELOPED AREA ROUTE WATER TO THE BIORETENTION AND DETENTION PONDS.

ALL OUTFALLS WILL BE UTILITZED IN THE DEVELOPMENT OF THIS SITE.

SITE SLOPE TABLE

	14% - 19.99%
	20% and above

LEGAL DESCRIPTION
PARCEL 3 500 West Meade Blvd, Parcel No. (078I-A-028.00)

TRACT 1

Located in the Town of Franklin, 9th Civil District, and beginning at a concrete monument at the southwestern corner of the intersection of S. Petway Street and the proposed hospital street; thence S 25° 44' W 433.0 feet to a concrete monument; thence S 30° 44' E 390.6 feet to a concrete monument; thence N 88° 21' W 270.5 feet to a concrete monument; thence around a curve, said curve having a radius of 619.4 feet, 205.5 feet to a concrete monument; thence S 72° 33' W 46.0 feet to a concrete monument; thence around a curve, said curve having aradius of 573.7 feet 83.4 feet to a concrete monument; thence N 1° 41' E 805.7 feet to a concrete monument; thence S 87° 20' E 564.6 feet to the point of beginning, said tract containing 8.40 acres more or less. Being the same property conveyed to FRANKLIN HOUSING AUTHORITY, by deed from C.M. WARF AND WIFE, ELLA WARF, of record in Book 105, page 343, dated May 4, 1957, said Register's Office.

TRACT 2

Land lying in the City of Franklin, Tennessee, neare South Petway Street, more particularly described as follows: Starting with a concrete monument in the southwest corner of South Petway Street where the same makes a right angel turn, and running thence;
1. South 25° 44' West along the westerly margin of a dedication for Street 312.6' more or less, to a point at the beginning of a curve to the left, thence;
2. Aroung said curve in a southerly direction, said curve being 225.0' in radius, 221.2' to a point at the end of the curve, thence;
3. North 30° 44' West 120.4' to an existing concrete monument, thence;
4. North 25° 44' East 120.4; to the point of beginning, containing 0.05 acres, more or less, and being in accordance with a survey and plat prepared by the Turne Engineering Company of Nashville, Tennessee.

Beign the same property conveyed to FRANKLIN HOUSING AUTHORITY, by deed from C.M. WARF AND WIFE, ELLA K. WARF, of record in Book 108, page 295, dated May 13, 1958, said Register's Office.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9131)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127314
5/12/2026
STATE OF TENNESSEE

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: —
DRAWN BY: —
CHECKED BY: —
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

REZONING REQUEST

IRIS PLACE PUD SUBDIVISION

COF# 9131

500 WEST MEADE BLVD

FRANKLIN, TENNESSEE 37064

INITIAL SUBMITTAL 5/11/2026
RESUBMITTAL 6/4/2026

SITE DATA TABLE	
PROJECT NAME	IRIS PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9131
SITE ADDRESS	500 WEST MEADE BLVD FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078J PARCEL 02800
LEGAL SITE ACREAGE / SQUARE FOOTAGE	8.40 AC / 365,716 SF
EXISTING R.O.W. DEDICATION ON EDGEWOOD BLVD.	0.72 AC / 31,363 SF
CALCULATED SITE ACREAGE	7.68 AC / 334,352 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (18.85)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
EDGEWOOD BLVD	12' (NORTH), 18' (SOUTH)
BROOKWOOD AVE	20'
WEST MEADE BLVD	25'
SIDE	15'
REAR	30'
DWELLING UNITS	144
1 BEDROOM	18
2 BEDROOM	59
3 BEDROOM	61
4 BEDROOM	6
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	1.54 AC (20%)
PROVIDED LSA	3.08 AC (40%)
OPEN SPACE REQUIRED	0.38 AC (5%)
NATURAL AREA REQUIRED	0.76 AC (10%)
TREE RETENTION REQUIRED	1.11 AC (48%)
PARKING REQUIRED	308
1 BEDROOM	23
2 BEDROOM	133
3 BEDROOM	138
4 BEDROOM	14
PARKING PROVIDED	262
HISTORICAL RESOURCE TREATMENT	N

VESTING DEVELOPMENT STANDARDS	DATE
ZONING ORDINANCE	JANUARY 13, 2026
SUBDIVISION REGULATIONS	JANUARY 1, 2026
TRANSPORTATION AND STREET TECHNICAL STANDARDS	JULY 1, 2025
STORMWATER BMP MANUAL	JULY 1, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	OCTOBER 13, 2020
MUNICIPAL CODE	MARCH 4, 2026
HISTORIC DISTRICT DESIGN GUIDELINES	MAY 30, 2022

STATEMENT OF IMPACTS:

WATER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED.A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.40 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SEWER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES, WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

REPURIFIED (REUSE) WATER FACILITIES:
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

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

THE SITE IS SURROUNDED BY LOCAL ROADS. DAILY ACCESS TO IRIS PLACE IS PROVIDED BY DIRECT CONNECTIONS TO EDGEWOOD BLVD AND WEST MEADE BLVD.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY-HORN AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS CRUCIAL FOR THE SITE GIVEN ITS LAYOUT AND FLOW DIRECTION.

- FLOW MANAGEMENT: STORMWATER WILL FLOW FROM WEST TO EAST TO FOLLOW EXISTING DRAINAGE PATTERNS AS FEASIBLE, NECESSITATING EFFECTIVE CAPTURE, TREATMENT, AND RELEASE SYSTEMS.
- BIORETENTION AND DETENTION: THE INCLUSION OF BIORETENTION AND DETENTION PONDS WILL HELP MANAGE RUNOFF TO PROVIDE WATER QUALITY PER CITY OF FRANKLIN STANDARDS.
- INFRASTRUCTURE: CREATING APPROPRIATE DRAINAGE SYSTEMS AND ENSURING THE PONDS ARE INTEGRATED EFFECTIVELY WITHIN THE DEVELOPMENT PLAN IS ESSENTIAL FOR EFFECTIVE STORMWATER MANAGEMENT. APPROXIMATELY 3.92 ACRES OF IMPERVIOUS IS PROPOSED ON THE SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.83 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUARTERS - 0.96 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
JIM WARREN PARK - 0.49 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
144 HOMES X 0.20 STUDENTS = 29 PROJECTED STUDENTS

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

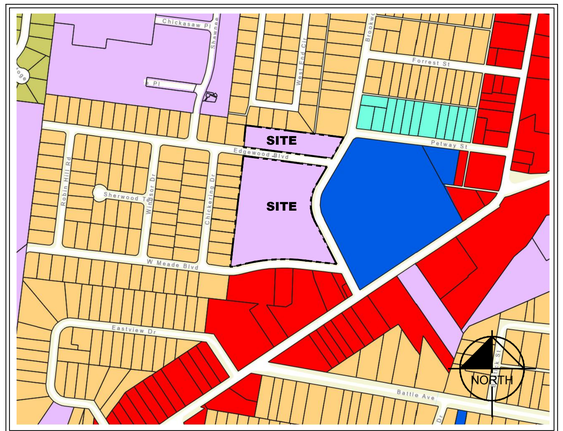
PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

144 Units - 41 Units (existing) = 103 New Units requested
103 Units x $5,408 = $557,024
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 3

ELECTRICITY:
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS:
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED



VICINITY MAP
NOT TO SCALE

WARD DISTRICT: WARD 4
WARD MEMBER: PATRICK BAGGETT
CITY OF FRANKLIN
WILLIAMSON COUNTY, TENNESSEE

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER
C1.0	EXISTING CONDITIONS

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: DEATON HILDABRAND, PE
PHONE: (615) 564-2701

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: MATT HUFF
PHONE: (615) 564-2701

GEOTECH / ENVIRONMENTAL
ECS SOUTHEAST, LLC
318 SEABOARD LANE, SUITE 208
FRANKLIN, TENNESSEE 37067
CONTACT: DAVID E. VALENTINE, REM
PHONE: (704) 525-5152

ARCHITECT
906 STUDIO ARCHITECTS + INTERIORS
249 4TH AVE, NORTH SIDE, SUITE 200
FRANKLIN, TENNESSEE 37064
CONTACT: MEREDITH BUCHER, AIA
PHONE: (615) 988-9065

FRANKLIN HOUSING AUTHORITY
200 SPRING STREET
FRANKLIN, TN 37064
PHONE: 615-794-1247
CONTACT: SUSAN MINOR
EMAIL: sminor@franklinhousingauthority.com
OWNER / DEVELOPER

ELMINGTON
ELMINGTON CAPITAL
1030 16TH AVE SOUTH, SUITE 500
NASHVILLE, TN 37212
PHONE: 615-636-6452
CONTACT: RICK ESTEP
EMAIL: restep@elmingtoncapital.com

PLANS PREPARED BY

Kimley»Horn
10 Lea Avenue, Suite 400, Nashville, TN 37210
Main: (615) 564-2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

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

SEAL

MATTHEW S. HUFF — 5/14/26 — TENNESSEE — AGRICULTURE — COMMERCE — LANDSCAPE ARCHITECT

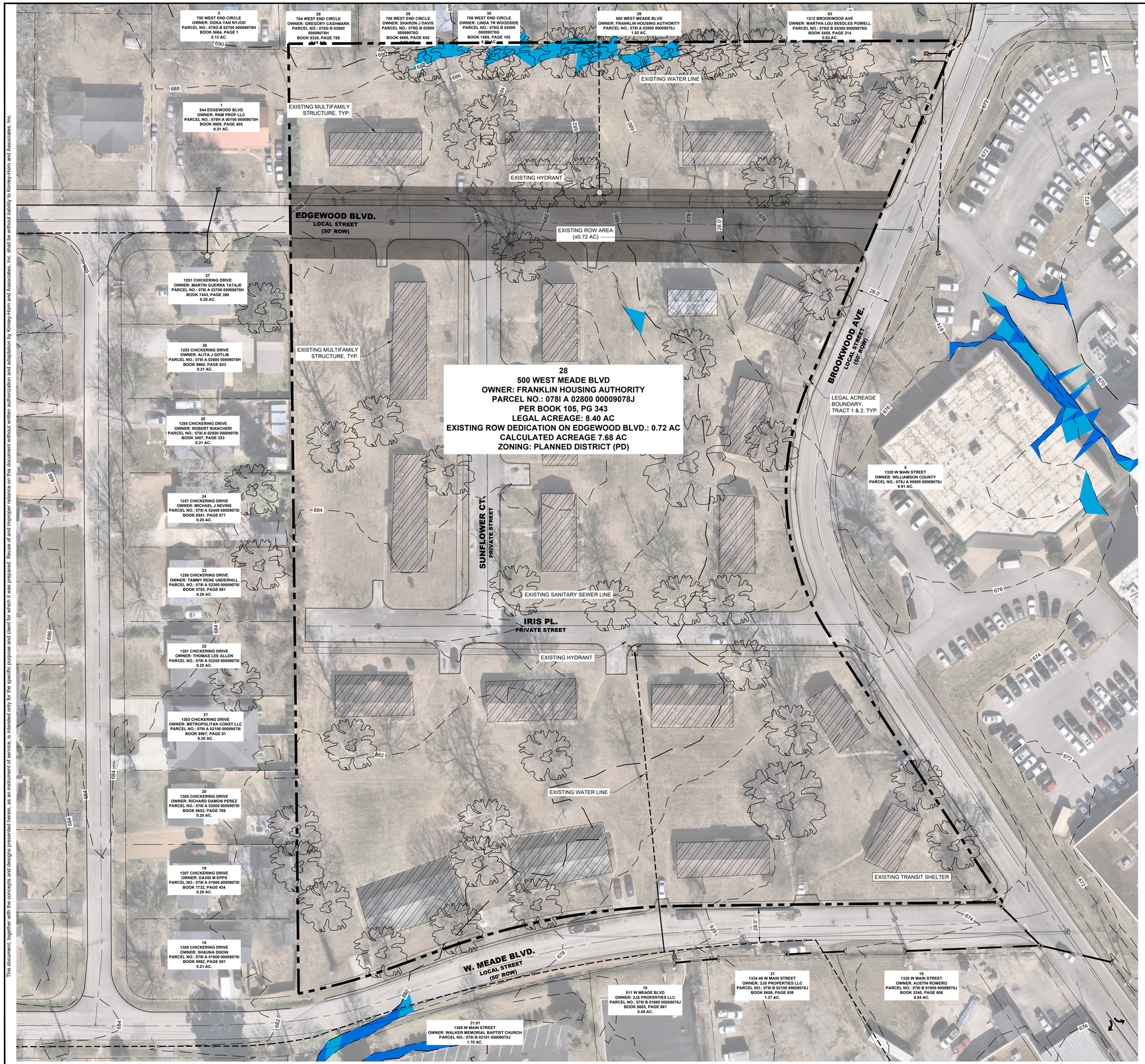
PLAN REVISIONS

REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118129143	C0.0	9

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\1 - Brookwood Flats\PlanSheets\C0-00 COVER-REZONING.dwg C0-00 COVER Jun 15, 2026 1:00pm by: Adam.Lawrence

BROOKWOOD FLATS - 021 project phase



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BOUNDARY INFORMATION WAS TAKEN FROM SURVEY INFORMATION PROVIDED BY YOUNG, HOBBS, & ASSOCIATES DATED 6/3/2026.
3. BASE INFORMATION WAS TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0192H, WITH AN EFFECTIVE DATE OF 12/20/2024, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN. ZONE "AE" IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THIS AREA IS INDICATED ON THE PLANS.

STORMWATER NARRATIVE

RUNOFF FOR THIS SITE ENCOUNTERS PRIMARILY DEVELOPED AREA AND FLOWS FROM WEST TO EAST. DEPENDING ON WHERE RAINWATER FALLS, IT TRAVELS VIA SHEET FLOW AND SHALLOW CHANNEL FLOW TOWARDS BROOKWOOD AVENUE. OUTFALLS ARE LABELED IN THE PLANS. EXISTING INLETS ALONG THE DEVELOPED AREA ROUTE WATER TO THE BIORETENTION AND DETENTION PONDS.

ALL OUTFALLS WILL BE UTILITZED IN THE DEVELOPMENT OF THIS SITE.

SITE SLOPE TABLE

	14% - 19.99%
	20% and above

LEGAL DESCRIPTION
PARCEL 3 500 West Meade Blvd, Parcel No. (078I-A-028.00)

TRACT 1

Located in the Town.of Franklin, 9th Civil District, and beginning at a concrete monument at the southwestern corner of the intersection of S. Petway Street and the proposed hospital street; thence S 25° 44' W 433.0 feet to a concrete monument; thence S 30° 44' E 390.6 feet to a concrete monument; thence N 88° 21' W 270.5 feet to a concrete monument; thence around a curve, said curve having a radius of 619.4 feet, 205.5 feet to a concrete monument; thence S 72° 33' W 46.0 feet to a concrete monument; thence around a curve, said curve having aradius of 573.7 feet 83.4 feet to a concrete monument; thence N 1° 41' E 805.7 feet to a concrete monument; thence S 87° 20' E 564.6 feet to the point of beginning, said tract containing 8.40 acres more or less. Being the same property conveyed to FRANKLIN HOUSING AUTHORITY, by deed from C.M. WARF AND WIFE, ELLA WARF, of record in Book 105, page 343, dated May 4, 1957, said Register's Office.

TRACT 2

Land lying in the City of Franklin, Tennessee, neare South Petway Street, more particularly described as follows: Starting with a concrete monument in the southwest corner of South Petway Street where the same makes a right angel turn, and running thence;
1. South 25° 44' West along the westerly margin of a dedication for Street 312.6' more or less, to a point at the beginning of a curve to the left, thence;
2. Aroung said curve in a southerly direction, said curve being 225.0' in radius, 221.2' to a point at the end of the curve, thence;
3. North 30° 44' West 120.4' to an existing concrete monument, thence;
4. North 25° 44' East 120.4; to the point of beginning, containing 0.05 acres, more or less, and being in accordance with a survey and plat prepared by the Turne Engineering Company of Nashville, Tennessee.

Beign the same property conveyed to FRANKLIN HOUSING AUTHORITY, by deed from C.M. WARF AND WIFE, ELLA K. WARF, of record in Book 108, page 295, dated May 13, 1958, said Register's Office.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9131)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127314
6/4/2026
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchezi4-CADD\1 - Brookwood Flats\PlanSheets\C1-00 EXISTING CONDITIONS-REZONING.dwg C1-00 EXISTING CONDITIONS Jun 15, 2026 8:57am by: Deaton.Hildabrand

June 10,

Public Notification Letter – Iris Place

PUBLIC NOTICE
This letter is written to provide public notice that the Franklin Municipal Planning Commission (FMPC) will be considering a proposed Rezoning and Development Plan for a multi-family development consisting of 144 units. The property is located at Map 078J, Parcel 02800 on West Meade Boulevard in Franklin, TN. The request will be heard by the FMPC on Thursday, June 25, 2026 at 7:00 pm in the Williamson County Administrative Complex (Auditorium). Please see the information below for more details.

APPLICANT
Kimley-Horn

APPLICANT'S REPRESENTATIVE

Kimley-Horn	4031 Aspen Grover Drive, Suite 201, Franklin, TN 37067	
Greg Gamble	615-975-5765	Greg.Gamble@kimley-horn.com

APPLICATION TYPE
Development Plan

DATE, TIME, AND PLACE OF PUBLIC MEETING
Thursday, June 25, 2026 at 7:00 pm in the in the Williamson County Administrative Complex (Auditorium). Please see the information below for more details.

SUBJECT PROPERTY
Map 078J, Parcel 02800

NATURE AND SCOPE OF THE APPLICANT REQUEST
The applicant is proposing a Rezoning and Development Plan for a multi-family development consisting of 126 units.

WHERE TO VIEW THE PROPOSED PLAN
The application may be viewed in the Planning and Sustainability Department, 120 9th Ave South, Franklin, TN 37064.

WHERE THE PUBLIC CAN BE HEARD
The public may appear at the Planning Commission meeting on Thursday, June 25, 2026 to be heard, submit written comments with respect to the application. Written comments may be directed to the City of Franklin Planning and Sustainability Department via email at planningintake@franklintn.gov and will be collected until noon on the day prior to the meeting. All written comments will be included with the item as part of the Planning Commission agenda.

From:	Andrea Mccullough
To:	Planning Intake
Subject:	Rezoning and Developmental plan for a multi-family development consisting of 144 units
Date:	Tuesday, June 23, 2026 7:44:06 PM

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To Whom It May Concern,

I am writing to express my concerns regarding the proposed rezoning and construction of a 144-unit multi-family residential development within our neighborhood. While I recognize the need for additional housing, I believe this proposal raises several significant issues that should be carefully evaluated before approval. The traffic and road congestion, the additional 144 units will substantially increase vehicle traffic during peak hours. If every unit or household has one car, the result, an influx of 144 cars all trying to travel the same routes to enter and exit the neighborhood, if every resident has two cars, the increase 288 cars, entering and exiting on the same roads. Large muti-family developments often generate increased parking demand. If on-site parking is insufficient, overflow parking could affect neighboring streets and reduce accessibility for exiting residents and visitors.

The density and scale of a 144-unit will alter the established residential environment and may not be compatible with the existing homes. Property values impacts, while opinions may differ on this issue, there is some concern that a high-density development adjacent to existing homes could negatively affect property values and neighborhood desirability.

For these reasons, I respectfully request that the planning commission and governing body carefully evaluate the potential impacts of this proposal and consider whether the rezoning and development of adding 144 units to the West Meade neighborhood is appropriate for this location. At a minimum, comprehensive traffic, and community impact studies should be completed before any approval is granted.

Thank you for considering these comments.

Sincerely,

Andrea McCullough

1254 Chickering Drive
Franklin, TN 37064

File #: 26-0663

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Resolution 2026-50, A Resolution Approving A Development Plan For Iris Place PUD Subdivision With 2 Modifications Of Development Standards (Parking, Open Space), For The Property Located North Of West Meade Boulevard And West Of Brookwood Avenue, Located At 500 West Meade Boulevard.

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9132
Applicant: Mary McGowan, Kimley-Horn
Owner: Franklin Housing Authority, Derwin Jackson, Rep.

BACKGROUND/STAFF COMMENTS:
The applicant has submitted a development plan for the Iris Place PUD Subdivision located at 500 West Meade Boulevard. The development plan is being submitted in conjunction with the rezoning (ORD 2026-16) for the Franklin Housing Authority's Iris Place PUD with 144 multifamily residential units on 7.68 acres and a proposed DUA of 18.85. The plan proposes the demolition of all existing buildings on the property, and the construction of five new multifamily buildings. Envision Franklin places this property in the Mixed Residential Design Concept, which states that this, "concept contains residential neighborhoods with a combination of single-family dwellings, duplexes, multiplexes, and townhouses. The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods." Envision Franklin does include a special consideration that Franklin Housing Authority properties may include a limited number of multifamily residential in accordance with their master plans.The FHA master plan has been updated with the plan that is being proposed, so it meets the recommendations of Envision Franklin.

Modifications Of Standards

There are two modifications of standards requests included with this development plan. The MOS requests are related to parking and open space.

MOS #1: Request to modify the minimum parking standard to 1.75 spaces per multifamily residential unit type for all bedroom unit types.

The applicant is requesting to modify the minimum parking standard to 1.75 spaces per multifamily residential unit type for all bedroom types. Section 10.2.3 of the Zoning Ordinance requires the following parking ratios for multifamily parking:

- Studio - 1.25 spaces per unit
- 1 Bedroom - 1.25 spaces per unit
- 2+ Bedroom - 2.25 spaces per unit

The applicant has provided a parking memo with sufficient information for the request. Additionally, the Board of Mayor and Aldermen has previously approved similar MOS requests for multifamily parking standards for similar developments. With the information provided by the applicant and the previous granted requests, Staff is supportive of the request.

Staff recommends approval of MOS #1.

MOS #2: Request to modify the required natural area from 10% to 0% with a total of 15% open space, 5% to be programmed and 10% to be non-programmed.

The applicant is requesting to modify the required natural area from 10% to 0% with a total of 15% open space, 5% to be programmed and 10% to be non-programmed. Section 11.1.5 requires that PDs with residential uses only have an additional 10% natural area for a total of 15% open space and natural area. This PUD is replacing an existing development that did not incorporate any significant natural areas or resources into the original design. As such, there is nothing that would qualify as "natural area" per the City's definition. Natural areas include meadows, hillside, ponds, streams, slopes, etc. The applicant has agreed to increase the amount of open space to 15% (5% programmed, 10% non-programmed) in order to keep the intent of the regulation. Given the lack of natural area amenities for this specific site and the applicant's willingness to increase the total number of open space, Staff is supportive of the MOS request.

Staff recommends approval of MOS #2.

PROCEDURAL REQUIREMENTS:

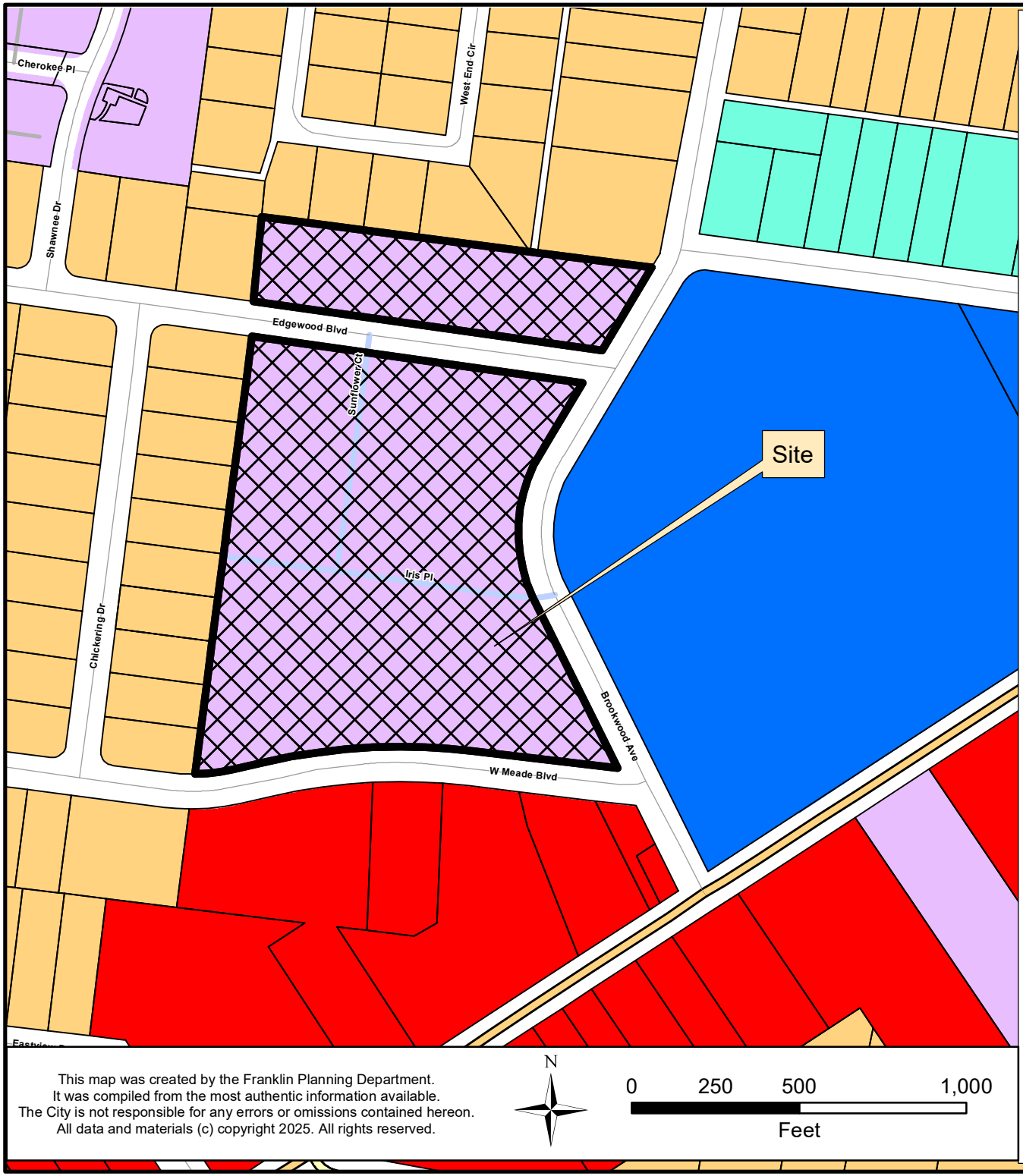
1. If the plan receives BOMA approval, the applicant shall upload the corrected plan to the online plan review website (https://franklin.contractorsplanroom.com/secure/). All revisions to the approved plans shall be “clouded.” With the resubmittal, each condition of approval/open issue in the online plan review system shall contain a full response from the applicant as to the satisfaction or completion of that condition.
2. The City’s project identification number shall be included in all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2026-50, with conditions.



IRIS PLACE PUD SUBDIVISION
REZONING, DEVELOPMENT PLAN
ORDINANCE 2026-16
RESOLUTION 2026-50

Project Information
Existing Zoning: PD
Proposed Zoning: PD 18.85
Overlay Districts: CFO
Site Acreage: 7.68 acres

Legend

- Iris Place PUD
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District
- 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.
All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

RESOLUTION 2026-50

A RESOLUTION APPROVING A DEVELOPMENT PLAN FOR IRIS PLACE PUD WITH 2 MODIFICATIONS OF DEVELOPMENT STANDARDS (PARKING, OPEN SPACE), FOR THE PROPERTY LOCATED NORTH OF WEST MEADE BOULEVARD AND WEST OF BROOKWOOD AVENUE, LOCATED AT 500 WEST MEADE BOULVEVARD

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, has, or will, approve the zoning for the property as part of Ordinance 2026-16; and

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

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

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

WHEREAS, in accordance with the provisions of 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 determine that the project application meets substantial compliance, and 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
078J A – 28.00	7.68
Total	7.68

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

SECTION III. That the overall entitlements for the Brookwood PUD are as follows:

Entitlements	Iris Place PUD
Base Zone District	PD 18.85
Other Zoning Overlays	CFO
Number of Dwelling Units	144
Number of Nonresidential Square Footage	0
Number of Hotel Rooms	0
Open Space Requirements	5% Open 10% Natural
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 BOMA 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 BOMA after review and recommendation by the Franklin Municipal Planning Commission:

MOS 1: **Request to modify the minimum parking standard to 1.75 spaces per residential unit for all unit types.** Approved: _____ Denied: _____	10.2.3 Minimum Parking Section Studio - 1.25 spaces per unit. 1 Bedroom – 1.25 spaces per unit. 2+ Bedroom – 2.25 spaces per unit *Staff recommended approval.*
MOS 2: **Request to modify the required natural area from 10% to 0% with a total of 15% open space. 5% to be programmed and 10% to be non-programmed** Approved: _____ Denied: _____	11.1.5 Minimum Open Space Additional 10% natural area for PD with residential uses only. *Staff recommended approval.*

SECTION VI. That this Resolution shall take effect from and after the passage of Ordinance 2026-16, on third and final reading, the health, safety, and welfare of the citizens requiring it.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By:_____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

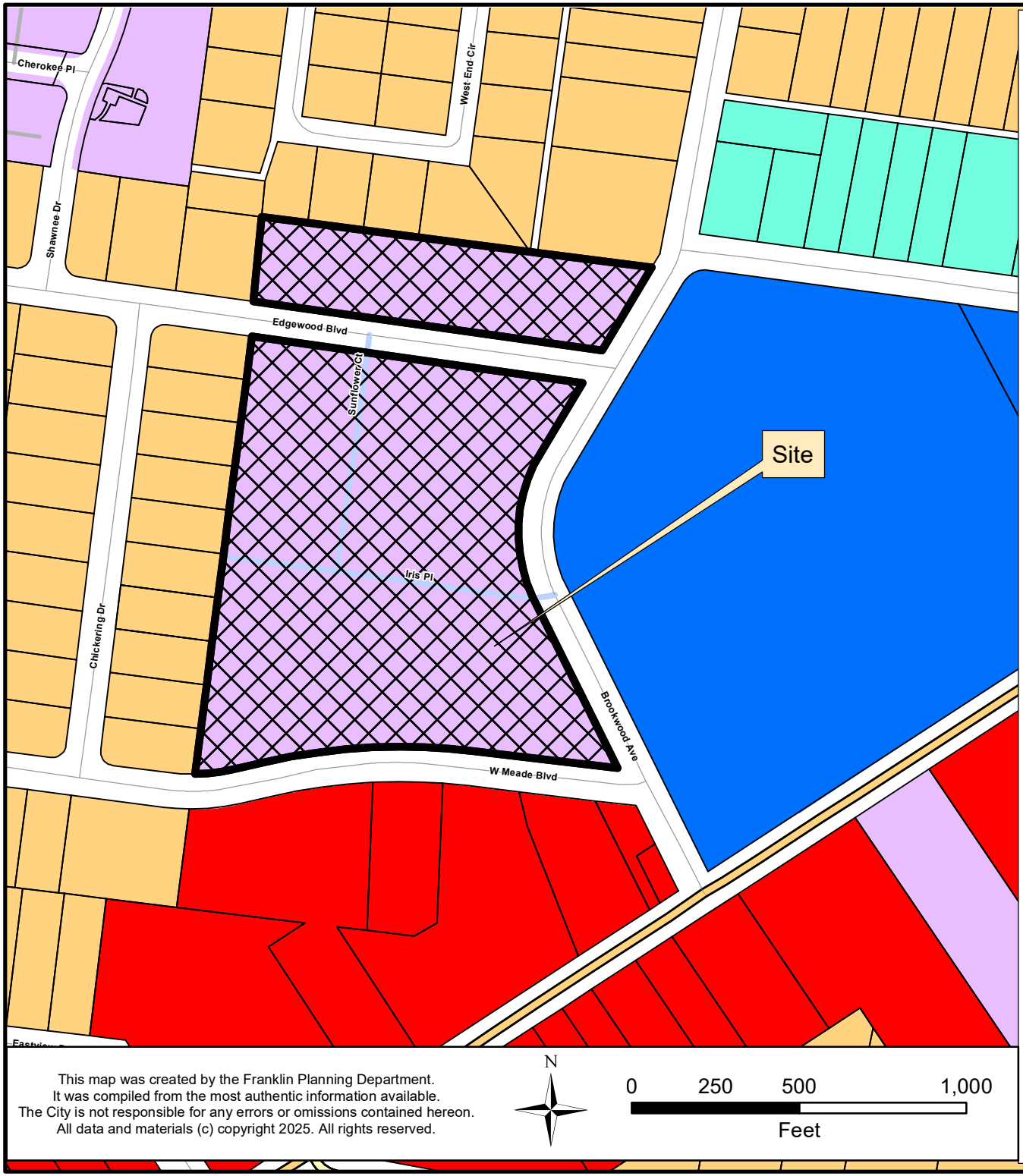
PREAPPLICATION CONFERENCE: _____5/5/2026_____

BOMA/FMPC JOINT CONCEPTUAL WORKSHOP: _____5/28/2026____

NEIGHBORHOOD MEETING: _____5/5/2026____

PLANNING COMMISSION RECOMMENDED APPROVAL: _____

PUBLIC HEARING AND BOMA APPROVAL: _____



IRIS PLACE PUD SUBDIVISION
REZONING, DEVELOPMENT PLAN
ORDINANCE 2026-16
RESOLUTION 2026-50

Project Information
Existing Zoning: PD
Proposed Zoning: PD 18.85
Overlay Districts: CFO
Site Acreage: 7.68 acres

Legend

- Iris Place PUD
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District
- 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.
All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

DEVELOPMENT PLAN

IRIS PLACE PUD SUBDIVISION

COF# 9132

500 WEST MEADE BLVD

FRANKLIN, TENNESSEE 37064

PRE-APPLICATION SUBMITTAL: 4/27/2026
INITIAL SUBMITTAL: 5/11/2026
RESUBMITTAL: 6/4/2026

SITE DATA TABLE	
PROJECT NAME	IRIS PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9132
SITE ADDRESS	500 WEST MEADE BLVD FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078J PARCEL 02800
EXISTING SITE ACREAGE / SQUARE FOOTAGE	8.40 AC / 365,716 SF
PROPOSED SITE ACREAGE / SQUARE FOOTAGE	7.64 AC / 332,584 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (18.85)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
EDGEWOOD BLVD	12' (NORTH), 18' (SOUTH)
BROOKWOOD AVE	20'
WEST MEADE BLVD	25'
SIDE	15'
REAR	30'
DWELLING UNITS	144
1 BEDROOM	18
2 BEDROOM	59
3 BEDROOM	61
4 BEDROOM	6
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	1.54 AC (20%)
PROVIDED LSA	3.08 AC (40%)
OPEN SPACE REQUIRED	0.38 AC (5%)
NATURAL AREA REQUIRED	0.76 AC (10%)
TREE RETENTION REQUIRED	1.11 AC (48%)
PARKING REQUIRED	308
1 BEDROOM	23
2 BEDROOM	133
3 BEDROOM	138
4 BEDROOM	14
PARKING PROVIDED	262
HISTORICAL RESOURCE TREATMENT	N

VESTING DEVELOPMENT STANDARDS	DATE
ZONING ORDINANCE	JANUARY 13, 2026
SUBDIVISION REGULATIONS	JANUARY 1, 2026
TRANSPORTATION AND STREET TECHNICAL STANDARDS	JULY 1, 2025
STORMWATER BMP MANUAL	JULY 1, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	OCTOBER 13, 2020
MUNICIPAL CODE	MARCH 4, 2026
HISTORIC DISTRICT DESIGN GUIDELINES	MAY 30, 2022

STATEMENT OF IMPACTS:

WATER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.40 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SEWER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES, WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

REPURIFIED (REUSE) WATER FACILITIES:
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

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

THE SITE IS SURROUNDED BY LOCAL ROADS. DAILY ACCESS TO IRIS PLACE IS PROVIDED BY DIRECT CONNECTIONS TO EDGEWOOD BLVD AND WEST MEADE BLVD.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY-HORN AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS CRUCIAL FOR THE SITE GIVEN ITS LAYOUT AND FLOW DIRECTION.

- FLOW MANAGEMENT: STORMWATER WILL FLOW FROM WEST TO EAST TO FOLLOW EXISTING DRAINAGE PATTERNS AS FEASIBLE, NECESSITATING EFFECTIVE CAPTURE, TREATMENT, AND RELEASE SYSTEMS.
- BIORETENTION AND DETENTION: THE INCLUSION OF BIORETENTION AND DETENTION PONDS WILL HELP MANAGE RUNOFF TO PROVIDE WATER QUALITY PER CITY OF FRANKLIN STANDARDS.
- INFRASTRUCTURE: CREATING APPROPRIATE DRAINAGE SYSTEMS AND ENSURING THE PONDS ARE INTEGRATED EFFECTIVELY WITHIN THE DEVELOPMENT PLAN IS ESSENTIAL FOR EFFECTIVE STORMWATER MANAGEMENT. APPROXIMATELY 3.92 ACRES OF IMPERVIOUS IS PROPOSED ON THE SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.83 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUARTERS - 0.96 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
JIM WARREN PARK - 0.49 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
144 HOMES X 0.20 STUDENTS = 29 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

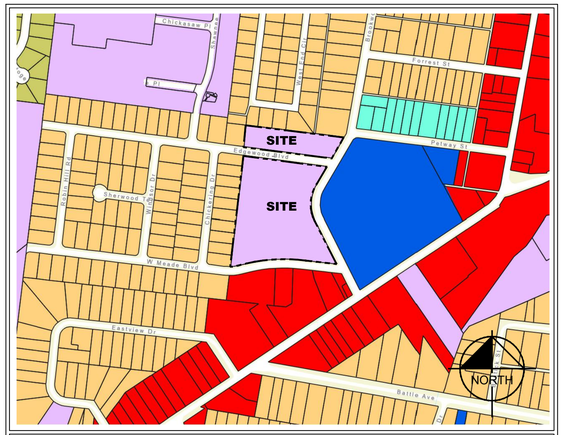
144 Units - 41 Units (existing) = 103 New Units requested
103 Units x $5,408 = $557,024
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 3

ELECTRICITY:
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS:
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED

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


SITE
SITE
W Meade Blvd
Edgewood Blvd
Brookwood Ave
Petway St
Railroad Ave
Railroad St
Railroad Pl
Railroad Ct
Railroad Alley
Railroad Ln
Railroad Dr
Railroad Cir
Railroad Way
Railroad Ter
Railroad Trl
Railroad Pkwy
Railroad Blvd
Railroad Sq
Railroad Loop
Railroad Path
Railroad Crossing
Railroad Junction
Railroad Station
Railroad Yard
Railroad Depot
Railroad Tower
Railroad Bridge
Railroad Tunnel
Railroad Overpass
Railroad Underpass
Railroad Viaduct
Railroad Trestle
Railroad Embankment
Railroad Cut
Railroad Fill
Railroad Ballast
Railroad Track
Railroad Switch
Railroad Signal
Railroad Crossing Gate
Railroad Crossing Bell
Railroad Crossing Light
Railroad Crossing Sign
Railroad Crossing Barrier
Railroad Crossing Guard
Railroad Crossing Arm
Railroad Crossing Mechanism
Railroad Crossing Control
Railroad Crossing Interlocking
Railroad Crossing Protection
Railroad Crossing Safety
Railroad Crossing Warning
Railroad Crossing Alert
Railroad Crossing Notification
Railroad Crossing Communication
Railroad Crossing Coordination
Railroad Crossing Maintenance
Railroad Crossing Inspection
Railroad Crossing Repair
Railroad Crossing Replacement
Railroad Crossing Upgrade
Railroad Crossing Improvement
Railroad Crossing Modification
Railroad Crossing Removal
Railroad Crossing Abandonment
Railroad Crossing Closure
Railroad Crossing Relocation
Railroad Crossing Realignment
Railroad Crossing Reconstruction
Railroad Crossing Rehabilitation
Railroad Crossing Preservation
Railroad Crossing Conservation
Railroad Crossing Restoration
Railroad Crossing Enhancement
Railroad Crossing Beautification
Railroad Crossing Landscaping
Railroad Crossing Signage
Railroad Crossing Wayfinding
Railroad Crossing Interpretation
Railroad Crossing Education
Railroad Crossing Outreach
Railroad Crossing Engagement
Railroad Crossing Participation
Railroad Crossing Collaboration
Railroad Crossing Partnership
Railroad Crossing Coalition
Railroad Crossing Alliance
Railroad Crossing Network
Railroad Crossing Association
Railroad Crossing Organization
Railroad Crossing Foundation
Railroad Crossing Institute
Railroad Crossing Center
Railroad Crossing Museum
Railroad Crossing Library
Railroad Crossing Archive
Railroad Crossing Collection
Railroad Crossing Exhibition
Railroad Crossing Display

CONTRACTOR RESPONSIBILITIES:

1. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR:

   A. THE CONTRACTOR SHALL VERIFY ALL PROPOSED AND EXISTING CONDITIONS INCLUDING UTILITIES (INVERTS, CONNECTIONS, MATERIALS, ETC.) AND DIMENSIONS WITHIN THE LIMITS OF WORK PRIOR TO THE START OF CONSTRUCTION.

   B. REFER TO ARCHITECTURAL DRAWINGS FOR DETAILED BUILDING INFORMATION.

   C. THE CONTRACTOR IS RESPONSIBLE FOR ALL NOTIFICATIONS AND LIAISONS WITH UTILITY COMPANIES DURING THE PROCESS OF LOCATING, RELOCATING, AND TYING INTO PUBLIC UTILITIES.

   D. PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE SHALL OCCUR INSIDE THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.

2. DURING CONSTRUCTION:

   A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVIATIONS FROM THESE PLANS AND SPECIFICATIONS WITHOUT PRIOR WRITTEN CONSENT OF THE ENGINEER MAY CAUSE THE WORK TO BE UNACCEPTABLE.

   B. THE CONTRACTOR SHALL USE MATERIALS AND EMPLOY CONSTRUCTION METHODS IN ORDER TO COMPLY WITH THE DRAWINGS AND SPECIFICATIONS. WHERE A CONFLICT OCCURS, THE STRICTEST DESIGN SHALL GOVERN. THE ENGINEER'S REVIEW OF SHOP DRAWINGS, PRODUCT DATA, ETC., DOES NOT RELIEVE THE CONTRACTOR FROM COMPLYING WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY SPECIFIC DEVIATIONS AND OBTAIN ENGINEER'S WRITTEN APPROVAL OF THE SPECIFIC DEVIATION.

   C. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL APPLICABLE SAFETY CODES AND REGULATIONS DURING ALL PHASES OF CONSTRUCTION.

   D. ALL CONSTRUCTION MUST CONFORM TO THE STANDARDS, SPECIFICATIONS, AND CODES OF THE GOVERNING MUNICIPALITIES.

   E. CONSTRUCTION SHALL MEET ALL CURRENT STANDARDS SET FORTH IN THE AMERICANS WITH DISABILITIES ACT.

   F. IF THE CONTRACTOR DAMAGES ANY EXISTING UTILITIES DURING CONSTRUCTION, HE SHALL, AT HIS OWN EXPENSE, REPLACE OR REPAIR THE UTILITIES TO ORIGINAL CONDITION AND QUALITY AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY.

   G. SUFFICIENT BARRICADES, LIGHTS, SIGNS, AND OTHER TRAFFIC CONTROL METHODS IN ACCORDANCE WITH GOVERNING ORDINANCES MAY BE NECESSARY FOR THE PROTECTION AND SAFETY OF THE PUBLIC. SAID CONTROL DEVICES SHALL BE PER THE MANUAL OF TRAFFIC CONTROL DEVICES, M.U.T.C.D., CURRENT EDITION, AND SHALL BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.

   H. TRAFFIC CONTROLS AND OTHER WARNING DEVICES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY WORK ON CITY, COUNTY, OR TENNESSEE DEPARTMENT OF TRANSPORTATION ROADS. THEY SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE CONCLUSION OF ALL WORK.

   I. ALL WARNING DEVICES SHALL BE EITHER TYPE I BARRICADES OR DRUMS WITH WARNING LIGHTS ON EVERY OTHER DEVICE. THEY SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION, AND METRO NASHVILLE STANDARDS FOR COLOR, SIZE, REFLECTIVITY, HEIGHT, AND PLACEMENT.

   J. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED AT ALL TIMES.

   K. CONTRACTOR SHALL SHORE AND BRACE ALL EARTH, FORMS, CONCRETE, STEEL, WOOD, AND MASONRY TO RESIST GRAVITY, EARTH, WIND, THERMAL, CONSTRUCTION, AND MISCELLANEOUS LOADS DURING CONSTRUCTION.

   L. ON-SITE BURIAL OF DEBRIS IS PROHIBITED.

   M. UNLESS OTHERWISE NOTED THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL FABRICATED MATERIALS TO THE ENGINEER. DESIGN DOCUMENTS SHALL NOT BE REPRODUCED AS SHOP DRAWINGS.

   N. IN CASE OF UNFORESEEN CONSTRUCTION COMPLICATIONS OR DISCREPANCIES, THE CONTRACTOR IS TO IMMEDIATELY NOTIFY THE ENGINEER IN WRITING.

   O. ALL REQUIRED TESTING REPORTS SHALL BE AVAILABLE AT THE JOB SITE.

   P. AS-BUILT DRAWINGS OF ROADWAYS, STORM DRAINS, SANITARY SEWER AND WATER LINES, FIELD APPROVAL BY THE ENGINEER, AND ALL APPLICABLE BONDS ARE REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE OWNER.

   Q. CONTRACTOR SHALL MAINTAIN CONTINUOUS UTILITY SERVICE TO ALL EXISTING BUILDINGS THROUGHOUT CONSTRUCTION UNLESS APPROVAL FOR SERVICE INTERRUPTION IS OBTAINED FROM THE OWNERS IN ADVANCE.

   R. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS TO ENSURE THAT THE NEW WORK SHALL FIT INTO THE EXISTING SITE IN THE MANNER INTENDED AND AS SHOWN ON THE DRAWINGS. SHOULD ANY CONDITIONS EXIST THAT ARE CONTRARY TO THOSE SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO PERFORMING ANY WORK IN THE AREA INVOLVING DIFFERENCES. NOTIFICATION SHALL BE IN THE FORM OF A DRAWING OR SKETCH INDICATING FIELD MEASUREMENTS AND NOTES RELATING TO THE AREA.

   S. ANY FOREIGN ITEM FOUND DURING CONSTRUCTION IS THE PROPERTY OF THE OWNER. THIS INCLUDES, BUT IS NOT LIMITED TO, PRECIOUS METALS, COINS, PAPER CURRENCY, ARTIFACTS AND ANTIQUITIES.

   T. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES, OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION OF THE WORK, WHETHER CAUSED BY HIMSELF, HIS SUBCONTRACTORS, OR THE CARELESSNESS OF ANY OF HIS EMPLOYEES.

   U. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE WORK AND THE PUBLIC, INCLUDING BARRICADES, WARNING SIGNS, LIGHTS, ETC.

   V. THE CONTRACTOR ACKNOWLEDGES & AGREES THAT THE WORK IS ENTIRELY AT HIS RISK UNTIL SITE IS ACCEPTED, AND HE WILL BE HELD RESPONSIBLE FOR ITS SAFETY BY THE OWNER. THE CONTRACTOR WILL INDEMNIFY THE OWNER & OWNER'S REPRESENTATIVE FROM LIABILITY AT THE SITE THROUGHOUT THE CONSTRUCTION PROCESS.

   W. THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICES AND OBTAIN ALL PERMITS AND PAY ALL LEGAL FEES. HE SHALL ALSO COMPLY WITH ALL CITY, COUNTY AND STATE BUILDING LAWS, ORDINANCES OR REGULATIONS RELATING TO BUILDING SIDEWALKS, STREETS, BLASTING, PUBLIC INFRASTRUCTURE, STORMWATER REGULATIONS, ETC.

   X. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, LEVELS, ETC. BEFORE ORDERING MATERIALS AND PROCEEDING WITH THE WORK, AND IS TO BE RESPONSIBLE FOR THE SAME.

   Y. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE DAMAGE OR LOSS OF ANY REFERENCE POINTS AND HUBS DURING THE CONSTRUCTION OF HIS WORK, AND SHALL BEAR THE COST OF REPLACING SAME.

   Z. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES, TREES, ETC. WHICH ARE TO REMAIN AND NOT TO BE DISTURBED BY THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO SUCH PROPERTY.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

DEMOLITION INFORMATION:

1. NOTIFICATIONS:

   THE CONTRACTOR SHALL NOTIFY THE OWNER AND CITY INSPECTOR(S) 24 HOURS PRIOR TO ANY DEMOLITION OR CONSTRUCTION.

2. DISPOSAL GUIDELINES:

   A. ONLY ITEMS SPECIFICALLY NOTED TO BE DEMOLISHED SHALL BE REMOVED FROM THE SITE.

   B. REMOVE EXISTING PAVED AREAS AS SHOWN INCLUDING DRIVEWAYS, SIDEWALKS, PARKING AREAS, SERVICE AREAS, EQUIPMENT PADS, AND ALL MISCELLANEOUS PAVING.

   C. ALL DEBRIS RESULTING FROM DEMOLITION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL STATE AND FEDERAL REGULATIONS. BACKFILL ALL TRENCHES AND EXCAVATIONS RESULTING FROM DEMOLITION.

   D. ALL DEMOLISHED MATERIAL BECOMES THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE NOTED.

3. TREE PROTECTION GUIDELINES:

   PROTECT ALL EXISTING TREES NOTED "TO REMAIN" AND ALL ITEMS TO BE TURNED OVER TO THE OWNER DURING DEMOLITION. TAKE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES. ANY EXISTING ITEMS TO BE TURNED OVER TO THE OWNER WHICH ARE DAMAGED DURING DEMOLITION SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER. TREES WHICH ARE DAMAGED WILL BE REPLACED OR REIMBURSED AT A RATE TO BE DETERMINED BY THE OWNER.

4. UTILITIES:

   A. PRIOR TO REMOVING OR ABANDONING ANY UTILITY THE CONTRACTOR SHALL VERIFY THAT NO UPSTREAM SERVICE WILL BE TERMINATED. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY TERMINATION NOT SHOWN ON THE PLANS.

   B. ALL ABANDONED WATER LINES, STORM SEWER PIPE, SANITARY SEWER PIPES, GAS LINES, OR ANY OTHER ABANDONED UNDERGROUND UTILITY SHALL BE ABANDONED IN PLACE UNLESS NOTED OTHERWISE.

SITE INFORMATION:

1. THE FOLLOWING ARE APPLICABLE TO ALL CIVIL DOCUMENTS:

   A. WHERE A DETAIL SECTION, TYPICAL SECTION, OR A NOTE IS SHOWN FOR ONE CONDITION, IT SHALL APPLY FOR ALL LIKE OR SIMILAR CONDITIONS, UNLESS OTHERWISE NOTED ON THE PLANS.

   B. EXISTING AND PROPOSED CONTOURS ARE AT ONE (1) FOOT INTERVALS.

   C. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.

   D. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE.

   E. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.

EROSION AND SEDIMENT CONTROL INFORMATION:

1. COMPREHENSIVE:

   A. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO OR CONCURRENT WITH LAND-DISTURBING ACTIVITIES.

   B. PROVISIONS TO PREVENT EROSION OF SOIL FROM THE SITE SHALL BE AT A MINIMUM IN CONFORMANCE WITH THE REQUIREMENTS OF THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOKS. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

   C. FAILURE TO INSTALL, OPERATE, OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE JOB SITE UNTIL SUCH MEASURES ARE CORRECTED BACK TO THE STANDARDS SPECIFIED IN THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOKS, CURRENT EDITION.

   D. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

   E. EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO LAND DISTURBANCE. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE FINAL PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

   F. THE CONSTRUCTION OF THE SITE WILL COMMENCE WITH THE INSTALLATION OF EROSION CONTROL MEASURES SUFFICIENT TO CONTROL SEDIMENT DEPOSITS AND EROSION. ALL SEDIMENT CONTROL WILL BE MAINTAINED UNTIL ALL UPSTREAM GROUND WITHIN THE CONSTRUCTION AREA HAS BEEN COMPLETELY STABILIZED WITH PERMANENT VEGETATION AND ALL ROADS/DRIVEWAYS HAVE BEEN PAVED.

   G. CONSTRUCTION EXITS SHALL BE CONSTRUCTED AT EACH POINT OF ENTRY OR EXIT FROM THE SITE AND SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH STONE AS CONDITIONS DEMAND, REPAIR, AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES OFF SITE ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY. ACCESS POINTS PROTECTED WITH A CONSTRUCTION EXIT SHALL BE OTHERWISE BARRICADED UNTIL THE SITE IS STABILIZED.

ADA COMPLIANCE:

A. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BASED ON THE CITY STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.

B. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.

C. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.

D. ANY COMPONENTS OF THE PROJECT SERVING MULTIFAMILY DWELLINGS IN BUILDINGS THAT HAVE 4 OR MORE UNITS PER DWELLING SHALL ALSO CONFORM TO THE FAIR HOUSING ACT (FHA), AND COMPLY WITH THE FAIR HOUSING ACT DESIGN MANUAL BY THE US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

E. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.

F. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.

CONCRETE INFORMATION (SITE WORK ONLY):

1. PRODUCT CRITERIA:

   A. UNLESS OTHERWISE NOTED CEMENT SHALL BE TYPE I OR III CONFORMING TO ASTM C150. AGGREGATES SHALL BE NORMAL WEIGHT CONFORMING TO ASTM C33.

   B. CONCRETE SHALL CONFORM TO ACI BUILDING CODE (318-89). UNLESS NOTED CONCRETE SHALL BE NORMAL WEIGHT AND HAVE A 28 DAY COMPRESSIVE STRENGTH OF 3,500 P.S.I.

   C. SLUMP SHALL BE 3" TO 5" FOR REGULAR MIX. LARGER SLUMP SHALL BE PERMITTED WITH WATER REDUCING ADMIXTURES AND WRITTEN CONSENT OF THE ENGINEER.

   D. THE RELATIONSHIP BETWEEN MAXIMUM AGGREGATE SIZE TO MINIMUM AMOUNT OF CEMENT IN CONCRETE PAVEMENT (LB. PER C.Y. OR MIX) SHALL BE AS FOLLOWS: 1" - 520, 3/4" - 540, 1/2" - 590, 3/8" - 610.

2. CURING CRITERIA:

   A. CONCRETE CURING SHALL COMPLY WITH ACI 308. CURING PROCESS SHALL START IMMEDIATELY FOLLOWING INITIAL SET. CURING SHALL BE BY CURING COMPOUND.

   B. CONCRETE EXPOSED TO THE WEATHER SHALL BE AIR-ENTRAINED IN ACCORDANCE WITH ACI 318-89 TABLE 4.1.1. NORMAL WEIGHT CONCRETE SLABS SHALL HAVE AIR CONTENT IN ACCORDANCE WITH ACI 302.IR-89 TABLE 5.2.7A.

   C. HOT WEATHER CONCRETING SHALL COMPLY WITH ACI 305. NO CONCRETE ABOVE 90 DEGREES FAHRENHEIT SHALL BE POURED. LOWER CONCRETE TEMPERATURE BY COOLING WATER AND AGGREGATE. FORMS, STEEL, AND SUBGRADE SHALL BE SPRINKLED WITH COLD WATER. AFTER FINISHING CONCRETE USE LIGHT FOG SPRAY UNTIL CURING COMPOUND IS USED.

   D. COLD WEATHER CONCRETING SHALL COMPLY WITH ACI 306. SPECIAL MATERIAL PROCEDURES SHALL BE PROVIDED DURING PLACING AND CURING OF CONCRETE BELOW 40 DEGREES FAHRENHEIT.

   E. CURING, HOT, AND COLD WEATHER CONCRETING PROCEDURES ARE ONLY GIVEN AS A GUIDE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PREVENT CONCRETE DAMAGE AND CRACKS. DAMAGED OR CRACKED CONCRETE WILL NOT BE ACCEPTED.

REINFORCING STEEL INFORMATION (SITE WORK ONLY):

1. PRODUCT CRITERIA:

   A. REINFORCING STEEL SHALL CONFORM TO ASTM A-615, GRADE 60 AND GRADE 40 FOR #3 AND SMALLER BARS. MINIMUM LAP 48" DIAMETER.

   B. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A-185, MINIMUM LAP SHALL BE 8".

   C. REINFORCING THAT IS WELDED SHALL BE WELDABLE TYPE AND CONFORM TO ASTM A-706.

PAVEMENT INFORMATION:

1. PAVEMENT:

   A. ALL MATERIALS, EQUIPMENT, METHODS OF CONSTRUCTION, AND WORKMANSHIP SHALL CONFORM TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION, TDOT, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

   B. SEE PAVEMENT DETAILS ON CONSTRUCTION DOCUMENTS FOR SPECIFIC DESIGN INFORMATION AND REQUIREMENTS.

   C. ALL CURB AND GUTTER TO BE 24" AND CONSTRUCTED OF 3000 P.S.I. CONCRETE UNLESS OTHERWISE NOTED.

2. SIGNING AND STRIPING:

   A. SIGNING AND STRIPING TO BE PROVIDED BY THE CONTRACTOR ACCORDING TO THE DRAWINGS AND SPECIFICATIONS.

   B. ALL PAVEMENT MARKINGS SHALL CONFORM TO CURRENT MUTCD STANDARDS. ALL PAVEMENT MARKINGS ON PRIVATE PROPERTY SHALL BE PAINT, UNLESS NOTED OTHERWISE. ALL PAVEMENT MARKINGS ON PUBLIC RIGHT-OF-WAY SHALL BE THERMOPLASTIC, UNLESS NOTED OTHERWISE.

STORM SEWER NOTES:

1. REINFORCED CONCRETE PIPE SHALL BE RCP CLASS III UNLESS OTHERWISE NOTED WITH BELL-AND-SPIGOT AND GASKETED JOINTS WITH ASTM C 443 RUBBER GASKETS.
2. FILL HEIGHTS OVER 13' REQUIRE CLASS IV RCP STORM PIPE.
3. STORM INLETS SHALL BE PRECAST IN ACCORDANCE WITH METRO NASHVILLE PUBLIC WORKS SPECIFICATIONS WHICH MEET OR EXCEED ASTM C 478.
4. ALL MANHOLE FRAMES AND COVERS ARE TO BE PER METRO NASHVILLE PUBLIC WORKS STANDARD DETAIL FOR DIMENSIONS AND MATERIALS AND AS BELOW IF NOT OTHERWISE INDICATED. FERROUS; 24-INCH (610-MM) ID BY 7- TO 9-INCH (175- TO 225-MM) RISER WITH 4-INCH-(102-MM-) MINIMUM WIDTH FLANGE AND 26-INCH- (660-MM-) DIAMETER COVER. INCLUDE INDENTED TOP DESIGN WITH LETTERING CAST INTO COVER, USING WORDING EQUIVALENT TO "STORM SEWER."
5. MATERIAL: GRAY IRON ASTM A48 CLASS 30 UNLESS OTHERWISE INDICATED.
6. ALL HDPE PIPE SHALL BE CORRUGATED HIGH DENSITY POLYETHYLENE SMOOTH INTERIOR PIPE. HDPE PIPE SHALL CONFORM TO ASTM D3350 WITH SOIL TIGHT JOINTS.
7. ALL HDPE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND AASHTO SECTION 30.
8. CONTRACTOR TO PROVIDE AND INSTALL MANUFACTURER RECOMMENDED FITTINGS ON RCP CONNECTIONS TO HDPE STRUCTURES.
9. REFER TO PIPE CHART FOR CASTING TYPES. INSTALL REDUCERS AS NECESSARY PER MANUFACTURER'S SPECIFICATIONS TO ACCOMMODATE LARGER INLET SIZES.
10. FOLLOW CONSTRUCTION PLANS AND MANUFACTURER DETAILS, SPECIFICATIONS, AND INSTALLATION INSTRUCTION AS INCLUDED WITHIN THE PLANS AND PROVIDED BY MANUFACTURER FOR THE INSTALLATION OF WATER QUALITY AND DETENTION SYSTEMS.
11. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL STORM SEWER PIPE, STRUCTURES, WATER QUALITY STRUCTURES, AND DETENTION STRUCTURES FOR ENGINEER AND OWNER APPROVAL PRIOR TO ORDERING MATERIALS.

CLEARING AND GRUBBING:

A. DO NOT EXCEED CLEARING AND GRUBBING LIMITS OF CONSTRUCTION LINES INDICATED ON THE PLANS.

B. ALL AREAS OUTSIDE THE LIMITS OF CONSTRUCTION LINE SHALL NOT BE CROSSED BY HEAVY EQUIPMENT OR USED FOR STORING HEAVY EQUIPMENT OR MATERIALS.

C. NO EQUIPMENT SHALL BE STORED UNDER THE DRIP LINE OF TREES TO REMAIN.

D. DO NOT FALL ANY TREES OR PUSH PILES OF DEBRIS AGAINST ANY TREES TO REMAIN.

E. REMOVE ALL STUMPS, ROCKS, ASPHALT & CONCRETE DEBRIS, ETC. AND DISPOSE OFF SITE IN ACCORDANCE WITH LOCAL, STATE & FEDERAL REGULATIONS.

F. CONTACT ALL UTILITY AUTHORITIES WHO HAVE LINES WITHIN THE CLEARING AND GRUBBING LIMITS BEFORE STARTING WORK

E. ALL EROSION CONTROL SEDIMENT BARRIERS, SILT FENCES, AND TREE PROTECTION DEVICES SHALL BE INSTALLED PRIOR TO STARTING CLEARING AND GRUBBING.

F. AFTER STAKING IS COMPLETED, TREES WITHIN GRADING LIMITS TO BE SAVED WILL BE IDENTIFIED BY THE OWNER'S REPRESENTATIVE. FIELD CHANGES TO GRADING PLANS SHALL BE MADE FOR SMOOTH TRANSITION OF GRADES AROUND ALL TREES WHICH REQUITE TREE WELLS WITHIN THE GRADING LIMITS.

G. ALL CLEARING SHALL BE LIMITED TO AREAS TO BE GRADED WITHIN 15 CALENDAR DAYS.

GRADING NOTES:

A. TOPSOIL SHALL BE STORED ON SITE IN LOCATIONS APPROVED BY THE OWNER'S REPRESENTATIVE. DRAINAGE SHALL ROUT AROUND THESE TOPSOIL STOCKPILES FOR THE DURATION OF THE GRADING OPERATIONS. EROSION CONTROL MEASURES SHALL PREVENT THE LOSS OF TOPSOIL MATERIAL.

B. UNSUITABLE SOILS SHALL BE UNIFORMLY SPREAD ACROSS NON-STRUCTURAL FILL AREAS AND COVERED WITH TOPSOIL AND SEEDED.

C. FILL AREA SHALL BE PROOF-ROLLED WITH RUBBER-TIRED EQUIPMENT WITH A MINIMUM WEIGHT OF FIFTEEN TONS PRIOR TO BEGINNING FILL OPERATION. AREAS WHICH ARE SOFT OR UNSTABLE SHALL BE UNDERCUT UNTIL STABLE SOILS ARE FOUND. RE-COMPACTION OF THESE SOILS SHALL BE TO 98% MAXIMUM DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR).

D. CUT AREA SHALL BE PROOF-ROLLED AFTER FINAL SUBGRADE IS ACHIEVED IN THE SAME MANNER AS FILLED AREAS. SOFT OR UNSTABLE SOILS SHALL BE SCARIFIED TO A DEPTH OF 12" AND RE-COMPACTED TO 98% MAXIMUM DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR).

E. ALL GRADING SHALL BE COMPLETED TO THE LEVEL INDICATED BY THE SCOPE OF WORK LISTED IN THE BID DOCUMENTS.

F. ELEVATIONS SHOWN ON THE PLANS IS THE FINISH GRADE ELEVATION.

G. GRADING SHALL BE SEQUENCED SO THAT BASE STONE IS PLACED WITHIN 10 CALENDAR DAYS PF ACHIEVING OPTIMUM SUBGRADE COMPACTION.

H. SOILS TESTING LABORATORY/ SOILS ENGINEER. CONTRACTOR WILL EMPLOY A QUALIFIED SOILS TESTING LABORATORY/ ENGINEER TO OBSERVE THIS WORK AND MAKE TESTS AS REQUIRED.

I. HAVE EARTH BORROW FILL, AGGREGATE, AND TOPSOIL, AND STRUCTURAL FILL TESTED AND APPROVED BY DESIGNATED TESTING LABORATORY BEFORE MOVING IT TO THE JOB SITE.

J. CONTRACTOR SHALL OBSERVE PROOF-ROLLING OF AREAS WHERE BUILDING AND PAVING WILL BE LOCATED TO DETERMINE ADEQUACY OF SOIL COMPACTION AND IN-PLACE SOILS. OTHER AREAS WILL BE INSPECTED BY SOILS ENGINEER TO DETERMINE ADEQUACY IN THOSE AREAS. IF SOILS ARE NOT ADEQUATE TO BEAR WEIGHTS THAT WILL BE IMPOSED, TESTING LABORATORY WILL OBSERVE AND REPORT CORRECTIVE ACTION TAKEN.

K. TEST IN-PLACE SOIL AND FILLED AND COMPACTED AREAS. IF THESE ARE NOT ADEQUATE TO BEAR WEIGHTS IMPOSED, TESTING LABORATORY WILL ADVICE THE OWNER'S REPRESENTATIVE OF THEIR RECOMMENDATIONS. HE WILL DIRECT ANY CORRECTIVE MEASURES THAT ARE NECESSARY.

L. SOILS COMPACTION TESTING OF IN-PLACE AND FILLED AND COMPACTED AREAS WILL BE PERFORMED BY TESTING LABORATORY IN ACCORDANCE WITH THEIR REQUIREMENTS.

M. THE SOILS ENGINEER'S AND TESTING LABORATORY'S FEES WILL BE PAID BY THE CONTRACTOR.

N. APPLICABLE SPECIFICATIONS FOR COMPACTED FILL: THE FOLLOWING CURRENT AMERICAN SOCIETY OF TESTING MATERIALS (ASTM) STANDARDS ARE HEREBY MADE PART OF THIS SPECIFICATION:

- D421-58, DRY PREPARATION OF SOIL SAMPLES FOR GRAIN-SIZE ANALYSIS AND DETERMINATION OF SOIL CONSTANTS.
- D422-63, STANDARD METHOD OF PARTICLE SIZE ANALYSIS OF SOILS.
- D1140-54, METHOD OF TEST FOR AMOUNT OF MATERIAL IN SOILS FINER THAN NO.200 SIEVE.
- D698, METHOD FOR LABORATORY COMPACTION CHARACTERISTICS OF SOIL USING STANDARD EFFORT
- D1557-78, STANDARD TEST METHODS FOR MOISTURE-DENSITY RELATIONS OF SOILS AND SOIL-AGGREGATE MIXTURES USING 10 LB. (4.54-KG) RAMMER AND 18-INCH (457 MM) DROP.

O. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AT ALL LOCATIONS UNLESS OTHERWISE NOTED.

P. CONTRACTOR SHALL REVIEW THE SITE SPECIFIC GEOTECHNICAL REPORT PRIOR TO COMMENCING WITH GRADING OPERATIONS. WHERE CONFLICTS BETWEEN THE GRADING NOTES AND GEOTECHNICAL REPORT EXIST, THE MORE STRINGENT REQUIREMENT SHALL APPLY.

Q. CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING WITH LOAD TICKETS, PHOTOGRAPHS, LOG BOOK, VIDEO RECORDING AND OTHER MEANS AS NECESSARY TO VERIFY THE INSTALLATION OF STORMWATER BEST MANAGEMENT PRACTICES REQUIRED BY THE LOCAL MUNICIPALITY AND JURISDICTION. AS-BUILT TOPOGRAPHY AND UTILITY PLANS HAVING BEEN PREPARED BY A QUALIFIED LAND SURVEYOR ARE REQUIRED TO BE SUBMITTED TO KIMLEY-HORN AT THE CONCLUSION OF THE PROJECT FOR VERIFICATION OF DESIGN INTENT. ANY MODIFICATIONS TO THE GRADING AND UTILITY SYSTEMS REQUIRED, NOT PREVIOUSLY APPROVED BY THE OWNER AND ENGINEER ARE THE RESPONSIBILITY OF THE CONTRACTOR.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)

FRANKLIN CAPITOL GROUP

FRANKLIN, TENNESSEE

DEATON J. HILDABRAND — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — 10/21/2025 — STATE OF TENNESSEE — No. 127131

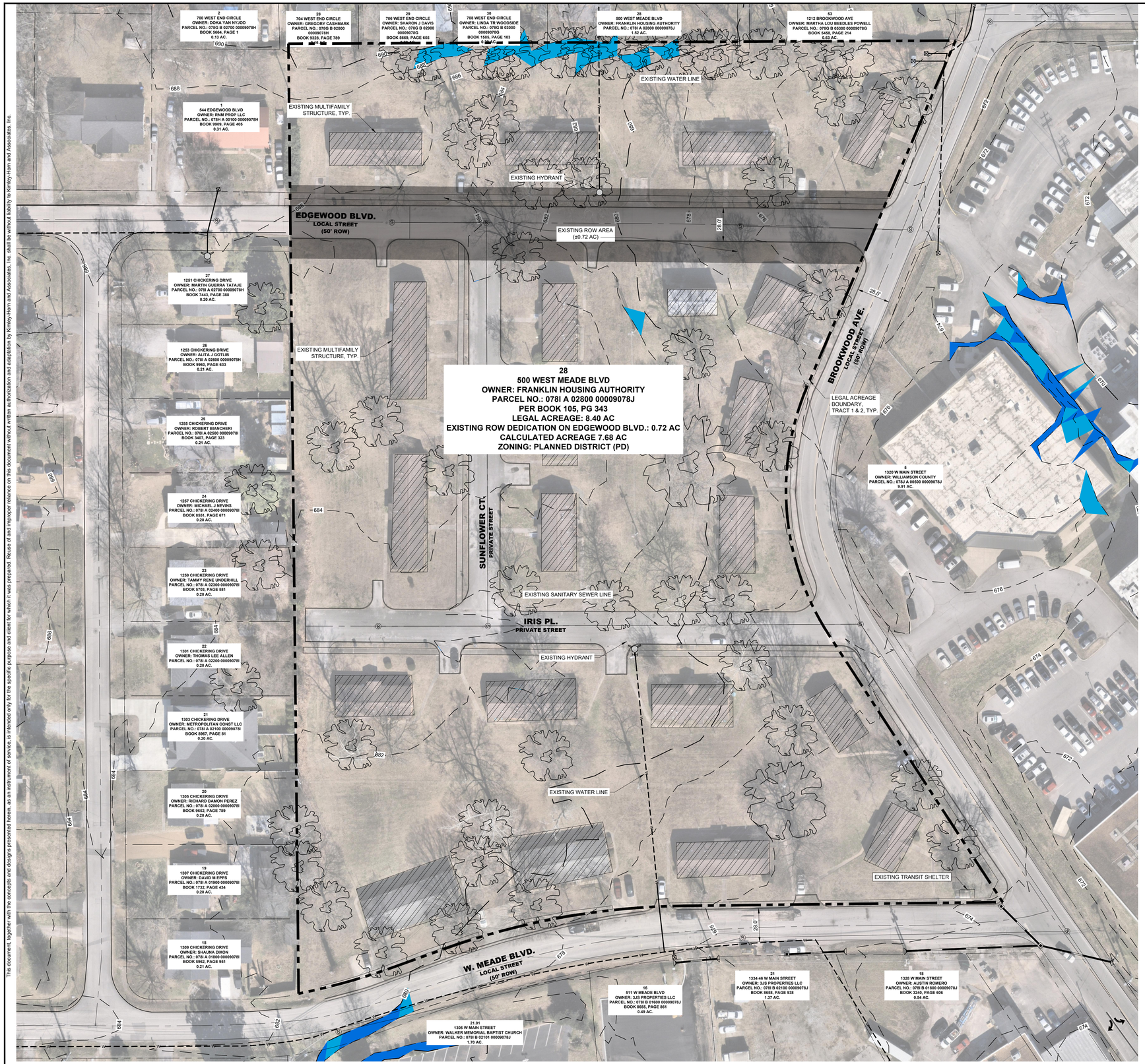
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

GENERAL NOTES

SHEET NUMBER
C0.1

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\1 - Brookwood Flats\Plan



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BOUNDARY INFORMATION WAS TAKEN FROM SURVEY INFORMATION PROVIDED BY YOUNG, HOBBS, & ASSOCIATES DATED 6/3/2026.
3. BASE INFORMATION WAS TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0192H, WITH AN EFFECTIVE DATE OF 12/20/2024, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN. ZONE "AE" IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THIS AREA IS INDICATED ON THE PLANS.

STORMWATER NARRATIVE

RUNOFF FOR THIS SITE ENCOUNTERS PRIMARILY DEVELOPED AREA AND FLOWS FROM WEST TO EAST. DEPENDING ON WHERE RAINWATER FALLS, IT TRAVELS VIA SHEET FLOW AND SHALLOW CHANNEL FLOW TOWARDS BROOKWOOD AVENUE. OUTFALLS ARE LABELED IN THE PLANS. EXISTING INLETS ALONG THE DEVELOPED AREA ROUTE WATER TO THE BIORETENTION AND DETENTION PONDS.

ALL OUTFALLS WILL BE UTILITZED IN THE DEVELOPMENT OF THIS SITE.

SITE SLOPE TABLE

	14% - 19.99%
	20% and above

LEGAL DESCRIPTION

PARCEL 3 500 West Meade Blvd, Parcel No. (078I-A-028.00)

TRACT 1

Located in the Town of Franklin, 9th Civil District, and beginning at a concrete monument at the southwestern corner of the intersection of S. Petway Street and the proposed hospital street; thence S 25° 44' W 433.0 feet to a concrete monument; thence S 30° 44' E 390.6 feet to a concrete monument; thence N 88° 21' W 270.5 feet to a concrete monument; thence around a curve, said curve having a radius of 619.4 feet, 206.5 feet to a concrete monument; thence S 72° 33' W 46.0 feet to a concrete monument; thence around a curve, said curve having aradius of 573.7 feet 83.4 feet to a concrete monument; thence N 1° 41' E 805.7 feet to a concrete monument; thence S 87° 20' E 564.6 feet to the point of beginning, said tract containing 8.40 acres more or less. Being the same property conveyed to FRANKLIN HOUSING AUTHORITY, by deed from C.M. WARF AND WIFE, ELLA WARF, of record in Book 105, page 343, dated May 4, 1957, said Register's Office.

TRACT 2

Land lying in the City of Franklin, Tennessee, neare South Petway Street, more particularly described as follows: Starting with a concrete monument in the southwest corner of South Petway Street where the same makes a right angel turn, and running thence;

1. South 25° 44' West along the westerly margin of a dedication for Street 312.6' more or less, to a point at the beginning of a curve to the left, thence;
2. Aroung said curve in a southerly direction, said curve being 225.0' in radius, 221.2' to a point at the end of the curve, thence;
3. North 30° 44' West 120.4' to an existing concrete monument, thence;
4. North 25° 44' East 120.4; to the point of beginning, containing 0.05 acres, more or less, and being in accordance with a survey and plat prepared by the Turne Engineering Company of Nashville, Tennessee.

Beign the same property conveyed to FRANKLIN HOUSING AUTHORITY, by deed from C.M. WARF AND WIFE, ELLA K. WARF, of record in Book 108, page 295, dated May 13, 1958, said Register's Office.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE
06/04/2026

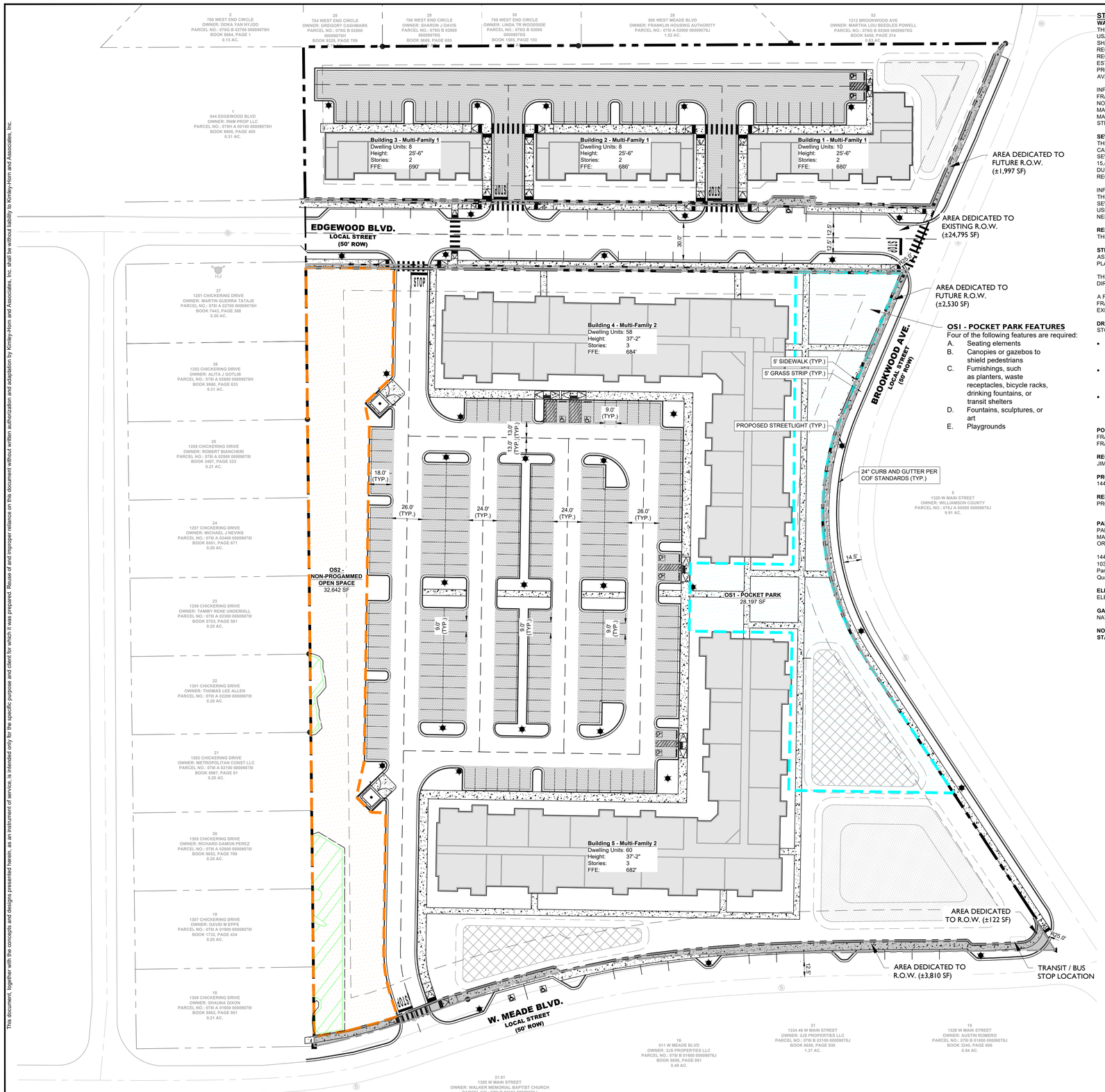
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



STATEMENT OF IMPACTS:

WATER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED.A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SEWER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,65 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES, WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

REPURIFIED (REUSE) WATER FACILITIES:
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

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

THE SITE IS SURROUNDED BY LOCAL ROADS. DAILY ACCESS TO IRIS PLACE IS PROVIDED BY DIRECT CONNECTIONS TO EDGEWOOD BLVD AND WEST MEADE BLVD.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY-HORN AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS CRUCIAL FOR THE SITE GIVEN ITS LAYOUT AND FLOW DIRECTION.

- FLOW MANAGEMENT: STORMWATER WILL FLOW FROM WEST TO EAST TO FOLLOW EXISTING DRAINAGE PATTERNS AS FEASIBLE, NECESSITATING EFFECTIVE CAPTURE, TREATMENT, AND RELEASE SYSTEMS.
- BIORETENTION AND DETENTION: THE INCLUSION OF BIORETENTION AND DETENTION PONDS WILL HELP MANAGE RUNOFF TO PROVIDE WATER QUALITY PER CITY OF FRANKLIN STANDARDS.
- INFRASTRUCTURE: CREATING APPROPRIATE DRAINAGE SYSTEMS AND ENSURING THE PONDS ARE INTEGRATED EFFECTIVELY WITHIN THE DEVELOPMENT PLAN IS ESSENTIAL FOR EFFECTIVE STORMWATER MANAGEMENT. APPROXIMATELY 3.92 ACRES OF IMPERVIOUS IS PROPOSED ON THE SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.83 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUARTERS - 0.96 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
JIM WARREN PARK - 0.49 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
144 HOMES X 0.20 STUDENTS = 29 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

144 Units - 41 Units (existing) = 103 New Units requested
103 Units x $5,408 = $557,024
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 3

ELECTRICITY:
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS:
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED

SITE DATA TABLE

PROJECT NAME	IRIS PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9132
SITE ADDRESS	500 WEST MEADE BLVD FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078J PARCEL 02800
EXISTING SITE ACREAGE / SQUARE FOOTAGE	8.40 AC / 365,716 SF
PROPOSED SITE ACREAGE / SQUARE FOOTAGE	7.64 AC / 332,584 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (18.85)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
EDGEWOOD BLVD	12' (NORTH), 18' (SOUTH)
BROOKWOOD AVE	20'
WEST MEADE BLVD	25'
SIDE	15'
REAR	30'
DWELLING UNITS	144
1 BEDROOM	18
2 BEDROOM	59
3 BEDROOM	61
4 BEDROOM	6
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	1.54 AC (20%)
PROVIDED LSA	3.08 AC (40%)
OPEN SPACE REQUIRED	0.38 AC (5%)
NATURAL AREA REQUIRED	0.76 AC (10%)
TREE RETENTION REQUIRED	1.11 AC (48%)
PARKING REQUIRED	308
1 BEDROOM	23
2 BEDROOM	133
3 BEDROOM	138
4 BEDROOM	14
PARKING PROVIDED	262
HISTORICAL RESOURCE TREATMENT	N

OPEN SPACE REQUIREMENTS

MINIMUM OPEN SPACE REQUIREMENT	15% (5% OPEN SPACE, 10% NATURAL AREA)		
TOTAL SITE AREA:	7.64 AC	OPEN SPACE	NATURAL AREA
OPEN SPACE REQUIRED:	1.15 AC	0.38 AC	0.76 AC
OPEN SPACE PROVIDED			
KEY	CLASSIFICATION	AREA OF OPEN SPACE	
OS-1	POCKET PARK	28,197 SF	0.65 AC
OS-2	NON-PROGRAMMED OPEN SPACE	32,642 SF	0.75 AC
	TOTAL OPEN SPACE PROVIDED:	60,839 SF	1.40 AC

TREE CANOPY AREA			
	OVERALL SITE AREA =	332,584 SF	7.64 AC
TREE AREA	EXISTING	REMOVED	RETAINED
	100,644 SF	96,791 SF	3,853 SF

TREE CANOPY DATA		
EXISTING TREE CANOPY:	100,644 SF	2.31 AC
	30%	OF SITE
REQUIRED CANOPY PRESERVATION:	48,309 SF	1.11 AC
	48%	OF TOTAL CANOPY
PROVIDED CANOPY PRESERVATION:	3,853 SF	0.09 AC
	4%	OF TOTAL CANOPY

EXISTING TREE CANOPY CALCULATION IS BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY.

KEY

- PRESERVED CANOPY
- OPEN SPACE
- NON-PROGRAMMED OPEN SPACE
- TREE PROTECTION FENCE

Building Occupancy Classification
R-2 (Residential Group 2) - Apartment Buildings
B (Business) - Leasing Office
A-3 Assembly - Fitness

Construction Type
Buildings 1-5 = Type VA Construction
Sprinker sysytem: NFPA 13R

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)
FRANKLIN CAPITOL GROUP
FRANKLIN, TENNESSEE

MATTHEW S. ALLEN
REGISTERED
AGRICULTURE
LANDSCAPE ARCHITECT
5/1/26

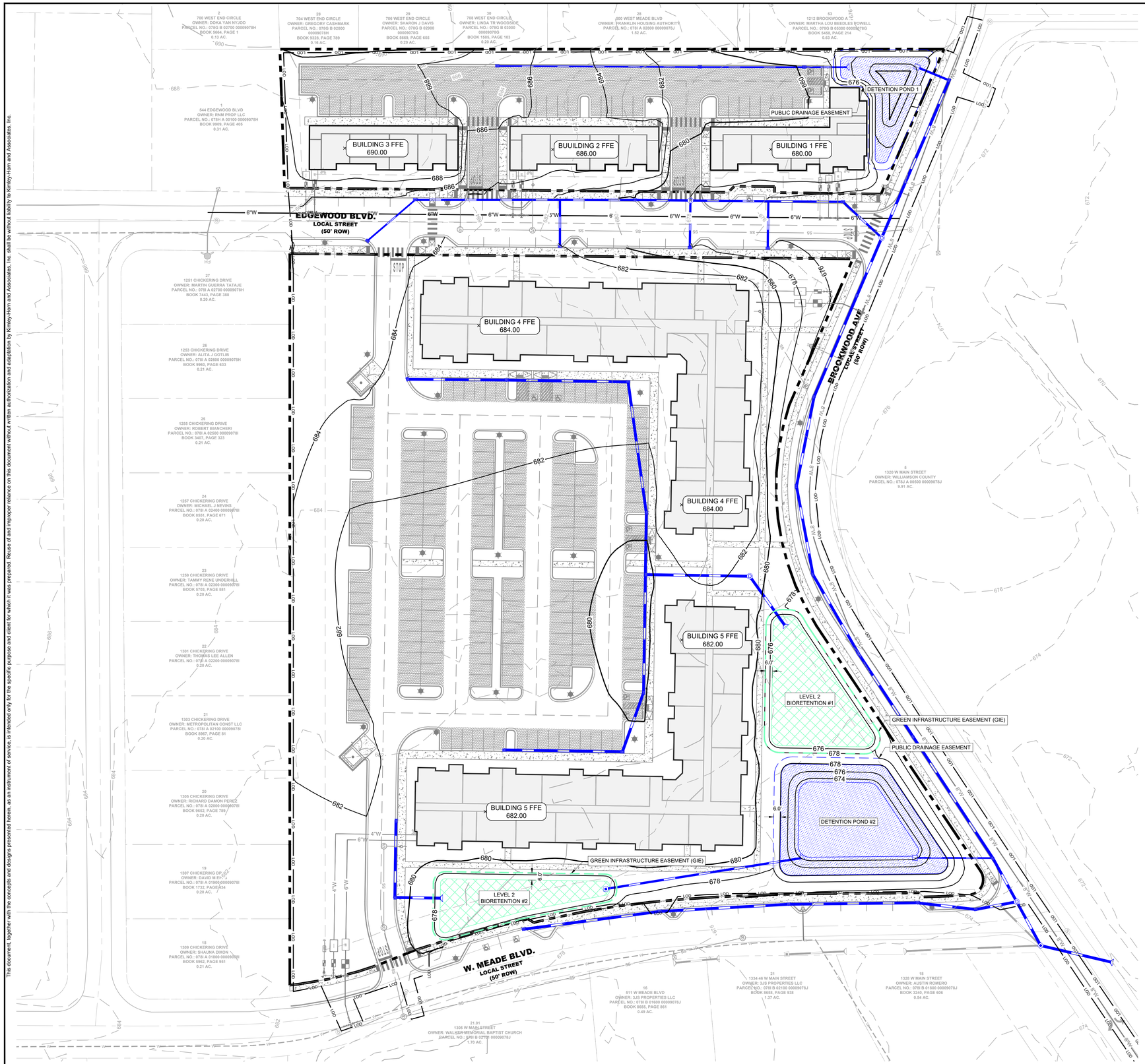
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

SITE LAYOUT - OVERALL

SHEET NUMBER
C2.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



GRADING AND DRAINAGE GENERAL NOTES

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

SITE AREA TABLE

LOT 1 AREA =	1.52 ACRES
LOT 2 AREA =	6.16 ACRES

STORMWATER MANAGEMENT PLAN

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS VIA POSITIVE DRAINAGE AND WILL SHEET FLOW INTO A CLOSED STORM SYSTEM AND TOWARDS THE BIORETENTION AREAS. STORMWATER RUNOFF WILL FLOW INTO PROPOSED BIORETENTION AREA FOR INFILTRATION AND TREATMENT. OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM ANY PROPOSED STORMWATER TREATMENT AREAS. THE PROPOSED BIORETENTION AREAS WILL TREAT STORMWATER RUNOFF BEFORE IT EITHER INFILTRATES INTO THE SOIL OR DISCHARGES VIA AN OVERFLOW BERM/STORM STRUCTURES TO THE PROPOSED DETENTION BASIN.

RUNOFF THAT EXCEEDS THE FIRST INCH OF RAINFALL WILL BE ROUTED VIA OVERFLOW BERM OR STORM STRUCTURE TO A DETENTION POND. AN OUTLET CONTROL STRUCTURE WILL LIMIT DISCHARGE FLOW RATE OF THE SITE UP TO THE 100-YEAR DESIGN STORM.

WATER QUALITY BMP NOTE

WATER QUALITY BMPS SHALL NOT BE INSTALLED UNTIL BUILD OUT IS NEAR COMPLETION TO PREVENT CONSTRUCTION SEDIMENT FROM ENTERING WATER QUALITY BMPS. WATER QUALITY AREAS SHALL NOT BE USED AS SEDIMENT BASINS DURING CONSTRUCTION. INSTALLERS OF WATER QUALITY BMPS SHOULD FOLLOW ALL INSTALLATION GUIDELINES SET FORTH IN THE CITY OF FRANKLIN BMP MANUAL LOCATED ON THE CITY'S WEBSITE.

TREE PROTECTION NOTE

ALL TREE-PROTECTION FENCING SHALL BE IN PLACE PRIOR TO THE ISSUANCE OF A GRADING OR LAND DISTURBANCE PERMIT AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETED. NO DISTURBANCE IS PERMITTED IN A TREE PRESERVATION AREA. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.

SITE LEGEND

- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER
- DETENTION
- BIORETENTION

GRADING PLAN LEGEND

- 478.17 — SPOT ELEVATION
  - HP HIGH POINT
  - TC TOP OF CURB
  - TW TOP OF EXPOSED WALL
  - INV INVERT
  - LP LOW POINT
  - BC BOTTOM OF CURB / GUTTER LINE
  - BW BOTTOM OF EXPOSED WALL
  - RIM TOP OF GRATE / COVER
- FFE 472.55 — FINISH FLOOR ELEVATION
- 500 — EXISTING CONTOUR
- 500 — PROPOSED CONTOUR

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)

FRANKLIN CAPITOL GROUP

FRANKLIN, TENNESSEE

DEACON J. HILDABRAND
LICENSED LANDSCAPE ARCHITECT
AGRICULTURE
COMMERCE
No. 197314
10/21/2026
STATE OF TENNESSEE

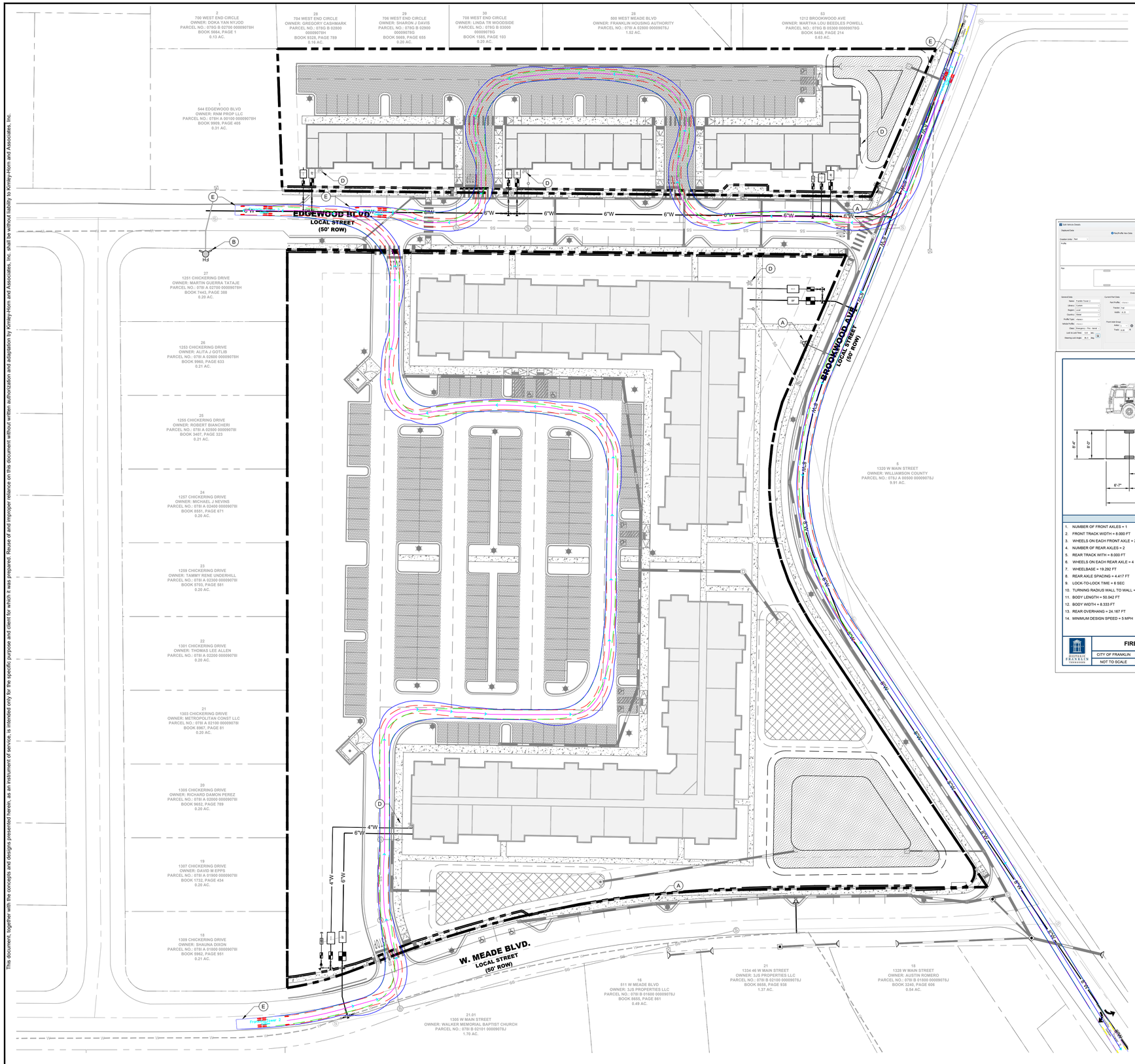
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: —
DRAWN BY: —
CHECKED BY: —
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

GRADING AND DRAINAGE PLAN - OVERALL

SHEET NUMBER
C3.0

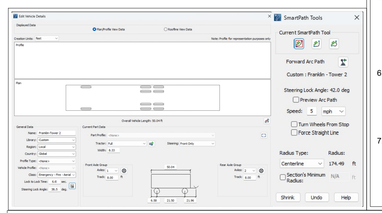
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

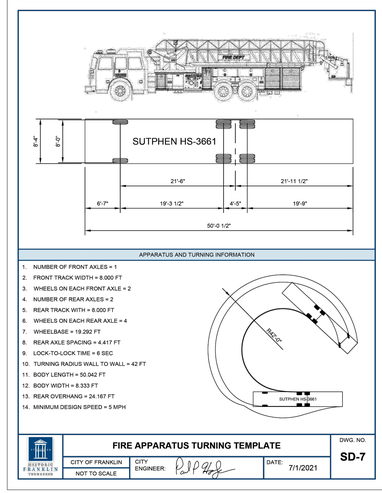


This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

ROW & 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-OFWAY 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 "TDOT 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.





SITE LEGEND

SS	PROPOSED SANITARY SEWER PIPE
W	PROPOSED WATER MAIN
S	PROPOSED STORM PIPE
SS	EXISTING SANITARY SEWER PIPE
W	EXISTING WATER MAIN
G	EXISTING GAS MAIN
ST	EXISTING STORM PIPE
LOD	LIMITS OF DISTURBANCE
FH	FIRE HYDRANT

FIRE LANE STRIPPING

FIRE LANES SHALL BE MARKED WITH SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE - NO PARKING" VISIBLE FROM THE NORMAL LANE OF TRAFFIC AND PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL. A MAXIMUM OF 50-FEET ALTERNATING BETWEEN SIGNS AND PAVEMENT MARKINGS SHALL BE REQUIRED ALONG THE ENTIRE LENGTH OF THE FIRE LANE. PLACEMENT SUBJECT TO APPROVAL BY THE FIRE MARSHAL. SIZE OF LETTERING ON PAVEMENT SHALL BE 18-INCHES HIGH WITH A 3-INCH BRUSH STROKE.

KEYNOTE LEGEND

A	PROPOSED FIRE HYDRANT ASSEMBLY
B	EXISTING FIRE HYDRANT ASSEMBLY
C	FIRE LANE STRIPING
D	FIRE DEPARTMENT CONNECTION (TYP.)
E	FRANKLIN T-2 SUTPHEN FIRE TRUCK

FDC LOCATIONS NOTE

FINAL FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN.
BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN / IBC STANDARDS.

AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH

VEHICLE LEGEND

	VEHICLE FENDER PATH
	VEHICLE FRONT WHEEL PATH
	VEHICLE REAR WHEEL PATH

IMPACT STATEMENT

ACCESS TO THE MULTIFAMILY UNITS FOR THE NORTH LOT WILL BE PROVIDED VIA TWO ENTRANCES CONNECTING DIRECTLY FROM EDGEWOOD BLVD. THE SOUTH LOT MULTIFAMILY WILL HAVE ONE ENTRANCE OFF EDGWOOD BLVD. AND ONE ENTRANCE OFF OF W. MEADE BLVD.

OFFSITE IMPROVEMENTS ARE TO BE MADE PER RECOMMENDATIONS FROM THE TRAFFIC IMPACT ANALYSIS PREPARED BY KIMLEY HORN FOR THIS SITE AND DISCUSSIONS WITH CITY OF FRANKLIN OFFICIALS.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127314
10/21/2024
STATE OF TENNESSEE

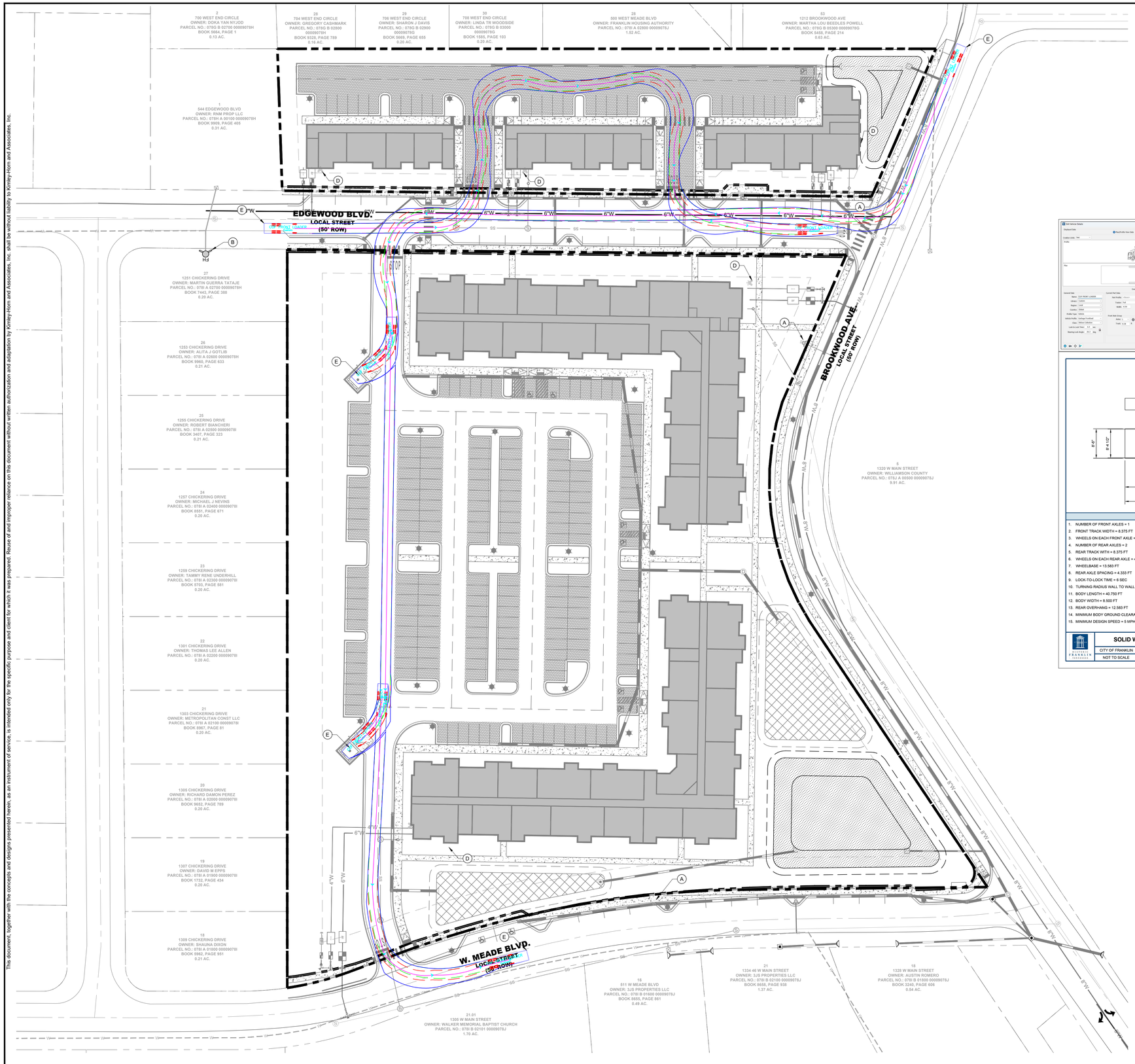
No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

ROW & ACCESS PLAN - FIRE

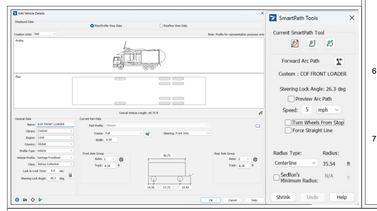
SHEET NUMBER
C4.0

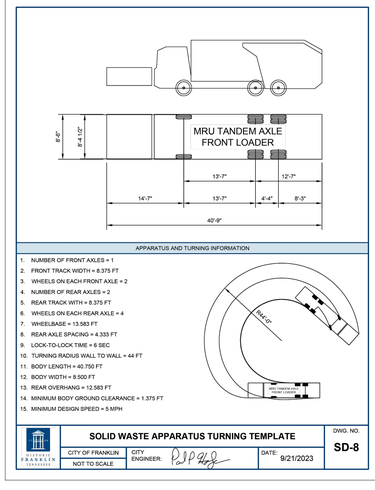
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



ROW & 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-OFWAY 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 "TDOT 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.





SITE LEGEND

SS	PROPOSED SANITARY SEWER PIPE
W	PROPOSED WATER MAIN
S	PROPOSED STORM PIPE
SS	EXISTING SANITARY SEWER PIPE
W	EXISTING WATER MAIN
G	EXISTING GAS MAIN
ST	EXISTING STORM PIPE
LOD	LIMITS OF DISTURBANCE
FH	FIRE HYDRANT

FIRE LANE STRIPPING

FIRE LANES SHALL BE MARKED WITH SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE - NO PARKING" VISIBLE FROM THE NORMAL LANE OF TRAFFIC AND PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL. A MAXIMUM OF 50-FEET ALTERNATING BETWEEN SIGNS AND PAVEMENT MARKINGS SHALL BE REQUIRED ALONG THE ENTIRE LENGTH OF THE FIRE LANE. PLACEMENT SUBJECT TO APPROVAL BY THE FIRE MARSHAL. SIZE OF LETTERING ON PAVEMENT SHALL BE 18-INCHES HIGH WITH A 3-INCH BRUSH STROKE.

KEYNOTE LEGEND

A	PROPOSED FIRE HYDRANT ASSEMBLY
B	EXISTING FIRE HYDRANT ASSEMBLY
C	FIRE LANE STRIPING
D	FIRE DEPARTMENT CONNECTION (TYP.)
E	CITY OF FRANKLIN GARBAGE TRUCK

FDC LOCATIONS NOTE

FINAL FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN.
BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN / IBC STANDARDS.

IMPACT STATEMENT

ACCESS TO THE MULTIFAMILY UNITS FOR THE NORTH LOT WILL BE PROVIDED VIA TWO ENTRANCES CONNECTING DIRECTLY FROM EDGEWOOD BLVD. THE SOUTH LOT MULTIFAMILY WILL HAVE ONE ENTRANCE OFF EDGWOOD BLVD. AND ONE ENTRANCE OFF OF W. MEADE BLVD.

OFFSITE IMPROVEMENTS ARE TO BE MADE PER RECOMMENDATIONS FROM THE TRAFFIC IMPACT ANALYSIS PREPARED BY KIMLEY HORN FOR THIS SITE AND DISCUSSIONS WITH CITY OF FRANKLIN OFFICIALS.

AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH

VEHICLE LEGEND

	VEHICLE FENDER PATH
	VEHICLE FRONT WHEEL PATH
	VEHICLE REAR WHEEL PATH

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)
FRANKLIN CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127314
10/21/2024
STATE OF TENNESSEE

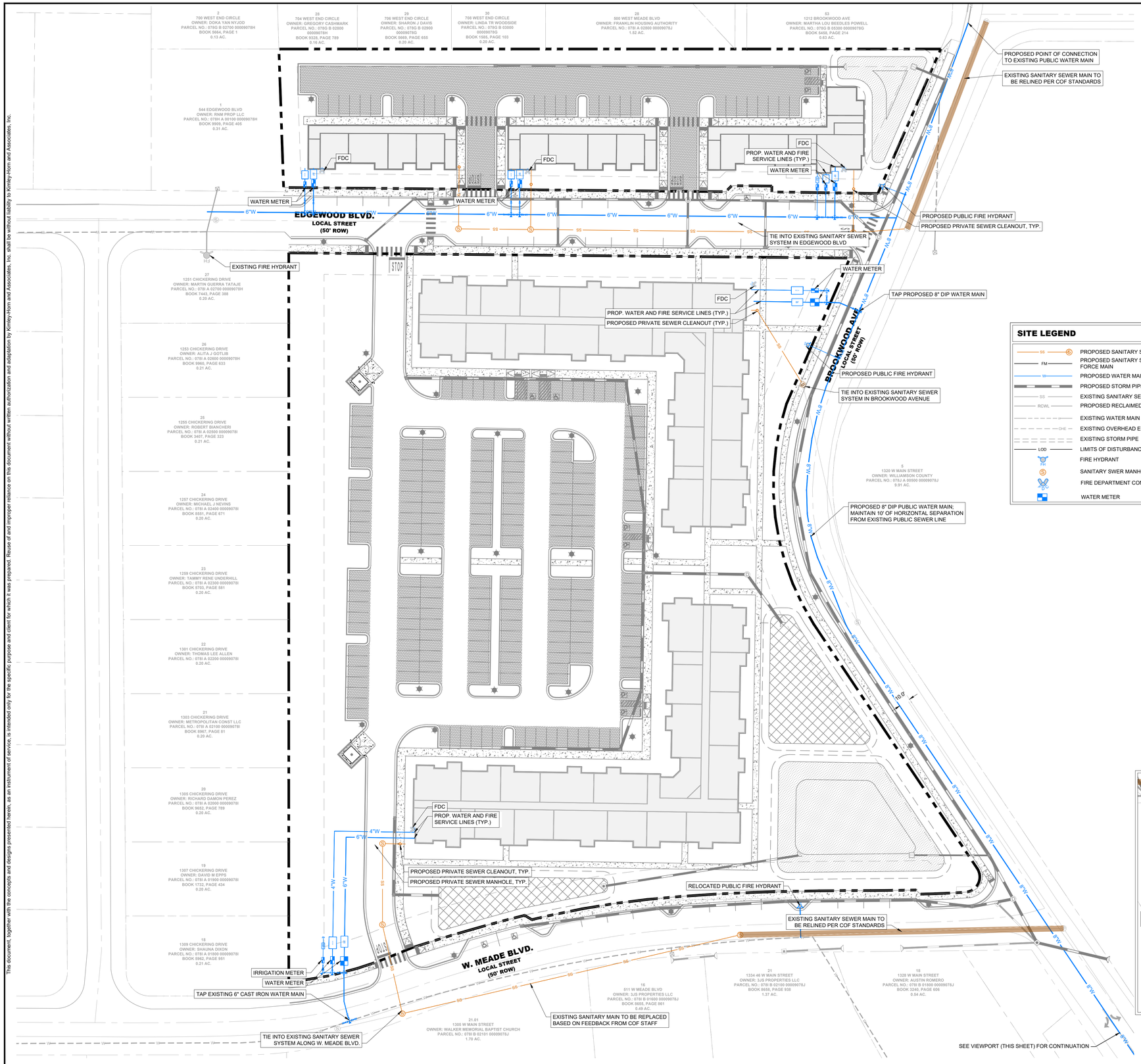
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

ROW & ACCESS PLAN - TRASH

SHEET NUMBER
C4.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.

COF UNDERGROUND SHOP DRAWING NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S GEOCIVIX ELECTRONIC PLAN REVIEW SITE:
HTTPS://FRANKLINTN.GEOCIVIX.COM/SECURE/
PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE / DESIGN INTENT.

SITE LEGEND

- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER

IMPACT STATEMENT

WATER
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
- USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED. A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.
- INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SANITARY SEWER
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
- CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.
- INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

RECLAIMED LINE
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

ELECTRICITY
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

PROP. UTILITY PLAN

THE PROPOSED UTILITY LAYOUT SHOWN ON THE DEVELOPMENT PLAN IS CONCEPTUAL IN NATURE, AND DUE TO THE LACK OF INFORMATION PROVIDED REGARDING BUILDING USES AND OCCUPANCY LOADS, THE FINAL UTILITY ALIGNMENTS FOR WATER, SANITARY SEWER AND RECLAIM WATER SHALL BE DETERMINED AT SITE PLAN. IF AT SITE PLAN THE UTILITY ALIGNMENT DOES NOT MEET CITY OF FRANKLIN SPECIFICATIONS AND SUPPORT THE CITY OF FRANKLIN'S ABILITY TO MAINTAIN SAID INFRASTRUCTURE, AND THESE GOALS CANNOT BE ACHIEVED, THE APPLICANT SHALL REVISE THE OVERALL DESIGN TO MEET THE CITY OF FRANKLIN'S UTILITY DESIGN STANDARDS AND SPECIFICATIONS.

UTILITY LAYOUT NOTE

DETAILS AND LAYOUT OF UTILITIES SHOWN GRAPHICALLY ON THIS PLAN ARE SUBJECT TO CHANGE BETWEEN DEVELOPMENT PLAN AND SITE PLAN SUBMITTALS.

EXISTING UTILITIES NOTE

CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING. COF DOES NOT PARTICIPATE IN 811/TN ONE CALL. CONTACT COF WATER/SEWER DEPT. FOR LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.

PRIVATE FIRE HYDRANT NOTE

PRIVATE HYDRANT:
1. THE BARREL AND CAPS OF THE HYDRANT SHALL BE PAINTED PPG OIL BASED SILVER
2. THE TOP / BONNET OF THE HYDRANT SHALL BE PAINTED IN ACCORDANCE WITH THE FOLLOWING:
   - 2.1. ABOVE 1500-GPM = PPG OIL-BASED SAFETY BLUE
   - 2.2. 1000-GPM TO 1499-GPM = PPG OIL-BASED SAFETY GREEN
   - 2.3. 500-GPM TO 999-GPM = PPG OIL-BASED SAFETY ORANGE
   - 2.4. BELOW 500-GPM = PPG OIL-BASED SAFETY RED

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)
FRANKLIN CAPITOL GROUP
FRANKLIN, TENNESSEE

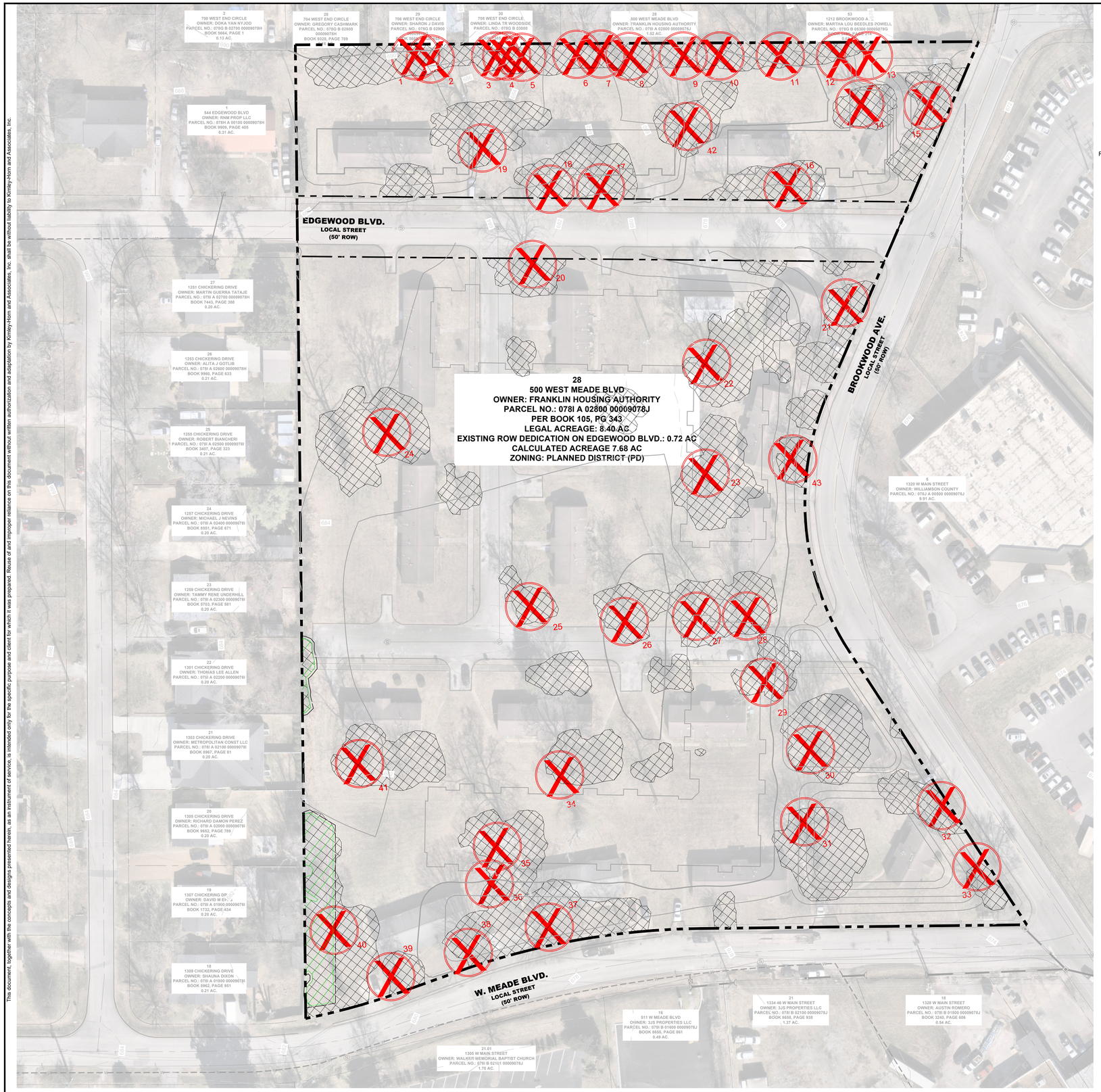
DEATON J. HILDABRAND — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 127314 — 10/21/2024 — STATE OF TENNESSEE

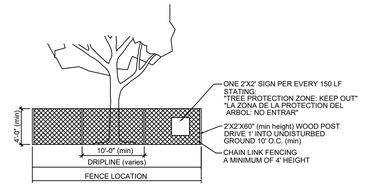
No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

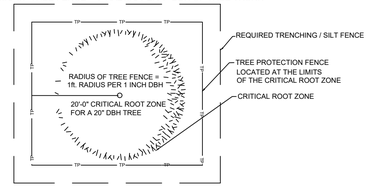
UTILITY PLAN - OVERALL

SHEET NUMBER
C5.0





RADIUS OF TREE FENCE = 1' RADIUS PER 1" DBH OF TREE TRUNK



CONTRACTORS RESPONSIBILITY TO AQUIRE TREE REMOVAL PERMITS

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. 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.

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

TREE PROTECTION FENCING DETAIL

KEY

- EXISTING TREE CANOPY
- SPECIMEN TREE REMOVED
- PRESERVED TREE CANOPY
- TREE PROTECTION FENCE

TREE CANOPY AREA			
TREE AREA	OVERALL SITE AREA =	332,584 SF	7.64 AC
	EXISTING	REMOVED	RETAINED
	100,644 SF	96,791 SF	3,853 SF

TREE CANOPY DATA		
EXISTING TREE CANOPY:	100,644 SF	2.31 AC
	30%	OF SITE
REQUIRED CANOPY PRESERVATION:	48,309 SF	1.11 AC
	48%	OF TOTAL CANOPY
PROVIDED CANOPY PRESERVATION:	3,853 SF	0.09 AC
	4%	OF TOTAL CANOPY

EXISTING TREE CANOPY CALCULATION IS BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY.

SPECIMEN TREES			
TREE #	SPECIES	INCHES	REMOVED
1	Osage Orange	24	X
2	Osage Orange	24	X
3	Osage Orange	24	X
4	Osage Orange	24	X
5	Osage Orange	24	X
6	Osage Orange	24	X
7	Osage Orange	24	X
8	Osage Orange	24	X
9	Osage Orange	24	X
10	Osage Orange	24	X
11	Osage Orange	24	X
12	Osage Orange	24	X
13	Osage Orange	24	X
14	Tulip Poplur	24	X
15	American Sycamore	24	X
16	Sugar Maple	24	X
17	American Sycamore	24	X
18	American Sycamore	24	X
19	Tulip Poplur	24	X
20	Sugar Maple	24	X
21	Sweet Gum	24	X
22	Tulip Poplur	24	X
23	Tulip Poplur	24	X
24	Tulip Poplur	24	X
25	American Sycamore	24	X
26	American Sycamore	24	X
27	American Sycamore	24	X
28	Sugar Maple	24	X
29	American Sycamore	24	X
30	Hackberry	24	X
31	Hackberry	24	X
32	White Ash	24	X
33	Elm	24	X
34	Tulip Poplur	24	X
35	American Sycamore	24	X
36	Sugar Maple	24	X
37	White Oak	24	X
38	White Oak	24	X
39	Red Maple	24	X
40	Sugar Maple	24	X
41	American Sycamore	24	X
42	Box Elder	24	X
43	Sugar Maple	24	X

NOTE: FULL TREE SURVEY TO BE PROVIDED AT SITE PLAN.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE



No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

DEVELOPMENT PLAN

SHEET NUMBER
L1-0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



TYPICAL ARCHITECTURE



TYPICAL ARCHITECTURE

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

TYPICAL ARCHITECTURE

SHEET NUMBER
A1.0

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\1 - Brookwood Flats\PlanSheets\A1.0 TYPICAL ARCHITECTURE.dwg A1.0 TYPICAL ARCHITECTURE Jun 04, 2026 3:59pm by: Keyshawn.Gallon

COF no: 9132

CONDITIONS OF APPROVAL:

Open Issues: 10 These issues are currently being filtered

Engineering

General Issues

10. Development Plan

kevin.long@franklintn.gov

This is an advisory comment and does not hinder the approval of this development plan.

At the site plan stage, all roadway improvements shall be designed in accordance with the appropriate common standards as established by (A) the City of Franklin Transportation and Street Technical Standards, (B) the AASHTO Policy on Geometric Design of Highways and Streets, and (C) the Tennessee Department of Transportation Design Guidelines and Standard Details. Features such as taper lengths, horizontal and vertical geometry, clear zones, guardrail requirements, etc., shall be evaluated in greater detail at the site plan stage and will be required to conform to the accepted standard in order to ensure public safety and well-being, as well as the continued functionality of the existing and proposed street networks.

33. Offsite Stormwater

joe.marlo@franklintn.gov

The following shall remain open as a Condition of Approval.

New construction shall not aggravate upstream or downstream flooding. Where existing upstream or downstream stormwater problems exist, Applicant shall correct existing problems in conjunction with new development or redevelopment. *[COF Stormwater Ordinance Sec. 23-106 (2) (i) (iii)]*

Existing offsite stormwater infrastructure receiving flow from this development has insufficient capacity.

At Site Plan:

1. Applicant shall provide offsite survey information of existing downstream elements for the purposes of investigating the extents of offsite stormwater improvements necessary to adequately drain the site, extending to outfall(s) at West Main Branch.
2. Applicant shall provide a drainage design exhibit demonstrating the offsite storm improvements necessary to adequately drain the site to current standards.

The extents of downstream improvements to be constructed by the developer will be determined once this information is provided.

Alternatively, offsite survey and design may be performed at the Development Plan stage should the Developer desire a more defined understanding of the downstream improvements that will be required.

50. Bioretention Adjacent to ROW

joe.marlo@franklintn.gov

The following shall remain open as a Condition of Approval.

At Site Plan, bioretention areas shall be located a minimum of 5 feet or the depth of the bioretention (to bottom of stone sump), whichever is greater, away from Public Right-of-Way.

Parks

General Issues

19. Parkland Impact Fee

kevinl@franklintn.gov

The Parkland Agreement was sent to Law on 6-8-26 for review.

Planning

General Issues

55. Modification of Standards

joseph.bryan@franklintn.gov

Staff is supportive of MOS 1.

56. Modification of Standards

joseph.bryan@franklintn.gov

Staff is supportive of MOS 2.

58. Architecture

joseph.bryan@franklintn.gov

Applicant shall acknowledge awareness that detailed elevations must be provided at site plan stage and will be reviewed for consistency with Zoning Ordinance as part of site plan review process. The following language should be added to all conceptual elevations:

The elevations provided for the Development Plan are conceptual in nature, but ALL elevations will be reviewed for compliance at site plan and must meet ALL requirements of the Zoning ordinance.

Planning (Landscape)

General Issues

5. Open Space 1 Stormwater Feature

jason.arnold@franklintn.gov

Please add this to the plan at site plan.

59. Tree Preservation Plan

jason.arnold@franklintn.gov

At site plan accurate specimen tree sizes and replacement plan shall be required.

Stormwater

General Issues

3. Drainage

ellen.moore@franklintn.gov

This is an advisory comment as does not affect plan approval:

Applicant shall analyze the two downstream structures from any outfall onsite to ensure existing infrastructure can safely pass the flows from the 10 yr storm. Culverts shall be analyzed for the 50 year storm.

DEVELOPMENT PLAN

IRIS PLACE PUD SUBDIVISION

COF# 9132

500 WEST MEADE BLVD

FRANKLIN, TENNESSEE 37064

PRE-APPLICATION SUBMITTAL: 4/27/2026
INITIAL SUBMITTAL: 5/11/2026
RESUBMITTAL: 6/4/2026

SITE DATA TABLE	
PROJECT NAME	IRIS PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9132
SITE ADDRESS	500 WEST MEADE BLVD FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078J PARCEL 02800
EXISTING SITE ACREAGE / SQUARE FOOTAGE	8.40 AC / 365,716 SF
PROPOSED SITE ACREAGE / SQUARE FOOTAGE	7.64 AC / 332,584 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (18.85)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
EDGEWOOD BLVD	12' (NORTH), 18' (SOUTH)
BROOKWOOD AVE	20'
WEST MEADE BLVD	25'
SIDE	15'
REAR	30'
DWELLING UNITS	144
1 BEDROOM	18
2 BEDROOM	59
3 BEDROOM	61
4 BEDROOM	6
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	1.54 AC (20%)
PROVIDED LSA	3.08 AC (40%)
OPEN SPACE REQUIRED	0.38 AC (5%)
NATURAL AREA REQUIRED	0.76 AC (10%)
TREE RETENTION REQUIRED	1.11 AC (48%)
PARKING REQUIRED	308
1 BEDROOM	23
2 BEDROOM	133
3 BEDROOM	138
4 BEDROOM	14
PARKING PROVIDED	262
HISTORICAL RESOURCE TREATMENT	N

VESTING DEVELOPMENT STANDARDS	DATE
ZONING ORDINANCE	JANUARY 13, 2026
SUBDIVISION REGULATIONS	JANUARY 1, 2026
TRANSPORTATION AND STREET TECHNICAL STANDARDS	JULY 1, 2025
STORMWATER BMP MANUAL	JULY 1, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	OCTOBER 13, 2020
MUNICIPAL CODE	MARCH 4, 2026
HISTORIC DISTRICT DESIGN GUIDELINES	MAY 30, 2022

STATEMENT OF IMPACTS:

WATER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.40 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SEWER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES, WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

REPURIFIED (REUSE) WATER FACILITIES:
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

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

THE SITE IS SURROUNDED BY LOCAL ROADS. DAILY ACCESS TO IRIS PLACE IS PROVIDED BY DIRECT CONNECTIONS TO EDGEWOOD BLVD AND WEST MEADE BLVD.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY-HORN AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS CRUCIAL FOR THE SITE GIVEN ITS LAYOUT AND FLOW DIRECTION.

- FLOW MANAGEMENT: STORMWATER WILL FLOW FROM WEST TO EAST TO FOLLOW EXISTING DRAINAGE PATTERNS AS FEASIBLE, NECESSITATING EFFECTIVE CAPTURE, TREATMENT, AND RELEASE SYSTEMS.
- BIORETENTION AND DETENTION: THE INCLUSION OF BIORETENTION AND DETENTION PONDS WILL HELP MANAGE RUNOFF TO PROVIDE WATER QUALITY PER CITY OF FRANKLIN STANDARDS.
- INFRASTRUCTURE: CREATING APPROPRIATE DRAINAGE SYSTEMS AND ENSURING THE PONDS ARE INTEGRATED EFFECTIVELY WITHIN THE DEVELOPMENT PLAN IS ESSENTIAL FOR EFFECTIVE STORMWATER MANAGEMENT. APPROXIMATELY 3.92 ACRES OF IMPERVIOUS IS PROPOSED ON THE SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.83 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUARTERS - 0.96 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
JIM WARREN PARK - 0.49 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
144 HOMES X 0.20 STUDENTS = 29 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

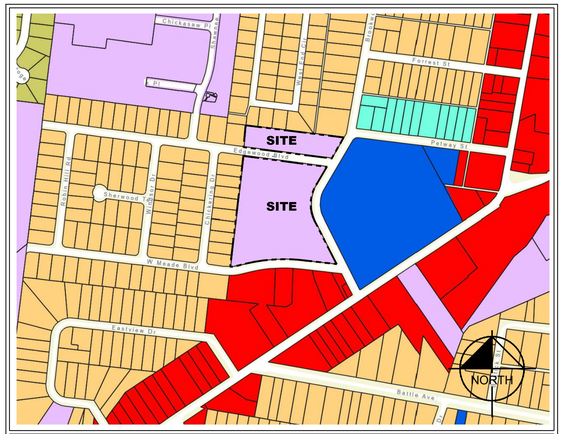
144 Units - 41 Units (existing) = 103 New Units requested
103 Units x $5,408 = $557,024
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 3

ELECTRICITY:
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS:
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED

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



VICINITY MAP
NOT TO SCALE

WARD DISTRICT: WARD 4
WARD MEMBER: PATRICK BAGGETT
CITY OF FRANKLIN
WILLIAMSON COUNTY, TENNESSEE

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: DEATON HILDABRAND, PE
PHONE: (615) 564-2701

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: MATT HUFF
PHONE: (615) 564-2701

GEOTECH / ENVIRONMENTAL
ECS SOUTHEAST, LLC
318 SEABOARD LANE, SUITE 208
FRANKLIN, TENNESSEE 37067
CONTACT: DAVID E. VALENTINE, REM
PHONE: (704) 525-5152

ARCHITECT
906 STUDIO ARCHITECTS + INTERIORS
249 4TH AVE, NORTH SIDE, SUITE 200
FRANKLIN, TENNESSEE 37064
CONTACT: MEREDITH BUCHER, AIA
PHONE: (615) 988-9065

Modification of Standards Request

Section 10.2.3: Minimum Parking
The Zoning Ordinance requires that multifamily residential be parked at the following ratios:
Studio- 1.25 spaces
1-BR unit- 1.25 spaces
2+ BR unit- 2.25 spaces

A modification of standard 10.2.3 is requested to allow a uniform parking ratio of 1.75 spaces per dwelling unit across all unit types.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

Reducing the required parking ratio allows the site to prioritize resident-focused amenities, open space, pedestrian connectivity, and overall site functionality rather than accommodating excess surface parking. The proposed development replaces an existing affordable housing community and is designed to provide updated housing in a more efficient and livable layout.

As shown on the development plan, the site already incorporates required open space areas, internal drives, and pedestrian circulation within a relatively constrained redevelopment footprint. Reducing parking helps limit impervious surface area, improves stormwater performance, and allows for enhanced open space and community gathering areas that directly support residents.

Additionally, a flat parking ratio applied across all unit types reflects the expected parking demand for an affordable housing community, where vehicle ownership rates are typically lower and shared transportation resources are more common. This results in a more efficient use of land that better aligns with actual demand rather than a theoretical maximum.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This request is specific to the redevelopment of an existing Franklin Housing Authority site that has historically functioned as affordable housing. The project is not a typical market-rate greenfield development but rather a reinvestment in an established neighborhood with existing infrastructure, constraints, and community context.

The site is bounded by existing local streets, including Edgewood Boulevard, Brookwood Avenue, and West Meade Boulevard, and must integrate into the surrounding built environment while replacing aging housing stock. This infill condition limits the ability to increase parking supply without negatively impacting building placement, circulation efficiency, and open space provision.

Furthermore, the development program includes a mix of unit sizes (1-4 bedrooms), but the anticipated parking demand does not scale linearly with bedroom count in this housing type. Applying a uniform ratio better reflects resident characteristics and avoids overbuilding parking that would remain underutilized.

3. The modification is consistent with the intent of Envision Franklin:

Envision Franklin supports context-sensitive redevelopment, efficient land use, and the creation of complete communities that emphasize walkability, connectivity, and quality of life.

This modification aligns with those goals by reducing excess surface parking and allowing more land to be dedicated to usable open space and pedestrian-oriented design. The site is served by an existing street network and nearby community amenities, supporting a development pattern that does not rely solely on high parking ratios.

By facilitating a more balanced and efficient site plan, the requested modification contributes to a development that better supports residents and aligns with the long-term vision for reinvestment in existing neighborhoods.

Section 11.1.5: Minimum Open Space

The Zoning Ordinance requires that 10% of the developing site be preserved as Natural Area.

A modification of standard 11.1.5 is requested to allow a reduction from the 10% Natural Area requirement to 0% due to the existing developed condition of the site. In leu of Natural Area, a total of 15% open space will be provided. 5% of the open space will be programmed and 10% will non-programmed.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

Strict adherence to the Natural Area requirement would not meaningfully improve environmental quality on this site and would instead result in fragmented or artificially designated "natural areas" that do not function as true ecological resources.

The site is currently fully developed with existing multifamily housing and has minimal to no existing natural areas suitable for preservation. Any Natural Area designation would therefore be newly created rather than preserved, which does not align with the intent of protecting existing natural features.

Instead, the proposed development focuses on providing high-quality usable open space, including pocket parks and integrated landscape areas, which offer greater benefit to residents. The plan includes designated open space areas distributed across the site, supporting recreation and community interaction. These areas will occur on 5% of the total site area, as required by the zoning ordinance. If the development was required to provide an additional 10% of programmed open space, this would create an unnecessary hardship to the developer, as programmed open space requires additional amenities and added costs. Leaving the 10% as non-programmed open space, aligns more closely with the intent of the natural area designation.

Additionally, stormwater treatment through bioretention areas and controlled drainage design further supports environmental performance in a manner more appropriate for an urban infill site. The use of programmed open spaces for stormwater would affect designation and percentage allowed to be dedicated towards open space. This would result in choosing between providing the total 15% open space or providing adequate stormwater areas. Designating 10% open space as non-programmed allows to hit the 15% total open space and provide the required stormwater areas simultaneously.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This request is unique to a redevelopment site that has been previously cleared and developed for decades as affordable housing. Unlike greenfield properties or sites with existing tree stands, waterways, or undisturbed land, this property does not contain viable natural areas that can be preserved. The use of non-programmed open space aligns better with the intent of natural area, then a programmed open space would. These areas will be maintained in a semi- natural state, as opposed to an artificially created space that needs consist maintenance and human manipulation.

3. The modification is consistent with the intent of Envision Franklin:

Envision Franklin supports reinvestment in existing neighborhoods, including the modernization of legacy housing sites in a way that improves quality of life and long-term sustainability.

Granting this modification allows the project to focus on meaningful open space and community amenities rather than nominal preservation areas that would not function as intended. This approach aligns with the policy direction of creating well-designed, livable environments that respond to actual site conditions.

By emphasizing usable open space, improved infrastructure, and enhanced housing opportunities, the development advances the broader goals of Envision Franklin while acknowledging the practical realities of urban redevelopment.

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER
C0.1	GENERAL NOTES
C1.0	EXISTING CONDITIONS
C2.0	SITE LAYOUT - OVERALL
C3.0	GRADING AND DRAINAGE PLAN - OVERALL
C4.0	ROW & ACCESS PLAN - FIRE
C4.1	ROW & ACCESS PLAN - TRASH
C5.0	UTILITY PLAN - OVERALL
L1.0	TREE PRESERVATION PLAN
A1.0	TYPICAL ARCHTECTURE

Comprehensive Review at Site Plan:
Comprehensive review of roadway, stormwater, and utility elements by City of Franklin Staff will occur at Site Plan. 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 Site Plan, the applicant cannot achieve the maximum approved entitlements, the applicant shall be confined to the entitlements achievable from the application of said standards.

OWNER
FRANKLIN HOUSING AUTHORITY
200 SPRING STREET
FRANKLIN, TN 37064
PHONE: 615-794-1247
CONTACT: SUSAN MINOR
EMAIL: sminor@franklinhousingauthority.com

DEVELOPER
ELMINGTON
ELMINGTON CAPITAL
1030 16TH AVE SOUTH, SUITE 500
NASHVILLE, TN 37212
PHONE: 615-636-6452
CONTACT: RICK ESTEP
EMAIL: restep@elmingtoncapital.com

PLANS PREPARED BY
Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin TN 37067
Main: (615) 564-2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

PLAN REVISIONS		
REVISION NO.	DATE	REMARKS

SEAL

MATTHEW S. HUFF — TENNESSEE — 6/4/2026 — AGRICULTURE — COMMERCE — LANDSCAPE ARCHITECT

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118129143	C0-00	10

IRIS PLACE (COF# 9132) - DEVELOPMENT PLAN

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\1 - Brookwood Flats\PlanSheets\C0-00 COVER.dwg Jun 15, 2026 10:58am by: Adam.Lawrence

CONTRACTOR RESPONSIBILITIES:

1. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR:

   A. THE CONTRACTOR SHALL VERIFY ALL PROPOSED AND EXISTING CONDITIONS INCLUDING UTILITIES (INVERTS, CONNECTIONS, MATERIALS, ETC.) AND DIMENSIONS WITHIN THE LIMITS OF WORK PRIOR TO THE START OF CONSTRUCTION.

   B. REFER TO ARCHITECTURAL DRAWINGS FOR DETAILED BUILDING INFORMATION.

   C. THE CONTRACTOR IS RESPONSIBLE FOR ALL NOTIFICATIONS AND LIAISONS WITH UTILITY COMPANIES DURING THE PROCESS OF LOCATING, RELOCATING, AND TYING INTO PUBLIC UTILITIES.

   D. PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE SHALL OCCUR INSIDE THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.

2. DURING CONSTRUCTION:

   A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVIATIONS FROM THESE PLANS AND SPECIFICATIONS WITHOUT PRIOR WRITTEN CONSENT OF THE ENGINEER MAY CAUSE THE WORK TO BE UNACCEPTABLE.

   B. THE CONTRACTOR SHALL USE MATERIALS AND EMPLOY CONSTRUCTION METHODS IN ORDER TO COMPLY WITH THE DRAWINGS AND SPECIFICATIONS. WHERE A CONFLICT OCCURS, THE STRICTEST DESIGN SHALL GOVERN. THE ENGINEER'S REVIEW OF SHOP DRAWINGS, PRODUCT DATA, ETC., DOES NOT RELIEVE THE CONTRACTOR FROM COMPLYING WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY SPECIFIC DEVIATIONS AND OBTAIN ENGINEER'S WRITTEN APPROVAL OF THE SPECIFIC DEVIATION.

   C. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL APPLICABLE SAFETY CODES AND REGULATIONS DURING ALL PHASES OF CONSTRUCTION.

   D. ALL CONSTRUCTION MUST CONFORM TO THE STANDARDS, SPECIFICATIONS, AND CODES OF THE GOVERNING MUNICIPALITIES.

   E. CONSTRUCTION SHALL MEET ALL CURRENT STANDARDS SET FORTH IN THE AMERICANS WITH DISABILITIES ACT.

   F. IF THE CONTRACTOR DAMAGES ANY EXISTING UTILITIES DURING CONSTRUCTION, HE SHALL, AT HIS OWN EXPENSE, REPLACE OR REPAIR THE UTILITIES TO ORIGINAL CONDITION AND QUALITY AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY.

   G. SUFFICIENT BARRICADES, LIGHTS, SIGNS, AND OTHER TRAFFIC CONTROL METHODS IN ACCORDANCE WITH GOVERNING ORDINANCES MAY BE NECESSARY FOR THE PROTECTION AND SAFETY OF THE PUBLIC. SAID CONTROL DEVICES SHALL BE PER THE MANUAL OF TRAFFIC CONTROL DEVICES, M.U.T.C.D., CURRENT EDITION, AND SHALL BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.

   H. TRAFFIC CONTROLS AND OTHER WARNING DEVICES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY WORK ON CITY, COUNTY, OR TENNESSEE DEPARTMENT OF TRANSPORTATION ROADS. THEY SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE CONCLUSION OF ALL WORK.

   I. ALL WARNING DEVICES SHALL BE EITHER TYPE I BARRICADES OR DRUMS WITH WARNING LIGHTS ON EVERY OTHER DEVICE. THEY SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION, AND METRO NASHVILLE STANDARDS FOR COLOR, SIZE, REFLECTIVITY, HEIGHT, AND PLACEMENT.

   J. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED AT ALL TIMES.

   K. CONTRACTOR SHALL SHORE AND BRACE ALL EARTH, FORMS, CONCRETE, STEEL, WOOD, AND MASONRY TO RESIST GRAVITY, EARTH, WIND, THERMAL, CONSTRUCTION, AND MISCELLANEOUS LOADS DURING CONSTRUCTION.

   L. ON-SITE BURIAL OF DEBRIS IS PROHIBITED.

   M. UNLESS OTHERWISE NOTED THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL FABRICATED MATERIALS TO THE ENGINEER. DESIGN DOCUMENTS SHALL NOT BE REPRODUCED AS SHOP DRAWINGS.

   N. IN CASE OF UNFORESEEN CONSTRUCTION COMPLICATIONS OR DISCREPANCIES, THE CONTRACTOR IS TO IMMEDIATELY NOTIFY THE ENGINEER IN WRITING.

   O. ALL REQUIRED TESTING REPORTS SHALL BE AVAILABLE AT THE JOB SITE.

   P. AS-BUILT DRAWINGS OF ROADWAYS, STORM DRAINS, SANITARY SEWER AND WATER LINES, FIELD APPROVAL BY THE ENGINEER, AND ALL APPLICABLE BONDS ARE REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE OWNER.

   Q. CONTRACTOR SHALL MAINTAIN CONTINUOUS UTILITY SERVICE TO ALL EXISTING BUILDINGS THROUGHOUT CONSTRUCTION UNLESS APPROVAL FOR SERVICE INTERRUPTION IS OBTAINED FROM THE OWNERS IN ADVANCE.

   R. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS TO ENSURE THAT THE NEW WORK SHALL FIT INTO THE EXISTING SITE IN THE MANNER INTENDED AND AS SHOWN ON THE DRAWINGS. SHOULD ANY CONDITIONS EXIST THAT ARE CONTRARY TO THOSE SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO PERFORMING ANY WORK IN THE AREA INVOLVING DIFFERENCES. NOTIFICATION SHALL BE IN THE FORM OF A DRAWING OR SKETCH INDICATING FIELD MEASUREMENTS AND NOTES RELATING TO THE AREA.

   S. ANY FOREIGN ITEM FOUND DURING CONSTRUCTION IS THE PROPERTY OF THE OWNER. THIS INCLUDES, BUT IS NOT LIMITED TO, PRECIOUS METALS, COINS, PAPER CURRENCY, ARTIFACTS AND ANTIQUITIES.

   T. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES, OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION OF THE WORK, WHETHER CAUSED BY HIMSELF, HIS SUBCONTRACTORS, OR THE CARELESSNESS OF ANY OF HIS EMPLOYEES.

   U. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE WORK AND THE PUBLIC, INCLUDING BARRICADES, WARNING SIGNS, LIGHTS, ETC.

   V. THE CONTRACTOR ACKNOWLEDGES & AGREES THAT THE WORK IS ENTIRELY AT HIS RISK UNTIL SITE IS ACCEPTED, AND HE WILL BE HELD RESPONSIBLE FOR ITS SAFETY BY THE OWNER. THE CONTRACTOR WILL INDEMNIFY THE OWNER & OWNER'S REPRESENTATIVE FROM LIABILITY AT THE SITE THROUGHOUT THE CONSTRUCTION PROCESS.

   W. THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICES AND OBTAIN ALL PERMITS AND PAY ALL LEGAL FEES. HE SHALL ALSO COMPLY WITH ALL CITY, COUNTY AND STATE BUILDING LAWS, ORDINANCES OR REGULATIONS RELATING TO BUILDING SIDEWALKS, STREETS, BLASTING, PUBLIC INFRASTRUCTURE, STORMWATER REGULATIONS, ETC.

   X. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, LEVELS, ETC. BEFORE ORDERING MATERIALS AND PROCEEDING WITH THE WORK, AND IS TO BE RESPONSIBLE FOR THE SAME.

   Y. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE DAMAGE OR LOSS OF ANY REFERENCE POINTS AND HUBS DURING THE CONSTRUCTION OF HIS WORK, AND SHALL BEAR THE COST OF REPLACING SAME.

   Z. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES, TREES, ETC. WHICH ARE TO REMAIN AND NOT TO BE DISTURBED BY THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO SUCH PROPERTY.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

DEMOLITION INFORMATION:

1. NOTIFICATIONS:

   THE CONTRACTOR SHALL NOTIFY THE OWNER AND CITY INSPECTOR(S) 24 HOURS PRIOR TO ANY DEMOLITION OR CONSTRUCTION.

2. DISPOSAL GUIDELINES:

   A. ONLY ITEMS SPECIFICALLY NOTED TO BE DEMOLISHED SHALL BE REMOVED FROM THE SITE.

   B. REMOVE EXISTING PAVED AREAS AS SHOWN INCLUDING DRIVEWAYS, SIDEWALKS, PARKING AREAS, SERVICE AREAS, EQUIPMENT PADS, AND ALL MISCELLANEOUS PAVING.

   C. ALL DEBRIS RESULTING FROM DEMOLITION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL STATE AND FEDERAL REGULATIONS. BACKFILL ALL TRENCHES AND EXCAVATIONS RESULTING FROM DEMOLITION.

   D. ALL DEMOLISHED MATERIAL BECOMES THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE NOTED.

3. TREE PROTECTION GUIDELINES:

   PROTECT ALL EXISTING TREES NOTED "TO REMAIN" AND ALL ITEMS TO BE TURNED OVER TO THE OWNER DURING DEMOLITION. TAKE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES. ANY EXISTING ITEMS TO BE TURNED OVER TO THE OWNER WHICH ARE DAMAGED DURING DEMOLITION SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER. TREES WHICH ARE DAMAGED WILL BE REPLACED OR REIMBURSED AT A RATE TO BE DETERMINED BY THE OWNER.

4. UTILITIES:

   A. PRIOR TO REMOVING OR ABANDONING ANY UTILITY THE CONTRACTOR SHALL VERIFY THAT NO UPSTREAM SERVICE WILL BE TERMINATED. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY TERMINATION NOT SHOWN ON THE PLANS.

   B. ALL ABANDONED WATER LINES, STORM SEWER PIPE, SANITARY SEWER PIPES, GAS LINES, OR ANY OTHER ABANDONED UNDERGROUND UTILITY SHALL BE ABANDONED IN PLACE UNLESS NOTED OTHERWISE.

SITE INFORMATION:

1. THE FOLLOWING ARE APPLICABLE TO ALL CIVIL DOCUMENTS:

   A. WHERE A DETAIL SECTION, TYPICAL SECTION, OR A NOTE IS SHOWN FOR ONE CONDITION, IT SHALL APPLY FOR ALL LIKE OR SIMILAR CONDITIONS, UNLESS OTHERWISE NOTED ON THE PLANS.

   B. EXISTING AND PROPOSED CONTOURS ARE AT ONE (1) FOOT INTERVALS.

   C. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.

   D. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE.

   E. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.

EROSION AND SEDIMENT CONTROL INFORMATION:

1. COMPREHENSIVE:

   A. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO OR CONCURRENT WITH LAND-DISTURBING ACTIVITIES.

   B. PROVISIONS TO PREVENT EROSION OF SOIL FROM THE SITE SHALL BE AT A MINIMUM IN CONFORMANCE WITH THE REQUIREMENTS OF THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOKS. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

   C. FAILURE TO INSTALL, OPERATE, OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE JOB SITE UNTIL SUCH MEASURES ARE CORRECTED BACK TO THE STANDARDS SPECIFIED IN THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOKS, CURRENT EDITION.

   D. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

   E. EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO LAND DISTURBANCE. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE FINAL PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

   F. THE CONSTRUCTION OF THE SITE WILL COMMENCE WITH THE INSTALLATION OF EROSION CONTROL MEASURES SUFFICIENT TO CONTROL SEDIMENT DEPOSITS AND EROSION. ALL SEDIMENT CONTROL WILL BE MAINTAINED UNTIL ALL UPSTREAM GROUND WITHIN THE CONSTRUCTION AREA HAS BEEN COMPLETELY STABILIZED WITH PERMANENT VEGETATION AND ALL ROADS/DRIVEWAYS HAVE BEEN PAVED.

   G. CONSTRUCTION EXITS SHALL BE CONSTRUCTED AT EACH POINT OF ENTRY OR EXIT FROM THE SITE AND SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH STONE AS CONDITIONS DEMAND, REPAIR, AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES OFF SITE ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY. ACCESS POINTS PROTECTED WITH A CONSTRUCTION EXIT SHALL BE OTHERWISE BARRICADED UNTIL THE SITE IS STABILIZED.

ADA COMPLIANCE:

A. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BASED ON THE CITY STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.

B. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.

C. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.

D. ANY COMPONENTS OF THE PROJECT SERVING MULTIFAMILY DWELLINGS IN BUILDINGS THAT HAVE 4 OR MORE UNITS PER DWELLING SHALL ALSO CONFORM TO THE FAIR HOUSING ACT (FHA), AND COMPLY WITH THE FAIR HOUSING ACT DESIGN MANUAL BY THE US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

E. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.

F. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.

CONCRETE INFORMATION (SITE WORK ONLY):

1. PRODUCT CRITERIA:

   A. UNLESS OTHERWISE NOTED CEMENT SHALL BE TYPE I OR III CONFORMING TO ASTM C150. AGGREGATES SHALL BE NORMAL WEIGHT CONFORMING TO ASTM C33.

   B. CONCRETE SHALL CONFORM TO ACI BUILDING CODE (318-89). UNLESS NOTED CONCRETE SHALL BE NORMAL WEIGHT AND HAVE A 28 DAY COMPRESSIVE STRENGTH OF 3,500 P.S.I.

   C. SLUMP SHALL BE 3" TO 5" FOR REGULAR MIX. LARGER SLUMP SHALL BE PERMITTED WITH WATER REDUCING ADMIXTURES AND WRITTEN CONSENT OF THE ENGINEER.

   D. THE RELATIONSHIP BETWEEN MAXIMUM AGGREGATE SIZE TO MINIMUM AMOUNT OF CEMENT IN CONCRETE PAVEMENT (LB. PER C.Y. OR MIX) SHALL BE AS FOLLOWS: 1" - 520, 3/4" - 540, 1/2" - 590, 3/8" - 610.

2. CURING CRITERIA:

   A. CONCRETE CURING SHALL COMPLY WITH ACI 308. CURING PROCESS SHALL START IMMEDIATELY FOLLOWING INITIAL SET. CURING SHALL BE BY CURING COMPOUND.

   B. CONCRETE EXPOSED TO THE WEATHER SHALL BE AIR-ENTRAINED IN ACCORDANCE WITH ACI 318-89 TABLE 4.1.1. NORMAL WEIGHT CONCRETE SLABS SHALL HAVE AIR CONTENT IN ACCORDANCE WITH ACI 302.IR-89 TABLE 5.2.7A.

   C. HOT WEATHER CONCRETING SHALL COMPLY WITH ACI 305. NO CONCRETE ABOVE 90 DEGREES FAHRENHEIT SHALL BE POURED. LOWER CONCRETE TEMPERATURE BY COOLING WATER AND AGGREGATE. FORMS, STEEL, AND SUBGRADE SHALL BE SPRINKLED WITH COLD WATER. AFTER FINISHING CONCRETE USE LIGHT FOG SPRAY UNTIL CURING COMPOUND IS USED.

   D. COLD WEATHER CONCRETING SHALL COMPLY WITH ACI 306. SPECIAL MATERIAL PROCEDURES SHALL BE PROVIDED DURING PLACING AND CURING OF CONCRETE BELOW 40 DEGREES FAHRENHEIT.

   E. CURING, HOT, AND COLD WEATHER CONCRETING PROCEDURES ARE ONLY GIVEN AS A GUIDE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PREVENT CONCRETE DAMAGE AND CRACKS. DAMAGED OR CRACKED CONCRETE WILL NOT BE ACCEPTED.

REINFORCING STEEL INFORMATION (SITE WORK ONLY):

1. PRODUCT CRITERIA:

   A. REINFORCING STEEL SHALL CONFORM TO ASTM A-615, GRADE 60 AND GRADE 40 FOR #3 AND SMALLER BARS. MINIMUM LAP 48" DIAMETER.

   B. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A-185, MINIMUM LAP SHALL BE 8".

   C. REINFORCING THAT IS WELDED SHALL BE WELDABLE TYPE AND CONFORM TO ASTM A-706.

PAVEMENT INFORMATION:

1. PAVEMENT:

   A. ALL MATERIALS, EQUIPMENT, METHODS OF CONSTRUCTION, AND WORKMANSHIP SHALL CONFORM TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION, TDOT, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

   B. SEE PAVEMENT DETAILS ON CONSTRUCTION DOCUMENTS FOR SPECIFIC DESIGN INFORMATION AND REQUIREMENTS.

   C. ALL CURB AND GUTTER TO BE 24" AND CONSTRUCTED OF 3000 P.S.I. CONCRETE UNLESS OTHERWISE NOTED.

2. SIGNING AND STRIPING:

   A. SIGNING AND STRIPING TO BE PROVIDED BY THE CONTRACTOR ACCORDING TO THE DRAWINGS AND SPECIFICATIONS.

   B. ALL PAVEMENT MARKINGS SHALL CONFORM TO CURRENT MUTCD STANDARDS. ALL PAVEMENT MARKINGS ON PRIVATE PROPERTY SHALL BE PAINT, UNLESS NOTED OTHERWISE. ALL PAVEMENT MARKINGS ON PUBLIC RIGHT-OF-WAY SHALL BE THERMOPLASTIC, UNLESS NOTED OTHERWISE.

STORM SEWER NOTES:

1. REINFORCED CONCRETE PIPE SHALL BE RCP CLASS III UNLESS OTHERWISE NOTED WITH BELL-AND-SPIGOT AND GASKETED JOINTS WITH ASTM C 443 RUBBER GASKETS.
2. FILL HEIGHTS OVER 13' REQUIRE CLASS IV RCP STORM PIPE.
3. STORM INLETS SHALL BE PRECAST IN ACCORDANCE WITH METRO NASHVILLE PUBLIC WORKS SPECIFICATIONS WHICH MEET OR EXCEED ASTM C 478.
4. ALL MANHOLE FRAMES AND COVERS ARE TO BE PER METRO NASHVILLE PUBLIC WORKS STANDARD DETAIL FOR DIMENSIONS AND MATERIALS AND AS BELOW IF NOT OTHERWISE INDICATED. FERROUS; 24-INCH (610-MM) ID BY 7- TO 9-INCH (175- TO 225-MM) RISER WITH 4-INCH-(102-MM-) MINIMUM WIDTH FLANGE AND 26-INCH- (660-MM-) DIAMETER COVER. INCLUDE INDENTED TOP DESIGN WITH LETTERING CAST INTO COVER, USING WORDING EQUIVALENT TO "STORM SEWER."
5. MATERIAL: GRAY IRON ASTM A48 CLASS 30 UNLESS OTHERWISE INDICATED.
6. ALL HDPE PIPE SHALL BE CORRUGATED HIGH DENSITY POLYETHYLENE SMOOTH INTERIOR PIPE. HDPE PIPE SHALL CONFORM TO ASTM D3350 WITH SOIL TIGHT JOINTS.
7. ALL HDPE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND AASHTO SECTION 30.
8. CONTRACTOR TO PROVIDE AND INSTALL MANUFACTURER RECOMMENDED FITTINGS ON RCP CONNECTIONS TO HDPE STRUCTURES.
9. REFER TO PIPE CHART FOR CASTING TYPES. INSTALL REDUCERS AS NECESSARY PER MANUFACTURER'S SPECIFICATIONS TO ACCOMMODATE LARGER INLET SIZES.
10. FOLLOW CONSTRUCTION PLANS AND MANUFACTURER DETAILS, SPECIFICATIONS, AND INSTALLATION INSTRUCTION AS INCLUDED WITHIN THE PLANS AND PROVIDED BY MANUFACTURER FOR THE INSTALLATION OF WATER QUALITY AND DETENTION SYSTEMS.
11. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL STORM SEWER PIPE, STRUCTURES, WATER QUALITY STRUCTURES, AND DETENTION STRUCTURES FOR ENGINEER AND OWNER APPROVAL PRIOR TO ORDERING MATERIALS.

CLEARING AND GRUBBING:

A. DO NOT EXCEED CLEARING AND GRUBBING LIMITS OF CONSTRUCTION LINES INDICATED ON THE PLANS.

B. ALL AREAS OUTSIDE THE LIMITS OF CONSTRUCTION LINE SHALL NOT BE CROSSED BY HEAVY EQUIPMENT OR USED FOR STORING HEAVY EQUIPMENT OR MATERIALS.

C. NO EQUIPMENT SHALL BE STORED UNDER THE DRIP LINE OF TREES TO REMAIN.

D. DO NOT FALL ANY TREES OR PUSH PILES OF DEBRIS AGAINST ANY TREES TO REMAIN.

E. REMOVE ALL STUMPS, ROCKS, ASPHALT & CONCRETE DEBRIS, ETC. AND DISPOSE OFF SITE IN ACCORDANCE WITH LOCAL, STATE & FEDERAL REGULATIONS.

F. CONTACT ALL UTILITY AUTHORITIES WHO HAVE LINES WITHIN THE CLEARING AND GRUBBING LIMITS BEFORE STARTING WORK

E. ALL EROSION CONTROL SEDIMENT BARRIERS, SILT FENCES, AND TREE PROTECTION DEVICES SHALL BE INSTALLED PRIOR TO STARTING CLEARING AND GRUBBING.

F. AFTER STAKING IS COMPLETED, TREES WITHIN GRADING LIMITS TO BE SAVED WILL BE IDENTIFIED BY THE OWNER'S REPRESENTATIVE. FIELD CHANGES TO GRADING PLANS SHALL BE MADE FOR SMOOTH TRANSITION OF GRADES AROUND ALL TREES WHICH REQUITE TREE WELLS WITHIN THE GRADING LIMITS.

G. ALL CLEARING SHALL BE LIMITED TO AREAS TO BE GRADED WITHIN 15 CALENDAR DAYS.

GRADING NOTES:

A. TOPSOIL SHALL BE STORED ON SITE IN LOCATIONS APPROVED BY THE OWNER'S REPRESENTATIVE. DRAINAGE SHALL ROUT AROUND THESE TOPSOIL STOCKPILES FOR THE DURATION OF THE GRADING OPERATIONS. EROSION CONTROL MEASURES SHALL PREVENT THE LOSS OF TOPSOIL MATERIAL.

B. UNSUITABLE SOILS SHALL BE UNIFORMLY SPREAD ACROSS NON-STRUCTURAL FILL AREAS AND COVERED WITH TOPSOIL AND SEEDED.

C. FILL AREA SHALL BE PROOF-ROLLED WITH RUBBER-TIRED EQUIPMENT WITH A MINIMUM WEIGHT OF FIFTEEN TONS PRIOR TO BEGINNING FILL OPERATION. AREAS WHICH ARE SOFT OR UNSTABLE SHALL BE UNDERCUT UNTIL STABLE SOILS ARE FOUND. RE-COMPACTION OF THESE SOILS SHALL BE TO 98% MAXIMUM DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR).

D. CUT AREA SHALL BE PROOF-ROLLED AFTER FINAL SUBGRADE IS ACHIEVED IN THE SAME MANNER AS FILLED AREAS. SOFT OR UNSTABLE SOILS SHALL BE SCARIFIED TO A DEPTH OF 12" AND RE-COMPACTED TO 98% MAXIMUM DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR).

E. ALL GRADING SHALL BE COMPLETED TO THE LEVEL INDICATED BY THE SCOPE OF WORK LISTED IN THE BID DOCUMENTS.

F. ELEVATIONS SHOWN ON THE PLANS IS THE FINISH GRADE ELEVATION.

G. GRADING SHALL BE SEQUENCED SO THAT BASE STONE IS PLACED WITHIN 10 CALENDAR DAYS PF ACHIEVING OPTIMUM SUBGRADE COMPACTION.

H. SOILS TESTING LABORATORY/ SOILS ENGINEER. CONTRACTOR WILL EMPLOY A QUALIFIED SOILS TESTING LABORATORY/ ENGINEER TO OBSERVE THIS WORK AND MAKE TESTS AS REQUIRED.

I. HAVE EARTH BORROW FILL, AGGREGATE, AND TOPSOIL, AND STRUCTURAL FILL TESTED AND APPROVED BY DESIGNATED TESTING LABORATORY BEFORE MOVING IT TO THE JOB SITE.

J. CONTRACTOR SHALL OBSERVE PROOF-ROLLING OF AREAS WHERE BUILDING AND PAVING WILL BE LOCATED TO DETERMINE ADEQUACY OF SOIL COMPACTION AND IN-PLACE SOILS. OTHER AREAS WILL BE INSPECTED BY SOILS ENGINEER TO DETERMINE ADEQUACY IN THOSE AREAS. IF SOILS ARE NOT ADEQUATE TO BEAR WEIGHTS THAT WILL BE IMPOSED, TESTING LABORATORY WILL OBSERVE AND REPORT CORRECTIVE ACTION TAKEN.

K. TEST IN-PLACE SOIL AND FILLED AND COMPACTED AREAS. IF THESE ARE NOT ADEQUATE TO BEAR WEIGHTS IMPOSED, TESTING LABORATORY WILL ADVICE THE OWNER'S REPRESENTATIVE OF THEIR RECOMMENDATIONS. HE WILL DIRECT ANY CORRECTIVE MEASURES THAT ARE NECESSARY.

L. SOILS COMPACTION TESTING OF IN-PLACE AND FILLED AND COMPACTED AREAS WILL BE PERFORMED BY TESTING LABORATORY IN ACCORDANCE WITH THEIR REQUIREMENTS.

M. THE SOILS ENGINEER'S AND TESTING LABORATORY'S FEES WILL BE PAID BY THE CONTRACTOR.

N. APPLICABLE SPECIFICATIONS FOR COMPACTED FILL: THE FOLLOWING CURRENT AMERICAN SOCIETY OF TESTING MATERIALS (ASTM) STANDARDS ARE HEREBY MADE PART OF THIS SPECIFICATION:

- D421-58, DRY PREPARATION OF SOIL SAMPLES FOR GRAIN-SIZE ANALYSIS AND DETERMINATION OF SOIL CONSTANTS.
- D422-63, STANDARD METHOD OF PARTICLE SIZE ANALYSIS OF SOILS.
- D1140-54, METHOD OF TEST FOR AMOUNT OF MATERIAL IN SOILS FINER THAN NO.200 SIEVE.
- D698, METHOD FOR LABORATORY COMPACTION CHARACTERISTICS OF SOIL USING STANDARD EFFORT
- D1557-78, STANDARD TEST METHODS FOR MOISTURE-DENSITY RELATIONS OF SOILS AND SOIL-AGGREGATE MIXTURES USING 10 LB. (4.54-KG) RAMMER AND 18-INCH (457 MM) DROP.

O. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AT ALL LOCATIONS UNLESS OTHERWISE NOTED.

P. CONTRACTOR SHALL REVIEW THE SITE SPECIFIC GEOTECHNICAL REPORT PRIOR TO COMMENCING WITH GRADING OPERATIONS. WHERE CONFLICTS BETWEEN THE GRADING NOTES AND GEOTECHNICAL REPORT EXIST, THE MORE STRINGENT REQUIREMENT SHALL APPLY.

Q. CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING WITH LOAD TICKETS, PHOTOGRAPHS, LOG BOOK, VIDEO RECORDING AND OTHER MEANS AS NECESSARY TO VERIFY THE INSTALLATION OF STORMWATER BEST MANAGEMENT PRACTICES REQUIRED BY THE LOCAL MUNICIPALITY AND JURISDICTION. AS-BUILT TOPOGRAPHY AND UTILITY PLANS HAVING BEEN PREPARED BY A QUALIFIED LAND SURVEYOR ARE REQUIRED TO BE SUBMITTED TO KIMLEY-HORN AT THE CONCLUSION OF THE PROJECT FOR VERIFICATION OF DESIGN INTENT. ANY MODIFICATIONS TO THE GRADING AND UTILITY SYSTEMS REQUIRED, NOT PREVIOUSLY APPROVED BY THE OWNER AND ENGINEER ARE THE RESPONSIBILITY OF THE CONTRACTOR.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)

ELMINGTON CAPITOL GROUP

FRANKLIN, TENNESSEE

DEATON J. HILDABRAND — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — 10/21/2025 — STATE OF TENNESSEE — No. 127131

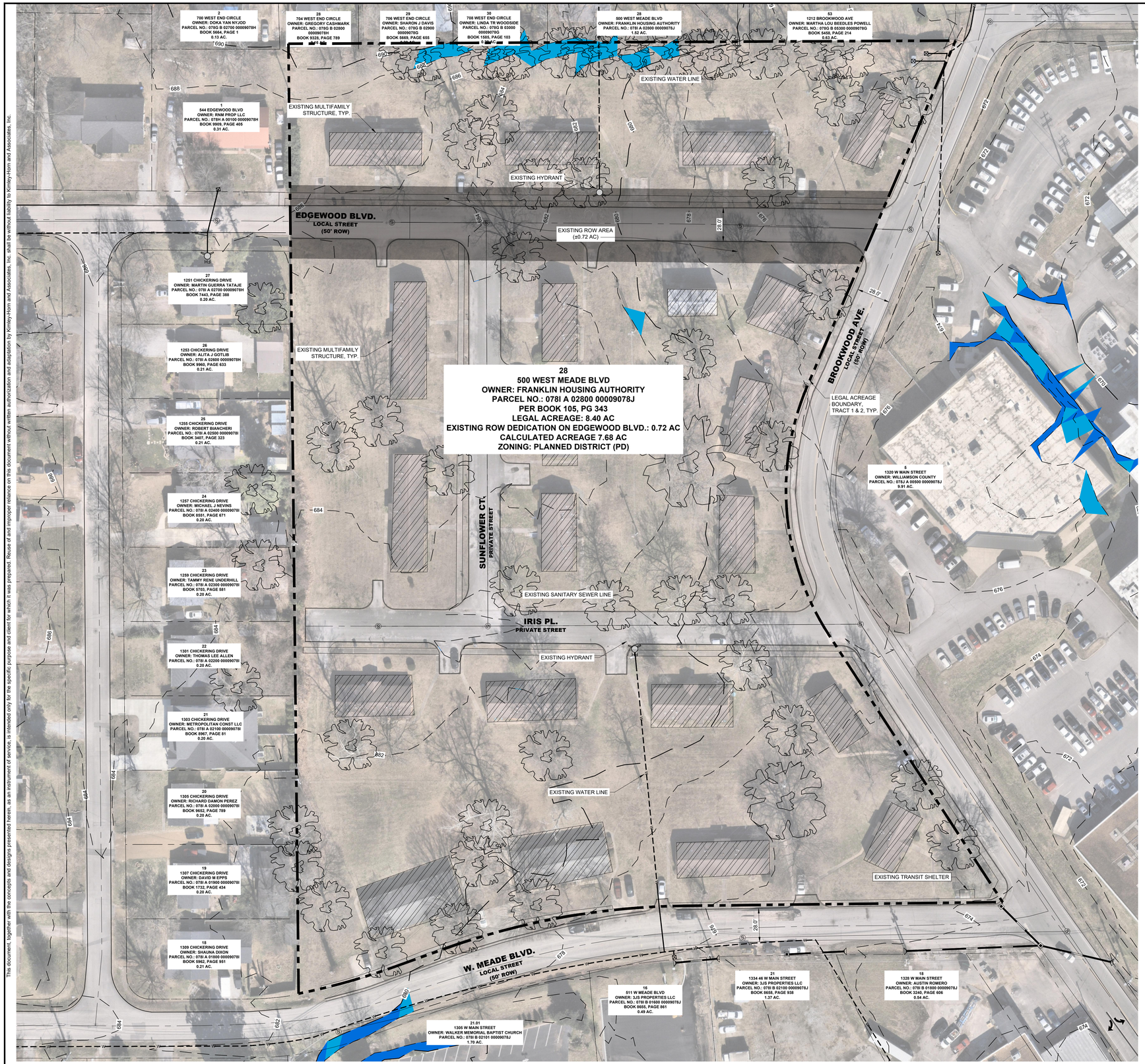
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

GENERAL NOTES

SHEET NUMBER
C0.1

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\1 - Brookwood Flats\Plan



SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BOUNDARY INFORMATION WAS TAKEN FROM SURVEY INFORMATION PROVIDED BY YOUNG, HOBBS, & ASSOCIATES DATED 6/3/2026.
3. BASE INFORMATION WAS TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0192H, WITH AN EFFECTIVE DATE OF 12/20/2024, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN. ZONE "AE" IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THIS AREA IS INDICATED ON THE PLANS.

STORMWATER NARRATIVE

RUNOFF FOR THIS SITE ENCOUNTERS PRIMARILY DEVELOPED AREA AND FLOWS FROM WEST TO EAST. DEPENDING ON WHERE RAINWATER FALLS, IT TRAVELS VIA SHEET FLOW AND SHALLOW CHANNEL FLOW TOWARDS BROOKWOOD AVENUE. OUTFALLS ARE LABELED IN THE PLANS. EXISTING INLETS ALONG THE DEVELOPED AREA ROUTE WATER TO THE BIORETENTION AND DETENTION PONDS.

ALL OUTFALLS WILL BE UTILITZED IN THE DEVELOPMENT OF THIS SITE.

SITE SLOPE TABLE

	14% - 19.99%
	20% and above

LEGAL DESCRIPTION
PARCEL 3 500 West Meade Blvd, Parcel No. (078I-A-028.00)

TRACT 1

Located in the Town of Franklin, 9th Civil District, and beginning at a concrete monument at the southwestern corner of the intersection of S. Petway Street and the proposed hospital street; thence S 25° 44' W 433.0 feet to a concrete monument; thence S 30° 44' E 390.6 feet to a concrete monument; thence N 88° 21' W 270.5 feet to a concrete monument; thence around a curve, said curve having a radius of 619.4 feet, 206.5 feet to a concrete monument; thence S 72° 33' W 46.0 feet to a concrete monument; thence around a curve, said curve having aradius of 573.7 feet 83.4 feet to a concrete monument; thence N 1° 41' E 805.7 feet to a concrete monument; thence S 87° 20' E 564.6 feet to the point of beginning, said tract containing 8.40 acres more or less. Being the same property conveyed to FRANKLIN HOUSING AUTHORITY, by deed from C.M. WARF AND WIFE, ELLA WARF, of record in Book 105, page 343, dated May 4, 1957, said Register's Office.

TRACT 2

Land lying in the City of Franklin, Tennessee, neare South Petway Street, more particularly described as follows: Starting with a concrete monument in the southwest corner of South Petway Street where the same makes a right angel turn, and running thence;
1. South 25° 44' West along the westerly margin of a dedication for Street 312.6' more or less, to a point at the beginning of a curve to the left, thence;
2. Aroung said curve in a southerly direction, said curve being 225.0' in radius, 221.2' to a point at the end of the curve, thence;
3. North 30° 44' West 120.4' to an existing concrete monument, thence;
4. North 25° 44' East 120.4; to the point of beginning, containing 0.05 acres, more or less, and being in accordance with a survey and plat prepared by the Turne Engineering Company of Nashville, Tennessee.

Beign the same property conveyed to FRANKLIN HOUSING AUTHORITY, by deed from C.M. WARF AND WIFE, ELLA K. WARF, of record in Book 108, page 295, dated May 13, 1958, said Register's Office.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE
06/04/2026

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

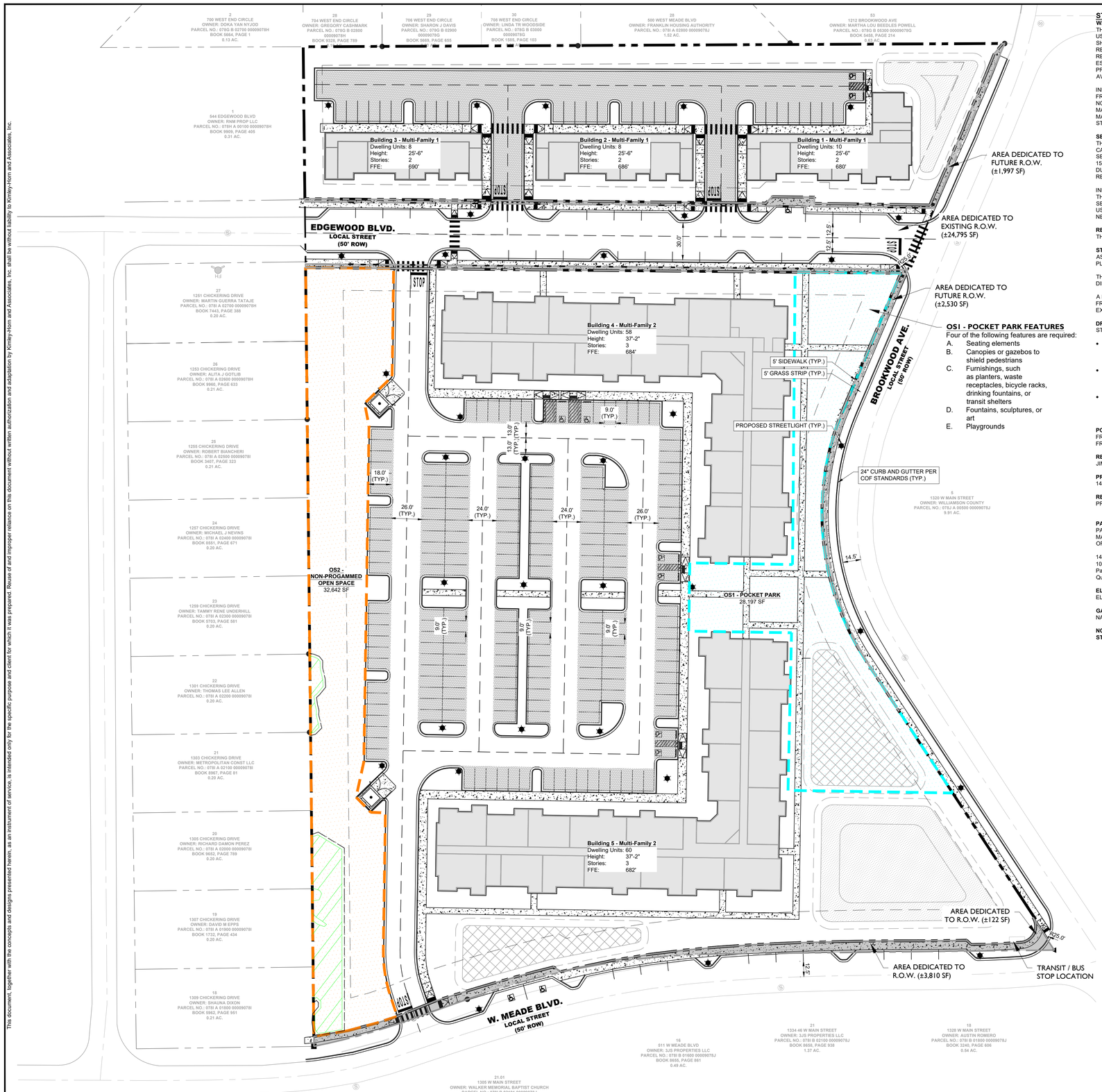
DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\1 - Brookwood Flats\PlanSheets\C1-00 EXISTING CONDITIONS.dwg C1-00 EXISTING CONDITIONS Jun 15, 2026 11:07am by: Adam.Lawrence



STATEMENT OF IMPACTS:

WATER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED.A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SEWER:
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,65 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.

INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES, WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

REPURIFIED (REUSE) WATER FACILITIES:
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

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

THE SITE IS SURROUNDED BY LOCAL ROADS. DAILY ACCESS TO IRIS PLACE IS PROVIDED BY DIRECT CONNECTIONS TO EDGEWOOD BLVD AND WEST MEADE BLVD.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY-HORN AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS CRUCIAL FOR THE SITE GIVEN ITS LAYOUT AND FLOW DIRECTION.

- FLOW MANAGEMENT: STORMWATER WILL FLOW FROM WEST TO EAST TO FOLLOW EXISTING DRAINAGE PATTERNS AS FEASIBLE, NECESSITATING EFFECTIVE CAPTURE, TREATMENT, AND RELEASE SYSTEMS.
- BIORETENTION AND DETENTION: THE INCLUSION OF BIORETENTION AND DETENTION PONDS WILL HELP MANAGE RUNOFF TO PROVIDE WATER QUALITY PER CITY OF FRANKLIN STANDARDS.
- INFRASTRUCTURE: CREATING APPROPRIATE DRAINAGE SYSTEMS AND ENSURING THE PONDS ARE INTEGRATED EFFECTIVELY WITHIN THE DEVELOPMENT PLAN IS ESSENTIAL FOR EFFECTIVE STORMWATER MANAGEMENT. APPROXIMATELY 3.92 ACRES OF IMPERVIOUS IS PROPOSED ON THE SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.83 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUARTERS - 0.96 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
JIM WARREN PARK - 0.49 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
144 HOMES X 0.20 STUDENTS = 29 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

144 Units - 41 Units (existing) = 103 New Units requested
103 Units x $5,408 = $557,024
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 3

ELECTRICITY:
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS:
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED

OS1 - POCKET PARK FEATURES

Four of the following features are required:

A. Seating elements
B. Canopies or gazebos to shield pedestrians
C. Furnishings, such as planters, waste receptacles, bicycle racks, drinking fountains, or transit shelters
D. Fountains, sculptures, or art
E. Playgrounds

SITE DATA TABLE

PROJECT NAME	IRIS PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9132
SITE ADDRESS	500 WEST MEADE BLVD FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078J PARCEL 02800
EXISTING SITE ACREAGE / SQUARE FOOTAGE	8.40 AC / 365,716 SF
PROPOSED SITE ACREAGE / SQUARE FOOTAGE	7.64 AC / 332,584 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (18.85)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
EDGEWOOD BLVD	12' (NORTH), 18' (SOUTH)
BROOKWOOD AVE	20'
WEST MEADE BLVD	25'
SIDE	15'
REAR	30'
DWELLING UNITS	144
1 BEDROOM	18
2 BEDROOM	59
3 BEDROOM	61
4 BEDROOM	6
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	1.54 AC (20%)
PROVIDED LSA	3.08 AC (40%)
OPEN SPACE REQUIRED	0.38 AC (5%)
NATURAL AREA REQUIRED	0.76 AC (10%)
TREE RETENTION REQUIRED	1.11 AC (48%)
PARKING REQUIRED	308
1 BEDROOM	23
2 BEDROOM	133
3 BEDROOM	138
4 BEDROOM	14
PARKING PROVIDED	262
HISTORICAL RESOURCE TREATMENT	N

OPEN SPACE REQUIREMENTS

MINIMUM OPEN SPACE REQUIREMENT	15% (5% OPEN SPACE, 10% NATURAL AREA)		
TOTAL SITE AREA:	7.64 AC	OPEN SPACE	NATURAL AREA
OPEN SPACE REQUIRED:	1.15 AC	0.38 AC	0.76 AC
OPEN SPACE PROVIDED			
KEY	CLASSIFICATION	AREA OF OPEN SPACE	
OS-1	POCKET PARK	28,197 SF	0.65 AC
OS-2	NON-PROGRAMMED OPEN SPACE	32,642 SF	0.75 AC
	TOTAL OPEN SPACE PROVIDED:	60,839 SF	1.40 AC

TREE CANOPY AREA			
TREE AREA	OVERALL SITE AREA =	332,584 SF	7.64 AC
	EXISTING	REMOVED	RETAINED
	100,644 SF	96,791 SF	3,853 SF
TREE CANOPY DATA			
EXISTING TREE CANOPY:	100,644 SF		2.31 AC
	30%		OF SITE
REQUIRED CANOPY PRESERVATION:	48,309 SF		1.11 AC
	48%		OF TOTAL CANOPY
PROVIDED CANOPY PRESERVATION:	3,853 SF		0.09 AC
	4%		OF TOTAL CANOPY
EXISTING TREE CANOPY CALCULATION IS BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY.			

KEY

- PRESERVED CANOPY
- OPEN SPACE
- NON-PROGRAMMED OPEN SPACE
- TREE PROTECTION FENCE

Building Occupancy Classification
R-2 (Residential Group 2) - Apartment Buildings
B (Business) - Leasing Office
A-3 Assembly - Fitness

Construction Type
Buildings 1-5 = Type VA Construction
Sprinker sysytem: NFPA 13R

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)
FRANKLIN CAPITOL GROUP
FRANKLIN, TENNESSEE

MATTHEW S. ALLEN 5/1/26 AGRICULTURE LANDSCAPE ARCHITECT

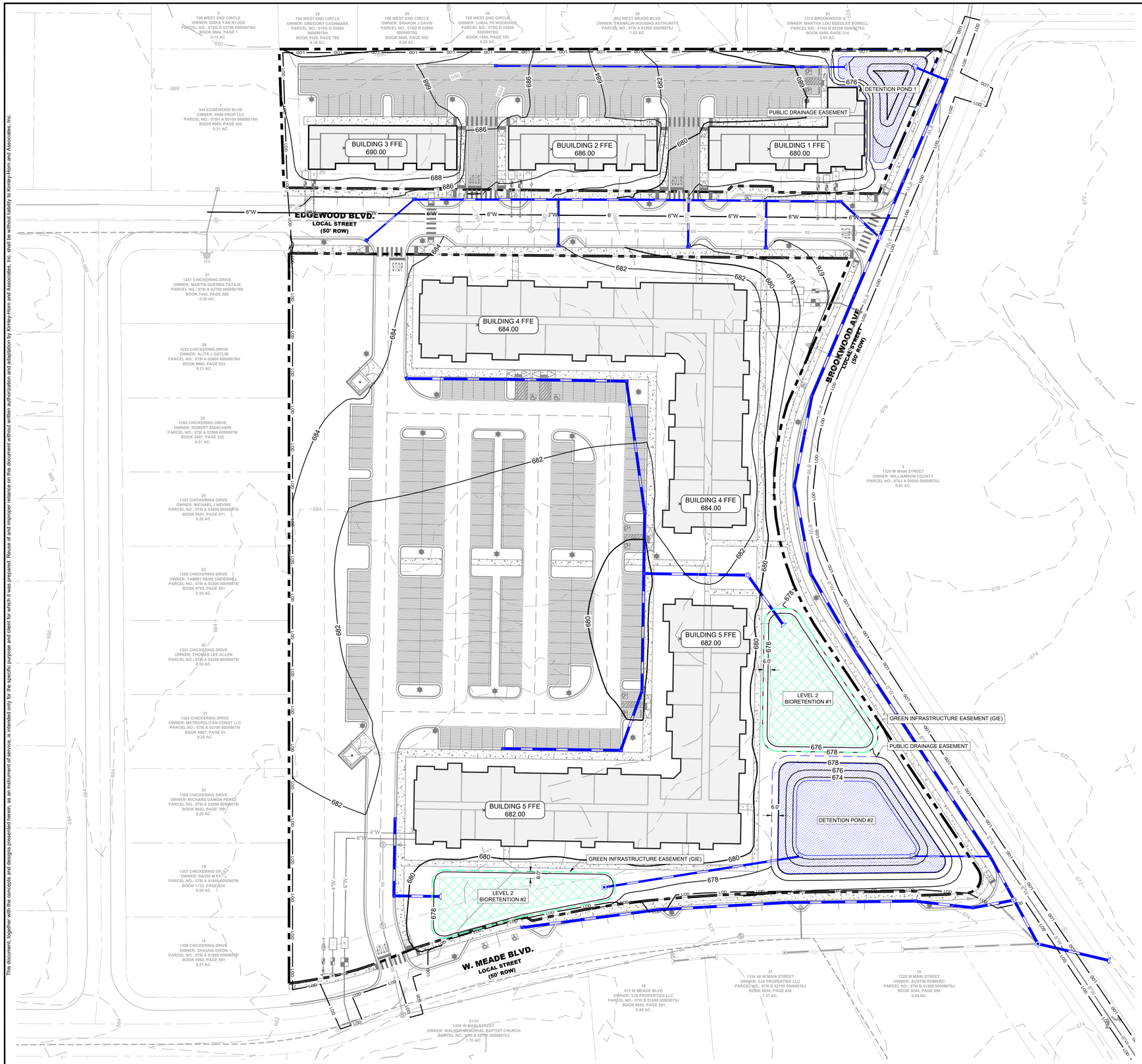
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

SITE LAYOUT - OVERALL

SHEET NUMBER
C2.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



GRADING AND DRAINAGE GENERAL NOTES

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

SITE AREA TABLE

LOT 1 AREA =	1.52 ACRES
LOT 2 AREA =	6.16 ACRES

STORMWATER MANAGEMENT PLAN

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS VIA POSITIVE DRAINAGE AND WILL SHEET FLOW INTO A CLOSED STORM SYSTEM AND TOWARDS THE BIORETENTION AREAS. STORMWATER RUNOFF WILL FLOW INTO PROPOSED BIORETENTION AREA FOR INFILTRATION AND TREATMENT. OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM ANY PROPOSED STORMWATER TREATMENT AREAS. THE PROPOSED BIORETENTION AREAS WILL TREAT STORMWATER RUNOFF BEFORE IT EITHER INFILTRATES INTO THE SOIL OR DISCHARGES VIA AN OVERFLOW BERM/STORM STRUCTURES TO THE PROPOSED DETENTION BASIN.

RUNOFF THAT EXCEEDS THE FIRST INCH OF RAINFALL WILL BE ROUTED VIA OVERFLOW BERM OR STORM STRUCTURE TO A DETENTION POND. AN OUTLET CONTROL STRUCTURE WILL LIMIT DISCHARGE FLOW RATE OF THE SITE UP TO THE 100-YEAR DESIGN STORM.

WATER QUALITY BMP NOTE

WATER QUALITY BMPS SHALL NOT BE INSTALLED UNTIL BUILD OUT IS NEAR COMPLETION TO PREVENT CONSTRUCTION SEDIMENT FROM ENTERING WATER QUALITY BMPS. WATER QUALITY AREAS SHALL NOT BE USED AS SEDIMENT BASINS DURING CONSTRUCTION. INSTALLERS OF WATER QUALITY BMPS SHOULD FOLLOW ALL INSTALLATION GUIDELINES SET FORTH IN THE CITY OF FRANKLIN BMP MANUAL LOCATED ON THE CITY'S WEBSITE.

TREE PROTECTION NOTE

ALL TREE-PROTECTION FENCING SHALL BE IN PLACE PRIOR TO THE ISSUANCE OF A GRADING OR LAND DISTURBANCE PERMIT AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETED. NO DISTURBANCE IS PERMITTED IN A TREE PRESERVATION AREA. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.

SITE LEGEND

- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER
- DETENTION
- BIORETENTION

GRADING PLAN LEGEND

- 478.17 — SPOT ELEVATION
  - HP HIGH POINT
  - TC TOP OF CURB
  - TW TOP OF EXPOSED WALL
  - INV INVERT
  - LP LOW POINT
  - BC BOTTOM OF CURB / GUTTER LINE
  - BW BOTTOM OF EXPOSED WALL
  - RIM TOP OF GRATE / COVER
- FFE 472.55 — FINISH FLOOR ELEVATION
- 500 — EXISTING CONTOUR
- 500 — PROPOSED CONTOUR

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEACON J. HILDABRAND
LICENSED LANDSCAPE ARCHITECT
AGRICULTURE
10/21/2026
COMMERCE
No. 107314
STATE OF TENNESSEE

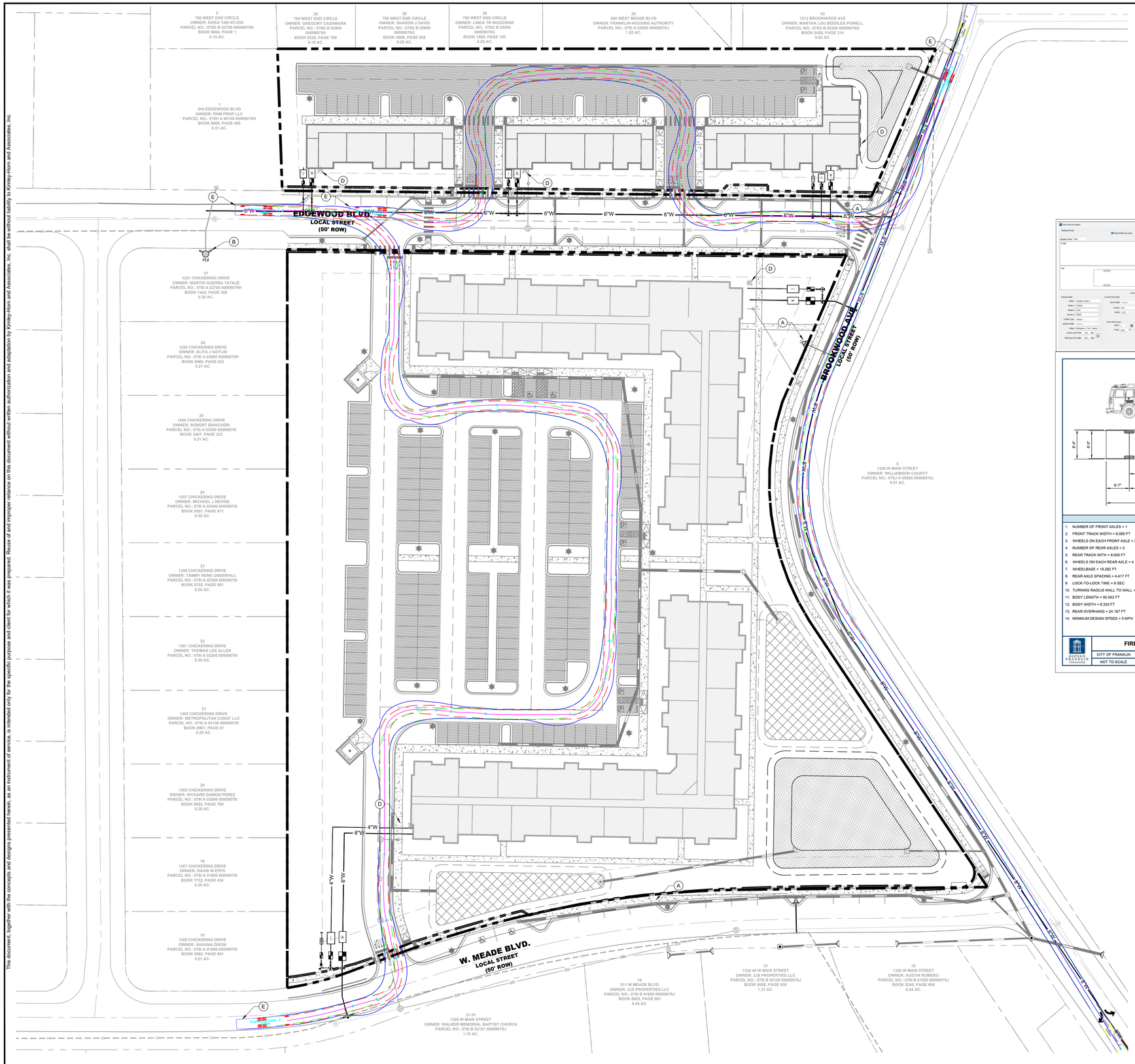
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

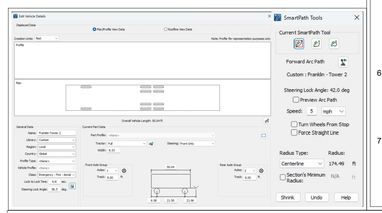
DESIGNED BY: —
DRAWN BY: —
CHECKED BY: —
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

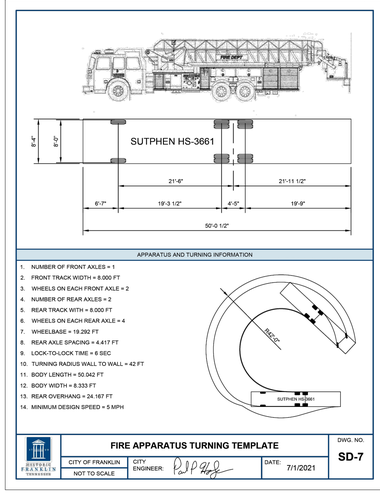
GRADING AND DRAINAGE PLAN - OVERALL

SHEET NUMBER
C3.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.







ROW & 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-OFWAY 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 "TDOT 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.

SITE LEGEND

SS	PROPOSED SANITARY SEWER PIPE
W	PROPOSED WATER MAIN
S	PROPOSED STORM PIPE
SS	EXISTING SANITARY SEWER PIPE
W	EXISTING WATER MAIN
G	EXISTING GAS MAIN
ST	EXISTING STORM PIPE
LOD	LIMITS OF DISTURBANCE
FH	FIRE HYDRANT

FIRE LANE STRIPPING

FIRE LANES SHALL BE MARKED WITH SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE - NO PARKING" VISIBLE FROM THE NORMAL LANE OF TRAFFIC AND PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL. A MAXIMUM OF 50-FEET ALTERNATING BETWEEN SIGNS AND PAVEMENT MARKINGS SHALL BE REQUIRED ALONG THE ENTIRE LENGTH OF THE FIRE LANE. PLACEMENT SUBJECT TO APPROVAL BY THE FIRE MARSHAL. SIZE OF LETTERING ON PAVEMENT SHALL BE 18-INCHES HIGH WITH A 3-INCH BRUSH STROKE.

KEYNOTE LEGEND

A	PROPOSED FIRE HYDRANT ASSEMBLY
B	EXISTING FIRE HYDRANT ASSEMBLY
C	FIRE LANE STRIPING
D	FIRE DEPARTMENT CONNECTION (TYP.)
E	FRANKLIN T-2 SUTPHEN FIRE TRUCK

FDC LOCATIONS NOTE

FINAL FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN.
BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN / IBC STANDARDS.

AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH

VEHICLE LEGEND

	VEHICLE FENDER PATH
	VEHICLE FRONT WHEEL PATH
	VEHICLE REAR WHEEL PATH

IMPACT STATEMENT

ACCESS TO THE MULTIFAMILY UNITS FOR THE NORTH LOT WILL BE PROVIDED VIA TWO ENTRANCES CONNECTING DIRECTLY FROM EDGEWOOD BLVD. THE SOUTH LOT MULTIFAMILY WILL HAVE ONE ENTRANCE OFF EDGWOOD BLVD. AND ONE ENTRANCE OFF OF W. MEADE BLVD.

OFFSITE IMPROVEMENTS ARE TO BE MADE PER RECOMMENDATIONS FROM THE TRAFFIC IMPACT ANALYSIS PREPARED BY KIMLEY HORN FOR THIS SITE AND DISCUSSIONS WITH CITY OF FRANKLIN OFFICIALS.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127314
10/21/2024
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

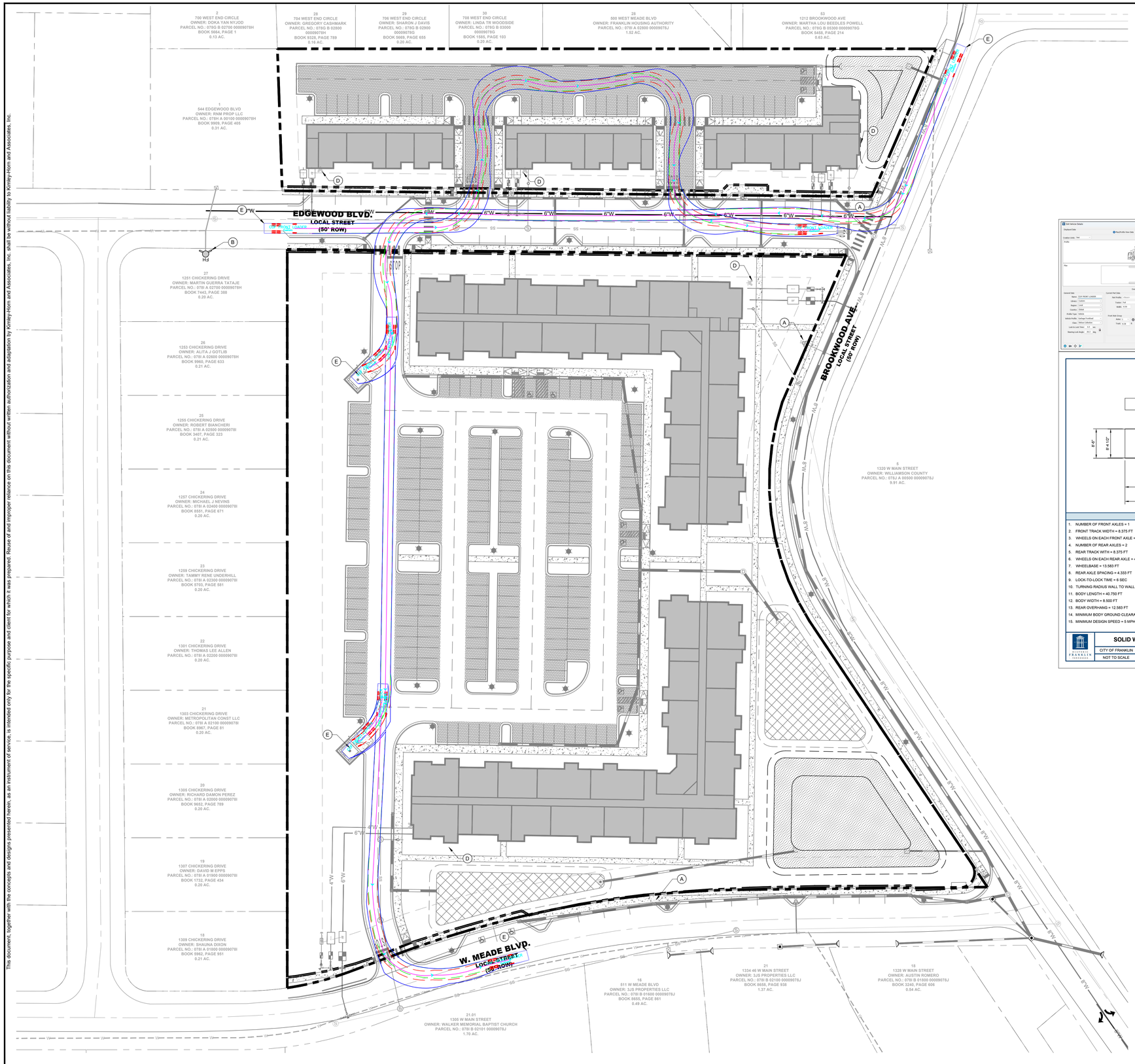
ROW & ACCESS PLAN - FIRE

SHEET NUMBER
C4.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

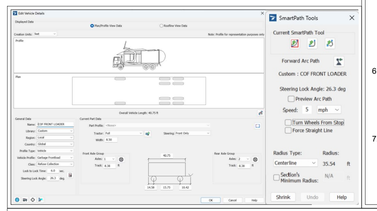
Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\1 - Brookwood Flats\PlanSheets\C4.0 ROW AND ACCESS PLAN - FIRE.dwg C4.0 ROW & ACCESS PLAN - FIRE Jun 04, 2026 3:58pm by: Keyshawn.Gallon

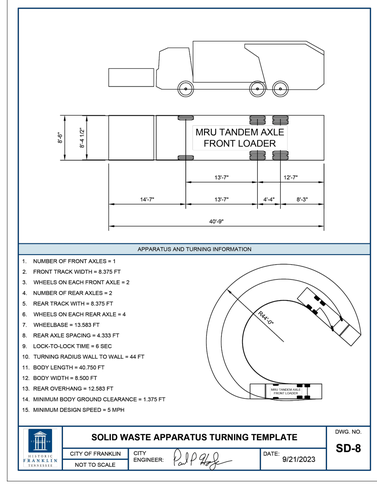
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



ROW & 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-OFWAY 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 "TDOT 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.





SITE LEGEND

SS (P)	PROPOSED SANITARY SEWER PIPE
W	PROPOSED WATER MAIN
S	PROPOSED STORM PIPE
SS	EXISTING SANITARY SEWER PIPE
W	EXISTING WATER MAIN
G	EXISTING GAS MAIN
ST	EXISTING STORM PIPE
LOD	LIMITS OF DISTURBANCE
FH	FIRE HYDRANT

FIRE LANE STRIPPING

FIRE LANES SHALL BE MARKED WITH SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE - NO PARKING" VISIBLE FROM THE NORMAL LANE OF TRAFFIC AND PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL. A MAXIMUM OF 50-FEET ALTERNATING BETWEEN SIGNS AND PAVEMENT MARKINGS SHALL BE REQUIRED ALONG THE ENTIRE LENGTH OF THE FIRE LANE. PLACEMENT SUBJECT TO APPROVAL BY THE FIRE MARSHAL. SIZE OF LETTERING ON PAVEMENT SHALL BE 18-INCHES HIGH WITH A 3-INCH BRUSH STROKE.

KEYNOTE LEGEND

A	PROPOSED FIRE HYDRANT ASSEMBLY
B	EXISTING FIRE HYDRANT ASSEMBLY
C	FIRE LANE STRIPING
D	FIRE DEPARTMENT CONNECTION (TYP.)
E	CITY OF FRANKLIN GARBAGE TRUCK

FDC LOCATIONS NOTE

FINAL FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN. BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN / IBC STANDARDS.

IMPACT STATEMENT

ACCESS TO THE MULTIFAMILY UNITS FOR THE NORTH LOT WILL BE PROVIDED VIA TWO ENTRANCES CONNECTING DIRECTLY FROM EDGEWOOD BLVD. THE SOUTH LOT MULTIFAMILY WILL HAVE ONE ENTRANCE OFF EDGWOOD BLVD. AND ONE ENTRANCE OFF OF W. MEADE BLVD.

OFFSITE IMPROVEMENTS ARE TO BE MADE PER RECOMMENDATIONS FROM THE TRAFFIC IMPACT ANALYSIS PREPARED BY KIMLEY HORN FOR THIS SITE AND DISCUSSIONS WITH CITY OF FRANKLIN OFFICIALS.

AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH

VEHICLE LEGEND

	VEHICLE FENDER PATH
	VEHICLE FRONT WHEEL PATH
	VEHICLE REAR WHEEL PATH

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)
FRANKLIN CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127314
10/21/2024
STATE OF TENNESSEE

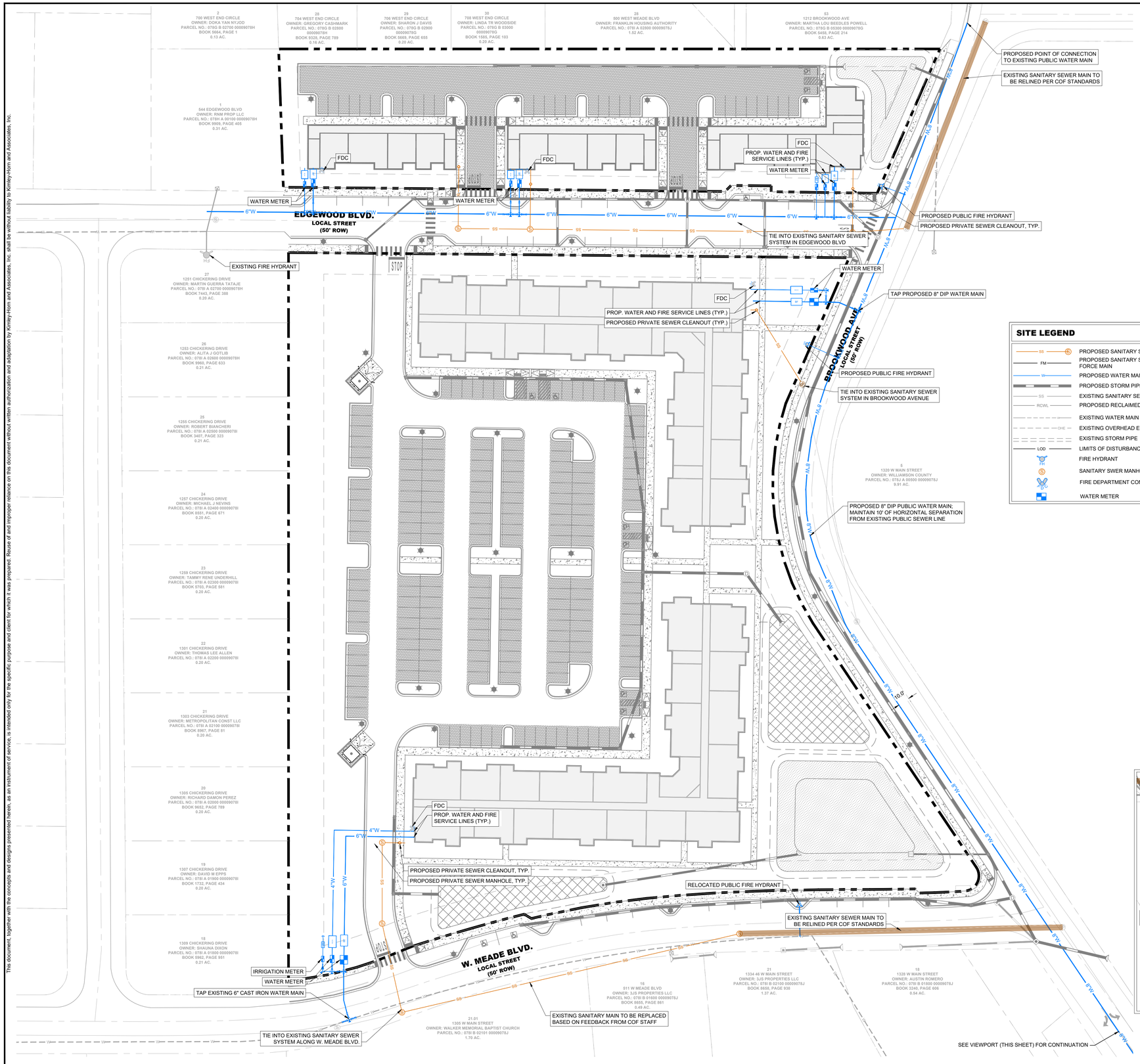
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

ROW & ACCESS PLAN - TRASH

SHEET NUMBER
C4.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.

COF UNDERGROUND SHOP DRAWING NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S GEOCIVIX ELECTRONIC PLAN REVIEW SITE:
HTTPS://FRANKLINTN.GEOCIVIX.COM/SECURE/
PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE / DESIGN INTENT.

SITE LEGEND

- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER

IMPACT STATEMENT

WATER
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
- USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED. A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.
- INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SANITARY SEWER
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
- CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.
- INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

RECLAIMED WATER LINE
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

ELECTRICITY
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

PROP. UTILITY PLAN

THE PROPOSED UTILITY LAYOUT SHOWN ON THE DEVELOPMENT PLAN IS CONCEPTUAL IN NATURE, AND DUE TO THE LACK OF INFORMATION PROVIDED REGARDING BUILDING USES AND OCCUPANCY LOADS, THE FINAL UTILITY ALIGNMENTS FOR WATER, SANITARY SEWER AND RECLAIM WATER SHALL BE DETERMINED AT SITE PLAN. IF AT SITE PLAN THE UTILITY ALIGNMENT DOES NOT MEET CITY OF FRANKLIN SPECIFICATIONS AND SUPPORT THE CITY OF FRANKLIN'S ABILITY TO MAINTAIN SAID INFRASTRUCTURE, AND THESE GOALS CANNOT BE ACHIEVED, THE APPLICANT SHALL REVISE THE OVERALL DESIGN TO MEET THE CITY OF FRANKLIN'S UTILITY DESIGN STANDARDS AND SPECIFICATIONS.

UTILITY LAYOUT NOTE

DETAILS AND LAYOUT OF UTILITIES SHOWN GRAPHICALLY ON THIS PLAN ARE SUBJECT TO CHANGE BETWEEN DEVELOPMENT PLAN AND SITE PLAN SUBMITTALS.

EXISTING UTILITIES NOTE

CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING. COF DOES NOT PARTICIPATE IN 811/TN ONE CALL. CONTACT COF WATER/SEWER DEPT. FOR LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.

PRIVATE FIRE HYDRANT NOTE

PRIVATE HYDRANT:
1. THE BARREL AND CAPS OF THE HYDRANT SHALL BE PAINTED PPG OIL BASED SILVER
2. THE TOP / BONNET OF THE HYDRANT SHALL BE PAINTED IN ACCORDANCE WITH THE FOLLOWING:
   - 2.1. ABOVE 1500-GPM = PPG OIL-BASED SAFETY BLUE
   - 2.2. 1000-GPM TO 1499-GPM = PPG OIL-BASED SAFETY GREEN
   - 2.3. 500-GPM TO 999-GPM = PPG OIL-BASED SAFETY ORANGE
   - 2.4. BELOW 500-GPM = PPG OIL-BASED SAFETY RED

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)
FRANKLIN CAPITOL GROUP
FRANKLIN, TENNESSEE

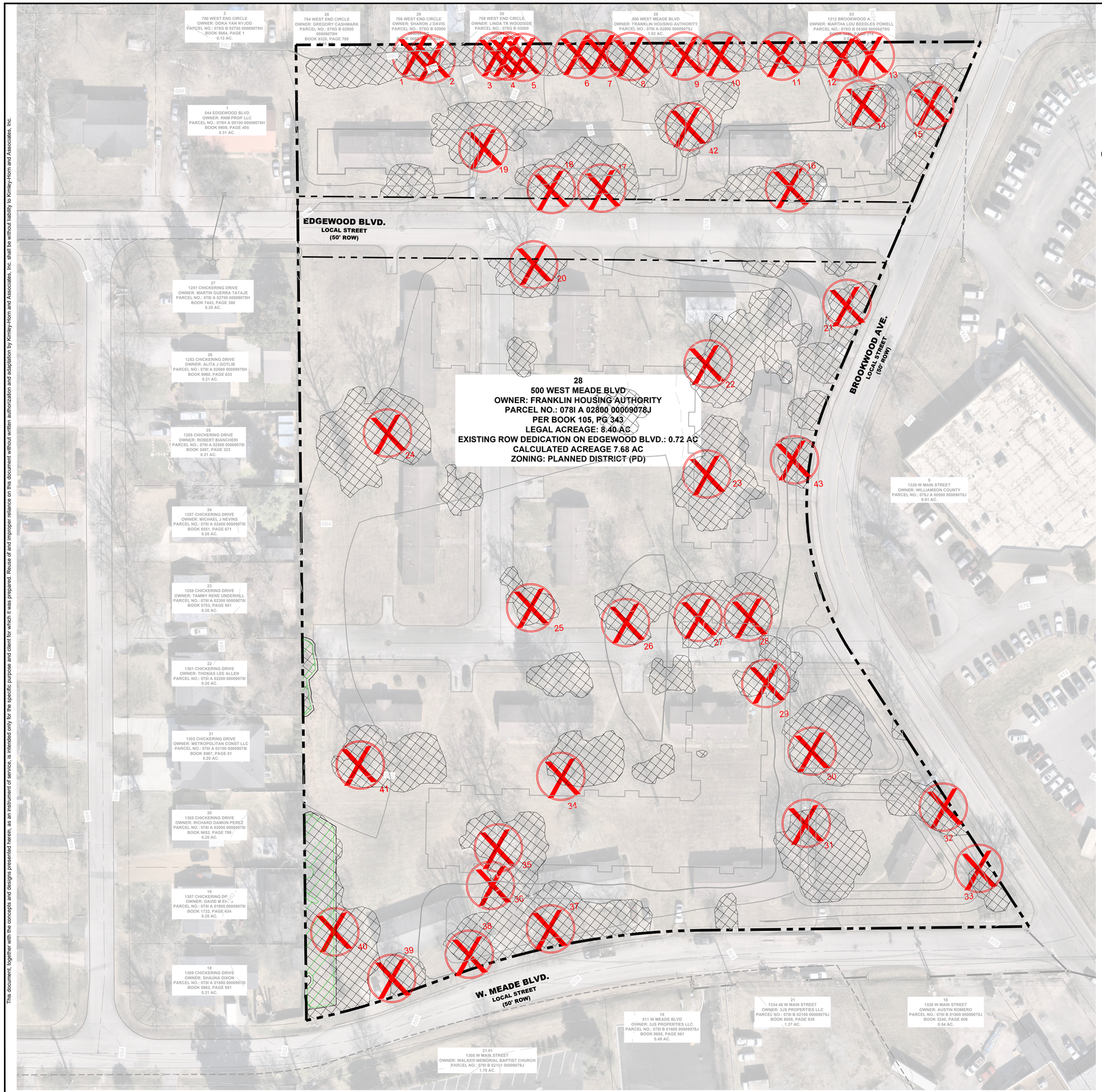
DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127314
10/21/2024
STATE OF TENNESSEE

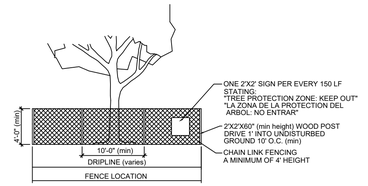
No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

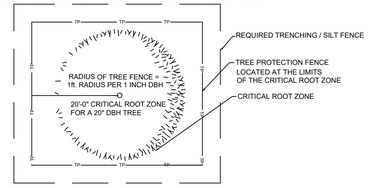
UTILITY PLAN - OVERALL

SHEET NUMBER
C5.0





RADIUS OF TREE FENCE = 1' RADIUS PER 1" DBH OF TREE TRUNK



CONTRACTORS RESPONSIBILITY TO AQUIRE TREE REMOVAL PERMITS

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. 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.

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

TREE PROTECTION FENCING DETAIL

KEY

- EXISTING TREE CANOPY
- SPECIMEN TREE REMOVED
- PRESERVED TREE CANOPY
- TREE PROTECTION FENCE

TREE CANOPY AREA			
TREE AREA	OVERALL SITE AREA =	332,584 SF	7.64 AC
	EXISTING	REMOVED	RETAINED
	100,644 SF	96,791 SF	3,853 SF

TREE CANOPY DATA		
EXISTING TREE CANOPY:	100,644 SF	2.31 AC
	30%	OF SITE
REQUIRED CANOPY PRESERVATION:	48,309 SF	1.11 AC
	48%	OF TOTAL CANOPY
PROVIDED CANOPY PRESERVATION:	3,853 SF	0.09 AC
	4%	OF TOTAL CANOPY

EXISTING TREE CANOPY CALCULATION IS BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY.

NOTE: FULL TREE SURVEY TO BE PROVIDED AT SITE PLAN.

SPECIMEN TREES			
TREE #	SPECIES	INCHES	REMOVED
1	Osage Orange	24	X
2	Osage Orange	24	X
3	Osage Orange	24	X
4	Osage Orange	24	X
5	Osage Orange	24	X
6	Osage Orange	24	X
7	Osage Orange	24	X
8	Osage Orange	24	X
9	Osage Orange	24	X
10	Osage Orange	24	X
11	Osage Orange	24	X
12	Osage Orange	24	X
13	Osage Orange	24	X
14	Tulip Poplur	24	X
15	American Sycamore	24	X
16	Sugar Maple	24	X
17	American Sycamore	24	X
18	American Sycamore	24	X
19	Tulip Poplur	24	X
20	Sugar Maple	24	X
21	Sweet Gum	24	X
22	Tulip Poplur	24	X
23	Tulip Poplur	24	X
24	Tulip Poplur	24	X
25	American Sycamore	24	X
26	American Sycamore	24	X
27	American Sycamore	24	X
28	Sugar Maple	24	X
29	American Sycamore	24	X
30	Hackberry	24	X
31	Hackberry	24	X
32	White Ash	24	X
33	Elm	24	X
34	Tulip Poplur	24	X
35	American Sycamore	24	X
36	Sugar Maple	24	X
37	White Oak	24	X
38	White Oak	24	X
39	Red Maple	24	X
40	Sugar Maple	24	X
41	American Sycamore	24	X
42	Box Elder	24	X
43	Sugar Maple	24	X

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

MATTHEW S. GOAD — 328 — REGISTERED — AGRICULTURE — LANDSCAPE ARCHITECT — 6/4/26

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

DEVELOPMENT PLAN

SHEET NUMBER
L1-0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



TYPICAL ARCHITECTURE



TYPICAL ARCHITECTURE

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

TYPICAL ARCHITECTURE

SHEET NUMBER
A1.0

June 10,

Public Notification Letter – Iris Place

PUBLIC NOTICE
This letter is written to provide public notice that the Franklin Municipal Planning Commission (FMPC) will be considering a proposed Rezoning and Development Plan for a multi-family development consisting of 144 units. The property is located at Map 078J, Parcel 02800 on West Meade Boulevard in Franklin, TN. The request will be heard by the FMPC on Thursday, June 25, 2026 at 7:00 pm in the Williamson County Administrative Complex (Auditorium). Please see the information below for more details.

APPLICANT
Kimley-Horn

APPLICANT'S REPRESENTATIVE

Kimley-Horn	4031 Aspen Grover Drive, Suite 201, Franklin, TN 37067	
Greg Gamble	615-975-5765	Greg.Gamble@kimley-horn.com

APPLICATION TYPE
Development Plan

DATE, TIME, AND PLACE OF PUBLIC MEETING
Thursday, June 25, 2026 at 7:00 pm in the in the Williamson County Administrative Complex (Auditorium). Please see the information below for more details.

SUBJECT PROPERTY
Map 078J, Parcel 02800

NATURE AND SCOPE OF THE APPLICANT REQUEST
The applicant is proposing a Rezoning and Development Plan for a multi-family development consisting of 126 units.

WHERE TO VIEW THE PROPOSED PLAN
The application may be viewed in the Planning and Sustainability Department, 120 9th Ave South, Franklin, TN 37064.

WHERE THE PUBLIC CAN BE HEARD
The public may appear at the Planning Commission meeting on Thursday, June 25, 2026 to be heard, submit written comments with respect to the application. Written comments may be directed to the City of Franklin Planning and Sustainability Department via email at planningintake@franklintn.gov and will be collected until noon on the day prior to the meeting. All written comments will be included with the item as part of the Planning Commission agenda.

Request for Water and/or Sewer Availability & Associated Costs

Please fill in the following information & return this form with the site plan per directions below. Incomplete forms will result in the request being returned until all of the information is included. Refer to the attached memo for fees and additional information.

Type of Availability Requested:	**CHECK ALL THAT APPLY:** ☒ Water ☒ Sewer
Project Name & Subdivision, Section, Lot #	Iris Place PUD Subdivision (COF #9132)
Map & Parcel(s) #	Map 0781, Parcel 078I A 02800 00009078J
Property Address:	Brookwood Avenue, Franklin, TN 37064
City Project # (If Applicable)	9132
# of Dwelling Units (If Residential)	126
Applicant's Name & Company	Deaton Hildabrand - Kimley-Horn
Applicant's Address	4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Applicant's Email & Phone #	deaton.hildabrand@kimley-horn.com 615-564-2701
Anticipated Water Meter Size(s) (see chart on pg. 3).	Fire = 6", Domestic 4"
Water District:	City of Franklin Water

Sewage Flow Calculations: *Use the City of Franklin Single-Family Unit Equivalent Handbook for Water & Sewer Impact Fee Determination (attached to this application) to develop a table of square footage by use, occupancy groups, occupancy loading factors, and resulting SFUE calculations. (If this will be a multi-phase or multi-section development, include the calculations for all phases. A takedown chart will be required for each phase or section site plan tracking SFUE used to that date.)*

There is currently 44 existing residential structures on the project site. The total existing demand is 44.0 SFUE or 15,400 GPD. The project site proposed a total of 18 1-bedroom apartments, 59 2-bedroom apartments and 67 3 and 4-bedroom apartments. The proposed conditions result in an estimated demand of 130.40 SFUE or 45,650 GPD. In summary, the request is fro additional availability which based on current site conditions and proposed estimation would be an increase of 86.4 SFUE or 30,250 GPD. See below for a breakdown:

Existing: 44 (existing residential units) * 350 (GPD) = 15,400 GPD = 44.00 SFUE

Proposed:18 (Proposed 1-BR Apartments) * 250 (GPD) + 59 (Proposed 2-BR Apartments) * 300 (GPD) + 67 (3 and 4-BR Apartments) * 350 = 45,650 GPD = 130.4 SFUE

Requested additional availability: 130.4 SFUE (Proposed) - 44.0 SFUE (Existing) = 86.4 SFUE = 30,250 GPD

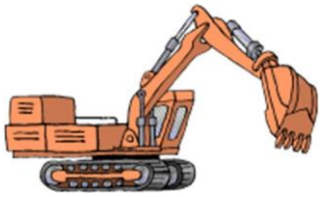
Anticipated sewage flows: *Information Required for Sewer Service*	81.9 SFUE ADDITIONAL (125.90 TOTAL)
Anticipated fee total: *(including effluent disposal and tap fees)*	$879,009.77
If County is requiring this request please indicate if you are requesting an approval or denial:	☐ DENY my Request ☐ APPROVE my request **approval or denial is approved by BOMA, indication here is not a guarantee for approval or denial**

MUST SUBMIT A LOCATION MAP (FOR EX: GOOGLE MAP)

Email Application to: availability@franklintn.gov

For additional information or questions please call: 615-791-3218 **Date Submitted:** 5/12/2026

MEMO



TO: Applicant
FROM: Water Management Department
DATE: January 2026
RE: Request for Water and/or Sewer Availability & Associated Costs

When considering development of a tract of land, one of the first steps a developer (or their design professional) should complete is the application for water and sewer availability. **Planned Unit Developments MUST have approved availability to be approved.**

The following items **SHALL** be included with a water and/or sewer availability request:

- Completed Application (ALL sections must be filled in)
- Project location map & Utility Plan (if available)
- Sewage Calculations (For Development projects only; Individual Single Family Homes are not required to submit these calculations).

Email Application to: availability@franklintn.gov
For additional information or questions please call: 615-794-4554
There is a 30 day maximum turnaround time for the requests. Unless your requests requires Board of Mayor & Aldermen (BOMA) approval then applicant will be notified of the date of the BOMA meeting at which your request will be brought up.

THE AVAILABILITY IS GRANTED BASED ON THE FOLLOWING TIME PERIODS:

- Construction plans are to be prepared and **submitted within one year from the granting of availability**.
- Construction of the water and sanitary sewer **improvements shall begin within one and one-half (1 ½) years from the granting of availability.**

OTHER RELATED INFORMATION:

- Pump stations and force mains are not allowed if the development can be served by extension of gravity sewer.
    - Any necessary Pump Station or Force Main shall be subject to approval by Water Dept. Director.
- **No customer shall supply water service to more than one dwelling or premise from a single service line.**

PROPERTIES OUTSIDE OF CITY LIMITS:

Per **Resolution 2015-32**: Annexation shall be required as a condition of approval for all properties outside the City Limits whether within the City's Urban Growth Boundary, or not, in order to be granted sanitary sewer availability. Annexation shall occur at such time the property becomes contiguous to the City's corporate limits or as determined by the Board of Mayor and Alderman.

- Applicant shall be required to sign the Annexation Agreement **after** Availability Request is approved by BOMA, and **before** the approved letter is issued.

SINGLE FAMILY APPLICANTS:

- Not all portions of the application will apply, please mark NA to those sections.
- If a main line extension is necessary you will be required to submit a plan & profile set for review and approval.

MAIN LINE EXTENSION REQUIRED FOR SERVICE:

Plans shall be submitted for approval:

- Plans shall include: Site Layout & Location, Existing Utilities, Grading & EPSC, Plan & Profile, and Applicable Details.
- Include Final hydraulic analysis of the line/s. Use the City's standards for flow calculations.
- Water and Sewer Specifications are available on-line (in pdf form) for the convenience of the developer's engineer: http://www.franklintn.gov/government/engineering/development

CURRENT SEPTIC SYSTEMS/APPLICANTS WITHIN THE COUNTY:

- Williamson County requires residents wishing to modify the septic system to first request availability with the City. You are required to complete the application and indicate whether you are requesting a denial or approval. (Indication does not guarantee final decision. BOMA must approve or deny your request).
- Septic System must be decommissioned per County standards: http://www.williamsoncounty-tn.gov/index.aspx?NID=126

If you have any questions concerning this request, contact the City of Franklin Water Department at (615) 794-4554.

Tap Related Fees* *Does not include $25 New Account Set up Fee*

Fee Description:	Applicable Utility	Fee Amount:
Impact Fee	*Water & Sewer*	*See Chart Below (based on number of SFUE)*
Effluent Disposal Fee (EDF)	*Sewer*	*See Charts Below (based on meter size)*
Tap Fee	*Water & Sewer*	*See Charts Below (based on meter size)*
Irrigation Fee	*Water & Reclaim Water*	*See Charts Below (based on meter size)*
Fire Sprinkler Fee (SDF)	*Water (fire)*	*$500 per diameter inch of connection line*

Effective January 1, 2024, the fees and installation costs are as follows and are paid to the Building & Neighborhood Services Dept. 615-794-7012

WATER * City of Franklin Wat					
Impact Fee per SFUE	Meter Size	GPM	Irrigation Meter[1]	Tap Existing[2]	City making Tap[3]
$3,732.72	¾"	12.5	$3,150	$315	$756
	1"	50	$4,725	$374	$897
	1 ½"	120	$6,300	$656	$1,444
	2"	160	$7,875	$1,362	$2,223
	3"	350	$9,450	$1,581	$3,654
	4"	500	$11,025	$2,668	$5,492
	6"	1200	$12,600	$4,723	$7,387
	8"	1500	$14,175	$10,293	$14,110

SEWER (Fees are **based on water meter size** regardless of water district)					
Impact Fee per SFUE	Meter Size	GPM	Effluent Disposal[4]	Tap Existing[2]	City Making Tap[3]
$7,000.00	¾"	12.5	$450	$263	$1,240
	1"	50	$1,800	$263	$1,240
	1 ½"	120	$4,320	$263	$1,240
	2"	160	$5,760	$263	$1,240
	3"	350	$12,600	$263	$1,240
	4"	500	$18,000	$263	$1,240
	6"	1200	$43,200	$263	$1,240
	8"	1500	$54,000	$263	$1,240

1- Irrigation Fees Include Meter Fee & $25 Application Fee Only

2- Contractor Installs Tap & Meter – Subject to Addnl' Inspections

3- City Installs Tap & Meter

4- Fee Goes to Establishing Effluent Water System; paid with all Sewer Services

* ***All Fees shall be paid prior to the issuance of a Building Permit or Utility Inspection, whichever occurs first.*** *

Private Fire Hydrant and Sprinkler Systems – The SDF for connection of private fire hydrants and sprinkler system lines to the City of Franklin's (COF) lines shall be **$500 per inch diameter of connection** to the City's lines. Radio-read meters will be required on all private fire hydrant and sprinkler systems.

UTILITY PERMIT RELATED FEES: PAID WITH PERMIT, NOT WITH AVAILABILITY REQUEST:

Only applicable if extending the water, sewer or reclaim water main lines.

Fee Description	Applicable Utility	Fee Amount
Plan Review Fee	*Water, Sewer & Reclaim Water*	*$300 Water; $300 Sewer & $300 reclaim Water*
Inspection fees:	Fee Rate	
Water Main Line	*$1.25/LF Water (minimum $ 1,000)*	
Sewer Gravity Main Line	*$2.00/LF (minimum $1,000)*	
Sewer Force Main Line	*$1.50/LF (minimum $1,000)*	
Reclaim Water	*$1.25/LF (minimum $1,000)*	

Checks are made payable to the City of Franklin. Please indicate what the payment is for on the check.

Williamson County



3/20/2026, 8:11:46 AM

Parcels

1:4,514

0 0.03 0.06 0.12 mi

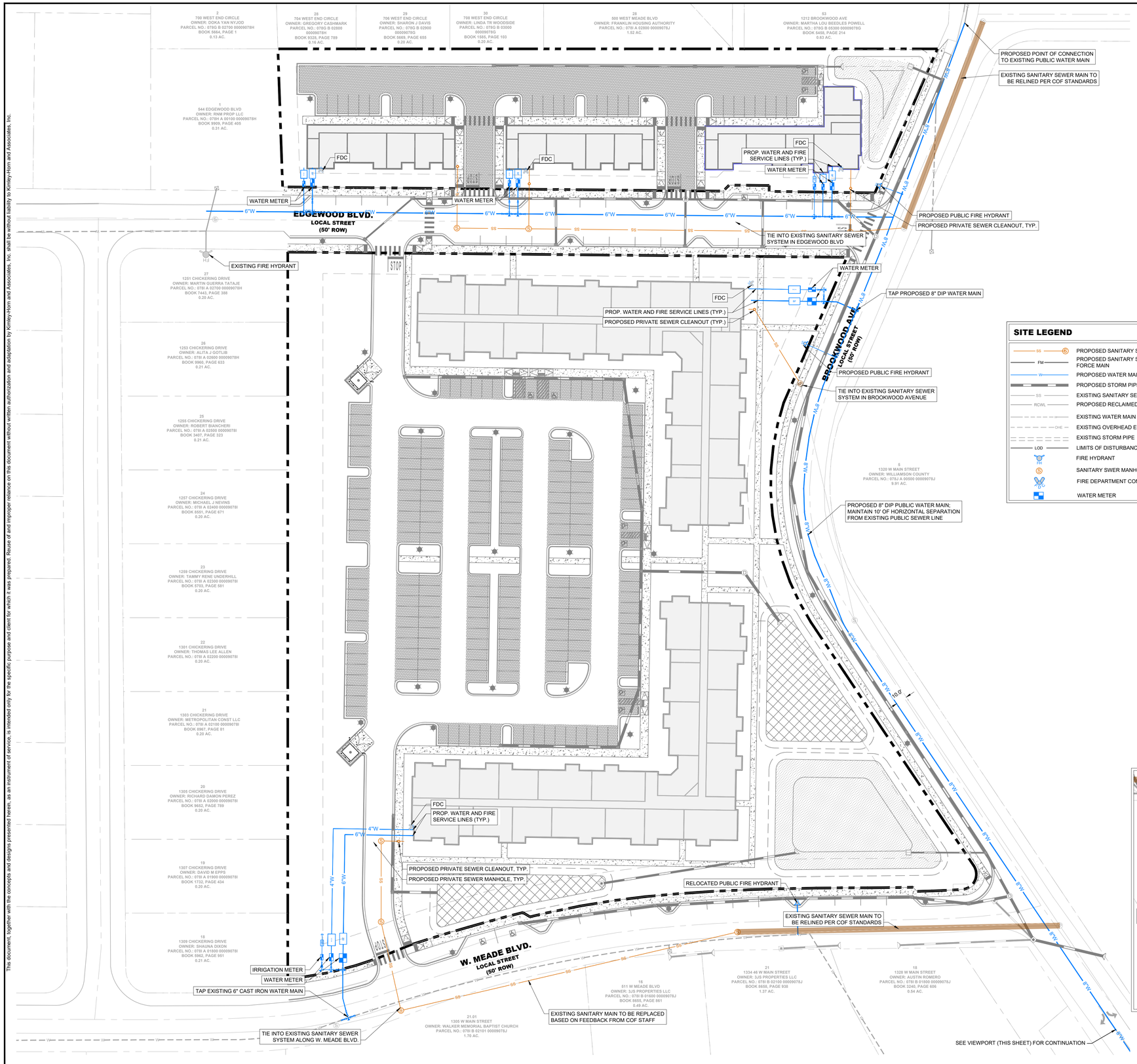
0 0.05 0.1 0.2 km

Vantor

Williamson County GIS

Vantor |

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.

COF UNDERGROUND SHOP DRAWING NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S GEOCIVIX ELECTRONIC PLAN REVIEW SITE:
HTTPS://FRANKLINTN.GEOCIVIX.COM/SECURE/
PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE / DESIGN INTENT.

SITE LEGEND

- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER

IMPACT STATEMENT

WATER
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN WATER.
- USAGE: THE DEVELOPMENT WILL INCLUDE RESIDENTIAL UNITS, EXISTING UNITS ARE ON SITE AND SHALL BE TAKEN INTO ACCOUNT FOR THE PROPOSED ADDITIONAL DEMAND NEEDED. A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE WATER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.
- INFRASTRUCTURE: THE DEVELOPMENT IS CURRENTLY ADJACENT TO A 6" CAST IRON CITY OF FRANKLIN WATER MAIN ALONG W. MEADE BLVD. AND HAS A SERVICE CONNECTION TO THE NORTHEAST CORNER. THE PROJECT PROPOSES THE INSTALLATION OF A 8" DIP PUBLIC WATER MAIN ALONG BROOKWOOD AVENUE CONNECTING THE EXISTING 8" CAST IRON PUBLIC WATER MAIN ALONG WEST MAIN STREET TO THE SERVICE CONNECTION AT THE CORNER OF S PETWAY STREET AND BROOKWOOD AVENUE.

SANITARY SEWER
THE DEVELOPMENT WILL BE SERVED VIA CITY OF FRANKLIN SEWER.
- CAPACITY: A CAPACITY REQUEST HAS BEEN SUBMITTED TO THE CITY OF FRANKLIN. PER THE SEWER AVAILABILITY REQUEST, THE EXISTING SITE'S CURRENT DEMAND ESTIMATE IS 44 SFUE OR 15,400 GPD. IT IS ESTIMATED THAT THIS DEVELOPMENT WILL DEMAND 130.4 SFUE'S OR 45,650 GPD. DUE TO THE PROJECT BEING A REDEVELOPMENT OF AN EXISTING RESIDENTIAL SITE WE ARE REQUESTING AVAILABILITY FOR 86.4 SFUE OR 30,250 GPD.
- INFRASTRUCTURE: THE CONSTRUCTION OF NEW LINES WILL BE REQUIRED TO ACCOMMODATE THE DEVELOPMENT. THE DEVELOPMENT PROPOSES THE ANALYSIS OF THE EXISTING PUBLIC SEWER SURROUNDING THE SITE FOR ACCEPTABLE CONDITIONS. IF THE EXISTING PUBLIC SEWER USED FOR CONNECTION IS UNACCEPTABLE THEN IT SHALL BE RELINED AND IMPROVED AS NEEDED.

RECLAIMED WATER LINE
THE DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

ELECTRICITY
ELECTRICITY WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.

GAS
NATURAL GAS WILL BE PROVIDED BY ATMOS GAS, IF AVAILABLE.

PROP. UTILITY PLAN

THE PROPOSED UTILITY LAYOUT SHOWN ON THE DEVELOPMENT PLAN IS CONCEPTUAL IN NATURE, AND DUE TO THE LACK OF INFORMATION PROVIDED REGARDING BUILDING USES AND OCCUPANCY LOADS, THE FINAL UTILITY ALIGNMENTS FOR WATER, SANITARY SEWER AND RECLAIM WATER SHALL BE DETERMINED AT SITE PLAN. IF AT SITE PLAN THE UTILITY ALIGNMENT DOES NOT MEET CITY OF FRANKLIN SPECIFICATIONS AND SUPPORT THE CITY OF FRANKLIN'S ABILITY TO MAINTAIN SAID INFRASTRUCTURE, AND THESE GOALS CANNOT BE ACHIEVED, THE APPLICANT SHALL REVISE THE OVERALL DESIGN TO MEET THE CITY OF FRANKLIN'S UTILITY DESIGN STANDARDS AND SPECIFICATIONS.

UTILITY LAYOUT NOTE

DETAILS AND LAYOUT OF UTILITIES SHOWN GRAPHICALLY ON THIS PLAN ARE SUBJECT TO CHANGE BETWEEN DEVELOPMENT PLAN AND SITE PLAN SUBMITTALS.

EXISTING UTILITIES NOTE

CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING. COF DOES NOT PARTICIPATE IN 811/TN ONE CALL. CONTACT COF WATER/SEWER DEPT. FOR LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.

PRIVATE FIRE HYDRANT NOTE

PRIVATE HYDRANT:
1. THE BARREL AND CAPS OF THE HYDRANT SHALL BE PAINTED PPG OIL BASED SILVER
2. THE TOP / BONNET OF THE HYDRANT SHALL BE PAINTED IN ACCORDANCE WITH THE FOLLOWING:
   - 2.1. ABOVE 1500-GPM = PPG OIL-BASED SAFETY BLUE
   - 2.2. 1000-GPM TO 1499-GPM = PPG OIL-BASED SAFETY GREEN
   - 2.3. 500-GPM TO 999-GPM = PPG OIL-BASED SAFETY ORANGE
   - 2.4. BELOW 500-GPM = PPG OIL-BASED SAFETY RED

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD SUBDIVISION (COF# 9132)
FRANKLIN CAPITOL GROUP
FRANKLIN, TENNESSEE

DRAFT
PRELIMINARY PLANS
FOR REVIEW ONLY

No	DATE	BY	REVISIONS
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 06/04/2026
KIMLEY-HORN PROJECT NO. 118129143

UTILITY PLAN - OVERALL

SHEET NUMBER
C5.0

MEMORANDUM

To: Rick Estep, *ECG Acquisitions, LLC*

From: Kennedy Adams, P.E., *Kimley-Horn*

Date: June 4, 2026

Subject: ***Natchez and Brookwood Parking Needs Study***

INTRODUCTION

ECG Acquisitions retained Kimley-Horn to provide professional parking planning services for the Natchez and Brookwood development projects in Franklin, Tennessee. The Natchez development is located along Natchez Street north and west of Acton Street. The Brookwood development is located along Brookwood Avenue north of W Meade Boulevard. **Figure 1** and **Figure 2** show the site locations and general context of the area. The following analysis represents Kimley-Horn's professional opinion of the appropriate parking ratios for the development. Our opinion is based on national industry-standard parking ratios, the Urban Land Institute (ULI) Shared Parking methodology, the Institute of Transportation Engineers (ITE) parking ratios, and local variables like proximity to transit and services.



Figure 1: Natchez Site Location



Figure 2: Brookwood Site Location

PROPOSED PROGRAM

Table 1 outlines the anticipated program and residential unit mix for each of the developments.

Table 1: Proposed Development Program			
Land Use	**Sub Type**	**Proposed Area**	**Total**
Natchez			
Affordable Housing	1-bedroom	6 Units	97 Units
	2-bedroom	42 Units	
	3-bedroom	45 Units	
	4-bedroom	4 Units	
Brookwood			
Land Use	**Sub Type**	**Proposed Area**	**Total**
Affordable Housing	1-bedroom	18 Units	138 Units
	2-bedroom	49 Units	
	3-bedroom	65 Units	
	4-bedroom	6 Units	

REQUIRED PARKING RATIOS

The Franklin Zoning Ordinance (FZO) outlines requirements for parking by land use. **Table 3** displays the unadjusted FZO parking minimums for each land use and the development as a whole. Note that residential ratios are inclusive of residential visitors. For comparison, ULI recommends a ratio of 0.10 stalls/unit for residential visitor parking. It should be noted that the FZO does not provide parking guidelines for affordable housing. General multifamily residential ratios were used to determine the FZO required parking.

Table 3: Required Parking Ratios

Land Use	Sub Type	Proposed Community Program	Parking Ratio	Minimum Spaces *(each use rounded)*	Minimum Spaces by Land Use
Natchez					
Residential	1-bedroom	6 Units	1.25 sp. / Unit	8	213
	2-bedroom	42 Units	2.25 sp. / Unit	95	
	3-bedroom	45 Units	2.25 sp. / Unit	101	
	4-bedroom	4 Units	2.25 sp. / Unit	9	
Brookwood					
Residential	1-bedroom	18 Units	1.25 sp. / Unit	23	293
	2-bedroom	49 Units	2.25 sp. / Unit	110	
	3-bedroom	65 Units	2.25 sp. / Unit	146	
	4-bedroom	6 Units	2.25 sp. / Unit	14	

MARKET COMPARISON

For national context, we reviewed the most recent published data on parking demand from ULI's *Shared Parking, 3rd Edition* (2020) and ITE's *Parking Generation Manual, 6th Edition*.

The base ratios from each source were compared with the standard ratios listed in the FZO for residential uses and are shown below in **Table 7**. Note that some sources provide separate ratios for residents and visitors. The ratios shown in the tables reflect combined ratios including both residents and visitors.

It should also be noted that while the FZO and ULI both provide parking ratios for multifamily housing, they do not provide parking ratios specific to affordable housing. ITE provides both multifamily and affordable housing rates. ITE also provides ratios for affordable housing with both units and bedrooms as options for the ratio variable.

Table 7: Residential Parking Comparison							
Source	**Ratio Type**	**Parking Ratios (spaces/unit)**				**Required Spaces**	
		1-BR	**2-BR**	**3-BR**	**4-BR**	**Natchez**	**Brookwood**
FZO	Multifamily	1.25	2.25	2.25	2.25	213	293
ULI	Multifamily	1.00	1.80	2.65	2.65	212	294
ITE	Multifamily (Low Rise)	0.93	1.27	1.27	1.27	121	170
	Affordable Housing (Units)	1.00	1.00	1.00	1.00	97	138
	Affordable Housing (Bedrooms)	0.55*	1.10*	1.65*	2.20*	132	184
--	Proposed Ratio	1.75	1.75	1.75	1.75	171	243

**Ratios are provided by source in spaces per bedroom but have been converted to spaces per unit based on the number of bedrooms in each of the unit types for uniform comparison*

The proposed parking ratio for each development is 1.75 spaces per unit regardless of the number of bedrooms. This results in a reduction in parking of 42 spaces (20%) for the Natchez development and 50 spaces (17%) for the Brookwood development. Based on the market comparison, industry standard data for affordable housing supports ratios as low as 1.00 spaces per unit which would result in a reduction of 81 spaces (38%) for the Natchez development and 109 spaces (37%) for the Brookwood development. Of the sources analyzed, ITE is the only source that provides parking ratios specific to affordable housing.

SUMMARY AND CONCLUSIONS

The analysis presented in this memorandum supports the proposed 20% parking reduction for the Natchez development and 17% parking reduction for the Brookwood development from the City parking requirements after considering a market comparison of other parking ratios provided by industry standard sources for residential uses as well as affordable housing specific ratios.

We hope you find this information helpful. If you have any questions concerning this memorandum or need additional information, please do not hesitate to contact us.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Kennedy Adams

By: Kennedy Adams
Project Engineer

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



VIEWS FROM BROOKWOOD AVE



VIEWS FROM BROOKWOOD AVE

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

IRIS PLACE PUD
SUBDIVISION (COF# 9132)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	06/04/2026
KIMLEY-HORN PROJECT NO.	118129143

ARCHITECTURAL RENDERINGS

SHEET NUMBER
A1.0

MOS 1 - Section 10.2.3: Minimum Parking

The Zoning Ordinance requires that multifamily residential be parked at the following ratios:
Studio- 1.25 spaces
1-BR unit- 1.25 spaces
2+ BR unit- 2.25 spaces

A modification of standard 10.2.3 is requested to allow a uniform parking ratio of 1.75 spaces per dwelling unit across all unit types.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

Reducing the required parking ratio allows the site to prioritize resident-focused amenities, open space, pedestrian connectivity, and overall site functionality rather than accommodating excess surface parking. The proposed development replaces an existing affordable housing community and is designed to provide updated housing in a more efficient and livable layout.

As shown on the development plan, the site already incorporates required open space areas, internal drives, and pedestrian circulation within a relatively constrained redevelopment footprint. Reducing parking helps limit impervious surface area, improves stormwater performance, and allows for enhanced open space and community gathering areas that directly support residents.

Additionally, a flat parking ratio applied across all unit types reflects the expected parking demand for an affordable housing community, where vehicle ownership rates are typically lower and shared transportation resources are more common. This results in a more efficient use of land that better aligns with actual demand rather than a theoretical maximum.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This request is specific to the redevelopment of an existing Franklin Housing Authority site that has historically functioned as affordable housing. The project is not a typical market-rate greenfield development but rather a reinvestment in an established neighborhood with existing infrastructure, constraints, and community context.

The site is bounded by existing local streets, including Edgewood Boulevard, Brookwood Avenue, and West Meade Boulevard, and must integrate into the surrounding built environment while replacing aging housing stock. This infill condition limits the ability to

increase parking supply without negatively impacting building placement, circulation efficiency, and open space provision.

Furthermore, the development program includes a mix of unit sizes (1–4 bedrooms), but the anticipated parking demand does not scale linearly with bedroom count in this housing type. Applying a uniform ratio better reflects resident characteristics and avoids overbuilding parking that would remain underutilized.

3. The modification is consistent with the intent of Envision Franklin:

Envision Franklin supports context-sensitive redevelopment, efficient land use, and the creation of complete communities that emphasize walkability, connectivity, and quality of life.

This modification aligns with those goals by reducing excess surface parking and allowing more land to be dedicated to usable open space and pedestrian-oriented design. The site is served by an existing street network and nearby community amenities, supporting a development pattern that does not rely solely on high parking ratios.

By facilitating a more balanced and efficient site plan, the requested modification contributes to a development that better supports residents and aligns with the long-term vision for reinvestment in existing neighborhoods.

MOS 2 - Section 11.1.5: Minimum Open Space

The Zoning Ordinance requires that 10% of the developing site be preserved as Natural Area.

A modification of standard 11.1.5 is requested to allow a reduction from the 10% Natural Area requirement to 0% due to the existing developed condition of the site. In leu of Natural Area, a total of 15% open space will be provided. 5% of the open space will be programmed and 10% will non-programmed.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

Strict adherence to the Natural Area requirement would not meaningfully improve environmental quality on this site and would instead result in fragmented or artificially designated “natural areas” that do not function as true ecological resources.

The site is currently fully developed with existing multifamily housing and has minimal to no existing natural areas suitable for preservation. Any Natural Area designation would therefore be newly created rather than preserved, which does not align with the intent of protecting existing natural features.

Instead, the proposed development focuses on providing high-quality usable open space, including pocket parks and integrated landscape areas, which offer greater benefit to residents. The plan includes designated open space areas distributed across the site, supporting recreation and community interaction. These areas will occur on 5% of the total site area, as required by the zoning ordinance. If the development was required to provide an additional 10% of programmed open space, this would create an unnecessary hardship to the developer, as programmed open space requires additional amenities and added costs. Leaving the 10% as non-programmed open space, aligns more closely with the intent of the natural area designation.

Additionally, stormwater treatment through bioretention areas and controlled drainage design further supports environmental performance in a manner more appropriate for an urban infill site. The use of programmed open spaces for stormwater would affect designation and percentage allowed to be dedicated towards open space. This would result in choosing between providing the total 15% open space or providing adequate stormwater areas. Designating 10% open space as non-programmed allows to hit the 15% total open space and provide the required stormwater areas simultaneously.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This request is unique to a redevelopment site that has been previously cleared and developed for decades as affordable housing. Unlike greenfield properties or sites with existing tree stands, waterways, or undisturbed land, this property does not contain viable natural areas that can be preserved. The use of non-programmed open space aligns better with the intent of natural area, then a programmed open space would. These areas will be maintained in a semi- natural state, as opposed to an artificially created space that needs consist maintenance and human manipulation.

3. The modification is consistent with the intent of Envision Franklin:

Envision Franklin supports reinvestment in existing neighborhoods, including the modernization of legacy housing sites in a way that improves quality of life and long-term sustainability.

Granting this modification allows the project to focus on meaningful open space and community amenities rather than nominal preservation areas that would not function as

intended. This approach aligns with the policy direction of creating well-designed, livable environments that respond to actual site conditions.

By emphasizing usable open space, improved infrastructure, and enhanced housing opportunities, the development advances the broader goals of Envision Franklin while acknowledging the practical realities of urban redevelopment.

From:	Andrea Mccullough
To:	Planning Intake
Subject:	Rezoning and Developmental plan for a multi-family development consisting of 144 units
Date:	Tuesday, June 23, 2026 7:44:06 PM

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

To Whom It May Concern,

I am writing to express my concerns regarding the proposed rezoning and construction of a 144-unit multi-family residential development within our neighborhood. While I recognize the need for additional housing, I believe this proposal raises several significant issues that should be carefully evaluated before approval. The traffic and road congestion, the additional 144 units will substantially increase vehicle traffic during peak hours. If every unit or household has one car, the result, an influx of 144 cars all trying to travel the same routes to enter and exit the neighborhood, if every resident has two cars, the increase 288 cars, entering and exiting on the same roads. Large muti-family developments often generate increased parking demand. If on-site parking is insufficient, overflow parking could affect neighboring streets and reduce accessibility for exiting residents and visitors.

The density and scale of a 144-unit will alter the established residential environment and may not be compatible with the existing homes. Property values impacts, while opinions may differ on this issue, there is some concern that a high-density development adjacent to existing homes could negatively affect property values and neighborhood desirability.

For these reasons, I respectfully request that the planning commission and governing body carefully evaluate the potential impacts of this proposal and consider whether the rezoning and development of adding 144 units to the West Meade neighborhood is appropriate for this location. At a minimum, comprehensive traffic, and community impact studies should be completed before any approval is granted.

Thank you for considering these comments.

Sincerely,

Andrea McCullough

1254 Chickering Drive
Franklin, TN 37064

City of Franklin

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

File #: 26-0657

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Ordinance 2026-15, An Ordinance To Rezone 5.14 Acres From Planned (PD) District To Planned (PD 21.70) District For The Property Located East Of Natchez Street And North Of Acton Street At 137 Natchez Street (Denson Place PUD).

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9128
Applicant: Mary McGowan, Kimley-Horn
Owner: Franklin Housing Authority, Derwin Jackson, Rep.

BACKGROUND/STAFF COMMENTS:
The applicant has submitted a rezoning request for the property located at 137 Natchez. The rezoning is being submitted in conjunction with the Franklin Housing Authority's new Denson Place PUD (RES 2026-49) subdivision with 97 units on 5.14 acres and a proposed DUA of 21.70. Envision Franklin Places this property in the Mixed Residential Design Concept, which states that this, "concept contains residential neighborhoods with a combination of single-family dwellings, duplexes, multiplexes, and townhouses. The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods." Envision Franklin does include a special consideration that Franklin Housing Authority properties may include a limited number of multifamily residential in accordance with their master plans.The FHA master plan has been updated with the plan that is being proposed, so it meets the recommendations of Envision Franklin.

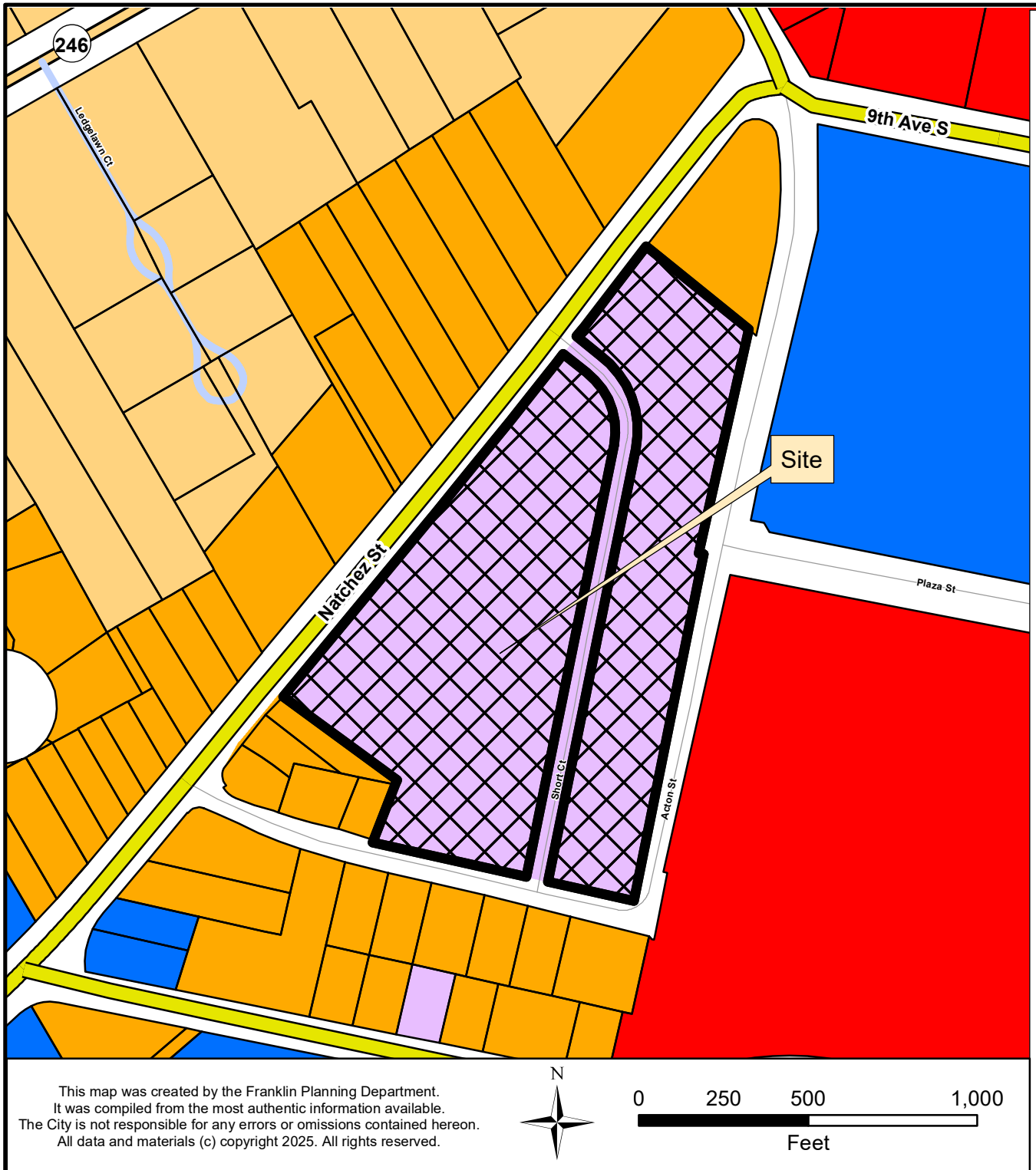
PROCEDURAL REQUIREMENTS:
1. The City’s project identification number shall be included on all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Ordinance 2026-15.



DENSON PLACE PUD SUBDIVISION
REZONING, DEVELOPMENT PLAN
ORDINANCE 2026-15
RESOLUTION 2026-49

Project Information
Existing Zoning: PD
Proposed Zoning: PD 21.70
Overlay Districts: CFO
Site Acreage: 5.14 acres

Legend

- Denson Place PUD
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District
- 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.
All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

ORDINANCE 2026-15

AN ORDINANCE TO REZONE 5.14 ACRES FROM PLANNED (PD) DISTRICT TO PLANNED (PD 21.70) DISTRICT FOR THE PROPERTY LOCATED EAST OF NATCHEZ STREET AND NORTH OF ACTON STREET AT 137 NATCHEZ STREET (DENSON PLACE PUD)

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

WHEREAS, the Planned (PD 21.70) District provides zoning for land uses compatible with both the Franklin Land Use Plan and surrounding development; and

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, adopted Resolution 2026-49, 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.

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

SECTION I. That the following described property shall be, and is hereby, rezoned from its present zoning classification of Planned (PD) District to Planned (PD 21.70) District:

PREMISES CONSIDERED

Map-Parcel	Acres
078G A – 38.00	5.14
Total	5.14

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

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

IT IS SO ORDAINED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By: _____
Dr. Ken Moore
Mayor

Approved as to form by:

_____

Shauna R. Billingsley
City Attorney

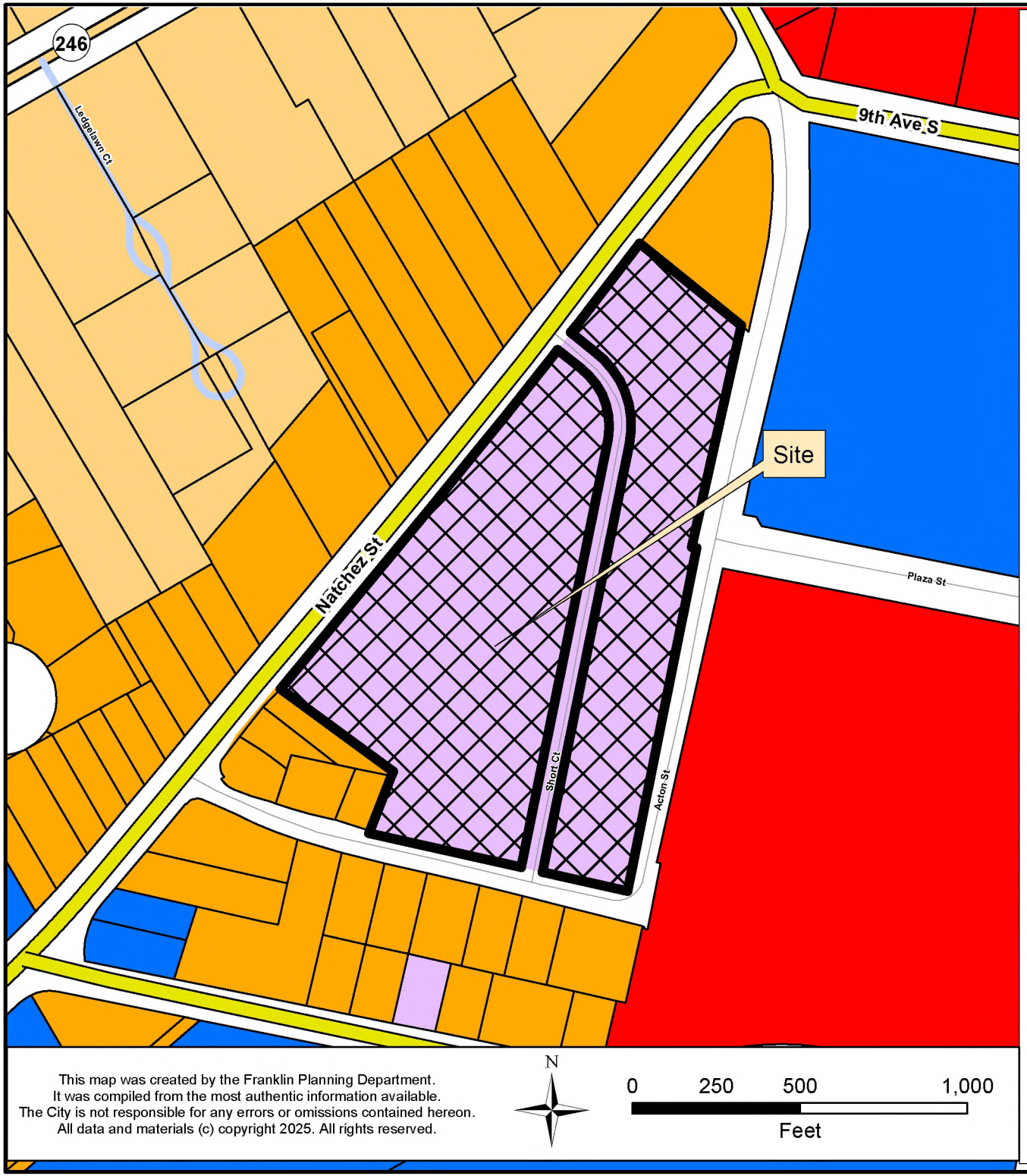
PLANNING COMMISSION RECOMMENDED: _____

PASSED FIRST READING: _____

PUBLIC HEARING HELD: _____

PASSED SECOND READING: _____

PASSED THIRD READING: _____



DENSON PLACE PUD SUBDIVISION
REZONING, DEVELOPMENT PLAN
ORDINANCE 2026-15
RESOLUTION 2026-49

Project Information
Existing Zoning: PD
Proposed Zoning: PD 21.70
Overlay Districts: CFO
Site Acreage: 5.14 acres

Legend

- Denson Place PUD
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District
- 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.
All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

REZONING REQUEST

DENSON PLACE PUD SUBDIVISION

COF# 9128

137 NATCHEZ STREET

FRANKLIN, TENNESSEE 37064

INITIAL SUBMITTAL 5/11/2026
RESUBMITTAL 6/4/2026

SITE DATA TABLE	
PROJECT NAME	DENSON PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9128
SITE ADDRESS	137 NATCHEZ PLACE FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078G PARCEL 03800
SITE ACREAGE / SQUARE FOOTAGE (INCLUSIVE OF SHORT COURT ROW)	5.14 AC / 223,756 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (21.70)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
NATCHEZ STREET	13'
ACTON STREET	5'
SIDE	15'
REAR	15'
DWELLING UNITS	97
1 BEDROOM	6
2 BEDROOM	42
3 BEDROOM	45
4 BEDROOM	4
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	1.03 AC (20%)
PROVIDED LSA	1.65 AC (32%)
OPEN SPACE REQUIRED	0.26 AC (5%)
NATURAL AREA REQUIRED	0.51 AC (10%)
TREE RETENTION REQUIRED	0.51 AC (48%)
PARKING REQUIRED	214
1 BEDROOM	8
2 BEDROOM	95
3 BEDROOM	102
4 BEDROOM	9
PARKING PROVIDED	170
HISTORICAL RESOURCE TREATMENT	Y

VESTING DEVELOPMENT STANDARDS	DATE
ZONING ORDINANCE	JANUARY 13, 2026
SUBDIVISION REGULATIONS	JANUARY 1, 2026
TRANSPORTATION AND STREET TECHNICAL STANDARDS	JULY 1, 2025
STORMWATER BMP MANUAL	JULY 1, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	OCTOBER 13, 2020
MUNICIPAL CODE	MARCH 4, 2026
HISTORIC DISTRICT DESIGN GUIDELINES	MAY 30, 2022

STATEMENT OF IMPACTS:

WATER:
SERVICE PROVIDER: THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN WATER SYSTEM.
DEMAND: THE DEVELOPMENT INCLUDES 91 MULTIFAMILY DWELLING UNITS, INCLUSIVE OF 30 EXISTING UNITS CURRENTLY ON SITE. THE EXISTING UNITS WILL BE ACCOUNTED FOR IN THE OVERALL WATER DEMAND ANALYSIS, AND ONLY THE NET ADDITIONAL DEMAND ASSOCIATED WITH THE PROPOSED DEVELOPMENT HAS BEEN REQUESTED FROM THE CITY ON APRIL 27, 2026.
INFRASTRUCTURE: AN EXISTING 6-INCH CAST IRON CITY OF FRANKLIN WATER MAIN IS LOCATED ALONG NATCHEZ STREET AND CURRENTLY SERVES THE SITE VIA MULTIPLE EXISTING SERVICE CONNECTIONS ALONG THE PROJECT FRONTAGE. THE PROJECT PROPOSES INSTALLATION OF A NEW 12-INCH DUCTILE IRON WATER MAIN ALONG THE SITE FRONTAGE ON NATCHEZ STREET, WHICH WILL CONNECT TO THE EXISTING 12-INCH WATER MAIN ON W. FOWLKES STREET. FROM THE PROPOSED 12-INCH DUCTILE IRON WATER MAIN ON NATCHEZ STREET, AN 8-INCH DUCTILE IRON WATER MAIN IS PROPOSED TO EXTEND ALONG THE CENTRAL DRIVE OF THE SITE TO CONNECT TO THE EXISTING 6-INCH CAST IRON WATER MAIN LOCATED ON ACTON STREET. THE EXISTING 6-INCH MAIN WILL REMAIN IN SERVICE. EXISTING TAPS CURRENTLY CONNECTED TO THE 6-INCH MAIN ARE ANTICIPATED TO BE RETAPPED TO THE PROPOSED 12-INCH DUCTILE IRON MAIN IN COORDINATION WITH THE CITY AS PART OF FUTURE PHASES.

SEWER:
SERVICE PROVIDER:THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN SANITARY SEWER SYSTEM.
CAPACITY: A SANITARY SEWER CAPACITY REQUEST WAS SUBMITTED TO THE CITY OF FRANKLIN ON APRIL 27, 2026, IN ACCORDANCE WITH THE CITY'S SEWER AVAILABILITY REQUEST REQUIREMENTS. THE EXISTING SITE IS ESTIMATED TO GENERATE 30 SFUE (10,500 GPD). THE PROPOSED DEVELOPMENT IS ANTICIPATED TO GENERATE 85.86 SFUE (30,050 GPD).
AS THE SITE IS CURRENTLY SERVED BY EXISTING SANITARY SEWER INFRASTRUCTURE, AVAILABILITY IS BEING REQUESTED FOR THE NET ADDITIONAL DEMAND OF 55.86 SFUE (19,550 GPD) ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
INFRASTRUCTURE: EXISTING SANITARY SEWER INFRASTRUCTURE IS ADEQUATE TO SERVE THE PROPOSED DEVELOPMENT. AT THE CITY'S REQUEST, THE PROJECT PROPOSES TO EXTEND AN 8-INCH SANITARY SEWER FROM NATCHEZ STREET THROUGH THE CENTRAL DRIVE AISLE, WITH PROVISIONS FOR A FUTURE SANITARY SEWER CONNECTION AT PLAZA STREET TO ACCOMMODATE POTENTIAL FUTURE DEVELOPMENT.

REPURIFIED (REUSE) WATER FACILITIES:
NOT AVAILABLE

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

THE SITE HAS A MINOR COLLECTOR TO THE EAST AND LOCAL ROADS TO THE WEST AND SOUTH. DAILY ACCESS TO NATCHEZ PLACE IS PROVIDED BY DIRECT CONNECTIONS TO NATCHEZ STREET AND ACTON STREET.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY HORN AND ASSOCIATE, INC, AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS A CRITICAL COMPONENT OF THE SITE DESIGN GIVEN THE EXISTING STORM INFRASTRUCTURE AND ESTABLISHED FLOW DIRECTIONS.

FLOW MANAGEMENT:
STORMWATER RUNOFF WILL PRIMARILY FLOW FROM SOUTH TO NORTH AND WILL BE CAPTURED, CONVEYED, AND TREATED THROUGH THE PROPOSED STORM INFRASTRUCTURE. THE PROPOSED PUBLIC STORM INFRASTRUCTURE IS DESIGNED TO BYPASS ON-SITE TREATMENT AND DETENTION AND OUTFALL TO THE EXISTING OFF-SITE DETENTION FACILITY. ON-SITE RUNOFF WILL BE TREATED WITHIN THE TWO DESIGNATED BIOPOND AREAS AND ULTIMATELY CONVEYED TO THE PROPOSED DETENTION SYSTEM LOCATED NORTH OF THE PROJECT SITE. THIS APPROACH NECESSITATES EFFECTIVE CAPTURE, TREATMENT, AND CONTROLLED RELEASE OF STORMWATER. RUNOFF WILL BE CONVEYED PRIMARILY VIA A COMBINATION OF STORM PIPING AND SHEET FLOW. BIORETENTION AND DETENTION PONDS: THE INCORPORATION OF BIORETENTION AND DETENTION PONDS WILL MANAGE RUNOFF, IMPROVE WATER QUALITY, AND REDUCE THE RISK OF FLOODING. THE DEVELOPMENT WILL UTILIZE THE EXISTING DETENTION BASIN LOCATED AT THE NORTHEAST CORNER OF THE SITE, IN ADDITION TO PROPOSED ON-SITE DETENTION MEASURES. INFRASTRUCTURE: PROVIDING AN APPROPRIATE DRAINAGE SYSTEM AND ENSURING THE EFFECTIVE INTEGRATION OF STORMWATER PONDS WITHIN THE OVERALL DEVELOPMENT PLAN IS ESSENTIAL FOR SUCCESSFUL STORMWATER MANAGEMENT. APPROXIMATELY THREE ACRES OF IMPERVIOUS AREA ARE PROPOSED WITHIN THE PROJECT SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.54 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUATERS - 0.12 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
ASSAULT ON COTTON GIN - 0.41 MILES DRIVING DISTANCE

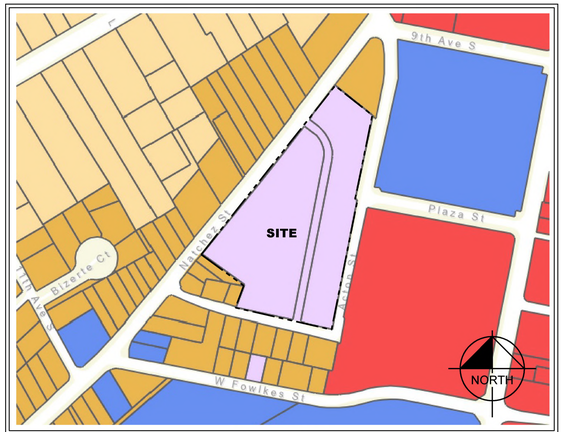
PROJECTED STUDENT POPULATION:
97 HOMES X 0.22 STUDENTS = 22 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

97 Units - 30 Units (existing) = 67 new Units requested
67 Units x $5,408 = $362,336
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 4

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED



VICINITY MAP
NOT TO SCALE

WARD DISTRICT: WARD 4
WARD MEMBER: PATRICK BAGGETT
CITY OF FRANKLIN
WILLIAMSON COUNTY, TENNESSEE

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER
C1.0	EXISTING CONDITIONS

OWNER
FRANKLIN HOUSING AUTHORITY
200 SPRING STREET
FRANKLIN, TN 37064
PHONE: 615-794-1247
CONTACT: SUSAN MINOR
EMAIL: sminor@franklinhousingauthority.com
DEVELOPER

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: DEATON HILDABRAND, PE
PHONE: (615) 564-2701

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: MATT HUFF
PHONE: (615) 564-2701

GEOTECH / ENVIRONMENTAL
ECS SOUTHEAST, LLC
318 SEABOARD LANE, SUITE 208
FRANKLIN, TENNESSEE 37067
CONTACT: DAVID E. VALENTINE, REM
PHONE: (704) 525-5152

ARCHITECT
906 STUDIO ARCHITECTS + INTERIORS
249 4TH AVE, NORTH SIDE, SUITE 200
FRANKLIN, TENNESSEE 37064
CONTACT: MEREDITH BUCHER, AIA
PHONE: (615) 988-9065

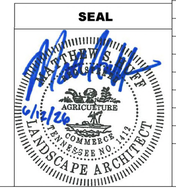
ELMINGTON
ELMINGTON CAPITAL
1030 16TH AVE SOUTH, SUITE 500
NASHVILLE, TN 37212
PHONE: 615-636-6452
CONTACT: RICK ESTEP
EMAIL: restep@elmingtoncapital.com

PLANS PREPARED BY
Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: (615) 564-2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

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

SEAL



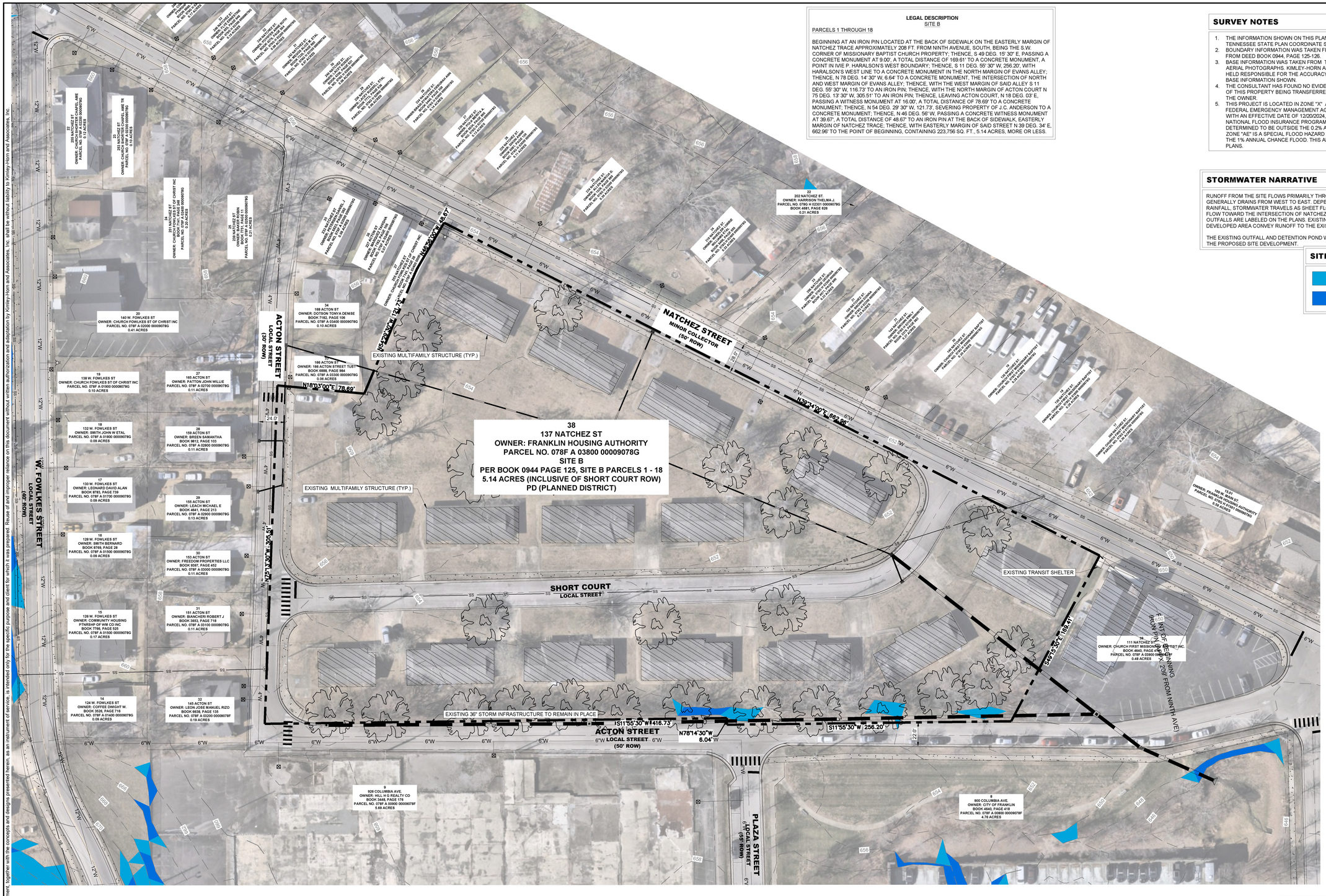
PLAN REVISIONS

REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118129143	C0.0	9

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\2 - Natchez Place\PlanSheets\C0.0 COVER-REZONING.dwg C0.0 COVER Jun 15, 2026 8:21am by: Deaton.Hildabrand

NATCHEZ PLACE - 021 project phase



LEGAL DESCRIPTION
SITE B

PARCELS 1 THROUGH 18

BEGINNING AT AN IRON PIN LOCATED AT THE BACK OF SIDEWALK ON THE EASTERLY MARGIN OF NATCHEZ TRACE APPROXIMATELY 208 FT. FROM NINTH AVENUE, SOUTH, BEING THE S.W. CORNER OF MISSIONARY BAPTIST CHURCH PROPERTY; THENCE, S 49 DEG. 15' 30" E, PASSING A CONCRETE MONUMENT AT 9.00', A TOTAL DISTANCE OF 169.61' TO A CONCRETE MONUMENT, A POINT IN IVIE P. HARALSON'S WEST BOUNDARY; THENCE, S 11 DEG. 55' 30" W, 256.20'. WITH HARALSON'S WEST LINE TO A CONCRETE MONUMENT IN THE NORTH MARGIN OF EVANS ALLEY; THENCE, N 78 DEG. 14' 30" W, 6.64' TO A CONCRETE MONUMENT, THE INTERSECTION OF NORTH AND WEST MARGIN OF EVANS ALLEY; THENCE, WITH THE WEST MARGIN OF SAID ALLEY S 11 DEG. 55' 30" W, 116.73' TO AN IRON PIN; THENCE, WITH THE NORTH MARGIN OF ACTON COURT N 75 DEG. 13' 30" W, 305.51' TO AN IRON PIN; THENCE, LEAVING ACTON COURT, N 18 DEG. 03' E, PASSING A WITNESS MONUMENT AT 16.00', A TOTAL DISTANCE OF 78.69' TO A CONCRETE MONUMENT; THENCE, N 54 DEG. 29' 30" W, 121.73', SEVERING PROPERTY OF J.C. ANDERSON TO A CONCRETE MONUMENT; THENCE, N 46 DEG. 56' W, PASSING A CONCRETE WITNESS MONUMENT AT 39.67', A TOTAL DISTANCE OF 48.67' TO AN IRON PIN AT THE BACK OF SIDEWALK, EASTERLY MARGIN OF NATCHEZ TRACE; THENCE, WITH EASTERLY MARGIN OF SAID STREET N 39 DEG. 34' E, 662.96' TO THE POINT OF BEGINNING, CONTAINING 223,756 SQ. FT., 5.14 ACRES, MORE OR LESS.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BOUNDARY INFORMATION WAS TAKEN FROM THE LEGAL DESCRIPTION FROM DEED BOOK 0944, PAGE 125-126.
3. BASE INFORMATION WAS TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0192H, WITH AN EFFECTIVE DATE OF 12/20/2024, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN. ZONE "AE" IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THIS AREA IS INDICATED ON THE PLANS.

STORMWATER NARRATIVE

RUNOFF FROM THE SITE FLOWS PRIMARILY THROUGH DEVELOPED AREAS AND GENERALLY DRAINS FROM WEST TO EAST. DEPENDING ON THE POINT OF RAINFALL, STORMWATER TRAVELS AS SHEET FLOW AND SHALLOW CHANNEL FLOW TOWARD THE INTERSECTION OF NATCHEZ STREET AND ACTON STREET. OUTFALLS ARE LABELED ON THE PLANS. EXISTING INLETS WITHIN THE DEVELOPED AREA CONVEY RUNOFF TO THE EXISTING DETENTION POND.

THE EXISTING OUTFALL AND DETENTION POND WILL BE UTILIZED AS PART OF THE PROPOSED SITE DEVELOPMENT.

SITE SLOPE TABLE

	14% - 19.99%
	20% and above

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9128)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
4/27/2026
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

REZONING REQUEST

DENSON PLACE PUD SUBDIVISION

COF# 9128

137 NATCHEZ STREET

FRANKLIN, TENNESSEE 37064

INITIAL SUBMITTAL 5/11/2026
RESUBMITTAL 6/4/2026

SITE DATA TABLE	
PROJECT NAME	DENSON PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9128
SITE ADDRESS	137 NATCHEZ PLACE FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078G PARCEL 03800
SITE ACREAGE / SQUARE FOOTAGE (INCLUSIVE OF SHORT COURT ROW)	5.14 AC / 223,756 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (21.70)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
NATCHEZ STREET	13'
ACTON STREET	5'
SIDE	15'
REAR	15'
DWELLING UNITS	97
1 BEDROOM	6
2 BEDROOM	42
3 BEDROOM	45
4 BEDROOM	4
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	1.03 AC (20%)
PROVIDED LSA	1.65 AC (32%)
OPEN SPACE REQUIRED	0.26 AC (5%)
NATURAL AREA REQUIRED	0.51 AC (10%)
TREE RETENTION REQUIRED	0.51 AC (48%)
PARKING REQUIRED	214
1 BEDROOM	8
2 BEDROOM	95
3 BEDROOM	102
4 BEDROOM	9
PARKING PROVIDED	170
HISTORICAL RESOURCE TREATMENT	Y

VESTING DEVELOPMENT STANDARDS	DATE
ZONING ORDINANCE	JANUARY 13, 2026
SUBDIVISION REGULATIONS	JANUARY 1, 2026
TRANSPORTATION AND STREET TECHNICAL STANDARDS	JULY 1, 2025
STORMWATER BMP MANUAL	JULY 1, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	OCTOBER 13, 2020
MUNICIPAL CODE	MARCH 4, 2026
HISTORIC DISTRICT DESIGN GUIDELINES	MAY 30, 2022

STATEMENT OF IMPACTS:

WATER:
SERVICE PROVIDER: THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN WATER SYSTEM.
DEMAND: THE DEVELOPMENT INCLUDES 91 MULTIFAMILY DWELLING UNITS, INCLUSIVE OF 30 EXISTING UNITS CURRENTLY ON SITE. THE EXISTING UNITS WILL BE ACCOUNTED FOR IN THE OVERALL WATER DEMAND ANALYSIS, AND ONLY THE NET ADDITIONAL DEMAND ASSOCIATED WITH THE PROPOSED DEVELOPMENT HAS BEEN REQUESTED FROM THE CITY ON APRIL 27, 2026.
INFRASTRUCTURE: AN EXISTING 6-INCH CAST IRON CITY OF FRANKLIN WATER MAIN IS LOCATED ALONG NATCHEZ STREET AND CURRENTLY SERVES THE SITE VIA MULTIPLE EXISTING SERVICE CONNECTIONS ALONG THE PROJECT FRONTAGE. THE PROJECT PROPOSES INSTALLATION OF A NEW 12-INCH DUCTILE IRON WATER MAIN ALONG THE SITE FRONTAGE ON NATCHEZ STREET, WHICH WILL CONNECT TO THE EXISTING 12-INCH WATER MAIN ON W. FOWLKES STREET. FROM THE PROPOSED 12-INCH DUCTILE IRON WATER MAIN ON NATCHEZ STREET, AN 8-INCH DUCTILE IRON WATER MAIN IS PROPOSED TO EXTEND ALONG THE CENTRAL DRIVE OF THE SITE TO CONNECT TO THE EXISTING 6-INCH CAST IRON WATER MAIN LOCATED ON ACTON STREET. THE EXISTING 6-INCH MAIN WILL REMAIN IN SERVICE. EXISTING TAPS CURRENTLY CONNECTED TO THE 6-INCH MAIN ARE ANTICIPATED TO BE RETAPPED TO THE PROPOSED 12-INCH DUCTILE IRON MAIN IN COORDINATION WITH THE CITY AS PART OF FUTURE PHASES.

SEWER:
SERVICE PROVIDER:THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN SANITARY SEWER SYSTEM.
CAPACITY: A SANITARY SEWER CAPACITY REQUEST WAS SUBMITTED TO THE CITY OF FRANKLIN ON APRIL 27, 2026, IN ACCORDANCE WITH THE CITY'S SEWER AVAILABILITY REQUEST REQUIREMENTS. THE EXISTING SITE IS ESTIMATED TO GENERATE 30 SFUE (10,500 GPD). THE PROPOSED DEVELOPMENT IS ANTICIPATED TO GENERATE 85.86 SFUE (30,050 GPD).
AS THE SITE IS CURRENTLY SERVED BY EXISTING SANITARY SEWER INFRASTRUCTURE, AVAILABILITY IS BEING REQUESTED FOR THE NET ADDITIONAL DEMAND OF 55.86 SFUE (19,550 GPD) ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
INFRASTRUCTURE: EXISTING SANITARY SEWER INFRASTRUCTURE IS ADEQUATE TO SERVE THE PROPOSED DEVELOPMENT. AT THE CITY'S REQUEST, THE PROJECT PROPOSES TO EXTEND AN 8-INCH SANITARY SEWER FROM NATCHEZ STREET THROUGH THE CENTRAL DRIVE AISLE, WITH PROVISIONS FOR A FUTURE SANITARY SEWER CONNECTION AT PLAZA STREET TO ACCOMMODATE POTENTIAL FUTURE DEVELOPMENT.

REPURIFIED (REUSE) WATER FACILITIES:
NOT AVAILABLE

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

THE SITE HAS A MINOR COLLECTOR TO THE EAST AND LOCAL ROADS TO THE WEST AND SOUTH. DAILY ACCESS TO NATCHEZ PLACE IS PROVIDED BY DIRECT CONNECTIONS TO NATCHEZ STREET AND ACTON STREET.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY HORN AND ASSOCIATE, INC, AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS A CRITICAL COMPONENT OF THE SITE DESIGN GIVEN THE EXISTING STORM INFRASTRUCTURE AND ESTABLISHED FLOW DIRECTIONS.

FLOW MANAGEMENT:
STORMWATER RUNOFF WILL PRIMARILY FLOW FROM SOUTH TO NORTH AND WILL BE CAPTURED, CONVEYED, AND TREATED THROUGH THE PROPOSED STORM INFRASTRUCTURE. THE PROPOSED PUBLIC STORM INFRASTRUCTURE IS DESIGNED TO BYPASS ON-SITE TREATMENT AND DETENTION AND OUTFALL TO THE EXISTING OFF-SITE DETENTION FACILITY. ON-SITE RUNOFF WILL BE TREATED WITHIN THE TWO DESIGNATED BIOPOND AREAS AND ULTIMATELY CONVEYED TO THE PROPOSED DETENTION SYSTEM LOCATED NORTH OF THE PROJECT SITE. THIS APPROACH NECESSITATES EFFECTIVE CAPTURE, TREATMENT, AND CONTROLLED RELEASE OF STORMWATER. RUNOFF WILL BE CONVEYED PRIMARILY VIA A COMBINATION OF STORM PIPING AND SHEET FLOW. BIORETENTION AND DETENTION PONDS: THE INCORPORATION OF BIORETENTION AND DETENTION PONDS WILL MANAGE RUNOFF, IMPROVE WATER QUALITY, AND REDUCE THE RISK OF FLOODING. THE DEVELOPMENT WILL UTILIZE THE EXISTING DETENTION BASIN LOCATED AT THE NORTHEAST CORNER OF THE SITE, IN ADDITION TO PROPOSED ON-SITE DETENTION MEASURES. INFRASTRUCTURE: PROVIDING AN APPROPRIATE DRAINAGE SYSTEM AND ENSURING THE EFFECTIVE INTEGRATION OF STORMWATER PONDS WITHIN THE OVERALL DEVELOPMENT PLAN IS ESSENTIAL FOR SUCCESSFUL STORMWATER MANAGEMENT. APPROXIMATELY THREE ACRES OF IMPERVIOUS AREA ARE PROPOSED WITHIN THE PROJECT SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.54 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUATERS - 0.12 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
ASSAULT ON COTTON GIN - 0.41 MILES DRIVING DISTANCE

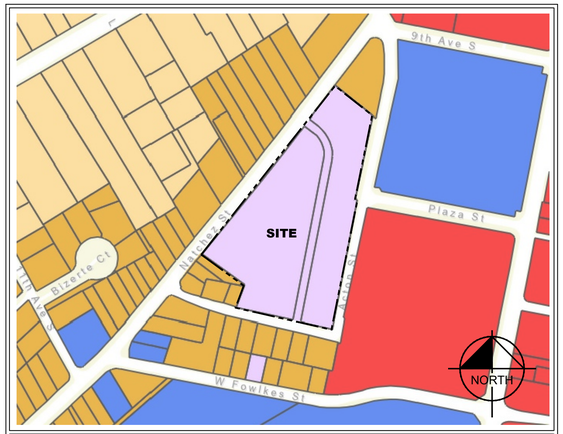
PROJECTED STUDENT POPULATION:
97 HOMES X 0.22 STUDENTS = 22 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

97 Units - 30 Units (existing) = 67 new Units requested
67 Units x $5,408 = $362,336
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 4

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED



VICINITY MAP
NOT TO SCALE

WARD DISTRICT: WARD 4
WARD MEMBER: PATRICK BAGGETT
CITY OF FRANKLIN
WILLIAMSON COUNTY, TENNESSEE

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER
C1.0	EXISTING CONDITIONS

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: DEATON HILDABRAND, PE
PHONE: (615) 564-2701

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: MATT HUFF
PHONE: (615) 564-2701

GEOTECH / ENVIRONMENTAL
ECS SOUTHEAST, LLC
318 SEABOARD LANE, SUITE 208
FRANKLIN, TENNESSEE 37067
CONTACT: DAVID E. VALENTINE, REM
PHONE: (704) 525-5152

ARCHITECT
906 STUDIO ARCHITECTS + INTERIORS
249 4TH AVE, NORTH SIDE, SUITE 200
FRANKLIN, TENNESSEE 37064
CONTACT: MEREDITH BUCHER, AIA
PHONE: (615) 988-9065

OWNER
FRANKLIN HOUSING AUTHORITY
200 SPRING STREET
FRANKLIN, TN 37064
PHONE: 615-794-1247
CONTACT: SUSAN MINOR
EMAIL: sminor@franklinhousingauthority.com

DEVELOPER
ELMINGTON
ELMINGTON CAPITAL
1030 16TH AVE SOUTH, SUITE 500
NASHVILLE, TN 37212
PHONE: 615-636-6452
CONTACT: RICK ESTEP
EMAIL: restep@elmingtoncapital.com

PLANS PREPARED BY
Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: (615) 564-2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

Know what's below. Call before you dig.

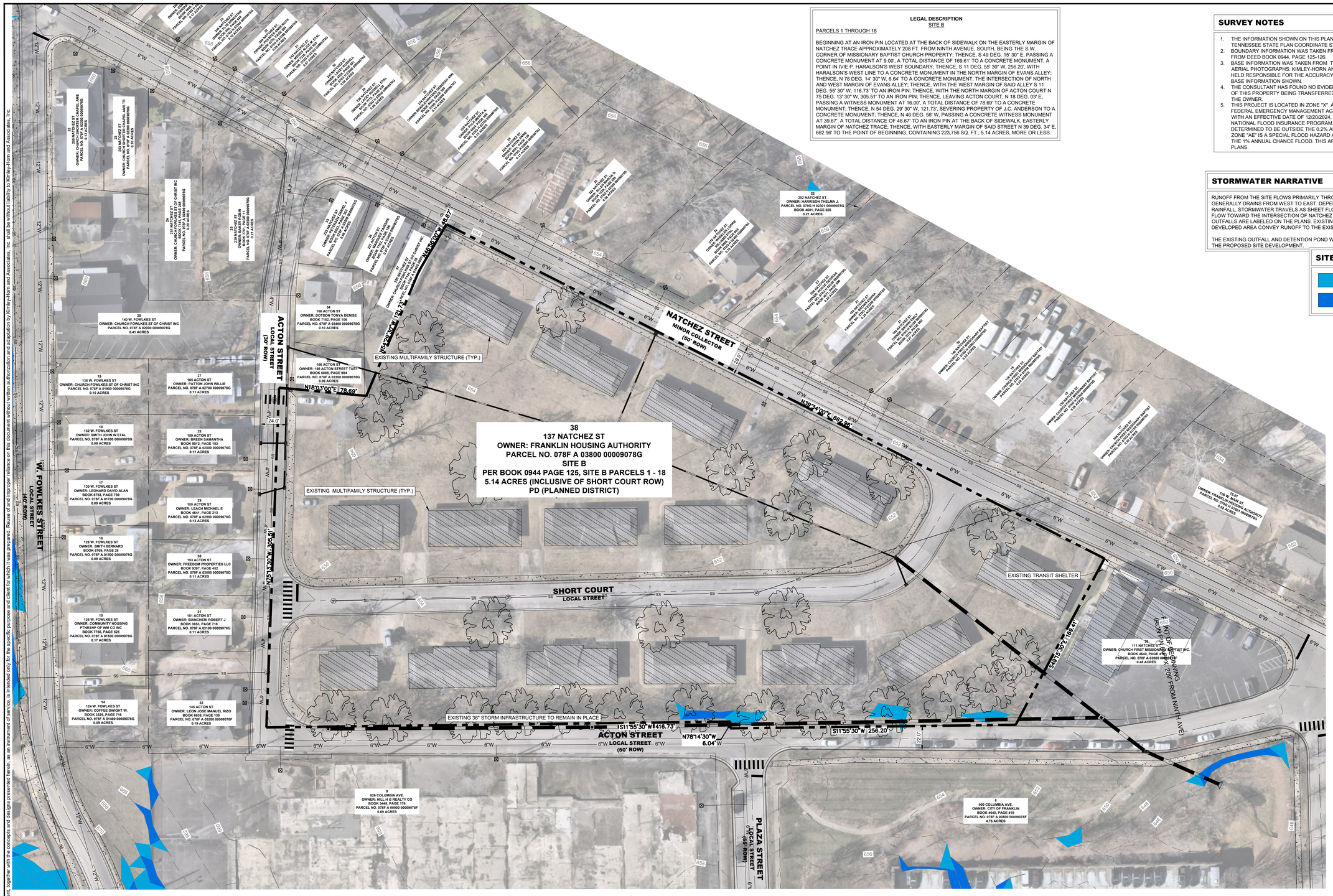
SEAL

PLAN REVISIONS

REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118129143	C0.0	9

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\2 - Natchez Place\PlanSheets\C0.0 COVER-REZONING.dwg C0.0 COVER Jun 15, 2026 8:21am by: Deaton.Hildabrand



LEGAL DESCRIPTION
SITE B

PARCELS 1 THROUGH 18

BEGINNING AT AN IRON PIN LOCATED AT THE BACK OF SIDEWALK ON THE EASTERLY MARGIN OF NATCHEZ TRACE APPROXIMATELY 208 FT. FROM NINTH AVENUE, SOUTH, BEING THE S.W. CORNER OF MISSIONARY BAPTIST CHURCH PROPERTY; THENCE, S 49 DEG. 15' 30" E, PASSING A CONCRETE MONUMENT AT 9.00', A TOTAL DISTANCE OF 169.61' TO A CONCRETE MONUMENT, A POINT IN IVIE P. HARALSON'S WEST BOUNDARY; THENCE, S 11 DEG. 55' 30" W, 256.20', WITH HARALSON'S WEST LINE TO A CONCRETE MONUMENT IN THE NORTH MARGIN OF EVANS ALLEY; THENCE, N 78 DEG. 14' 30" W, 6.64' TO A CONCRETE MONUMENT, THE INTERSECTION OF NORTH AND WEST MARGIN OF EVANS ALLEY; THENCE, WITH THE WEST MARGIN OF SAID ALLEY S 11 DEG. 55' 30" W, 116.73' TO AN IRON PIN; THENCE, WITH THE NORTH MARGIN OF ACTON COURT N 75 DEG. 13' 00" W, 305.51' TO AN IRON PIN; THENCE, LEAVING ACTON COURT, N 18 DEG. 03' E, PASSING A WITNESS MONUMENT AT 16.00', A TOTAL DISTANCE OF 78.69' TO A CONCRETE MONUMENT; THENCE, N 54 DEG. 29' 30" W, 121.73', SEVERING PROPERTY OF J.C. ANDERSON TO A CONCRETE MONUMENT; THENCE, N 46 DEG. 56' W, PASSING A CONCRETE WITNESS MONUMENT AT 39.67', A TOTAL DISTANCE OF 48.67' TO AN IRON PIN AT THE BACK OF SIDEWALK, EASTERLY MARGIN OF NATCHEZ TRACE; THENCE, WITH EASTERLY MARGIN OF SAID STREET N 39 DEG. 34' E, 662.96' TO THE POINT OF BEGINNING, CONTAINING 223,756 SQ. FT., 5.14 ACRES, MORE OR LESS.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BOUNDARY INFORMATION WAS TAKEN FROM THE LEGAL DESCRIPTION FROM DEED BOOK 0944, PAGE 125-126.
3. BASE INFORMATION WAS TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY (MAP NO. 47187C0192H, WITH AN EFFECTIVE DATE OF 12/20/2024, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN. ZONE "AE" IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THIS AREA IS INDICATED ON THE PLANS.

STORMWATER NARRATIVE

RUNOFF FROM THE SITE FLOWS PRIMARILY THROUGH DEVELOPED AREAS AND GENERALLY DRAINS FROM WEST TO EAST. DEPENDING ON THE POINT OF RAINFALL, STORMWATER TRAVELS AS SHEET FLOW AND SHALLOW CHANNEL FLOW TOWARD THE INTERSECTION OF NATCHEZ STREET AND ACTON STREET. OUTFALLS ARE LABELED ON THE PLANS. EXISTING INLETS WITHIN THE DEVELOPED AREA CONVEY RUNOFF TO THE EXISTING DETENTION POND.

THE EXISTING OUTFALL AND DETENTION POND WILL BE UTILIZED AS PART OF THE PROPOSED SITE DEVELOPMENT.

SITE SLOPE TABLE

	14% - 19.99%
	20% and above

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9128)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
4/27/2026
COMMERCE
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

June 10,

Public Notification Letter – Denson Place

PUBLIC NOTICE
This letter is written to provide public notice that the Franklin Municipal Planning Commission (FMPC) will be considering a proposed Rezoning and Development Plan for a multi-family development consisting of 97 units. The property is located at Map 078G, Parcel 03800 on Natchez Street in Franklin, TN. The request will be heard by the FMPC on Thursday, June 25, 2026 at 7:00 pm in the Williamson County Administrative Complex (Auditorium). Please see the information below for more details.

APPLICANT
Kimley-Horn

APPLICANT'S REPRESENTATIVE

Kimley-Horn	4031 Aspen Grover Drive, Suite 201, Franklin, TN 37067	
Greg Gamble	615-975-5765	Greg.Gamble@kimley-horn.com

APPLICATION TYPE
Development Plan

DATE, TIME, AND PLACE OF PUBLIC MEETING
Thursday, June 25, 2026 at 7:00 pm in the in the Williamson County Administrative Complex (Auditorium). Please see the information below for more details.

SUBJECT PROPERTY
Map 078G, Parcel 03800

NATURE AND SCOPE OF THE APPLICANT REQUEST
The applicant is proposing a Rezoning and Development Plan for a multi-family development consisting of 91 units.

WHERE TO VIEW THE PROPOSED PLAN
The application may be viewed in the Planning and Sustainability Department, 120 9th Ave South, Franklin, TN 37064.

WHERE THE PUBLIC CAN BE HEARD
The public may appear at the Planning Commission meeting on Thursday, June 25, 2026 to be heard, submit written comments with respect to the application. Written comments may be directed to the City of Franklin Planning and Sustainability Department via email at planningintake@franklintn.gov and will be collected until noon on the day prior to the meeting. All written comments will be included with the item as part of the Planning Commission agenda.

From: Sam Breen - OPR
To: Planning Intake
Cc: Travis Breen
Subject: Questions for Denson Place/Natchez Place Rezoning Meeting
Date: Friday, June 19, 2026 11:44:52 AM
Attachments: image001.png

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Hello,

We received the public notification letter and are providing our comments and questions ahead of the June 24th at noon deadline.

+++

Thank you for sharing information regarding the proposed redevelopment. As nearby residents, we have significant concerns regarding the scale of the proposal, particularly given that the existing site contains approximately 30 units while the proposed development would increase that number to 97 units—more than tripling the residential density. Additionally, it appears that approximately 60% of the proposed units contain 3-4 bedrooms, which could result in a substantially larger population than is initially indicated by the increase in units alone.

Based on the materials provided, it also appears that Short Court would be removed entirely, concentrating traffic onto Acton Street and Natchez Street. This is particularly concerning given the other major developments already underway or planned nearby, including the S. Margin District and Franklin Plaza project.

To better understand the impacts of this proposal, we would appreciate answers to the following questions:

1. Why is rezoning necessary?
2. By what percentage does the proposal increase density compared to the existing development?
3. Have similar density increases been approved elsewhere in this area?
4. If approved, would this development establish a precedent for similar density increases elsewhere in this area?
5. What is the planning rationale for eliminating Short Court?

6. Has the City evaluated the long-term impact of removing a public street connection in an area already experiencing significant growth?
7. What has been the impact of removing S. Margin Street between Columbia Ave. and Evans Street?
8. Would maintaining Short Court reduce traffic concentration on Acton Street and Natchez Street?
9. How will emergency vehicles access the area if Short Court is removed? Has the Fire Department reviewed and approved the proposed access plan?
10. What traffic studies have been conducted, and when will those studies be made available to residents for review?
11. Does/will the traffic analysis account for the cumulative impact of this project together with other nearby developments, especially in regards to the plans for Franklin Plaza?
12. How many additional vehicle trips per day are projected to be generated by this development, including peak-hour traffic projections?
13. What traffic calming measures are being proposed to mitigate increased traffic on Acton Street and Natchez Street?
14. How do you foresee on-street parking functioning on Acton and Natchez Streets, given that they are narrow streets with limited capacity and are already experiencing increasing traffic volumes? People backing out of finger slot parking has the potential to cause major traffic backup.
15. Has a parking impact study been conducted? If so, what assumptions were used regarding vehicles per household and visitor parking? What percentage of residents are expected to rely on street parking?
16. What pedestrian safety improvements are planned given the increased number of residents, vehicles, and families expected in the area?
17. What community feedback has been received from existing residents, and what specific changes have been made to the proposal in response to those concerns?
18. Is the current design final, or is the development team open to modifying the proposal based on feedback from current residents?
19. Could the overall density be reduced to better align with the capacity of the surrounding infrastructure? Why was 97 units selected as the proposed density, and what lower-density alternatives were considered?
20. How does a development of this scale and density fit with the character of the surrounding neighborhood? Why is this project exempt from Envision Franklin?
21. Has the city evaluated whether this proposal represents overdevelopment of the site, particularly given the removal of an existing roadway?
22. What specific benefits does this project provide to existing residents that outweigh the increased density, traffic, parking demand, and infrastructure impacts?
23. How do you plan to protect the privacy of existing homeowners with driveways directly in front of people's homes?

24. Has the city confirmed that existing sewer, water, stormwater, and utility infrastructure can support more than triple the current residential density?
25. Has a stormwater or drainage study been completed? If so, what impacts are anticipated for surrounding properties?
26. What impact is expected on local schools, parks, public safety services, and other community resources?
27. If infrastructure upgrades are required as a result of this development, who will be responsible for those costs?

Given the significant increase in density being proposed, we believe it is important that decisionmakers and residents fully understand the traffic, parking, infrastructure, safety, and quality-of-life impacts before any decisions are made. While we understand that this meeting is in regards to rezoning, **we don't believe that the Planning Commission can be expected to approve a proposal for rezoning to a multi-family development without understanding the above implications first.**

We appreciate your time and look forward to receiving responses to these questions at the meeting.

Best wishes,
Samantha and Travis Breen

OPR
OPPORTUNITY
Samantha Breen
Opportunity PR, Inc.
(949) 290-2834
Samantha@opportunitypr.com

File #: 26-0658

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Consideration Of Resolution 2026-49, A Resolution Approving A Development Plan For Denson Place PUD Subdivision With 4 Modifications Of Development Standards (Parking, Open Space, Buffer), For The Property Located West Of Natchez Street And North Of Acton Street, Located At 137 Natchez Street.

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9130
Applicant: Mary McGowan, Kimley-Horn
Owner: Franklin Housing Authority, Derwin Jackson, Rep.

BACKGROUND/STAFF COMMENTS:
The applicant has submitted a development plan for the Deson Place PUD Subdivision located at 137 Natchez Street. The development plan is being submitted in conjunction with the rezoning (ORD 2026-15) for the Franklin Housing Authority's Denson Place PUD with 97 units on 5.14 acres and a proposed DUA of 21.70. Envision Franklin Places this property in the Mixed Residential Design Concept, which states that this, "concept contains residential neighborhoods with a combination of single-family dwellings, duplexes, multiplexes, and townhouses. The defined character across this design concept may vary by neighborhood, but new development should transition from existing development patterns in adjacent neighborhoods." Envision Franklin does include a special consideration that Franklin Housing Authority properties may include a limited number of multifamily residential in accordance with their master plans.The FHA master plan has been updated with the plan that is being proposed, so it meets the recommendations of Envision Franklin.

Modifications Of Standards

There are four modifications of standards requests included with this development plan. The MOS requests are related to parking, open space, and buffers.

MOS #1: Request to modify the minimum parking standard to 1.75 spaces per multifamily residential unit type for all bedroom unit types.

The applicant is requesting to modify the minimum parking standard to 1.75 spaces per multifamily residential unit type for all bedroom types. Section 10.2.3 of the Zoning Ordinance requires the following parking ratios for multifamily parking:

- Studio - 1.25 spaces per unit
- 1 Bedroom - 1.25 spaces per unit
- 2+ Bedroom - 2.25 spaces per unit

The applicant has provided a parking memo with sufficient information for the request. Additionally, the Board of Mayor and Aldermen has previously approved similar MOS requests for multifamily parking standards for similar developments. With the information provided by the applicant and the previous granted requests, Staff is supportive of the request.

Staff recommends approval of MOS #1.

MOS #2: Request to modify the required natural area from 10% to 0% with a total of 15% open space, 5% to be programmed and 10% to be non-programmed.

The applicant is requesting to modify the required natural area from 10% to 0% with a total of 15% open space, 5% to be programmed and 10% to be non-programmed. Section 11.1.5 requires that PDs with residential uses only have an additional 10% natural area for a total of 15% open space and natural area. This PUD is replacing an existing development that did not incorporate any significant natural areas or resources into the original design. As such, there is nothing that would qualify as "natural area" per the City's definition. Natural areas include meadows, hillside, ponds, streams, slopes, etc. The applicant has agreed to increase the amount of open space to 15% (5% programmed, 10% non-programmed) in order to keep the intent of the regulation. Given the lack of natural area amenities for this specific site and the applicant's willingness to increase the total number of open space, Staff is supportive of the MOS request.

Staff recommends approval of MOS #2.

MOS #3: Request to allow stormwater infrastructure within the Historic Buffer.

The applicant is requesting to allow stormwater infrastructure within the Historic Buffer that has been established at the north end of the development adjacent to the First Missionary Baptist Church. New development next to National Register properties, or those that are eligible for the National Register of Historic Places, are required to incorporate historic buffers to protect the historic and cultural assets of the community. To protect the freestanding historic lands and structures from negative visual impacts associated with new development in their proximity, new development and redevelopment are subject to one or more applicable historic resource edge treatments in Chapter 18 of the Zoning Ordinance. While the eligibility of the church campus is still pending from the state historic preservation office, the applicant has established a naturalistic historic buffer in the plans. Section 18.3.7(D) prohibits stormwater retention or detention facilities within the buffer. Staff is comfortable with the MOS request provided that the plan meets the required landscape screening to further protect the local cultural asset.

Staff recommends approval of MOS #3.

MOS #4: Request to allow utility easements within the Historic Buffer without applying additional offsetting width to the buffer.

The applicant is requesting to allow stormwater infrastructure within the Historic Buffer that has been established at the north end of the development adjacent to the First Missionary Baptist Church. New development next to National Register properties, or those that are eligible for the National Register of Historic Places, are required to incorporate historic buffers to protect the historic and cultural assets of the community. To protect the freestanding historic lands and structures from negative visual impacts associated with new development in their proximity, new development and redevelopment are subject to one or more applicable historic resource edge treatments in Chapter 18 of the Zoning Ordinance. While the eligibility of the church campus is still pending, the applicant has established a naturalistic historic buffer in the plans. Section 18.3.7(C) dictates that additional width shall be added in an amount equivalent to the amount occupied by the utility lines and associated easements. Given the limited size of the property, Staff is supportive of the MOS request to not apply additional width to the buffer.

Staff recommends approval of MOS #4.

PROCEDURAL REQUIREMENTS:

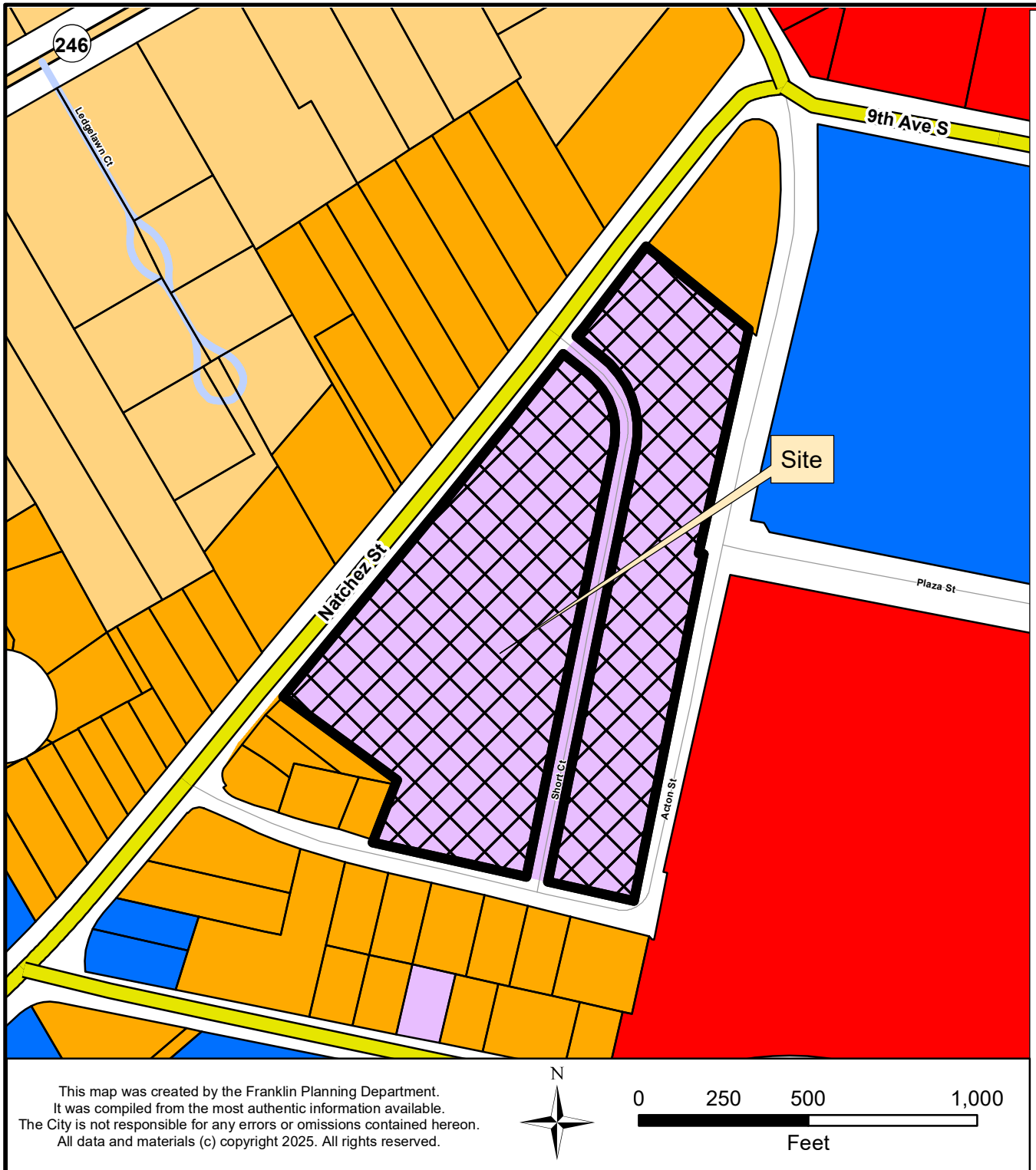
1. If the plan receives BOMA approval, the applicant shall upload the corrected plan to the online plan review website (https://franklin.contractorsplanroom.com/secure/). All revisions to the approved plans shall be "clouded." With the resubmittal, each condition of approval/open issue in the online plan review system shall contain a full response from the applicant as to the satisfaction or completion of that condition.
2. The City's project identification number shall be included in all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends that the Planning Commission recommend to the Board of Mayor and Aldermen to approve Resolution 2026-49, with conditions.



DENSON PLACE PUD SUBDIVISION
REZONING, DEVELOPMENT PLAN
ORDINANCE 2026-15
RESOLUTION 2026-49

Project Information
Existing Zoning: PD
Proposed Zoning: PD 21.70
Overlay Districts: CFO
Site Acreage: 5.14 acres

Legend

- Denson Place PUD
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District
- 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.
All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

RESOLUTION 2026-49

A RESOLUTION APPROVING A DEVELOPMENT PLAN FOR DENSON PLACE PUD SUBDIVISION WITH 4 MODIFICATIONS OF DEVELOPMENT STANDARDS (PARKING, OPEN SPACE, BUFFER), FOR THE PROPERTY LOCATED EAST OF NATCHEZ STREET AND NORTH OF ACTON STREET, LOCATED AT 137 NATCHEZ STREET

WHEREAS, the Board of Mayor and Aldermen (BOMA) of the City of Franklin, Tennessee, has, or will, approve the zoning for the property as part of Ordinance 2026-15; and

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

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

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

WHEREAS, in accordance with the provisions of 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 determine that the project application meets substantial compliance, and 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
078G A – 38.00	5.14
Total	5.14

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

SECTION III. That the overall entitlements for the Natchez Street PUD are as follows:

Entitlements	Denson Place PUD
Base Zone District	PD 21.70
Other Zoning Overlays	CFO
Number of Dwelling Units	97
Number of Nonresidential Square Footage	0
Number of Hotel Rooms	0
Open Space Requirements	5% Open Space 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 BOMA 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 BOMA after review and recommendation by the Franklin Municipal Planning Commission:

MOS 1: **Request to modify the minimum parking standard to 1.75 spaces per residential unit for all unit types.** Approved: _____ Denied: _____	10.2.3 Minimum Parking Section Studio - 1.25 spaces per unit. 1 Bedroom – 1.25 spaces per unit. 2+ Bedroom – 2.25 spaces per unit *Staff recommended approval.*
MOS 2: **Request to modify the required natural area from 10% to 0% with a total of 15% open space. 5% to be programmed and 10% to be non-programmed.** Approved: _____ Denied: _____	11.1.5 Minimum Open Space Additional 10% natural area for PD with residential uses only. *Staff recommended approval.*

MOS 3: **Request to allow stormwater infrastructure within the Historic Buffer.** Approved: _____ Denied: _____	18.3.7(D) Naturalistic Screening - Prohibited Stormwater retention or detention facilities are prohibited in the buffer. *Staff recommended approval.*
MOS 4: **Request to allow utility easements within Historic Buffer without applying additional offsetting width to buffer.** Approved: _____ Denied: _____	18.3.8 (C) Naturalistic Screening - Infrastructure Additional width shall be added in an amount equivalent to the amount occupied by the utility lines and any associated easements. *Staff recommended approval.*

SECTION VI. That this Resolution shall take effect from and after the passage of Ordinance 2026-15, on third and final reading, the health, safety, and welfare of the citizens requiring it.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 2026.

ATTEST:

By: _____
Cayce Anderson
City Recorder

CITY OF FRANKLIN, TENNESSEE:

By:_____
Dr. Ken Moore
Mayor

Approved as to form by:

_____
Shauna R. Billingsley
City Attorney

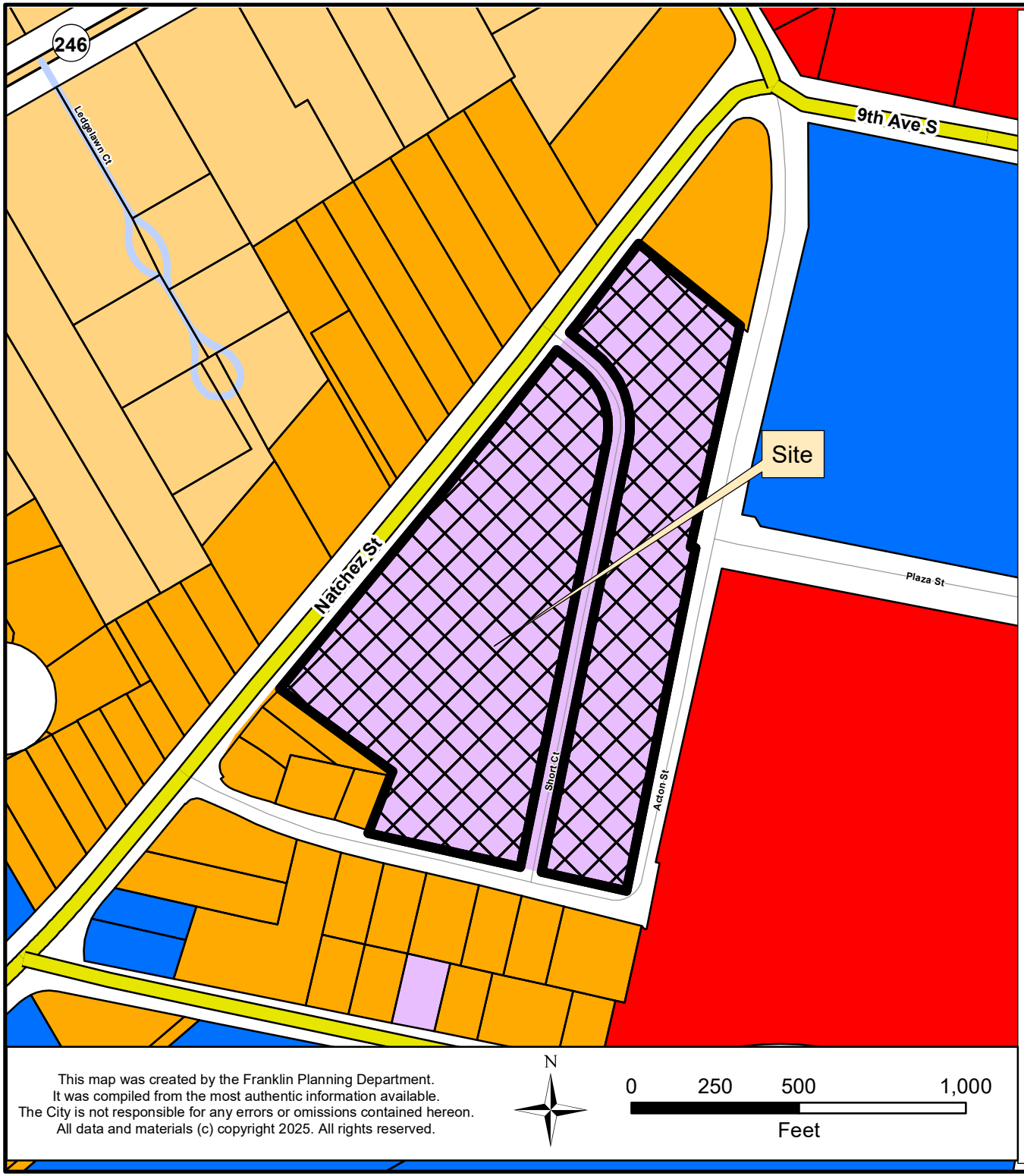
PREAPPLICATION CONFERENCE: _____5/5/2026_____

BOMA/FMPC JOINT CONCEPTUAL WORKSHOP: _____5/28/2026_____

NEIGHBORHOOD MEETING: _____5/5/2026_____

PLANNING COMMISSION RECOMMENDED APPROVAL: _____

PUBLIC HEARING AND BOMA APPROVAL: _____



DENSON PLACE PUD SUBDIVISION
REZONING, DEVELOPMENT PLAN
ORDINANCE 2026-15
RESOLUTION 2026-49

Project Information
Existing Zoning: PD
Proposed Zoning: PD 21.70
Overlay Districts: CFO
Site Acreage: 5.14 acres

Legend

- Denson Place PUD
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District
- 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.
All data and materials (c) copyright 2025. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

DEVELOPMENT PLAN

DENSON PLACE PUD SUBDIVISION

COF# 9130

137 NATCHEZ STREET

FRANKLIN, TENNESSEE 37064

PRE-APPLICATION SUBMITTAL 4/27/2026
INITIAL SUBMITTAL 5/11/2026
RESUBMITTAL 6/4/2026

SITE DATA TABLE	
PROJECT NAME	DENSON PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9130
SITE ADDRESS	137 NATCHEZ PLACE FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078G PARCEL 03800
EXISTING SITE ACREAGE / SQUARE FOOTAGE	5.14 AC / 223,756 SF
FUTURE R.O.W. DEDICATION	0.67 AC / 29,202 SF
PROPOSED SITE ACREAGE / SQUARE FOOTAGE	4.47 AC / 194,554 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (21.70)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
NATCHEZ STREET	13'
ACTON STREET	5'
SIDE	15'
REAR	15'
DWELLING UNITS	97
1 BEDROOM	6
2 BEDROOM	42
3 BEDROOM	45
4 BEDROOM	4
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	0.89 AC (20%)
PROVIDED LSA	1.65 AC (37%)
OPEN SPACE REQUIRED	0.22 AC (5%)
NATURAL AREA REQUIRED	0.45 AC (10%)
TREE RETENTION REQUIRED	0.59 AC (48%)
PARKING REQUIRED	214
1 BEDROOM	8
2 BEDROOM	95
3 BEDROOM	102
4 BEDROOM	9
PARKING PROVIDED	170
HISTORICAL RESOURCE TREATMENT	Y

VESTING DEVELOPMENT STANDARDS	DATE
ZONING ORDINANCE	JANUARY 13, 2026
SUBDIVISION REGULATIONS	JANUARY 1, 2026
TRANSPORTATION AND STREET TECHNICAL STANDARDS	JULY 1, 2025
STORMWATER BMP MANUAL	JULY 1, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	OCTOBER 13, 2020
MUNICIPAL CODE	MARCH 4, 2026
HISTORIC DISTRICT DESIGN GUIDELINES	MAY 30, 2022

STATEMENT OF IMPACTS:

WATER:
SERVICE PROVIDER: THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN WATER SYSTEM.
DEMAND: THE DEVELOPMENT INCLUDES 91 MULTIFAMILY DWELLING UNITS, INCLUSIVE OF 30 EXISTING UNITS CURRENTLY ON SITE. THE EXISTING UNITS WILL BE ACCOUNTED FOR IN THE OVERALL WATER DEMAND ANALYSIS, AND ONLY THE NET ADDITIONAL DEMAND ASSOCIATED WITH THE PROPOSED DEVELOPMENT HAS BEEN REQUESTED FROM THE CITY ON APRIL 27, 2026.
INFRASTRUCTURE: AN EXISTING 6-INCH CAST IRON CITY OF FRANKLIN WATER MAIN IS LOCATED ALONG NATCHEZ STREET AND CURRENTLY SERVES THE SITE VIA MULTIPLE EXISTING SERVICE CONNECTIONS ALONG THE PROJECT FRONTAGE. THE PROJECT PROPOSES INSTALLATION OF A NEW 12-INCH DUCTILE IRON WATER MAIN ALONG THE SITE FRONTAGE ON NATCHEZ STREET, WHICH WILL CONNECT TO THE EXISTING 12-INCH WATER MAIN ON W. FOWLKES STREET. FROM THE PROPOSED 12-INCH DUCTILE IRON WATER MAIN ON NATCHEZ STREET, AN 8-INCH DUCTILE IRON WATER MAIN IS PROPOSED TO EXTEND ALONG THE CENTRAL DRIVE OF THE SITE TO CONNECT TO THE EXISTING 6-INCH CAST IRON WATER MAIN LOCATED ON ACTON STREET. THE EXISTING 6-INCH MAIN WILL REMAIN IN SERVICE. EXISTING TAPS CURRENTLY CONNECTED TO THE 6-INCH MAIN ARE ANTICIPATED TO BE RETAPPED TO THE PROPOSED 12-INCH DUCTILE IRON MAIN IN COORDINATION WITH THE CITY AS PART OF FUTURE PHASES.

SEWER:
SERVICE PROVIDER:THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN SANITARY SEWER SYSTEM.
CAPACITY: A SANITARY SEWER CAPACITY REQUEST WAS SUBMITTED TO THE CITY OF FRANKLIN ON APRIL 27, 2026, IN ACCORDANCE WITH THE CITY'S SEWER AVAILABILITY REQUEST REQUIREMENTS.
THE EXISTING SITE IS ESTIMATED TO GENERATE 30 SFUE (10,500 GPD). THE PROPOSED DEVELOPMENT IS ANTICIPATED TO GENERATE 89.30 SFUE (31,250 GPD).
AS THE SITE IS CURRENTLY SERVED BY EXISTING SANITARY SEWER INFRASTRUCTURE, AVAILABILITY IS BEING REQUESTED FOR THE NET ADDITIONAL DEMAND OF 59.30 SFUE (20,750 GPD) ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
INFRASTRUCTURE: EXISTING SANITARY SEWER INFRASTRUCTURE IS ADEQUATE TO SERVE THE PROPOSED DEVELOPMENT. AT THE CITY'S REQUEST, THE PROJECT PROPOSES TO EXTEND AN 8-INCH SANITARY SEWER FROM NATCHEZ STREET THROUGH THE CENTRAL DRIVE AISLE, WITH PROVISIONS FOR A FUTURE SANITARY SEWER CONNECTION AT PLAZA STREET TO ACCOMMODATE POTENTIAL FUTURE DEVELOPMENT.

REPURIFIED (REUSE) WATER FACILITIES:
NOT AVAILABLE

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

THE SITE HAS A MINOR COLLECTOR TO THE EAST AND LOCAL ROADS TO THE WEST AND SOUTH. DAILY ACCESS TO NATCHEZ PLACE IS PROVIDED BY DIRECT CONNECTIONS TO NATCHEZ STREET AND ACTON STREET.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY HORN AND ASSOCIATE, INC, AND REVIEWED BY THE CITY OF FRANKLIN, PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS A CRITICAL COMPONENT OF THE SITE DESIGN GIVEN THE EXISTING STORM INFRASTRUCTURE AND ESTABLISHED FLOW DIRECTIONS.

FLOW MANAGEMENT:
STORMWATER RUNOFF WILL PRIMARILY FLOW FROM SOUTH TO NORTH AND WILL BE CAPTURED, CONVEYED, AND TREATED THROUGH THE PROPOSED STORM INFRASTRUCTURE. THE PROPOSED PUBLIC STORM INFRASTRUCTURE IS DESIGNED TO BYPASS ON-SITE TREATMENT AND DETENTION AND OUTFALL TO THE EXISTING OFF-SITE DETENTION FACILITY. ON-SITE RUNOFF WILL BE TREATED WITHIN THE TWO DESIGNATED BIOPOND AREAS AND ULTIMATELY CONVEYED TO THE PROPOSED DETENTION SYSTEM LOCATED NORTH OF THE PROJECT SITE. THIS APPROACH NECESSITATES EFFECTIVE CAPTURE, TREATMENT, AND CONTROLLED RELEASE OF STORMWATER. RUNOFF WILL BE CONVEYED PRIMARILY VIA A COMBINATION OF STORM PIPING AND SHEET FLOW. BIORETENTION AND DETENTION PONDS: THE INCORPORATION OF BIORETENTION AND DETENTION PONDS WILL MANAGE RUNOFF, IMPROVE WATER QUALITY, AND REDUCE THE RISK OF FLOODING. THE DEVELOPMENT WILL UTILIZE THE EXISTING DETENTION BASIN LOCATED AT THE NORTHEAST CORNER OF THE SITE, IN ADDITION TO PROPOSED ON-SITE DETENTION MEASURES. INFRASTRUCTURE: PROVIDING AN APPROPRIATE DRAINAGE SYSTEM AND ENSURING THE EFFECTIVE INTEGRATION OF STORMWATER PONDS WITHIN THE OVERALL DEVELOPMENT PLAN IS ESSENTIAL FOR SUCCESSFUL STORMWATER MANAGEMENT. APPROXIMATELY THREE ACRES OF IMPERVIOUS AREA ARE PROPOSED WITHIN THE PROJECT SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.54 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUATERS - 0.12 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
ASSAULT ON COTTON GIN - 0.41 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
97 HOMES X 0.22 STUDENTS = 22 PROJECTED STUDENTS

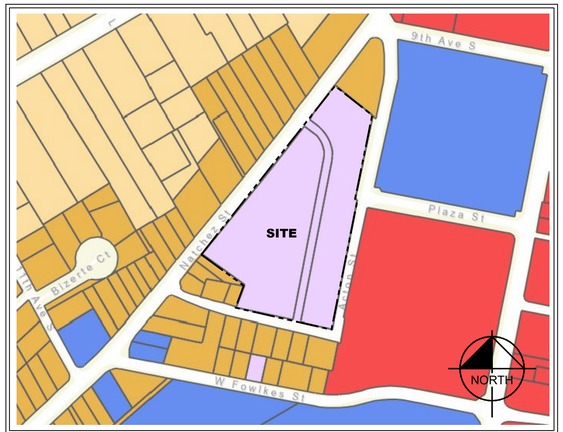
REFUSE COLLECTION:
PROVIDED BY THE CITY OF FRANKLIN SOLID WASTE.

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

97 Units - 30 Units (existing) = 67 new Units requested
67 Units x $5,408 = $362,336
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 4

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED

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



VICINITY MAP
NOT TO SCALE

WARD DISTRICT: WARD 4
WARD MEMBER: PATRICK BAGGETT
CITY OF FRANKLIN
WILLIAMSON COUNTY, TENNESSEE

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: DEATON HILDABRAND, PE
PHONE: (615) 564-2701

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: MATT HUFF
PHONE: (615) 564-2701

GEOTECH / ENVIRONMENTAL
ECS SOUTHEAST, LLC
318 SEABOARD LANE, SUITE 208
FRANKLIN, TENNESSEE 37067
CONTACT: DAVID E. VALENTINE, REM
PHONE: (704) 525-5152

ARCHITECT
906 STUDIO ARCHITECTS + INTERIORS
249 4TH AVE, NORTH SIDE, SUITE 200
FRANKLIN, TENNESSEE 37064
CONTACT: MEREDITH BUCHER, AIA
PHONE: (615) 988-9065

Modification of Standards Request

Section 10.2.3: Minimum Parking
The Zoning Ordinance requires that multifamily residential be parked at the following ratios:
Studio- 1.25 spaces
1-BR unit- 1.25 spaces
2+ BR unit- 2.25 spaces

A modification of standard 10.2.3 is requested to allow a uniform parking ratio of 1.75 spaces per dwelling unit across all unit types.

1. **The modification will enhance the design of the development more than if the standards were strictly adhered to:**

Reducing the required parking ratio allows the site to prioritize resident-focused amenities, open space, pedestrian connectivity, and overall site functionality rather than accommodating excess surface parking. The proposed development replaces an existing affordable housing community and is designed to provide updated housing in a more efficient and livable layout.

As shown on the development plan, the site already incorporates required open space areas, internal drives, and pedestrian circulation within a relatively constrained redevelopment footprint. Reducing parking helps limit impervious surface area, improves stormwater performance, and allows for enhanced open space and community gathering areas that directly support residents.

Additionally, a flat parking ratio applied across all unit types reflects the expected parking demand for an affordable housing community, where vehicle ownership rates are typically lower and shared transportation resources are more common. This results in a more efficient use of land that better aligns with actual demand rather than a theoretical maximum.

2. **The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:**

This request is specific to the redevelopment of an existing Franklin Housing Authority site that has historically functioned as affordable housing. The project is not a typical market-rate greenfield development but rather a reinvestment in an established neighborhood with existing infrastructure, constraints, and community context.

The site is bounded by an established street network (Natchez Street, Acton Street, and surrounding local streets) and is designed to fit within the existing urban fabric while replacing outdated housing units. The infill and redevelopment nature of the project limits the ability to expand parking without significantly impacting building layout, open space provision, and site livability.

Furthermore, the development program includes a mix of unit sizes (1-4 bedrooms), but the anticipated parking demand does not scale linearly with bedroom count in this housing type. Applying a uniform ratio better reflects resident characteristics and avoids overbuilding parking that would remain underutilized.

We are including a memo as a separate document, with this submittal. This memo will help demonstrate the reduced parking ratio for affordable housing.

3. **The modification is consistent with the intent of Envision Franklin:**

Envision Franklin provides efficient land use, context-sensitive redevelopment, and the creation of complete communities that emphasize walkability, housing diversity, and quality of life.

This modification supports those goals by reducing excess paving, enhancing open space and pedestrian-oriented design, and allowing the redevelopment to better integrate into the surrounding neighborhood. By prioritizing livability over surplus parking, the plan helps create a more sustainable and community-oriented development pattern.

Additionally, the site's proximity to existing streets, services, and community resources supports a reduced reliance on single-occupancy vehicles, consistent with Envision Franklin's broader goals for multimodal and efficient development.

Section 11.1.3: Minimum Open Space

The Zoning Ordinance requires that 10% of the developing site be preserved as Natural Area.

A modification of standard 11.1.5 is requested to allow a reduction from the 10% Natural Area requirement to 0% due to the existing developed condition of the site. In lieu of Natural Area, a total of 15% open space will be provided. 5% of the open space will be programmed and 10% will non-programmed.

1. **The modification will enhance the design of the development more than if the standards were strictly adhered to:**

Strict adherence to the Natural Area requirement would not meaningfully improve environmental quality on this site and would instead result in fragmented or artificially designated "natural areas" that do not function as true ecological resources.

The site is currently fully developed with existing multifamily housing and has minimal to no existing natural areas suitable for preservation. Any Natural Area designation would therefore be newly created rather than preserved, which does not align with the intent of protecting existing natural features.

Instead, the proposed development focuses on providing high-quality usable open space, including pocket parks and integrated landscape areas, which offer greater benefit to residents. The plan includes designated open space areas distributed across the site, supporting recreation and community interaction. These areas will occur on 5% of the total site area, as required by the zoning ordinance. If the development was required to provide an additional 10% of programmed open space, this would create an unnecessary hardship to the developer, as programmed open space requires additional amenities and added costs. Leaving the 10% as non-programmed open space, aligns more closely with the intent of the natural area designation.

Additionally, stormwater treatment through bioretention areas and controlled drainage design further supports environmental performance in a manner more appropriate for an urban infill site. The use of programmed open spaces for stormwater would affect designation and percentage allowed to be dedicated towards open space. This would result in choosing between providing the total 15% open space or providing adequate stormwater areas. Designating 10% open space as non-programmed allows to hit the 15% total open space and provide the required stormwater areas simultaneously.

2. **The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:**

This request is unique to a redevelopment site that has been previously cleared and developed for decades as affordable housing. Unlike greenfield properties or sites with existing tree stands, waterways, or undisturbed land, this property does not contain viable natural areas that can be preserved. The use of non-programmed open space aligns better with the intent of natural area, than a programmed open space would. These areas will be maintained in a semi- natural state, as opposed to an artificially created space that needs consist maintenance and human manipulation.

3. **The modification is consistent with the intent of Envision Franklin:**

Envision Franklin supports reinvestment in existing neighborhoods, including the modernization of legacy housing sites in a way that improves quality of life and long-term sustainability.

Granting this modification allows the project to focus on meaningful open space and community amenities rather than nominal preservation areas that would not function as intended. This approach aligns with the policy direction of creating well-designed, livable environments that respond to actual site conditions.

By emphasizing usable open space, improved infrastructure, and enhanced housing opportunities, the development advances the broader goals of Envision Franklin while acknowledging the practical realities of urban redevelopment.

Section 18.3.7.D: Naturalistic Screening

18.3.7.D - The following shall be prohibited. Stormwater retention or detention Facilities.

A modification of standard 18.3.7.D to allow stormwater infrastructure within the Historic Buffer.

1. **The modification will enhance the design of the development more than if the standards were strictly adhered to:**

There is existing stormwater infrastructure crossing the site not located in easements or documented by city GIS. By locating the drainage infrastructure closer to the edge of the property, more room is available to provide additional open space and resident focused amenities. It also allows for new public storm infrastructure to be installed on site that better meets current COF standards.

2. **The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:**

This is a redevelopment project in the dense core of downtown Franklin. The options for historic buffers screening are not geared towards urban redevelopment but greenfield properties outside of the urban core. The facility driving the historic buffer is currently not currently on the historic registry. They are existing structures on site currently located in the buffer extents and proposed structures are located outside of the buffer. Based on site investigation conducted by the project team with members of COF staff, there is already existing stormwater infrastructure located in the buffer. The intent is to provide the same amount of required landscaping within the reduced area. Naturalistic Screening requires 1 tree per 400 SF of buffer.

3. **The modification is consistent with the intent of Envision Franklin:**

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.

2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context, so the recommended buffer from staff does not fit the surrounding context in downtown Franklin and desired design concepts.

Section 18.3.8.C: Naturalistic Screening

18.3.8.C - In the event that utilities must be installed within an edge treatment in a manner that is parallel, additional width shall be added in an amount equivalent to the amount occupied by the utility lines and any associated easements. Any path cleared by utility installation shall be replaced with plant materials consistent with what was removed.

A modification of standard 18.3.8.C to allow utility easement within Historic Buffer without applying additional offsetting width to buffer.

1. **The modification will enhance the design of the development more than if the standards were strictly adhered to:**

There is existing stormwater infrastructure crossing the site that is not located in easements or documented by city GIS. If additional width must be applied to the buffer the buffer is essentially widened. To offsite the buffer and easement width, open space and resident focused amenities around the site would be reduced to offset the area needed for storm infrastructure.

2. **The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:**

Current drainage patterns onside drain towards the buffer area. To follow existing drainage patterns and maintain current outfall points stormwater infrastructure must pass through the buffer area. The requirement from the zoning ordinance mentions the additional buffer width is needed to replace the plant materials that are removed from the buffer. However, the current site is developed and there are minimal to no plant materials that will be removed to install the storm infrastructure. Additional width does not seem necessary because the intent of the requirement is to provide room to offset existing natural vegetation removed by utility installation. There is no significant vegetation in the buffer area currently.

3. **The modification is consistent with the intent of Envision Franklin:**

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.

2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context. Increasing the buffer width due to stormwater utilities being in buffer width creates less of an urban context on site which goes against the intent of Envision Franklin for the downtown core of the city.

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER
C0.1	GENERAL NOTES
C0.2	MOS 3 AND 4 - EXHIBIT - C0.2 MOS 3 EXHIBIT
C1.0	EXISTING CONDITIONS
C2.0	SITE LAYOUT - OVERALL
C3.0	GRADING AND DRAINAGE PLAN - OVERALL
C4.0	ROW & ACCESS PLAN - FIRE
C4.1	ROW & ACCESS PLAN - TRASH
C5.0	UTILITY PLAN - OVERALL
L1.0	TREE PRESERVATION PLAN
A1.0	TYPICAL ARCHITECTURE

Comprehensive Review at Site Plan:
Comprehensive review of roadway, stormwater, and utility elements by City of Franklin Staff will occur at Site Plan. 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 Site Plan, the applicant cannot achieve the maximum approved entitlements, the applicant shall be confined to the entitlements achievable from the application of said standards.

OWNER
FRANKLIN HOUSING AUTHORITY
200 SPRING STREET
FRANKLIN, TN 37064
PHONE: 615-794-1247
CONTACT: SUSAN MINOR
EMAIL: sminor@franklinhousingauthority.com

DEVELOPER
ELMINGTON
ELMINGTON CAPITAL
1030 16TH AVE SOUTH, SUITE 500
NASHVILLE, TN 37212
PHONE: 615-636-6452
CONTACT: RICK ESTEP
EMAIL: restep@elmingtoncapital.com

PLANS PREPARED BY
Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: (615) 564-2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

PLAN REVISIONS

REVISION NO.	DATE	REMARKS

SEAL
MATTHEW S. HUFF
AGRICULTURE
COMMERCE
TENNESSEE NO. 1313
LANDSCAPE ARCHITECT

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118129143	C0.0	11

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\2 - Natchez Place\PlanSheets\C0.0 COVER.dwg C0-00 COVER Jun 15, 2026 9:10am by: Adam.Lawrence

CONTRACTOR RESPONSIBILITIES

1. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR:

   A. THE CONTRACTOR SHALL VERIFY ALL PROPOSED AND EXISTING CONDITIONS INCLUDING UTILITIES (INVERTS, CONNECTIONS, MATERIALS, ETC.) AND DIMENSIONS WITHIN THE LIMITS OF WORK PRIOR TO THE START OF CONSTRUCTION.

   B. THE CONTRACTOR IS RESPONSIBLE FOR ALL NOTIFICATIONS AND LIAISONS WITH UTILITY COMPANIES DURING THE PROCESS OF LOCATING, RELOCATING, AND TYING INTO PUBLIC UTILITIES.

   C. PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE SHALL OCCUR INSIDE THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.

DURING CONSTRUCTION:

   A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVIATIONS FROM THESE PLANS AND SPECIFICATIONS WITHOUT PRIOR WRITTEN CONSENT OF THE ENGINEER MAY CAUSE THE WORK TO BE UNACCEPTABLE.

   B. THE CONTRACTOR SHALL USE MATERIALS AND EMPLOY CONSTRUCTION METHODS IN ORDER TO COMPLY WITH THE DRAWINGS AND SPECIFICATIONS. WHERE A CONFLICT OCCURS, THE STRICTEST DESIGN SHALL GOVERN. THE ENGINEER'S REVIEW OF SHOP DRAWINGS, PRODUCT DATA, ETC., DOES NOT RELIEVE THE CONTRACTOR FROM COMPLYING WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY SPECIFIC DEVIATIONS AND OBTAIN ENGINEER'S WRITTEN APPROVAL OF THE SPECIFIC DEVIATION.

   C. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL APPLICABLE SAFETY CODES AND REGULATIONS DURING ALL PHASES OF CONSTRUCTION.

   D. ALL CONSTRUCTION MUST CONFORM TO THE STANDARDS, SPECIFICATIONS, AND CODES OF THE GOVERNING MUNICIPALITIES.

   E. CONSTRUCTION SHALL MEET ALL STANDARDS SET FORTH IN THE AMERICANS WITH DISABILITIES ACT (VERSION 2010).

   F. IF THE CONTRACTOR DAMAGES ANY EXISTING UTILITIES DURING CONSTRUCTION, HE SHALL, AT HIS OWN EXPENSE, REPLACE OR REPAIR THE UTILITIES TO ORIGINAL CONDITION AND QUALITY AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY.

   G. SUFFICIENT BARRICADES, LIGHTS, SIGNS, AND OTHER TRAFFIC CONTROL METHODS IN ACCORDANCE WITH GOVERNING ORDINANCES MAY BE NECESSARY FOR THE PROTECTION AND SAFETY OF THE PUBLIC. SAID CONTROL DEVICES SHALL BE PER THE MANUAL OF TRAFFIC CONTROL DEVICES, M.U.T.C.D., CURRENT EDITION, AND SHALL BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.

   H. TRAFFIC CONTROLS AND OTHER WARNING DEVICES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY WORK ON CITY, COUNTY, OR TENNESSEE DEPARTMENT OF TRANSPORTATION ROADS. THEY SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE CONCLUSION OF ALL WORK.

   I. ALL WARNING DEVICES SHALL BE EITHER TYPE I BARRICADES OR DRUMS WITH WARNING LIGHTS ON EVERY OTHER DEVICE. THEY SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION, METRO NASHVILLE STANDARDS FOR COLOR, SIZE, REFLECTIVITY, HEIGHT, AND PLACEMENT.

   J. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED AT ALL TIMES.

   K. CONTRACTOR SHALL SHORE AND BRACE ALL EARTH, FORMS, CONCRETE, STEEL, WOOD, AND MASONRY TO RESIST GRAVITY, EARTH, WIND, THERMAL, CONSTRUCTION, AND MISCELLANEOUS LOADS DURING CONSTRUCTION.

   L. ON-SITE BURIAL OF DEBRIS IS PROHIBITED.

   M. UNLESS OTHERWISE NOTED THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL FABRICATED MATERIALS TO THE ENGINEER. DESIGN DOCUMENTS SHALL NOT BE REPRODUCED AS SHOP DRAWINGS.

   N. IN CASE OF UNFORESEEN CONSTRUCTION COMPLICATIONS OR DISCREPANCIES, THE CONTRACTOR IS TO IMMEDIATELY NOTIFY THE ENGINEER IN WRITING.

   O. ALL REQUIRED TESTING REPORTS SHALL BE AVAILABLE AT THE JOB SITE.

   P. AS-BUILT DRAWINGS OF ROADWAYS, STORM DRAINS, SANITARY SEWER AND WATER LINES, FIELD APPROVAL BY THE ENGINEER, AND ALL APPLICABLE BONDS ARE REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE OWNER.

   Q. CONTRACTOR SHALL MAINTAIN CONTINUOUS UTILITY SERVICE TO ALL EXISTING BUILDINGS THROUGHOUT CONSTRUCTION UNLESS APPROVAL FOR SERVICE INTERRUPTION IS OBTAINED FROM THE OWNERS IN ADVANCE.

   R. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS TO ENSURE THAT THE NEW WORK SHALL FIT INTO THE EXISTING SITE IN THE MANNER INTENDED AND AS SHOWN ON THE DRAWINGS. SHOULD ANY CONDITIONS EXIST THAT ARE CONTRARY TO THOSE SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO PERFORMING ANY WORK IN THE AREA INVOLVING DIFFERENCES. NOTIFICATION SHALL BE IN THE FORM OF A DRAWING OR SKETCH INDICATING FIELD MEASUREMENTS AND NOTES RELATING TO THE AREA.

   S. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES, OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION OF THE WORK, WHETHER CAUSED BY HIMSELF, HIS SUBCONTRACTORS, OR THE CARELESSNESS OF ANY OF HIS EMPLOYEES.

   T. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE WORK AND THE PUBLIC, INCLUDING BARRICADES, WARNING SIGNS, LIGHTS, ETC.

   U. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, LEVELS, ETC. BEFORE ORDERING MATERIALS AND PROCEEDING WITH THE WORK, AND IS TO BE RESPONSIBLE FOR THE SAME.

   V. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES, TREES, ETC. WHICH ARE TO REMAIN AND NOT TO BE DISTURBED BY THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO SUCH PROPERTY.

ADA COMPLIANCE:

A. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BASED ON THE CITY STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.

B. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.

C. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.

D. ANY COMPONENTS OF THE PROJECT SERVING MULTIFAMILY DWELLINGS IN BUILDINGS THAT HAVE 4 OR MORE UNITS PER DWELLING SHALL ALSO CONFORM TO THE FAIR HOUSING ACT (FHA), AND COMPLY WITH THE FAIR HOUSING ACT DESIGN MANUAL BY THE US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

E. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.

F. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.

GENERAL NOTES:

1. THE PROJECT SITE IS SHOWN ON WILLIAMSON COUNTY, TAX MAP #078G, PARCEL #03800.
2. BASE INFORMATION WAS TAKEN FROM A COMBINATION OF TOPOGRAPHIC SURVEY PREPARED BY XX, DATED XX . THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. EXISTING PAVEMENT OF PUBLIC ROADWAYS SHALL BE PATCHED IN ACCORDANCE WITH LOCAL AGENCY STANDARDS WHEREVER UTILITY INSTALLATION REQUIRES REMOVAL OF THE EXISTING PAVEMENT.
4. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. SLIGHT FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY.
5. WHERE NOT SPECIFIED, THE CONTRACTOR WILL BE REQUIRED TO ADJUST GRADES OF INTERSECTING STREETS, ALLEYS, PUBLIC ENTRANCES AND PRIVATE DRIVES IN ORDER TO ASSURE POSITIVE DRAINAGE TO STORM INLETS.
6. ALL DIMENSIONS ARE TO FACE OF CURB AND/OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
7. CONCRETE FOR CURBS AND SIDEWALKS SHALL BE 3500 PSI MIN. CONCRETE.
8. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE MANUAL OF ACCIDENT PREVENTION AND CONSTRUCTION ISSUED BY AGC OF AMERICA, INC. AND THE SAFETY AND HEALTH REGULATIONS OF CONSTRUCTION ISSUED BY THE U.S. DEPARTMENT OF LABOR.
9. ALL ROADWAY AND SIDEWALK CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF THE LOCAL MUNICIPALITY.
10. ALL CONSTRUCTION MATERIALS AND INSTALLATION SHALL CONFORM TO THE LOCAL MUNICIPALITY AND STATE DOT REGULATIONS AND SPECIFICATIONS.
11. THE CONTRACTOR SHALL PAVE AND COLD PLANE IN THE DIRECTION OF TRAFFIC.
12. ANY WORK UNACCEPTABLE TO THE OWNER'S REPRESENTATIVE OR TO THE LOCAL GOVERNING AUTHORITY SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

DEMOLITION INFORMATION:

1. NOTIFICATIONS:

   THE CONTRACTOR SHALL NOTIFY THE OWNER AND CITY INSPECTOR(S) 24 HOURS PRIOR TO ANY DEMOLITION OR CONSTRUCTION.

2. DISPOSAL GUIDELINES:

   A. ONLY ITEMS SPECIFICALLY NOTED TO BE DEMOLISHED SHALL BE REMOVED FROM THE SITE.

   B. REMOVE EXISTING PAVED AREAS AS SHOWN INCLUDING DRIVEWAYS, SIDEWALKS, PARKING AREAS, SERVICE AREAS, EQUIPMENT PADS, AND ALL MISCELLANEOUS PAVING.

   C. ALL DEBRIS RESULTING FROM DEMOLITION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS. BACKFILL ALL TRENCHES AND EXCAVATIONS RESULTING FROM DEMOLITION.

   D. ALL DEMOLISHED MATERIAL BECOMES THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE NOTED.

3. TREE PROTECTION GUIDELINES:

   PROTECT ALL EXISTING TREES NOTED "TO REMAIN" AND ALL ITEMS TO BE TURNED OVER TO THE OWNER DURING DEMOLITION. TAKE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES. ANY EXISTING ITEMS TO BE TURNED OVER TO THE OWNER WHICH ARE DAMAGED DURING DEMOLITION SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER. TREES WHICH ARE DAMAGED WILL BE REPLACED OR REIMBURSED AT A RATE TO BE DETERMINED BY THE OWNER.

4. UTILITIES:

   A. PRIOR TO REMOVING OR ABANDONING ANY UTILITY THE CONTRACTOR SHALL VERIFY THAT NO UPSTREAM SERVICE WILL BE TERMINATED. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY TERMINATION NOT SHOWN ON THE PLANS.

   B. ALL ABANDONED WATER LINES, STORM SEWER PIPE, SANITARY SEWER PIPES, GAS LINES, OR ANY OTHER ABANDONED UNDERGROUND UTILITY SHALL BE ABANDONED IN PLACE UNLESS NOTED OTHERWISE.

SITE GRADING:

1. THE DISTURBED AREA FOR THIS PROJECT IS APPROXIMATELY 6.82 ACRES.
2. NO PROPOSED BUILDINGS IN THIS PROJECT FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47187C0192H, DATED DECEMBER 20, 2024.
3. TOPSOIL SHALL BE STORED ON SITE IN LOCATIONS APPROVED BY THE OWNER'S REPRESENTATIVE. DRAINAGE SHALL ROUTE AROUND THESE TOPSOIL STOCKPILES FOR THE DURATION OF THE GRADING OPERATIONS. EROSION CONTROL MEASURES SHALL BE UTILIZED TO PREVENT LOSS OF TOPSOIL MATERIAL.
2. UNSUITABLE SOILS SHALL BE REMOVED FROM THE SITE AT NO ADDITIONAL COST TO THE OWNER.
3. FILL AREA SHALL BE PROOF-ROLLED UNDER THE DIRECTION OF A QUALIFIED SOILS ENGINEER WITH RUBBER-TIRED EQUIPMENT WITH A MINIMUM WEIGHT OF FIFTEEN TONS PRIOR TO BEGINNING FILL OPERATION. AREAS WHICH ARE SOFT OR UNSTABLE SHALL BE UNDERCUT UNTIL STABLE SOILS ARE FOUND.
4. CUT AREA SHALL BE PROOF-ROLLED AFTER FINAL SUBGRADE IS ACHIEVED IN THE SAME MANNER AS FILLED AREAS. SOFT OR UNSTABLE SOILS SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 12".
5. ALL FILL AREAS SHALL BE RAISED IN LIFTS NOT EXCEEDING 6 INCHES. UNLESS OTHERWISE APPROVED BY QUALIFIED SOIL ENGINEER TO OBTAIN REQUIRED COMPACTION.
6. ALL GRADING SHALL BE COMPLETED TO THE LEVEL INDICATED BY THE SCOPE OF WORK LISTED IN THE BID DOCUMENTS.
7. ALL AREAS SHALL BE GRADED TO PROVIDE PROPER DRAINAGE AND PREVENT STANDING WATER.
8. ELEVATIONS SHOWN ON THE PLANS ARE THE FINISH GRADE ELEVATIONS.
9. ALL BACKFILL BEHIND WALLS SHALL BE INSTALLED PER WALL MANUFACTURER'S INSTALLATION SPECIFICATIONS OR AS NOTED ON PLANS, WHICHEVER IS MORE RESTRICTIVE.
10. CONTRACTOR SHALL REFER TO AND FOLLOW THE SITE SPECIFIC GEOTECHNICAL REPORT AND SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PRIOR TO COMMENCING WITH EARTHWORK ACTIVITIES.
11. PERMANENT CUT AND FILL SLOPES SHALL NOT EXCEED 3:1 UNLESS OTHERWISE NOTED.
12. THE PROPOSED GRADING PLAN IS A RESULT OF AN ENGINEERED DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO SLOPES AND STORM RUNOFF. SHOULD THE CONTRACTOR HAVE QUESTIONS OR COMMENTS RELATED TO THE PROPOSED DESIGN, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
13. THE CONTRACTOR SHALL NOTIFY "ONE CALL" (811) AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES. THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT IS NOT A MEMBER OF TN ONE CALL. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT TO LOCATE WATER AND/OR SEWER AT LEAST 72 HOURS PRIOR TO THE ESTIMATED TIME OF EXCAVATION.
14. EARTHWORK ACTIVITIES MUST BE SUPERVISED BY A LICENSED GEOTECHNICAL ENGINEER.
15. THE CONTRACTOR SHALL PROVIDE AS-BUILT CONDITIONS OF ALL UTILITIES AND STORMWATER PONDS PER THE LOCAL MUNICIPALITY REGULATIONS. AS-BUILT CONDITIONS MUST BE LOCATED BY A LICENSED LAND SURVEYOR.

EROSION AND SEDIMENT CONTROL INFORMATION:

1. COMPREHENSIVE:

   A. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO OR CONCURRENT WITH LAND-DISTURBING ACTIVITIES.

   B. PROVISIONS TO PREVENT EROSION OF SOIL FROM THE SITE SHALL BE AT A MINIMUM IN CONFORMANCE WITH THE REQUIREMENTS OF THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK. LATEST EDITION. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

   C. FAILURE TO INSTALL, OPERATE, OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE JOB SITE UNTIL SUCH MEASURES ARE CORRECTED BACK TO THE STANDARDS SPECIFIED IN THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOKS, CURRENT EDITION.

   D. EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO LAND DISTURBANCE. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE FINAL PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

   E. THE CONSTRUCTION OF THE SITE WILL COMMENCE WITH THE INSTALLATION OF EROSION CONTROL MEASURES SUFFICIENT TO CONTROL SEDIMENT DEPOSITS AND EROSION. ALL SEDIMENT CONTROL WILL BE MAINTAINED UNTIL ALL UPSTREAM GROUND WITHIN THE CONSTRUCTION AREA HAS BEEN COMPLETELY STABILIZED WITH PERMANENT VEGETATION AND ALL ROADS/DRIVEWAYS HAVE BEEN PAVED.

   F. CONSTRUCTION EXITS SHALL BE CONSTRUCTED AT EACH POINT OF ENTRY OR EXIT FROM THE SITE AND SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH STONE AS CONDITIONS DEMAND, REPAIR, AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES OFF SITE ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY. ACCESS POINTS PROTECTED WITH A CONSTRUCTION EXIT SHALL BE OTHERWISE BARRICADED UNTIL THE SITE IS STABILIZED.

   G. EROSION CONTROL DEVICES ARE TO BE INSTALLED AND FULLY OPERATIONAL PRIOR TO ANY DEMOLITION.

   H. SILT FENCE SHALL BE TYPE C TEMPORARY SILT FENCE AND BE WIRE ENFORCED, UNLESS OTHERWISE NOTED.

   I. ADDITIONAL EROSION CONTROL MEASURES WILL BE EMPLOYED WHERE DETERMINED NECESSARY BY ACTUAL SITE CONDITIONS.

2. DURING CONSTRUCTION:

   A. ON-SITE DUST CONTROL DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL LOCAL CODES AND REGULATIONS.

   B. THE CONTRACTOR SHALL REMOVE ACCUMULATED SILT WHEN THE SILT HAS ACCUMULATED TO ½ THE ORIGINAL HEIGHT OF THE BARRIER.

   C. ALL OPEN SWALES MUST BE GRASSED AND RIP-RAP MUST BE PLACED AS REQUIRED TO CONTROL EROSION. STONE FOR RIP-RAP SHALL CONSIST OF ROUGH UN-HEWN QUARRY GRANITE AS NEARLY IN RECTANGULAR SECTION AS PRACTICAL. THE MINIMUM SIZE STONE SHALL WEIGH BETWEEN 75 AND 150 POUNDS AND SHALL BE HAND PLACED AS A LOOSE STONE EMBANKMENT.

   D. AT ANY TIME DURING CONSTRUCTION IF IT BECOMES NECESSARY TO PUMP STORM WATER OR GROUNDWATER FROM AN EXCAVATION, THE PUMPED WATER MUST NOT HAVE AN OBJECTIONABLE COLOR CONTRAST WHEN COMPARED TO THE RECEIVING WATERS AND MUST NOT IMPAIR IN ANY WAY THE RECEIVING WATERS. WATER THAT DOES NOT MEET THESE REQUIREMENTS MUST BE FILTERED OR DISCHARGED INTO A TEMPORARY SEDIMENT BASIN, WEIR TANK, DEWATERING TANK, GRAVITY BAG FILTER, SAND MEDIA FILTER, OR OTHER APPROVED DEVICE UNTIL IT MEETS THE EFFLUENT REQUIREMENTS. ONCE THE EFFLUENT REQUIREMENTS HAVE BEEN MET THE WATER MAY BE DISCHARGED INTO THE STORM SEWER SYSTEM.

      THESE SAME REQUIREMENTS APPLY TO ALL AUTHORIZED NON-STORM WATER DISCHARGES UNDER THE STATE OF TENNESSEE GENERAL NPDES PERMIT NO. TNR 100000, AUTHORIZATION TO DISCHARGE UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY.

   E. NO GRADED SLOPE SHALL EXCEED 3H:1V UNLESS OTHERWISE NOTED.

   F. EPSC MEASURES SHALL ONLY BE REMOVED AFTER THE SITE HAS ESTABLISHED A SOLID, STABILIZED STAND OF GRASS.

STORM DRAINAGE INFORMATION:

1. PIPES:

   A. UNLESS OTHERWISE NOTED ON THE DRAWING RCP SHALL BE CLASS III WITH "O" RING JOINTS.

   B. THE PIPE MANUFACTURER SHALL SUPPLY A CLASSIFICATION OF THE PIPE SPECIFICATIONS FOR EACH PIPE PRIOR TO INSTALLATION.

   C. PIPE INSTALLATION SHALL CONFORM TO THE LOCAL MUNICIPALITY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

   D. IF UNDERGROUND WATER/SPRINGS ARE UNCOVERED DURING CONSTRUCTION, PERMANENT FRENCH DRAINS MAY BE REQUIRED. CONSULTATION WITH THE ONSITE GEOTECHNICAL ENGINEER WILL BE REQUIRED.

2. STRUCTURES:

   A. ALL STRUCTURES SHALL BE MADE OF PRECAST CONCRETE. ALL INVERTS SHALL BE NEATLY FORMED UP TO THE SPRING LINE WITH MORTAR OR BRICK TO INSURE PROPER FLOW.

   B. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL INVERTS AND PIPE SLOPES PRIOR TO INSTALLATION TO ENSURE PROPER COVER AND LENGTHS OF PIPE.

   C. CONTRACTOR SHALL REMOVE SEDIMENT FROM ALL STORM STRUCTURES PRIOR TO ACCEPTANCE BY LOCAL MUNICIPALITY.

   D. THE CONTRACTOR SHALL COMPACT FILL SUFFICIENTLY AROUND ALL STRUCTURES, PIPES, ETC. WITHIN PROPOSED PAVEMENT TO AVOID SETTLEMENT. ANY SETTLEMENT DURING THE WARRANTY/MAINTENANCE PERIOD SHALL BE RESTORED AT THE CONTRACTORS EXPENSE.

SANITARY SEWER NOTES:

1. CONSTRUCTION CRITERIA:

   A. ALL INSTALLATION, MATERIALS, AND SPECIFICATIONS SHALL BE IN ACCORDANCE WITH THE LOCAL MUNICIPALITY STANDARD SPECIFICATIONS.

   B. ALL WASTEWATER EASEMENTS MUST BE DRESSED AND GRASSED TO CONTROL EROSION AND SEDIMENTATION IN ACCORDANCE WITH REGULATIONS PRIOR TO ACCEPTANCE. TREES SHALL NOT BE PLANTED IN THE PERMANENT EASEMENT AREA.

   C. THE BACKFILL OF ALL TRENCHES SHALL BE COMPACTED TO 98% OF THE THEORETICAL MAXIMUM DENSITY. BACKFILL MATERIAL SHALL BE FREE OF ROOTS, STUMPS, OR OTHER FOREIGN DEBRIS AND SHALL BE PLACED AT OR NEAR OPTIMUM MOISTURE. CORRECTION OF ANY TRENCH SETTLEMENT WITHIN A YEAR FROM THE DATE OF APPROVAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

   D. THE CONTRACTOR FOR VERTICAL CONSTRUCTION SHALL VERIFY THE ELEVATION OF THE SANITARY SEWER SERVICE VS. FINISH FLOOR ELEVATION FOR EACH BUILDING AND ADJUST THE PROPOSED FINISH FLOOR ELEVATION AS NECESSARY IN ORDER TO ASSURE PROPER SEWER SERVICE.

   E. PROPOSED LOT CORNERS SHALL BE STAKED IN THE FIELD PRIOR TO UTILITY SERVICE INSTALLATION.

1. PIPES:

   A. UNLESS OTHERWISE NOTED, THE MINIMUM VERTICAL DISTANCE BETWEEN WATER AND SEWER LINES SHALL BE 18 INCHES. THE MINIMUM HORIZONTAL DISTANCE BETWEEN WATER AND SEWER LINES SHALL BE 10 FEET WHERE PRACTICAL.

   B. LOW PRESSURE AIR TESTING IS REQUIRED FOR ALL WASTEWATER PIPE SYSTEMS. THIS TEST MUST MEET ALL REQUIREMENTS AS OUTLINED IN ASTM C-828-80 OR CURRENT REVISION.

   C. WHERE A SEWER LINE CROSSES UNDER A WATER MAIN, THE TOP OF THE SEWER LINE SHALL BE AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER MAIN. IF PROPER SEPARATION CANNOT BE PROVIDED, CONSTRUCT THE WATER CROSSING WITH MECHANICAL JOINT DIP FOR A DISTANCE OF 10 FEET ON EACH SIDE OF THE SEWER LINE.

   D. ALL SEWER SERVICES SHALL BE 6 INCHES IN DIAMETER AND EXTEND TO THE PROPERTY LINE.

   E. CONTRACTOR SHALL PROVIDE #8 WIRE WITH ALL SEWER SERVICES.

3. STRUCTURES:

   A. CONTRACTOR SHALL FIELD VERIFY LOCATION AND INVERT ELEVATIONS OF WASTEWATER PIPE FOR CONNECTION TO EXISTING WASTEWATER SYSTEMS PRIOR TO STARTING UTILITY WORK.

   B. EXISTING MANHOLES LOCATED WITHIN PROPOSED CUT/FILL AREAS SHALL BE ADJUSTED TO ASSURE THAT THE TOP OF GRATE MATCHED PROPOSED FINISH GRADE.

   C. THE OUTSIDE OF ALL MANHOLES SHALL BE COATED WITH BITUMINOUS PAINT.

   D. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT SEAL METHOD.

WATER SYSTEM INFORMATION:

1. NOTIFICATIONS:

   A. NOTIFY LOCAL MUNICIPALITY AND UTILITY DISTRICT PRIOR TO THE START OF CONSTRUCTION AND THE WATER AND SEWER INSPECTOR FOR WORK WITHIN THE PUBLIC RIGHT-OF-WAY AND ANY METER WORK.

   B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING THE SEQUENCING OF CONSTRUCTION FOR ALL UTILITIES SO THAT WATER MAINS DO NOT CONFLICT WITH OTHER UTILITIES.

   C. THE CONTRACTOR SHALL PROVIDE ALL HORIZONTAL BENDS IN ORDER TO PROVIDE THE ALIGNMENT SHOWN ON THE PLANS. VERTICAL BENDS SHALL BE PROVIDED IN ORDER TO PASS UNDER/OVER OTHER UTILITY LINES, PROVIDING MINIMUM COVER AS SPECIFIED BY THE LOCAL MUNICIPALITY. PROVIDE BRACING AND SUPPORT AS REQUIRED BY THE LOCAL MUNICIPALITY.

2. HYDRANTS:

   A. FOR FIRE HYDRANT INSTALLATION REFER TO DETAILS.

3. PIPES:

   A. ALL EXISTING DOMESTIC WATER LINES ARE TO BE ABANDONED IN PLACE UNLESS NOTED OTHERWISE.

   B. D.I.P. SHALL BE USED THROUGHOUT THE ENTIRE PROJECT UNLESS OTHERWISE NOTED ON THE PLANS. ALL INSTALLATION, MATERIAL, DISINFECTION, AND INSPECTIONS SHALL BE IN ACCORDANCE WITH THE LOCAL MUNICIPALITY STANDARD SPECIFICATIONS.

   C. PROVIDE A MINIMUM OF 36 INCHES OF COVER OVER ALL WATER MAINS.

4. WATER MAIN INSTALLATION:

   A. ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE LOCAL MUNICIPALITY.

   B. THE CONTRACTOR SHALL ADJUST THE ALIGNMENT OF THE WATER MAIN, AS NECESSARY, IN ORDER TO PROVIDE PROPER SEPARATION OF UTILITIES AND ALLOW SPACING NECESSARY FOR BRACING AT BENDS AND TEES.

   C. WATER SERVICES SHALL BE ¾ INCH TYPE K COPPER AND SHALL INCLUDE CORPORATION STOPS, METER BOXES, AND OTHER FITTINGS AS REQUIRED.

   D. ALL WATER LINE SERVICES SHALL EXTEND BEYOND THE RIGHT-OF-WAY AND INTO PRIVATE LOTS.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DEENSON PLACE PUD
SUBDIVISION (COF# 9130)
FLEMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEACON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
10/21/2026
COMMERCE
No. 137111
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026

KIMLEY-HORN PROJECT NO. 118129143

GENERAL NOTES

SHEET NUMBER
C0.1

Drawing name: K:\FRA_LDEV\118129143 - ecg - west me



Modification of Standards Request

Section 18.3.7.D: Naturalistic Screening

18.3.7.D - The following shall be prohibited. Stormwater retention or detention Facilities.

A modification of standard 18.3.7.D to allow stormwater infrastructure within the Historic Buffer.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

There is existing stormwater infrastructure crossing the site not located in easements or documented by city GIS. By locating the drainage infrastructure closer to the edge of the property, more room is available to provide additional open space and resident focused amenities. It also allows for new public storm infrastructure to be installed on site that better meets current COF standards.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This is a redevelopment project in the dense core of downtown Franklin. The options for historic buffers screening are not geared towards urban redevelopment but greenfield properties outside of the urban core. The facility driving the historic buffer is currently not currently on the historic registry. They are existing structures on site currently located in the buffer extents and proposed structures are located outside of the buffer. Based on site investigation conducted by the project team with members of COF staff, there is already existing stormwater infrastructure located in the buffer. The intent is to provide the same amount of required landscaping within the reduced area. Naturalistic Screening requires 1 tree per 400 SF of buffer.

3. The modification is consistent with the intent of Envision Franklin:

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.

2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context, so the recommended buffer from staff does not fit the surrounding context in downtown Franklin and desired design concepts.

Section 18.3.8.C: Naturalistic Screening

18.3.8.C - In the event that utilities must be installed within an edge treatment in a manner that is parallel, additional width shall be added in an amount equivalent to the amount occupied by the utility lines and any associated easements. Any path cleared by utility installation shall be replaced with plant materials consistent with what was removed.

A modification of standard 18.3.8.C to allow utility easement within Historic Buffer without applying additional offsetting width to buffer.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

There is existing stormwater infrastructure crossing the site that is not located in easements or documented by city GIS. If additional width must be applied to the buffer the buffer is essentially widened. To offsite the buffer and easement width, open space and resident focused amenities around the site would be reduced to offset the area needed for storm infrastructure.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

Current drainage patterns onsite drain towards the buffer area. To follow existing drainage patterns and maintain current outfall points stormwater infrastructure must pass through the buffer area. The requirement from the zoning ordinance mentions the additional buffer width is needed to replace the plant materials that are removed from the buffer. However, the current site is developed and there are minimal to no plant materials that will be removed to install the storm infrastructure. Additional width does not seem necessary because the intent of the requirement is to provide room to offset existing natural vegetation removed by utility installation. There is no significant vegetation in the buffer area currently.

3. The modification is consistent with the intent of Envision Franklin:

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.

2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context. Increasing the buffer width due to stormwater utilities being in buffer width creates less of an urban context on site which goes against the intent of Envision Franklin for the downtown core of the city.

HISTORIC BUFFER - NATURALISTIC SCREENING

TOTAL SF : 12,000 SF
PLANTING REQUIREMENT: 1 TREE PER 400 SF

TREES REQUIRED:	30
TREES PROVIDED:	30

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

TENNESSEE REG. NO. 343 LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

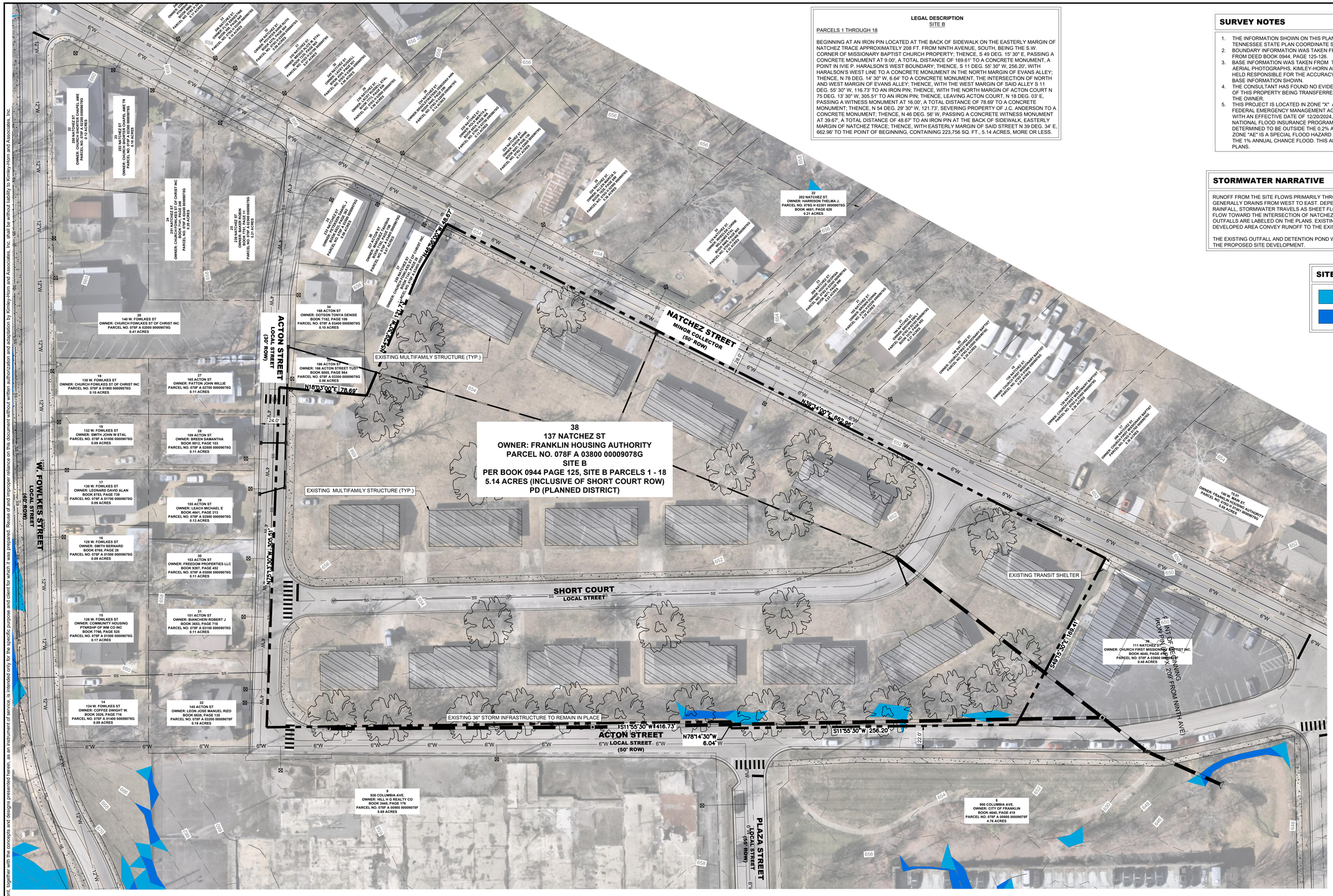
DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026

KIMLEY-HORN PROJECT NO.
118129143

MOS 3 AND 4 - EXHIBIT

SHEET NUMBER
C0.2

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LEGAL DESCRIPTION
SITE B

PARCELS 1 THROUGH 18

BEGINNING AT AN IRON PIN LOCATED AT THE BACK OF SIDEWALK ON THE EASTERLY MARGIN OF NATCHEZ TRACE APPROXIMATELY 208 FT. FROM NINTH AVENUE, SOUTH, BEING THE S.W. CORNER OF MISSIONARY BAPTIST CHURCH PROPERTY; THENCE, S 49 DEG. 15' 30" E, PASSING A CONCRETE MONUMENT AT 9.00', A TOTAL DISTANCE OF 169.61' TO A CONCRETE MONUMENT, A POINT IN IVIE P. HARALSON'S WEST BOUNDARY; THENCE, S 11 DEG. 55' 30" W, 256.20', WITH HARALSON'S WEST LINE TO A CONCRETE MONUMENT IN THE NORTH MARGIN OF EVANS ALLEY; THENCE, N 78 DEG. 14' 30" W, 6.64' TO A CONCRETE MONUMENT, THE INTERSECTION OF NORTH AND WEST MARGIN OF EVANS ALLEY; THENCE, WITH THE WEST MARGIN OF SAID ALLEY S 11 DEG. 55' 30" W, 116.73' TO AN IRON PIN; THENCE, WITH THE NORTH MARGIN OF ACTON COURT N 75 DEG. 13' 00" W, 305.51' TO AN IRON PIN; THENCE, LEAVING ACTON COURT, N 18 DEG. 03' E, PASSING A WITNESS MONUMENT AT 16.00', A TOTAL DISTANCE OF 78.69' TO A CONCRETE MONUMENT; THENCE, N 54 DEG. 29' 30" W, 121.73', SEVERING PROPERTY OF J.C. ANDERSON TO A CONCRETE MONUMENT; THENCE, N 46 DEG. 56' W, PASSING A CONCRETE WITNESS MONUMENT AT 39.67', A TOTAL DISTANCE OF 48.67' TO AN IRON PIN AT THE BACK OF SIDEWALK, EASTERLY MARGIN OF NATCHEZ TRACE; THENCE, WITH EASTERLY MARGIN OF SAID STREET N 39 DEG. 34' E, 662.96' TO THE POINT OF BEGINNING, CONTAINING 223,756 SQ. FT., 5.14 ACRES, MORE OR LESS.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BOUNDARY INFORMATION WAS TAKEN FROM THE LEGAL DESCRIPTION FROM DEED BOOK 0944, PAGE 125-126.
3. BASE INFORMATION WAS TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY (MAP NO. 47187C0192H, WITH AN EFFECTIVE DATE OF 12/20/2024, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN. ZONE "AE" IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THIS AREA IS INDICATED ON THE PLANS.

STORMWATER NARRATIVE

RUNOFF FROM THE SITE FLOWS PRIMARILY THROUGH DEVELOPED AREAS AND GENERALLY DRAINS FROM WEST TO EAST. DEPENDING ON THE POINT OF RAINFALL, STORMWATER TRAVELS AS SHEET FLOW AND SHALLOW CHANNEL FLOW TOWARD THE INTERSECTION OF NATCHEZ STREET AND ACTON STREET. OUTFALLS ARE LABELED ON THE PLANS. EXISTING INLETS WITHIN THE DEVELOPED AREA CONVEY RUNOFF TO THE EXISTING DETENTION POND.

THE EXISTING OUTFALL AND DETENTION POND WILL BE UTILIZED AS PART OF THE PROPOSED SITE DEVELOPMENT.

SITE SLOPE TABLE

	14% - 19.99%
	20% and above

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEAN TON J. HILDABRAND
CERTIFIED ENGINEER
AGRICULTURE
4/27/2026
COMMERCE
No. 127314
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026

KIMLEY-HORN PROJECT NO. 118129143

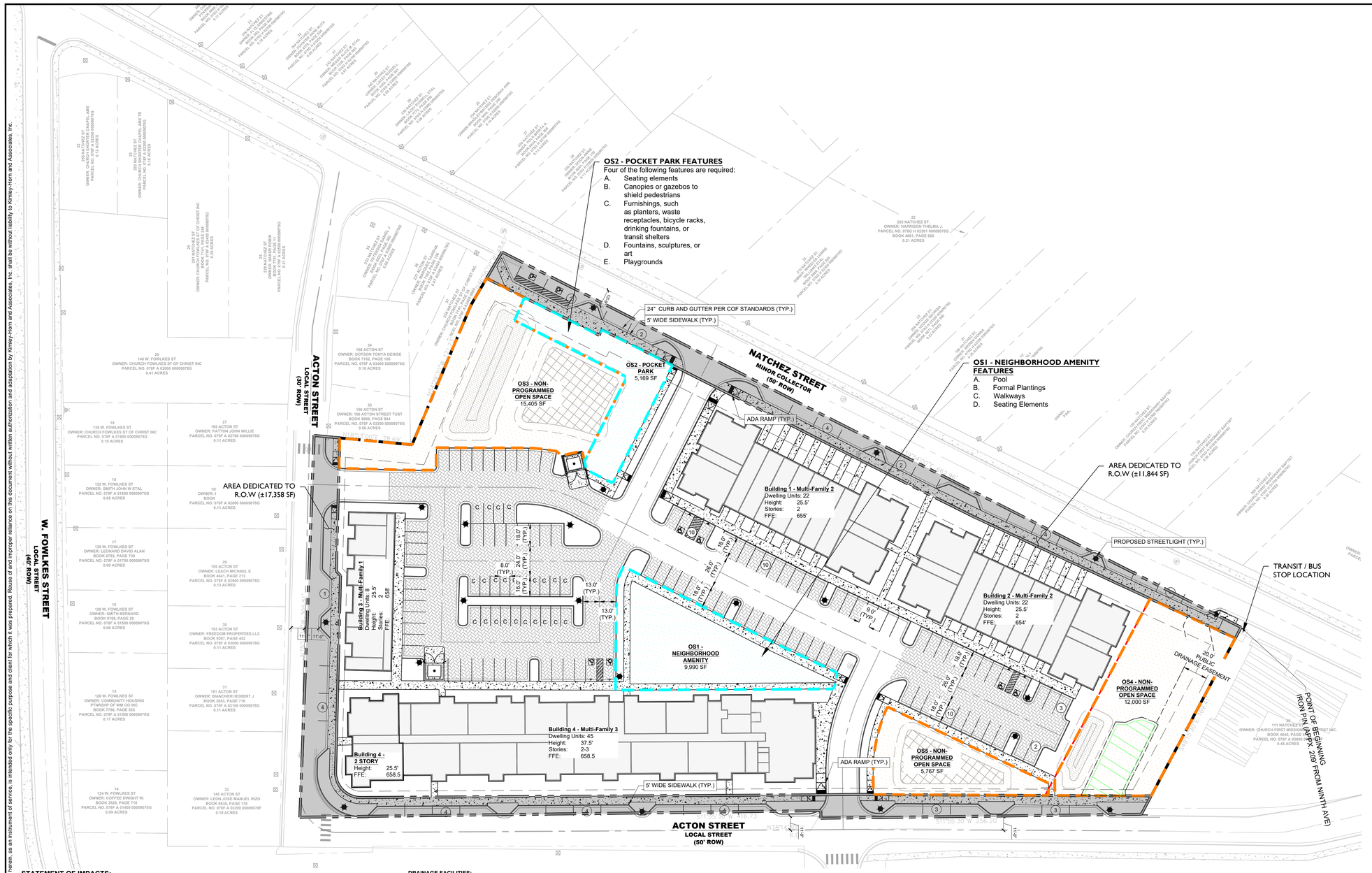
EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\2 - Natchez Place\PlanSheets\C1.0 EXISTING CONDITIONS.dwg C1.0 EXISTING CONDITIONS Jun 15, 2026 11:14am by: Adam.Lawrence

COF #9130



SITE DATA TABLE

PROJECT NAME	DENSON PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9130
SITE ADDRESS	137 NATCHEZ PLACE FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078G PARCEL 03800
EXISTING SITE ACREAGE / SQUARE FOOTAGE	5.14 AC / 223,756 SF
FUTURE R.O.W. DEDICATION	0.67 AC / 29,202 SF
PROPOSED SITE ACREAGE / SQUARE FOOTAGE	4.47 AC / 194,554 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (21.70)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
NATCHEZ STREET	13'
ACTON STREET	5'
SIDE	15'
REAR	15'
DWELLING UNITS	97
1 BEDROOM	6
2 BEDROOM	42
3 BEDROOM	45
4 BEDROOM	4
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	0.89 AC (20%)
PROVIDED LSA	1.65 AC (37%)
OPEN SPACE REQUIRED	0.22 AC (5%)
NATURAL AREA REQUIRED	0.45 AC (10%)
TREE RETENTION REQUIRED	0.59 AC (48%)
PARKING REQUIRED	214
1 BEDROOM	8
2 BEDROOM	95
3 BEDROOM	102
4 BEDROOM	9
PARKING PROVIDED	170
HISTORICAL RESOURCE TREATMENT	Y

KEY

- PRESERVED CANOPY
- OPEN SPACE
- NON-PROGRAMMED OPEN SPACE
- TREE PROTECTION FENCE

Building Occupancy Classification
R-2 (Residential Group 2) - Apartment Buildings
B (Business) - Leasing Office
A-3 Assembly - Fitness

Construction Type
Buildings 1-4 = Type VA Construction
Sprinker sysytem: NFPA 13R

OPEN SPACE REQUIREMENTS

MINIMUM OPEN SPACE REQUIREMENT	15% (5% OPEN SPACE, 10% NATURAL AREA)		
TOTAL SITE AREA:	4.47 AC	OPEN SPACE	NATURAL AREA
OPEN SPACE REQUIRED:	0.67 AC	0.22 AC	0.45 AC
OPEN SPACE PROVIDED			
KEY	CLASSIFICATION	AREA OF OPEN SPACE	
OS-1	POCKET PARK	9,990 SF	0.23 AC
OS-2	POCKET PARK	5,169 SF	0.12 AC
OS-3	NON-PROGRAMMED OPEN SPACE	15,405 SF	0.35 AC
OS-4	NON-PROGRAMMED OPEN SPACE	12,000 SF	0.28 AC
OS-5	NON-PROGRAMMED OPEN SPACE	5,767 SF	0.13 AC
TOTAL OPEN SPACE PROVIDED		**15,159 SF**	**0.35 AC**
TOTAL NON-PROGRAMMED OPEN SPACE PROVIDED		**33,172 SF**	**0.76 AC**

TREE CANOPY AREA			
TREE AREA	OVERALL SITE AREA =	194,554 SF	4.47 AC
	EXISTING	REMOVED	RETAINED
	53,940 SF	52,189 SF	1,751 SF
TREE CANOPY DATA			
EXISTING TREE CANOPY:	53,940 SF		1.24 AC
	28%	OF SITE	
REQUIRED CANOPY PRESERVATION:	25,891 SF		0.59 AC
	48%	OF TOTAL CANOPY	
PROVIDED CANOPY PRESERVATION:	1,751 SF		0.04 AC
	3%	OF TOTAL CANOPY	
EXISTING TREE CANOPY CALCULATION IS BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY.			

STATEMENT OF IMPACTS:

WATER:
SERVICE PROVIDER: THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN WATER SYSTEM.
DEMAND: THE DEVELOPMENT INCLUDES 91 MULTIFAMILY DWELLING UNITS, INCLUSIVE OF 30 EXISTING UNITS CURRENTLY ON SITE. THE EXISTING UNITS WILL BE ACCOUNTED FOR IN THE OVERALL WATER DEMAND ANALYSIS, AND ONLY THE NET ADDITIONAL DEMAND ASSOCIATED WITH THE PROPOSED DEVELOPMENT HAS BEEN REQUESTED FROM THE CITY ON APRIL 27, 2026.
INFRASTRUCTURE: AN EXISTING 6-INCH CAST IRON CITY OF FRANKLIN WATER MAIN IS LOCATED ALONG NATCHEZ STREET AND CURRENTLY SERVES THE SITE VIA MULTIPLE EXISTING SERVICE CONNECTIONS ALONG THE PROJECT FRONTAGE. THE PROJECT PROPOSES INSTALLATION OF A NEW 12-INCH DUCTILE IRON WATER MAIN ALONG THE SITE FRONTAGE ON NATCHEZ STREET, WHICH WILL CONNECT TO THE EXISTING 12-INCH WATER MAIN ON W. FOWLKES STREET. FROM THE PROPOSED 12-INCH DUCTILE IRON WATER MAIN ON NATCHEZ STREET, AN 8-INCH DUCTILE IRON WATER MAIN IS PROPOSED TO EXTEND ALONG THE CENTRAL DRIVE OF THE SITE TO CONNECT TO THE EXISTING 6-INCH CAST IRON WATER MAIN LOCATED ON ACTON STREET. THE EXISTING 6-INCH MAIN WILL REMAIN IN SERVICE. EXISTING TAPS CURRENTLY CONNECTED TO THE 6-INCH MAIN ARE ANTICIPATED TO BE RETAPPED TO THE PROPOSED 12-INCH DUCTILE IRON MAIN IN COORDINATION WITH THE CITY AS PART OF FUTURE PHASES.

SEWER:
SERVICE PROVIDER:THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN SANITARY SEWER SYSTEM.
CAPACITY: A SANITARY SEWER CAPACITY REQUEST WAS SUBMITTED TO THE CITY OF FRANKLIN ON APRIL 27, 2026, IN ACCORDANCE WITH THE CITY'S SEWER AVAILABILITY REQUEST REQUIREMENTS.
THE EXISTING SITE IS ESTIMATED TO GENERATE 30 SFUE (10,500 GPD). THE PROPOSED DEVELOPMENT IS ANTICIPATED TO GENERATE 89.30 SFUE (31,250 GPD).
AS THE SITE IS CURRENTLY SERVED BY EXISTING SANITARY SEWER INFRASTRUCTURE, AVAILABILITY IS BEING REQUESTED FOR THE NET ADDITIONAL DEMAND OF 59.30 SFUE (20,750 GPD) ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
INFRASTRUCTURE: EXISTING SANITARY SEWER INFRASTRUCTURE IS ADEQUATE TO SERVE THE PROPOSED DEVELOPMENT. AT THE CITY'S REQUEST, THE PROJECT PROPOSES TO EXTEND AN 8-INCH SANITARY SEWER FROM NATCHEZ STREET THROUGH THE CENTRAL DRIVE AISLE, WITH PROVISIONS FOR A FUTURE SANITARY SEWER CONNECTION AT PLAZA STREET TO ACCOMMODATE POTENTIAL FUTURE DEVELOPMENT.

REPURIFIED (REUSE) WATER FACILITIES:
NOT AVAILABLE

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

THE SITE HAS A MINOR COLLECTOR TO THE EAST AND LOCAL ROADS TO THE WEST AND SOUTH. DAILY ACCESS TO NATCHEZ PLACE IS PROVIDED BY DIRECT CONNECTIONS TO NATCHEZ STREET AND ACTON STREET.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY HORN AND ASSOCIATE, INC, AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS A CRITICAL COMPONENT OF THE SITE DESIGN GIVEN THE EXISTING STORM INFRASTRUCTURE AND ESTABLISHED FLOW DIRECTIONS.

FLOW MANAGEMENT:
STORMWATER RUNOFF WILL PRIMARILY FLOW FROM SOUTH TO NORTH AND WILL BE CAPTURED, CONVEYED, AND TREATED THROUGH THE PROPOSED STORM INFRASTRUCTURE. THE PROPOSED PUBLIC STORM INFRASTRUCTURE IS DESIGNED TO BYPASS ON-SITE TREATMENT AND DETENTION AND OUTFALL TO THE EXISTING OFF-SITE DETENTION FACILITY. ON-SITE RUNOFF WILL BE TREATED WITHIN THE TWO DESIGNATED BIOPOND AREAS AND ULTIMATELY CONVEYED TO THE PROPOSED DETENTION SYSTEM LOCATED NORTH OF THE PROJECT SITE. THIS APPROACH NECESSITATES EFFECTIVE CAPTURE, TREATMENT, AND CONTROLLED RELEASE OF STORMWATER. RUNOFF WILL BE CONVEYED PRIMARILY VIA A COMBINATION OF STORM PIPING AND SHEET FLOW. BIORETENTION AND DETENTION PONDS: THE INCORPORATION OF BIORETENTION AND DETENTION PONDS WILL MANAGE RUNOFF, IMPROVE WATER QUALITY, AND REDUCE THE RISK OF FLOODING. THE DEVELOPMENT WILL UTILIZE THE EXISTING DETENTION BASIN LOCATED AT THE NORTHEAST CORNER OF THE SITE, IN ADDITION TO PROPOSED ON-SITE DETENTION MEASURES.
INFRASTRUCTURE: PROVIDING AN APPROPRIATE DRAINAGE SYSTEM AND ENSURING THE EFFECTIVE INTEGRATION OF STORMWATER PONDS WITHIN THE OVERALL DEVELOPMENT PLAN IS ESSENTIAL FOR SUCCESSFUL STORMWATER MANAGEMENT. APPROXIMATELY THREE ACRES OF IMPERVIOUS AREA ARE PROPOSED WITHIN THE PROJECT SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.54 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUATERS - 0.12 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
ASSAULT ON COTTON GIN - 0.41 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
97 HOMES X 0.22 STUDENTS = 22 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.
97 Units - 30 Units (existing) = 67 new Units requested
67 Units x $5,408 = $362,336
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 4

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

MATTHEW S. WOLFF
5/14/26
TENNESSEE
REGISTERED
LANDSCAPE ARCHITECT

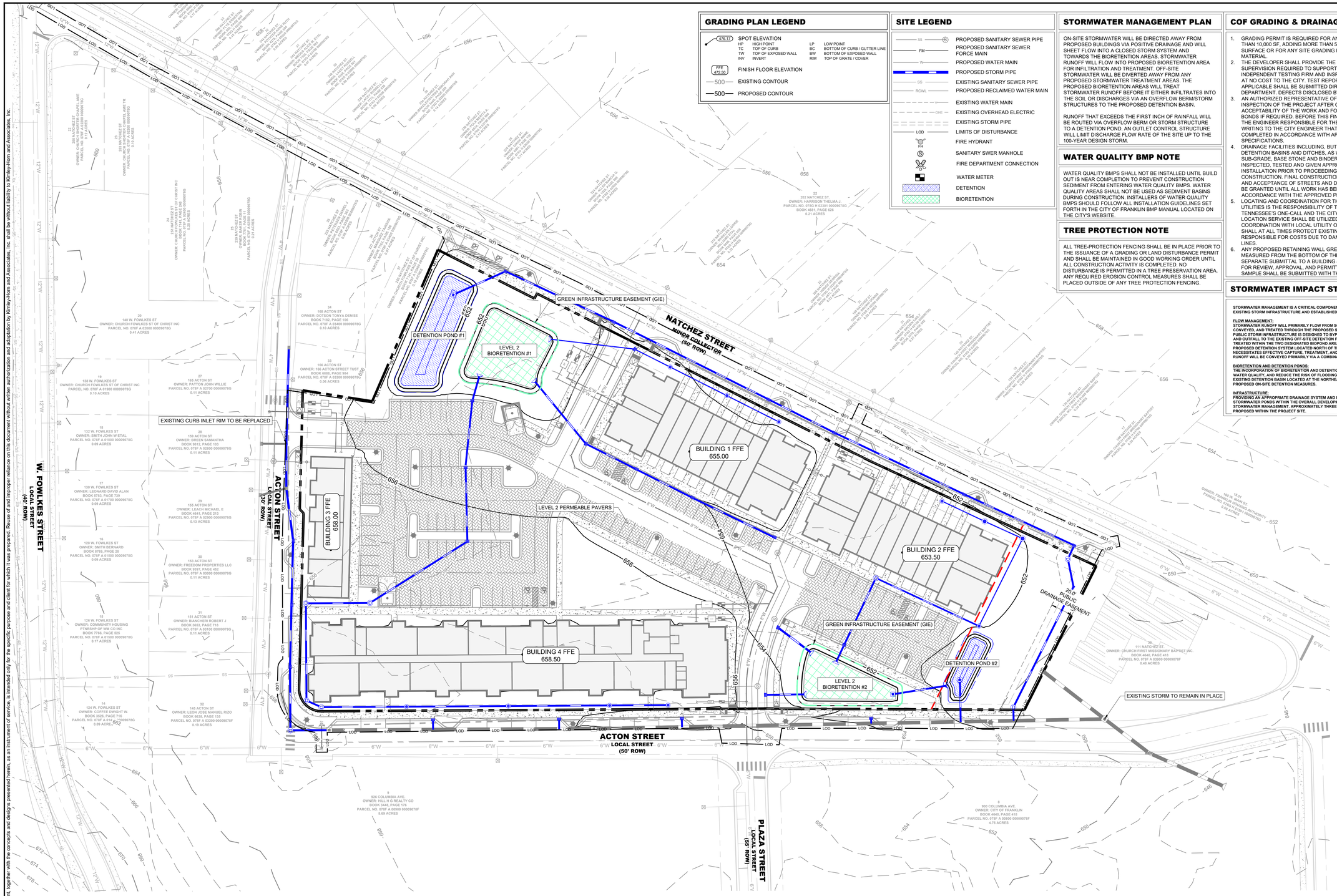
NO.	DATE	BY	REVISIONS
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: KOG
DRAWN BY: KOG
CHECKED BY: DJH
DATE: 4/27/2026
KIMLEY-HORN PROJECT NO. 118129143

SITE LAYOUT - OVERALL

SHEET NUMBER
C2.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



GRADING PLAN LEGEND

- 470.17 — SPOT ELEVATION
- HP — HIGH POINT
- TC — TOP OF CURB
- TW — TOP OF EXPOSED WALL
- INV — INVERT
- LP — LOW POINT
- BC — BOTTOM OF CURB / GUTTER LINE
- BW — BOTTOM OF EXPOSED WALL
- RIM — TOP OF GRATE / COVER
- FFE 472.50 — FINISH FLOOR ELEVATION
- 500 — EXISTING CONTOUR
- 500 — PROPOSED CONTOUR

SITE LEGEND

- SS — PROPOSED SANITARY SEWER PIPE
- FM — PROPOSED SANITARY SEWER FORCE MAIN
- W — PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- SS — EXISTING SANITARY SEWER PIPE
- RCWL — PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- OHE — EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LOD — LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER
- DETENTION
- BIORETENTION

STORMWATER MANAGEMENT PLAN

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS VIA POSITIVE DRAINAGE AND WILL SHEET FLOW INTO A CLOSED STORM SYSTEM AND TOWARDS THE BIORETENTION AREAS. STORMWATER RUNOFF WILL FLOW INTO PROPOSED BIORETENTION AREA FOR INFILTRATION AND TREATMENT. OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM ANY PROPOSED STORMWATER TREATMENT AREAS. THE PROPOSED BIORETENTION AREAS WILL TREAT STORMWATER RUNOFF BEFORE IT EITHER INFILTRATES INTO THE SOIL OR DISCHARGES VIA AN OVERFLOW BERM/STORM STRUCTURES TO THE PROPOSED DETENTION BASIN.

RUNOFF THAT EXCEEDS THE FIRST INCH OF RAINFALL WILL BE ROUTED VIA OVERFLOW BERM OR STORM STRUCTURE TO A DETENTION POND. AN OUTLET CONTROL STRUCTURE WILL LIMIT DISCHARGE FLOW RATE OF THE SITE UP TO THE 100-YEAR DESIGN STORM.

WATER QUALITY BMP NOTE

WATER QUALITY BMPS SHALL NOT BE INSTALLED UNTIL BUILD OUT IS NEAR COMPLETION TO PREVENT CONSTRUCTION SEDIMENT FROM ENTERING WATER QUALITY BMPS. WATER QUALITY AREAS SHALL NOT BE USED AS SEDIMENT BASINS DURING CONSTRUCTION. INSTALLERS OF WATER QUALITY BMPS SHOULD FOLLOW ALL INSTALLATION GUIDELINES SET FORTH IN THE CITY OF FRANKLIN BMP MANUAL LOCATED ON THE CITY'S WEBSITE.

TREE PROTECTION NOTE

ALL TREE-PROTECTION FENCING SHALL BE IN PLACE PRIOR TO THE ISSUANCE OF A GRADING OR LAND DISTURBANCE PERMIT AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETED. NO DISTURBANCE IS PERMITTED IN A TREE PRESERVATION AREA. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.

COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

STORMWATER IMPACT STATEMENT

STORMWATER MANAGEMENT IS A CRITICAL COMPONENT OF THE SITE DESIGN GIVEN THE EXISTING STORM INFRASTRUCTURE AND ESTABLISHED FLOW DIRECTIONS.

FLOW MANAGEMENT:
STORMWATER RUNOFF WILL PRIMARILY FLOW FROM SOUTH TO NORTH AND WILL BE CAPTURED, CONVEYED, AND TREATED THROUGH THE PROPOSED STORM INFRASTRUCTURE. THE PROPOSED PUBLIC STORM INFRASTRUCTURE IS DESIGNED TO BYPASS ON-SITE TREATMENT AND DETENTION AND OUTFALL TO THE EXISTING OFF-SITE DETENTION FACILITY. ON-SITE RUNOFF WILL BE TREATED WITHIN THE TWO DESIGNATED BIOPOND AREAS AND ULTIMATELY CONVEYED TO THE PROPOSED DETENTION SYSTEM LOCATED NORTH OF THE PROJECT SITE. THIS APPROACH NECESSITATES EFFECTIVE CAPTURE, TREATMENT, AND CONTROLLED RELEASE OF STORMWATER. RUNOFF WILL BE CONVEYED PRIMARILY VIA A COMBINATION OF STORM PIPING AND SHEET FLOW.

BIORETENTION AND DETENTION PONDS:
THE INCORPORATION OF BIORETENTION AND DETENTION PONDS WILL MANAGE RUNOFF, IMPROVE WATER QUALITY, AND REDUCE THE RISK OF FLOODING. THE DEVELOPMENT WILL UTILIZE THE EXISTING DETENTION BASIN LOCATED AT THE NORTHEAST CORNER OF THE SITE, IN ADDITION TO PROPOSED ON-SITE DETENTION MEASURES.

INFRASTRUCTURE:
PROVIDING AN APPROPRIATE DRAINAGE SYSTEM AND ENSURING THE EFFECTIVE INTEGRATION OF STORMWATER PONDS WITHIN THE OVERALL DEVELOPMENT PLAN IS ESSENTIAL FOR SUCCESSFUL STORMWATER MANAGEMENT. APPROXIMATELY THREE ACRES OF IMPERVIOUS AREA ARE PROPOSED WITHIN THE PROJECT SITE.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND — REGISTERED ENGINEER — AGRICULTURE — 10/21/2026 — COMMISSION NO. 121314 — STATE OF TENNESSEE

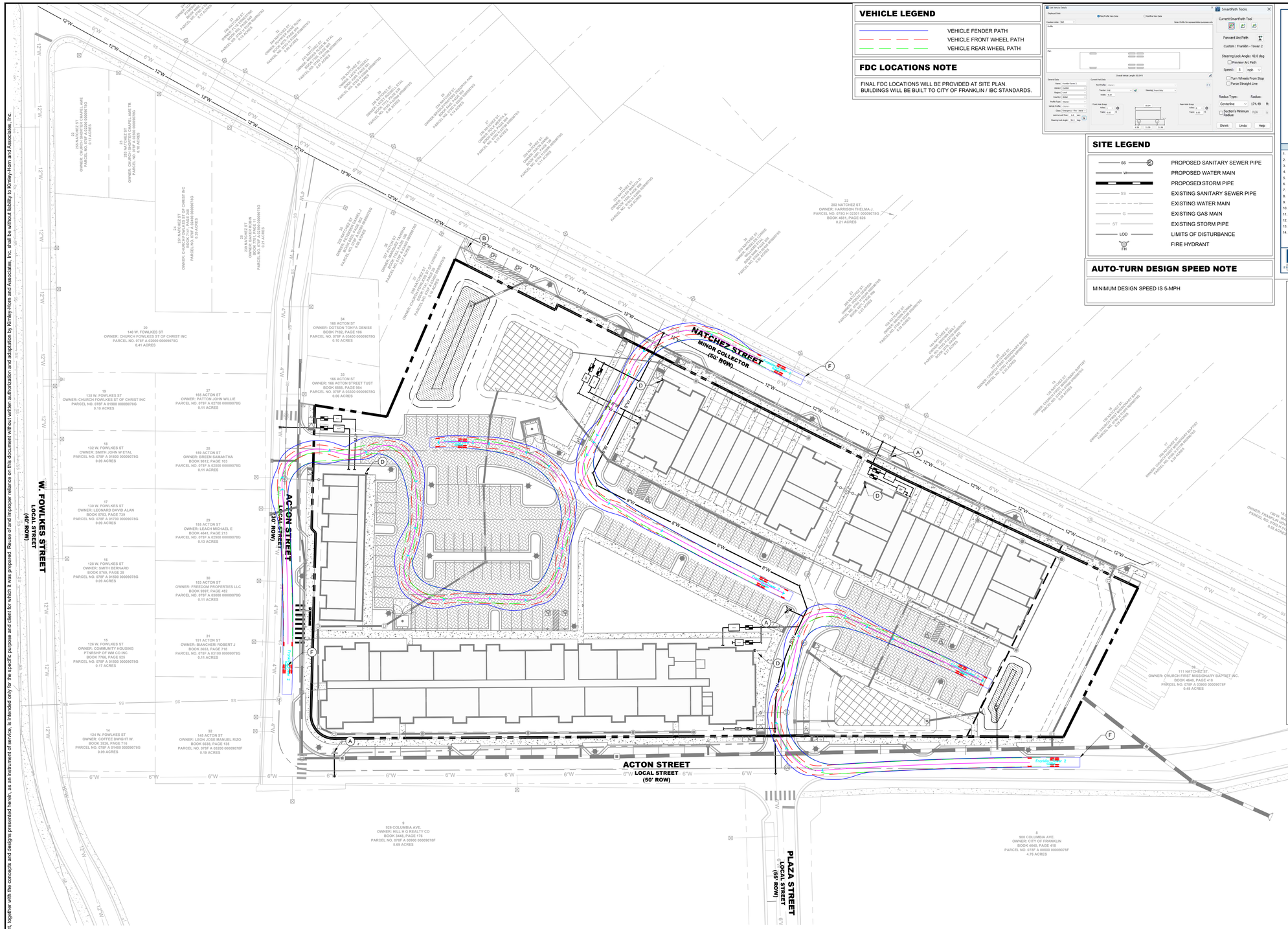
No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

GRADING AND DRAINAGE PLAN - OVERALL

SHEET NUMBER
C3.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



VEHICLE LEGEND

- VEHICLE FENDER PATH
- VEHICLE FRONT WHEEL PATH
- VEHICLE REAR WHEEL PATH

FDC LOCATIONS NOTE

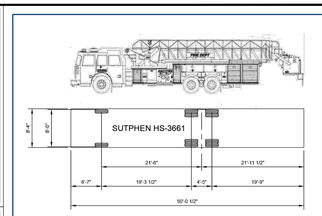
FINAL FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN.
BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN / IBC STANDARDS.

SITE LEGEND

- SS — PROPOSED SANITARY SEWER PIPE
- W — PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- SS — EXISTING SANITARY SEWER PIPE
- EXISTING WATER MAIN
- G — EXISTING GAS MAIN
- ST — EXISTING STORM PIPE
- LOD — LIMITS OF DISTURBANCE
- FH — FIRE HYDRANT

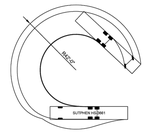
AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH



APPARATUS AND TURNING INFORMATION

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



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

ROW & 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-OFWAY 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 "TDOT 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.

IMPACT STATEMENT

ACCESS TO THE MULTIFAMILY PORTION (LOT 9 & 10) OF THE DEVELOPMENT WILL BE PROVIDED VIA PRIVATE ROAD WITH TWO CONNECTIONS DIRECTLY FROM TOWER CIRCLE ROAD. THE CONDO/RETAIL PORTION (LOT 14) OF THIS SITE WILL BE ACCESSED VIA PRIVATE ROAD WITH TWO CONNECTION DIRECTLY FROM TOWER CIRCLE ROAD.

OFFSITE IMPROVEMENTS ARE TO BE MADE PER RECOMMENDATIONS FROM THE TRAFFIC IMPACT ANALYSIS PREPARED BY KIMLEY HORN FOR THIS SITE AND DISCUSSIONS WITH CITY OF FRANKLIN OFFICIALS.

FIRE LANE STRIPPING

FIRE LANES SHALL BE MARKED WITH SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE - NO PARKING" VISIBLE FROM THE NORMAL LANE OF TRAFFIC AND PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL. A MAXIMUM OF 50-FEET ALTERNATING BETWEEN SIGNS AND PAVEMENT MARKINGS SHALL BE REQUIRED ALONG THE ENTIRE LENGTH OF THE FIRE LANE. PLACEMENT SUBJECT TO APPROVAL BY THE FIRE MARSHAL. SIZE OF LETTERING ON PAVEMENT SHALL BE 18-INCHES HIGH WITH A 3-INCH BRUSH STROKE.

KEYNOTE LEGEND

- (A) PROPOSED FIRE HYDRANT ASSEMBLY
- (B) EXISTING FIRE HYDRANT ASSEMBLY
- (C) FIRE LANE STRIPING
- (D) FIRE DEPARTMENT CONNECTION (TYP.)
- (E) CITY OF FRANKLIN GARBAGE TRUCK
- (F) FRANKLIN T-2 SUTPHEN FIRE TRUCK

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
10/21/2026
COMMERCE
No. 127314
STATE OF TENNESSEE

No.	DATE	BY	REVISIONS
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 4/27/2026
KIMLEY-HORN PROJECT NO. 118129143

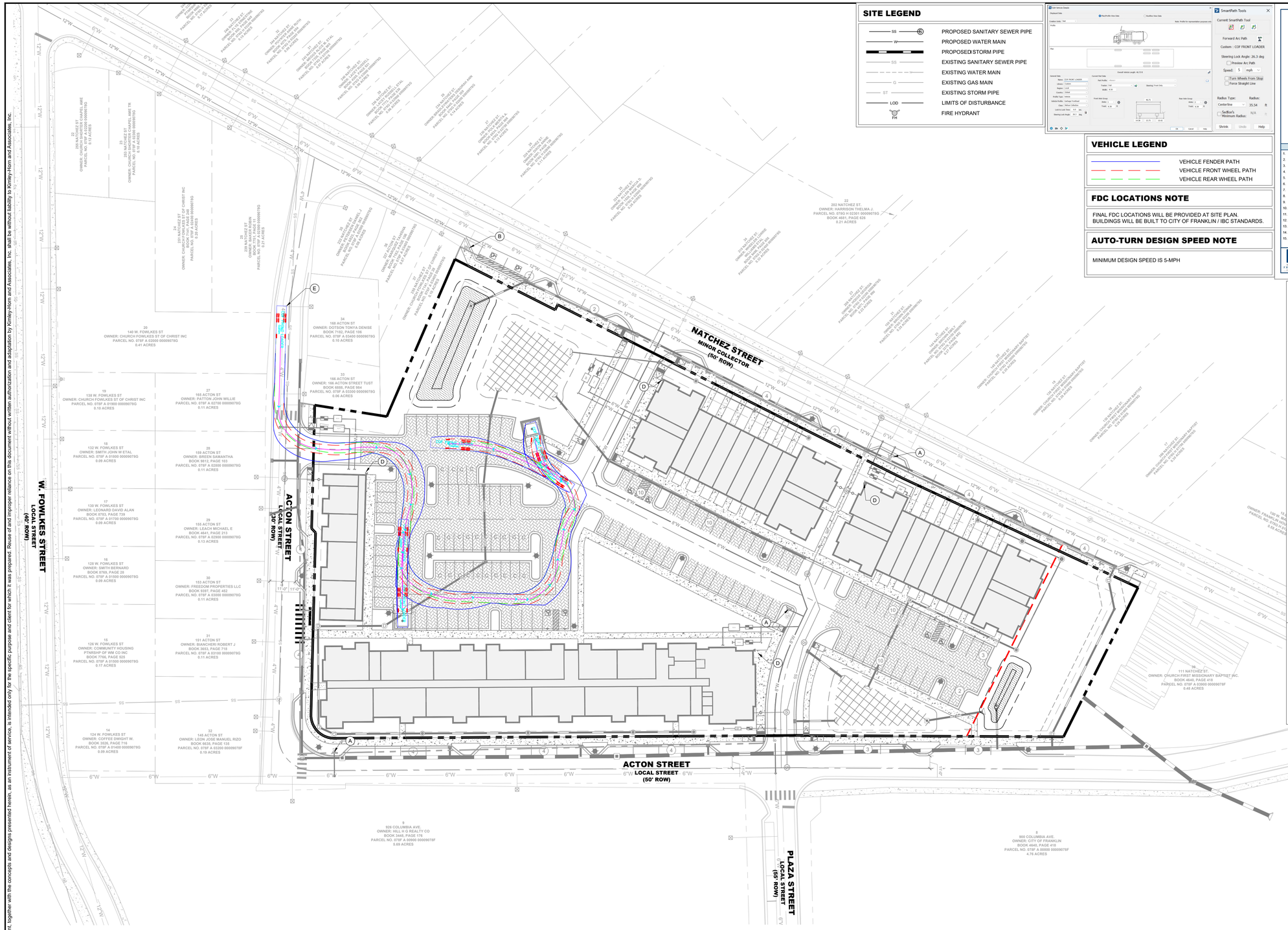
ROW & ACCESS PLAN - FIRE

SHEET NUMBER
C4.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118129143 - ecg - west meade & natchez\4-CADD\2 - natchez place\plansheets\C4.0 ROW & ACCESS PLAN.dwg C4.0 ROW & ACCESS PLAN - FIRE Jun 04, 2026 3:40pm by: Ethan.Fekete

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SITE LEGEND

SS ®	PROPOSED SANITARY SEWER PIPE
W	PROPOSED WATER MAIN
	PROPOSED STORM PIPE
SS	EXISTING SANITARY SEWER PIPE
W	EXISTING WATER MAIN
G	EXISTING GAS MAIN
ST	EXISTING STORM PIPE
LOD	LIMITS OF DISTURBANCE
FH	FIRE HYDRANT

VEHICLE LEGEND

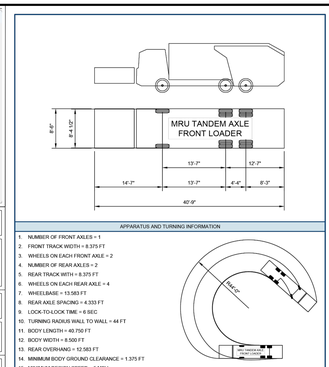
	VEHICLE FENDER PATH
	VEHICLE FRONT WHEEL PATH
	VEHICLE REAR WHEEL PATH

FDC LOCATIONS NOTE

FINAL FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN. BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN / IBC STANDARDS.

AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH



ROW & 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-OFWAY 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 "TDOT 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.

IMPACT STATEMENT

ACCESS TO THE MULTIFAMILY PORTION (LOT 9 & 10) OF THE DEVELOPMENT WILL BE PROVIDED VIA PRIVATE ROAD WITH TWO CONNECTIONS DIRECTLY FROM TOWER CIRCLE ROAD. THE CONDO/RETAIL PORTION (LOT 14) OF THIS SITE WILL BE ACCESSED VIA PRIVATE ROAD WITH TWO CONNECTION DIRECTLY FROM TOWER CIRCLE ROAD.

OFFSITE IMPROVEMENTS ARE TO BE MADE PER RECOMMENDATIONS FROM THE TRAFFIC IMPACT ANALYSIS PREPARED BY KIMLEY HORN FOR THIS SITE AND DISCUSSIONS WITH CITY OF FRANKLIN OFFICIALS.

FIRE LANE STRIPPING

FIRE LANES SHALL BE MARKED WITH SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE - NO PARKING" VISIBLE FROM THE NORMAL LANE OF TRAFFIC AND PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL. A MAXIMUM OF 50-FEET ALTERNATING BETWEEN SIGNS AND PAVEMENT MARKINGS SHALL BE REQUIRED ALONG THE ENTIRE LENGTH OF THE FIRE LANE. PLACEMENT SUBJECT TO APPROVAL BY THE FIRE MARSHAL. SIZE OF LETTERING ON PAVEMENT SHALL BE 18-INCHES HIGH WITH A 3-INCH BRUSH STROKE.

KEYNOTE LEGEND

A	PROPOSED FIRE HYDRANT ASSEMBLY
B	EXISTING FIRE HYDRANT ASSEMBLY
C	FIRE LANE STRIPING
D	FIRE DEPARTMENT CONNECTION (TYP.)
E	CITY OF FRANKLIN GARBAGE TRUCK
F	FRANKLIN T-2 SUTPHEN FIRE TRUCK

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

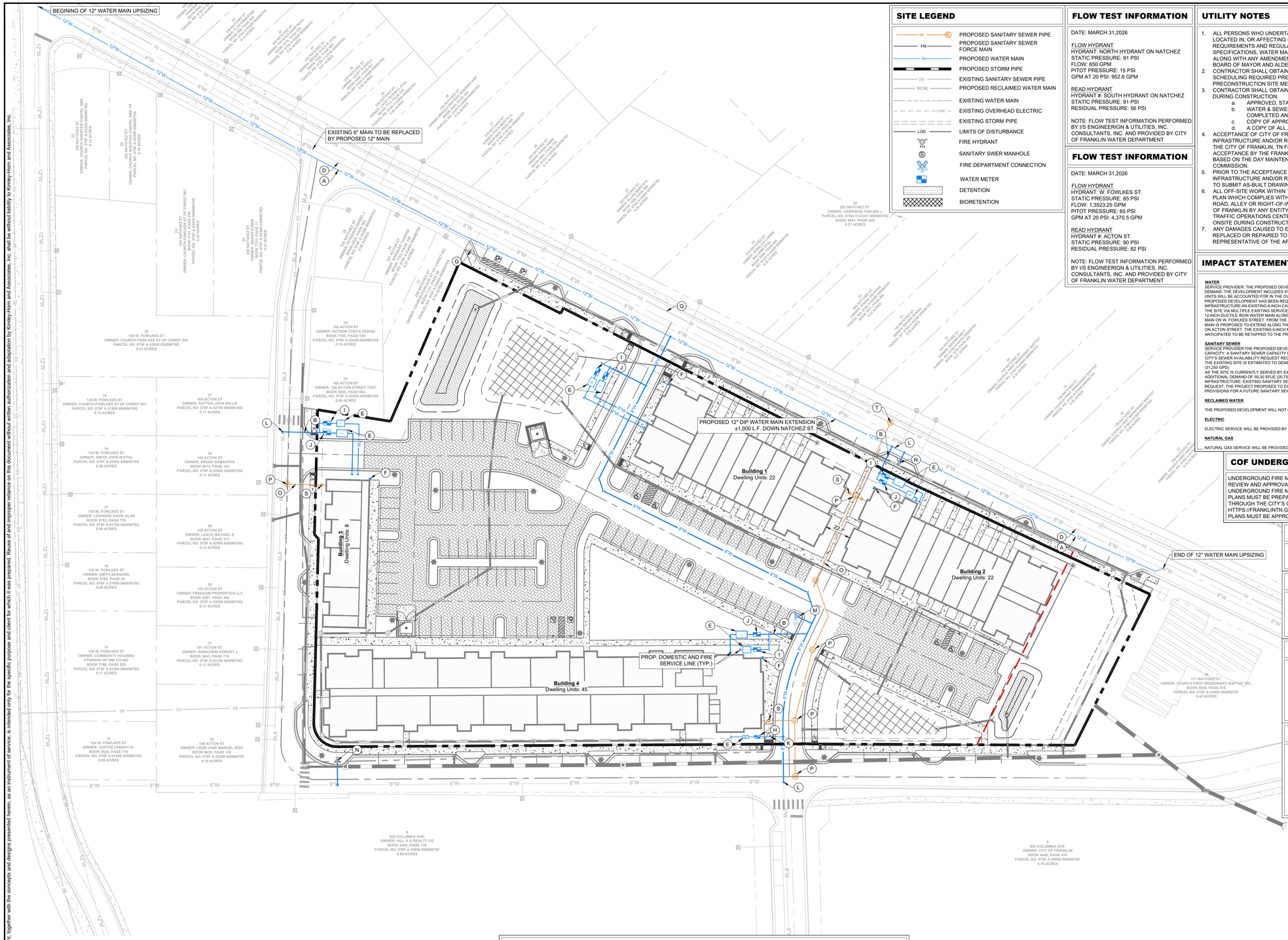
DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
10/21/2025
COMMERCE
No. 127314
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

ROW & ACCESS PLAN - TRASH

SHEET NUMBER
C4.1



SITE LEGEND

- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER
- DETENTION
- BIORETENTION

FLOW TEST INFORMATION

DATE: MARCH 31,2026

FLOW HYDRANT
HYDRANT: NORTH HYDRANT ON NATCHEZ
STATIC PRESSURE: 91 PSI
FLOW: 650 GPM
PITOT PRESSURE: 15 PSI
GPM AT 20 PSI: 952.8 GPM

READ HYDRANT
HYDRANT #: SOUTH HYDRANT ON NATCHEZ
STATIC PRESSURE: 91 PSI
RESIDUAL PRESSURE: 56 PSI

NOTE: FLOW TEST INFORMATION PERFORMED BY I/S ENGINEERIGN & UTILITIES, INC. CONSULTANTS, INC. AND PROVIDED BY CITY OF FRANKLIN WATER DEPARTMENT

FLOW TEST INFORMATION

DATE: MARCH 31,2026

FLOW HYDRANT
HYDRANT: W. FOWLKES ST.
STATIC PRESSURE: 85 PSI
FLOW: 1,3523.25 GPM
PITOT PRESSURE: 65 PSI
GPM AT 20 PSI: 4,370.5 GPM

READ HYDRANT
HYDRANT #: ACTON ST.
STATIC PRESSURE: 90 PSI
RESIDUAL PRESSURE: 82 PSI

NOTE: FLOW TEST INFORMATION PERFORMED BY I/S ENGINEERIGN & UTILITIES, INC. CONSULTANTS, INC. AND PROVIDED BY CITY OF FRANKLIN WATER DEPARTMENT

UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.

IMPACT STATEMENT

WATER
SERVICE PROVIDER: THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN WATER SYSTEM.
DEMAND: THE DEVELOPMENT INCLUDES 91 MULTIFAMILY DWELLING UNITS, INCLUSIVE OF 30 EXISTING UNITS CURRENTLY ON SITE. THE EXISTING UNITS WILL BE ACCOUNTED FOR IN THE OVERALL WATER DEMAND ANALYSIS, AND ONLY THE NET ADDITIONAL DEMAND ASSOCIATED WITH THE PROPOSED DEVELOPMENT HAS BEEN REQUESTED FROM THE CITY ON APRIL 27, 2026.
INFRASTRUCTURE: AN EXISTING 6-INCH CAST IRON CITY OF FRANKLIN WATER MAIN IS LOCATED ALONG NATCHEZ STREET AND CURRENTLY SERVES THE SITE VIA MULTIPLE EXISTING SERVICE CONNECTIONS ALONG THE PROJECT FRONTAGE. THE PROJECT PROPOSES INSTALLATION OF A NEW 12-INCH DUCTILE IRON WATER MAIN ALONG THE SITE FRONTAGE ON NATCHEZ STREET, WHICH WILL CONNECT TO THE EXISTING 12-INCH WATER MAIN ON W. FOWLKES STREET. FROM THE PROPOSED 12-INCH DUCTILE IRON WATER MAIN ON NATCHEZ STREET, AN 8-INCH DUCTILE IRON WATER MAIN IS PROPOSED TO EXTEND ALONG THE CENTRAL DRIVE OF THE SITE TO CONNECT TO THE EXISTING 6-INCH CAST IRON WATER MAIN LOCATED ON ACTON STREET. THE EXISTING 6-INCH MAIN WILL REMAIN IN SERVICE. EXISTING TAPS CURRENTLY CONNECTED TO THE 6-INCH MAIN ARE ANTICIPATED TO BE RETAPPED TO THE PROPOSED 12-INCH DUCTILE IRON MAIN IN COORDINATION WITH THE CITY AS PART OF FUTURE PHASES.

SANITARY SEWER
SERVICE PROVIDER:THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN SANITARY SEWER SYSTEM.
CAPACITY: A SANITARY SEWER CAPACITY REQUEST WAS SUBMITTED TO THE CITY OF FRANKLIN ON APRIL 27, 2026, IN ACCORDANCE WITH THE CITY'S SEWER AVAILABILITY REQUEST REQUIREMENTS.
THE EXISTING SITE IS ESTIMATED TO GENERATE 30 SFUE (10,500 GPD). THE PROPOSED DEVELOPMENT IS ANTICIPATED TO GENERATE 89.30 SFUE (31,250 GPD).
AS THE SITE IS CURRENTLY SERVED BY EXISTING SANITARY SEWER INFRASTRUCTURE, AVAILABILITY IS BEING REQUESTED FOR THE NET ADDITIONAL DEMAND OF 59.30 SFUE (20,750 GPD) ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
INFRASTRUCTURE: EXISTING SANITARY SEWER INFRASTRUCTURE IS ADEQUATE TO SERVE THE PROPOSED DEVELOPMENT. AT THE CITY'S REQUEST, THE PROJECT PROPOSES TO EXTEND AN 8-INCH SANITARY SEWER FROM NATCHEZ STREET THROUGH THE CENTRAL DRIVE AISLE, WITH PROVISIONS FOR A FUTURE SANITARY SEWER CONNECTION AT PLAZA STREET TO ACCOMMODATE POTENTIAL FUTURE DEVELOPMENT.

RECLAIMED WATER

THE PROPOSED DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

ELECTRIC

ELECTRIC SERVICE WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC (MTE) MEMBERSHIP CORPORATION.

NATURAL GAS

NATURAL GAS SERVICE WILL BE PROVIDED BY ATMOS ENERGY, PENDING AVAILABILITY.

COF UNDERGROUND SHOP DRAWING NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S GEOCIVIX ELECTRONIC PLAN REVIEW SITE: HTTPS://FRANKLINTN.GEOCIVIX.COM/SECURE/
PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE / DESIGN INTENT.

UTILITY LAYOUT NOTE

DETAILS AND LAYOUT OF UTILITIES SHOWN GRAPHICALLY ON THIS PLAN ARE SUBJECT TO CHANGE BETWEEN DEVELOPMENT PLAN AND SITE PLAN SUBMITTALS.

EXISTING UTILITIES NOTE

CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING. COF DOES NOT PARTICIPATE IN 811/TN ONE CALL. CONTACT COF WATER/SEWER DEPT. FOR LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.

PRIVATE FIRE HYDRANT NOTE

PRIVATE HYDRANT:
1. THE BARREL AND CAPS OF THE HYDRANT SHALL BE PAINTED PPG OIL BASED SILVER
2. THE TOP / BONNET OF THE HYDRANT SHALL BE PAINTED IN ACCORDANCE WITH THE FOLLOWING:
   - 2.1. ABOVE 1500-GPM = PPG OIL-BASED SAFETY BLUE
   - 2.2. 1000-GPM TO 1499-GPM = PPG OIL-BASED SAFETY GREEN
   - 2.3. 500-GPM TO 999-GPM = PPG OIL-BASED SAFETY ORANGE
   - 2.4. BELOW 500-GPM = PPG OIL-BASED SAFETY RED

PROP. UTILITY PLAN

THE PROPOSED UTILITY LAYOUT SHOWN ON THE DEVELOPMENT PLAN IS CONCEPTUAL IN NATURE, AND DUE TO THE LACK OF INFORMATION PROVIDED REGARDING BUILDING USES AND OCCUPANCY LOADS, THE FINAL UTILITY ALIGNMENTS FOR WATER, SANITARY SEWER AND RECLAIM WATER SHALL BE DETERMINED AT SITE PLAN. IF AT SITE PLAN THE UTILITY ALIGNMENT DOES NOT MEET CITY OF FRANKLIN SPECIFICATIONS AND SUPPORT THE CITY OF FRANKLINS ABILITY TO MAINTAIN SAID INFRASTRUCTURE, AND THESE GOALS CANNOT BE ACHIEVED, THE APPLICANT SHALL REVISE THE OVERALL DESIGN TO MEET THE CITY OF FRANKLIN'S UTILITY DESIGN STANDARDS AND SPECIFICATIONS.

UTILITY PLAN KEYNOTE LEGEND

A	PROPOSED WATER MAIN	K	PROPOSED 3" DOMESTIC WATERLINE
B	PROPOSED 6" FIRE WATERLINE	L	TIE TO EXISTING WATER MAIN
C	TIE TO EXISTING WATERLINE WITH 12" X 8" TEE AND VALVES	M	PROPOSED FIRE HYDRANT
D	EXISTING WATER MAIN	N	RELOCATED FIRE HYDRANT
E	BACK FLOW PREVENTER	O	PROPOSED SANITARY SEWER LINE
F	FIRE DEPARTMENT CONNECTION	P	PROPOSED SANITARY SEWER MANHOLE (DOGHOUSE MANHOLE NOT PERMISSIBLE)
G	EXISTING FIRE HYDRANT ASSEMBLY	Q	EXISTING SANITARY SEWER LINE
H	PROPOSED IRRIGATION METER	R	TIE TO EXISTING MANHOLE
I	PROPOSED DOMESTIC METER	S	PROPOSED SANITARY SEWER CLEANOUT
J	PROPOSED FIRE METER	T	TIE IN TO EXISTING SANITARY SEWER LINE

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD SUBDIVISION (COF# 9130)
FRANKLIN CAPITOL GROUP
FRANKLIN, TENNESSEE

DEACON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
10/21/2026
LICENSE NO. 137111
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

UTILITY PLAN - OVERALL

SHEET NUMBER
C5.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



RADIUS OF TREE FENCE = 1' RADIUS PER 1" DBH OF TREE TRUNK

CONTRACTORS RESPONSIBILITY TO AQUIRE TREE REMOVAL PERMITS

TREE PROTECTION FENCING DETAIL

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. 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.

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

KEY

- EXISTING TREE CANOPY
- PRESERVED TREE CANOPY
- SPECIMEN TREE
- SPECIMEN TREE REMOVED
- TREE PROTECTION FENCE

TREE CANOPY AREA			
OVERALL SITE AREA =		194,554 SF	4.47 AC
TREE AREA	EXISTING	REMOVED	RETAINED
	53,940 SF	52,189 SF	1,751 SF
TREE CANOPY DATA			
EXISTING TREE CANOPY:	53,940 SF	1.24 AC	
	28%	OF SITE	
REQUIRED CANOPY PRESERVATION:	25,891 SF	0.59 AC	
	48%	OF TOTAL CANOPY	
PROVIDED CANOPY PRESERVATION:	1,751 SF	0.04 AC	
	3%	OF TOTAL CANOPY	

EXISTING TREE CANOPY CALCULATION IS BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY.

SPECIMEN TREES			
TREE #	SPECIES	INCHES	REMOVED
1	Black Maple	24	X
2	American Sycamore	24	
3	Pin Oak	24	X
4	Pin Oak	24	X
5	American Sycamore	24	X
6	Sugar Maple	24	X
7	Siberian Elm	24	X
8	American Sycamore	24	X
9	Black Hawthorne	24	X
10	American Sycamore	24	X
11	Pin Oak	24	X
12	Pin Oak	24	X
13	Black Hawthorne	24	X
14	Red Mullberry	24	X
15	American Elm	24	X

NOTE: FULL TREE SURVEY TO BE PROVIDED AT SITE PLAN.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: —
DRAWN BY: —
CHECKED BY: —
DATE: 4/27/2026
KIMLEY-HORN PROJECT NO. 118129143

TREE PRESERVATION PLAN

SHEET NUMBER
L1.0

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\2 - Natchez Place\PlanSheets\L1.0 TREE PRESERVATION PLAN.dwg L1.0 TREE PRESERVATION PLAN Jun 15, 2026 9:06am by: Adam.Lawrence

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



VIEW ALONG NATCHEZ ST.

TYPICAL ARCHITECTURE



VIEW AT CORNER OF ACTON ST.

TYPICAL ARCHITECTURE

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

REVISIONS

No	DATE	BY
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026

KIMLEY-HORN PROJECT NO.
118129143

TYPICAL ARCHITECTURE

SHEET NUMBER
A1.0

Drawing name: K:\FRA_LDEV\118129143 - ecg - west meade & natchez\4-CADD\2 - natchez place\plansheets\A1.0 TYPICAL ARCHITECTURE.dwg A1.0 TYPICAL ARCHITECTURE Jun 04, 2026 3:55pm by: Ethan.Fekete

COF no: 9130

CONDITIONS OF APPROVAL:

Open Issues: 14 These issues are currently being filtered

Engineering

General Issues

10. Development Plan

kevin.long@franklintn.gov

This is an advisory comment and does not hinder the approval of this development plan.

At the site plan stage, all roadway improvements shall be designed in accordance with the appropriate common standards as established by (A) the City of Franklin Transportation and Street Technical Standards, (B) the AASHTO Policy on Geometric Design of Highways and Streets, and (C) the Tennessee Department of Transportation Design Guidelines and Standard Details. Features such as taper lengths, horizontal and vertical geometry, clear zones, guardrail requirements, etc., shall be evaluated in greater detail at the site plan stage and will be required to conform to the accepted standard in order to ensure public safety and well-being, as well as the continued functionality of the existing and proposed street networks.
[Edited By Kevin Long]

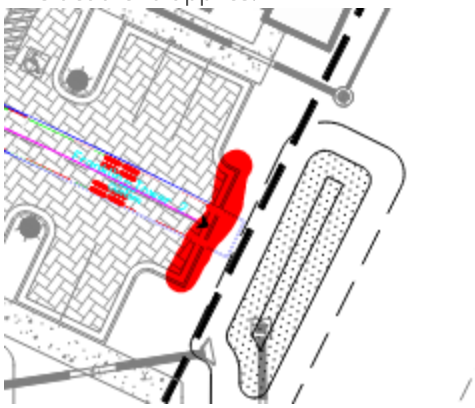
FIRE--Planning--DRT

General Issues

13. Fire lanes

stephen.otero@Franklintn.gov

This dead-end applies.



Parks

General Issues

38. Parkland Impact Fee

kevinl@franklintn.gov	The Parkland Agreement was sent to Law on 6-8-26 for review.

Planning

General Issues

47. Acreage

joseph.bryan@franklintn.gov	Applicant shall update any references to acreage or proposed DUA on all sheets to ensure all are matching.

53. Modification of Standards

joseph.bryan@franklintn.gov	Staff is supportive of MOS 1.

54. Modification of Standards

joseph.bryan@franklintn.gov	Staff is supportive of MOS 2.

56. Architecture

joseph.bryan@franklintn.gov	Applicant shall acknowledge awareness that detailed elevations must be provided at site plan stage and will be reviewed for consistency with Zoning Ordinance as part of site plan review process. The following language should be added to all conceptual elevations: The elevations provided for the Development Plan are conceptual in nature, but ALL elevations will be reviewed for compliance at site plan and must meet ALL requirements of the Zoning ordinance.

58. Modification of Standards

joseph.bryan@franklintn.gov	Staff is generally supportive of the MOS 3 request. See specific comments from Preservation Planning regarding additional landscaping.

61. Modification of Standards

joseph.bryan@franklintn.gov	Staff is supportive of MOS 4.

Planning (Landscape)

General Issues

57. Tree Preservation Plan

jason.arnold@franklintn.gov	At site plan accurate specimen tree sizes and replacement plan shall be required.

Preservation/HZC

General Issues

40. National Register Property

emily.huffer@franklintn.gov	Applicant shall meet the landscape requirement of the naturalistic screening edge treatment so that the stormwater features are not visible in open space 3.

41. National Register Determination

emily.huffer@franklintn.gov	Applicant shall show on the plans that within open space 4, the 75' historic resource edge treatment of the naturalistic screening will provide an opaque screen of evergreen trees mixed with existing vegetation to shield the historic resource from the new development.

60. MOS

emily.huffer@franklintn.gov	Applicant shall update the MOS to reflect the following edits: MOS 3 A modification of standard 18.3.7.D to allow stormwater infrastructure within the Historic Buffer. 1. The modification will enhance the design of the development more than if the standards were strictly adhered to: There is existing stormwater infrastructure crossing the site not located in easements or documented by city GIS. By locating the drainage infrastructure closer to the edge of the property, more room is available to provide additional screening for the adjacent property, which could be eligible for listing on the National Register of Historic Places. The stormwater infrastructure is located mostly behind the historic resource, and the vegetation will help protect the visual impact of the new development. It also allows for new public storm infrastructure to be installed on site that better meets current COF standards. 2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties: This is a redevelopment project in downtown Franklin. The options for historic buffers screening are not typically geared towards urban redevelopment but greenfield properties that are being developed. The facility driving the historic buffer is currently not on the National Register of Historic Places. There are existing structures on site currently located in the buffer extents and proposed structures are located outside of the buffer. Based on site investigation conducted by the project team with members of COF staff, there is already existing stormwater infrastructure located in the buffer. The intent is to provide the same amount of required landscaping within the reduced area. Naturalistic Screening requires 1 tree per 400 SF of buffer.

DEVELOPMENT PLAN

DENSON PLACE PUD SUBDIVISION

COF# 9130

137 NATCHEZ STREET

FRANKLIN, TENNESSEE 37064

PRE-APPLICATION SUBMITTAL 4/27/2026
INITIAL SUBMITTAL 5/11/2026
RESUBMITTAL 6/4/2026

SITE DATA TABLE	
PROJECT NAME	DENSON PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9130
SITE ADDRESS	137 NATCHEZ PLACE FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078G PARCEL 03800
EXISTING SITE ACREAGE / SQUARE FOOTAGE	5.14 AC / 223,756 SF
FUTURE R.O.W. DEDICATION	0.67 AC / 29,202 SF
PROPOSED SITE ACREAGE / SQUARE FOOTAGE	4.47 AC / 194,554 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (21.70)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
NATCHEZ STREET	13'
ACTON STREET	5'
SIDE	15'
REAR	15'
DWELLING UNITS	97
1 BEDROOM	6
2 BEDROOM	42
3 BEDROOM	45
4 BEDROOM	4
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	0.89 AC (20%)
PROVIDED LSA	1.65 AC (37%)
OPEN SPACE REQUIRED	0.22 AC (5%)
NATURAL AREA REQUIRED	0.45 AC (10%)
TREE RETENTION REQUIRED	0.59 AC (48%)
PARKING REQUIRED	214
1 BEDROOM	8
2 BEDROOM	95
3 BEDROOM	102
4 BEDROOM	9
PARKING PROVIDED	170
HISTORICAL RESOURCE TREATMENT	Y

VESTING DEVELOPMENT STANDARDS	DATE
ZONING ORDINANCE	JANUARY 13, 2026
SUBDIVISION REGULATIONS	JANUARY 1, 2026
TRANSPORTATION AND STREET TECHNICAL STANDARDS	JULY 1, 2025
STORMWATER BMP MANUAL	JULY 1, 2021
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	OCTOBER 13, 2020
MUNICIPAL CODE	MARCH 4, 2026
HISTORIC DISTRICT DESIGN GUIDELINES	MAY 30, 2022

STATEMENT OF IMPACTS:

WATER:
SERVICE PROVIDER: THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN WATER SYSTEM.
DEMAND: THE DEVELOPMENT INCLUDES 91 MULTIFAMILY DWELLING UNITS, INCLUSIVE OF 30 EXISTING UNITS CURRENTLY ON SITE. THE EXISTING UNITS WILL BE ACCOUNTED FOR IN THE OVERALL WATER DEMAND ANALYSIS, AND ONLY THE NET ADDITIONAL DEMAND ASSOCIATED WITH THE PROPOSED DEVELOPMENT HAS BEEN REQUESTED FROM THE CITY ON APRIL 27, 2026.
INFRASTRUCTURE: AN EXISTING 6-INCH CAST IRON CITY OF FRANKLIN WATER MAIN IS LOCATED ALONG NATCHEZ STREET AND CURRENTLY SERVES THE SITE VIA MULTIPLE EXISTING SERVICE CONNECTIONS ALONG THE PROJECT FRONTAGE. THE PROJECT PROPOSES INSTALLATION OF A NEW 12-INCH DUCTILE IRON WATER MAIN ALONG THE SITE FRONTAGE ON NATCHEZ STREET, WHICH WILL CONNECT TO THE EXISTING 12-INCH WATER MAIN ON W. FOWLKES STREET. FROM THE PROPOSED 12-INCH DUCTILE IRON WATER MAIN ON NATCHEZ STREET, AN 8-INCH DUCTILE IRON WATER MAIN IS PROPOSED TO EXTEND ALONG THE CENTRAL DRIVE OF THE SITE TO CONNECT TO THE EXISTING 6-INCH CAST IRON WATER MAIN LOCATED ON ACTON STREET. THE EXISTING 6-INCH MAIN WILL REMAIN IN SERVICE. EXISTING TAPS CURRENTLY CONNECTED TO THE 6-INCH MAIN ARE ANTICIPATED TO BE RETAPPED TO THE PROPOSED 12-INCH DUCTILE IRON MAIN IN COORDINATION WITH THE CITY AS PART OF FUTURE PHASES.

SEWER:
SERVICE PROVIDER:THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN SANITARY SEWER SYSTEM.
CAPACITY: A SANITARY SEWER CAPACITY REQUEST WAS SUBMITTED TO THE CITY OF FRANKLIN ON APRIL 27, 2026, IN ACCORDANCE WITH THE CITY'S SEWER AVAILABILITY REQUEST REQUIREMENTS.
THE EXISTING SITE IS ESTIMATED TO GENERATE 30 SFUE (10,500 GPD). THE PROPOSED DEVELOPMENT IS ANTICIPATED TO GENERATE 89.30 SFUE (31,250 GPD).
AS THE SITE IS CURRENTLY SERVED BY EXISTING SANITARY SEWER INFRASTRUCTURE, AVAILABILITY IS BEING REQUESTED FOR THE NET ADDITIONAL DEMAND OF 59.30 SFUE (20,750 GPD) ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
INFRASTRUCTURE: EXISTING SANITARY SEWER INFRASTRUCTURE IS ADEQUATE TO SERVE THE PROPOSED DEVELOPMENT. AT THE CITY'S REQUEST, THE PROJECT PROPOSES TO EXTEND AN 8-INCH SANITARY SEWER FROM NATCHEZ STREET THROUGH THE CENTRAL DRIVE AISLE, WITH PROVISIONS FOR A FUTURE SANITARY SEWER CONNECTION AT PLAZA STREET TO ACCOMMODATE POTENTIAL FUTURE DEVELOPMENT.

REPURIFIED (REUSE) WATER FACILITIES:
NOT AVAILABLE

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

THE SITE HAS A MINOR COLLECTOR TO THE EAST AND LOCAL ROADS TO THE WEST AND SOUTH. DAILY ACCESS TO NATCHEZ PLACE IS PROVIDED BY DIRECT CONNECTIONS TO NATCHEZ STREET AND ACTON STREET.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY HORN AND ASSOCIATE, INC, AND REVIEWED BY THE CITY OF FRANKLIN, PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS A CRITICAL COMPONENT OF THE SITE DESIGN GIVEN THE EXISTING STORM INFRASTRUCTURE AND ESTABLISHED FLOW DIRECTIONS.

FLOW MANAGEMENT:
STORMWATER RUNOFF WILL PRIMARILY FLOW FROM SOUTH TO NORTH AND WILL BE CAPTURED, CONVEYED, AND TREATED THROUGH THE PROPOSED STORM INFRASTRUCTURE. THE PROPOSED PUBLIC STORM INFRASTRUCTURE IS DESIGNED TO BYPASS ON-SITE TREATMENT AND DETENTION AND OUTFALL TO THE EXISTING OFF-SITE DETENTION FACILITY. ON-SITE RUNOFF WILL BE TREATED WITHIN THE TWO DESIGNATED BIOPOND AREAS AND ULTIMATELY CONVEYED TO THE PROPOSED DETENTION SYSTEM LOCATED NORTH OF THE PROJECT SITE. THIS APPROACH NECESSITATES EFFECTIVE CAPTURE, TREATMENT, AND CONTROLLED RELEASE OF STORMWATER. RUNOFF WILL BE CONVEYED PRIMARILY VIA A COMBINATION OF STORM PIPING AND SHEET FLOW. BIORETENTION AND DETENTION PONDS: THE INCORPORATION OF BIORETENTION AND DETENTION PONDS WILL MANAGE RUNOFF, IMPROVE WATER QUALITY, AND REDUCE THE RISK OF FLOODING. THE DEVELOPMENT WILL UTILIZE THE EXISTING DETENTION BASIN LOCATED AT THE NORTHEAST CORNER OF THE SITE, IN ADDITION TO PROPOSED ON-SITE DETENTION MEASURES. INFRASTRUCTURE: PROVIDING AN APPROPRIATE DRAINAGE SYSTEM AND ENSURING THE EFFECTIVE INTEGRATION OF STORMWATER PONDS WITHIN THE OVERALL DEVELOPMENT PLAN IS ESSENTIAL FOR SUCCESSFUL STORMWATER MANAGEMENT. APPROXIMATELY THREE ACRES OF IMPERVIOUS AREA ARE PROPOSED WITHIN THE PROJECT SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.54 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUATERS - 0.12 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
ASSAULT ON COTTON GIN - 0.41 MILES DRIVING DISTANCE

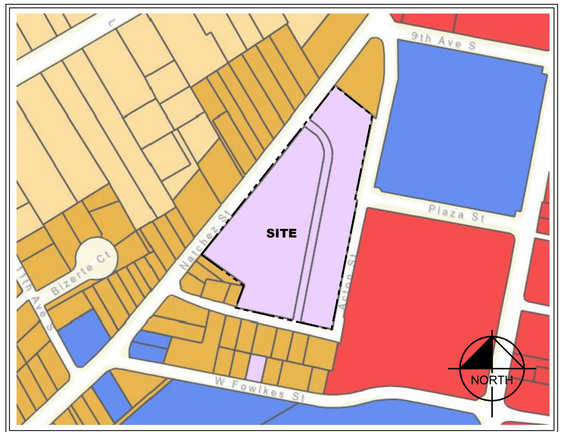
PROJECTED STUDENT POPULATION:
97 HOMES X 0.22 STUDENTS = 22 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.

97 Units - 30 Units (existing) = 67 new Units requested
67 Units x $5,408 = $362,336
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 4

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED



VICINITY MAP
NOT TO SCALE

WARD DISTRICT: WARD 4
WARD MEMBER: PATRICK BAGGETT
CITY OF FRANKLIN
WILLIAMSON COUNTY, TENNESSEE

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: DEATON HILDABRAND, PE
PHONE: (615) 564-2701

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: MATT HUFF
PHONE: (615) 564-2701

GEOTECH / ENVIRONMENTAL
ECS SOUTHEAST, LLC
318 SEABOARD LANE, SUITE 208
FRANKLIN, TENNESSEE 37067
CONTACT: DAVID E. VALENTINE, REM
PHONE: (704) 525-5152

ARCHITECT
906 STUDIO ARCHITECTS + INTERIORS
249 4TH AVE, NORTH SIDE, SUITE 200
FRANKLIN, TENNESSEE 37064
CONTACT: MEREDITH BUCHER, AIA
PHONE: (615) 988-9065

Modification of Standards Request

Section 10.2.3: Minimum Parking
The Zoning Ordinance requires that multifamily residential be parked at the following ratios:
Studio- 1.25 spaces
1-BR unit- 1.25 spaces
2+ BR unit- 2.25 spaces

A modification of standard 10.2.3 is requested to allow a uniform parking ratio of 1.75 spaces per dwelling unit across all unit types.

1. **The modification will enhance the design of the development more than if the standards were strictly adhered to:**

Reducing the required parking ratio allows the site to prioritize resident-focused amenities, open space, pedestrian connectivity, and overall site functionality rather than accommodating excess surface parking. The proposed development replaces an existing affordable housing community and is designed to provide updated housing in a more efficient and livable layout.

As shown on the development plan, the site already incorporates required open space areas, internal drives, and pedestrian circulation within a relatively constrained redevelopment footprint. Reducing parking helps limit impervious surface area, improves stormwater performance, and allows for enhanced open space and community gathering areas that directly support residents.

Additionally, a flat parking ratio applied across all unit types reflects the expected parking demand for an affordable housing community, where vehicle ownership rates are typically lower and shared transportation resources are more common. This results in a more efficient use of land that better aligns with actual demand rather than a theoretical maximum.

2. **The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:**

This request is specific to the redevelopment of an existing Franklin Housing Authority site that has historically functioned as affordable housing. The project is not a typical market-rate greenfield development but rather a reinvestment in an established neighborhood with existing infrastructure, constraints, and community context.

The site is bounded by an established street network (Natchez Street, Acton Street, and surrounding local streets) and is designed to fit within the existing urban fabric while replacing outdated housing units. The infill and redevelopment nature of the project limits the ability to expand parking without significantly impacting building layout, open space provision, and site livability.

Furthermore, the development program includes a mix of unit sizes (1-4 bedrooms), but the anticipated parking demand does not scale linearly with bedroom count in this housing type. Applying a uniform ratio better reflects resident characteristics and avoids overbuilding parking that would remain underutilized.

We are including a memo as a separate document, with this submittal. This memo will help demonstrate the reduced parking ratio for affordable housing.

3. **The modification is consistent with the intent of Envision Franklin:**

Envision Franklin provides efficient land use, context-sensitive redevelopment, and the creation of complete communities that emphasize walkability, housing diversity, and quality of life.

This modification supports those goals by reducing excess paving, enhancing open space and pedestrian-oriented design, and allowing the redevelopment to better integrate into the surrounding neighborhood. By prioritizing livability over surplus parking, the plan helps create a more sustainable and community-oriented development pattern.

Additionally, the site's proximity to existing streets, services, and community resources supports a reduced reliance on single-occupancy vehicles, consistent with Envision Franklin's broader goals for multimodal and efficient development.

Section 11.1.3: Minimum Open Space

The Zoning Ordinance requires that 10% of the developing site be preserved as Natural Area.

A modification of standard 11.1.5 is requested to allow a reduction from the 10% Natural Area requirement to 0% due to the existing developed condition of the site. In lieu of Natural Area, a total of 15% open space will be provided. 5% of the open space will be programmed and 10% will non-programmed.

1. **The modification will enhance the design of the development more than if the standards were strictly adhered to:**

Strict adherence to the Natural Area requirement would not meaningfully improve environmental quality on this site and would instead result in fragmented or artificially designated "natural areas" that do not function as true ecological resources.

The site is currently fully developed with existing multifamily housing and has minimal to no existing natural areas suitable for preservation. Any Natural Area designation would therefore be newly created rather than preserved, which does not align with the intent of protecting existing natural features.

Instead, the proposed development focuses on providing high-quality usable open space, including pocket parks and integrated landscape areas, which offer greater benefit to residents. The plan includes designated open space areas distributed across the site, supporting recreation and community interaction. These areas will occur on 5% of the total site area, as required by the zoning ordinance. If the development was required to provide an additional 10% of programmed open space, this would create an unnecessary hardship to the developer, as programmed open space requires additional amenities and added costs. Leaving the 10% as non-programmed open space, aligns more closely with the intent of the natural area designation.

Additionally, stormwater treatment through bioretention areas and controlled drainage design further supports environmental performance in a manner more appropriate for an urban infill site. The use of programmed open spaces for stormwater would affect designation and percentage allowed to be dedicated towards open space. This would result in choosing between providing the total 15% open space or providing adequate stormwater areas. Designating 10% open space as non-programmed allows to hit the 15% total open space and provide the required stormwater areas simultaneously.

2. **The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:**

This request is unique to a redevelopment site that has been previously cleared and developed for decades as affordable housing. Unlike greenfield properties or sites with existing tree stands, waterways, or undisturbed land, this property does not contain viable natural areas that can be preserved. The use of non-programmed open space aligns better with the intent of natural area, than a programmed open space would. These areas will be maintained in a semi- natural state, as opposed to an artificially created space that needs consist maintenance and human manipulation.

3. **The modification is consistent with the intent of Envision Franklin:**

Envision Franklin supports reinvestment in existing neighborhoods, including the modernization of legacy housing sites in a way that improves quality of life and long-term sustainability.

Granting this modification allows the project to focus on meaningful open space and community amenities rather than nominal preservation areas that would not function as intended. This approach aligns with the policy direction of creating well-designed, livable environments that respond to actual site conditions.

By emphasizing usable open space, improved infrastructure, and enhanced housing opportunities, the development advances the broader goals of Envision Franklin while acknowledging the practical realities of urban redevelopment.

Section 18.3.7.D: Naturalistic Screening

18.3.7.D - The following shall be prohibited. Stormwater retention or detention Facilities.

A modification of standard 18.3.7.D to allow stormwater infrastructure within the Historic Buffer.

1. **The modification will enhance the design of the development more than if the standards were strictly adhered to:**

There is existing stormwater infrastructure crossing the site not located in easements or documented by city GIS. By locating the drainage infrastructure closer to the edge of the property, more room is available to provide additional open space and resident focused amenities. It also allows for new public storm infrastructure to be installed on site that better meets current COF standards.

2. **The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:**

This is a redevelopment project in the dense core of downtown Franklin. The options for historic buffers screening are not geared towards urban redevelopment but greenfield properties outside of the urban core. The facility driving the historic buffer is currently not currently on the historic registry. They are existing structures on site currently located in the buffer extents and proposed structures are located outside of the buffer. Based on site investigation conducted by the project team with members of COF staff, there is already existing stormwater infrastructure located in the buffer. The intent is to provide the same amount of required landscaping within the reduced area. Naturalistic Screening requires 1 tree per 400 SF of buffer.

3. **The modification is consistent with the intent of Envision Franklin:**

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.

2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context, so the recommended buffer from staff does not fit the surrounding context in downtown Franklin and desired design concepts.

Section 18.3.8.C: Naturalistic Screening

18.3.8.C - In the event that utilities must be installed within an edge treatment in a manner that is parallel, additional width shall be added in an amount equivalent to the amount occupied by the utility lines and any associated easements. Any path cleared by utility installation shall be replaced with plant materials consistent with what was removed.

A modification of standard 18.3.8.C to allow utility easement within Historic Buffer without applying additional offsetting width to buffer.

1. **The modification will enhance the design of the development more than if the standards were strictly adhered to:**

There is existing stormwater infrastructure crossing the site that is not located in easements or documented by city GIS. If additional width must be applied to the buffer the buffer is essentially widened. To offsite the buffer and easement width, open space and resident focused amenities around the site would be reduced to offset the area needed for storm infrastructure.

2. **The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:**

Current drainage patterns onside drain towards the buffer area. To follow existing drainage patterns and maintain current outfall points stormwater infrastructure must pass through the buffer area. The requirement from the zoning ordinance mentions the additional buffer width is needed to replace the plant materials that are removed from the buffer. However, the current site is developed and there are minimal to no plant materials that will be removed to install the storm infrastructure. Additional width does not seem necessary because the intent of the requirement is to provide room to offset existing natural vegetation removed by utility installation. There is no significant vegetation in the buffer area currently.

3. **The modification is consistent with the intent of Envision Franklin:**

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.

2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context. Increasing the buffer width due to stormwater utilities being in buffer width creates less of an urban context on site which goes against the intent of Envision Franklin for the downtown core of the city.

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER
C0.1	GENERAL NOTES
C0.2	MOS 3 AND 4 - EXHIBIT - C0.2 MOS 3 EXHIBIT
C1.0	EXISTING CONDITIONS
C2.0	SITE LAYOUT - OVERALL
C3.0	GRADING AND DRAINAGE PLAN - OVERALL
C4.0	ROW & ACCESS PLAN - FIRE
C4.1	ROW & ACCESS PLAN - TRASH
C5.0	UTILITY PLAN - OVERALL
L1.0	TREE PRESERVATION PLAN
A1.0	TYPICAL ARCHITECTURE

Comprehensive Review at Site Plan:
Comprehensive review of roadway, stormwater, and utility elements by City of Franklin Staff will occur at Site Plan. 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 Site Plan, the applicant cannot achieve the maximum approved entitlements, the applicant shall be confined to the entitlements achievable from the application of said standards.

OWNER
FRANKLIN HOUSING AUTHORITY
200 SPRING STREET
FRANKLIN, TN 37064
PHONE: 615-794-1247
CONTACT: SUSAN MINOR
EMAIL: sminor@franklinhousingauthority.com

DEVELOPER
ELMINGTON
ELMINGTON CAPITAL
1030 16TH AVE SOUTH, SUITE 500
NASHVILLE, TN 37212
PHONE: 615-636-6452
CONTACT: RICK ESTEP
EMAIL: restep@elmingtoncapital.com

PLANS PREPARED BY
Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: (615) 564-2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

PLAN REVISIONS

REVISION NO.	DATE	REMARKS

SEAL

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118129143	C0.0	11

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

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\2 - Natchez Place\PlanSheets\C0.0 COVER.dwg C0-00 COVER Jun 15, 2026 9:10am by: Adam.Lawrence

CONTRACTOR RESPONSIBILITIES

1. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR:

   A. THE CONTRACTOR SHALL VERIFY ALL PROPOSED AND EXISTING CONDITIONS INCLUDING UTILITIES (INVERTS, CONNECTIONS, MATERIALS, ETC.) AND DIMENSIONS WITHIN THE LIMITS OF WORK PRIOR TO THE START OF CONSTRUCTION.

   B. THE CONTRACTOR IS RESPONSIBLE FOR ALL NOTIFICATIONS AND LIAISONS WITH UTILITY COMPANIES DURING THE PROCESS OF LOCATING, RELOCATING, AND TYING INTO PUBLIC UTILITIES.

   C. PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE SHALL OCCUR INSIDE THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.

DURING CONSTRUCTION:

   A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVIATIONS FROM THESE PLANS AND SPECIFICATIONS WITHOUT PRIOR WRITTEN CONSENT OF THE ENGINEER MAY CAUSE THE WORK TO BE UNACCEPTABLE.

   B. THE CONTRACTOR SHALL USE MATERIALS AND EMPLOY CONSTRUCTION METHODS IN ORDER TO COMPLY WITH THE DRAWINGS AND SPECIFICATIONS. WHERE A CONFLICT OCCURS, THE STRICTEST DESIGN SHALL GOVERN. THE ENGINEER'S REVIEW OF SHOP DRAWINGS, PRODUCT DATA, ETC., DOES NOT RELIEVE THE CONTRACTOR FROM COMPLYING WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY SPECIFIC DEVIATIONS AND OBTAIN ENGINEER'S WRITTEN APPROVAL OF THE SPECIFIC DEVIATION.

   C. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL APPLICABLE SAFETY CODES AND REGULATIONS DURING ALL PHASES OF CONSTRUCTION.

   D. ALL CONSTRUCTION MUST CONFORM TO THE STANDARDS, SPECIFICATIONS, AND CODES OF THE GOVERNING MUNICIPALITIES.

   E. CONSTRUCTION SHALL MEET ALL STANDARDS SET FORTH IN THE AMERICANS WITH DISABILITIES ACT (VERSION 2010).

   F. IF THE CONTRACTOR DAMAGES ANY EXISTING UTILITIES DURING CONSTRUCTION, HE SHALL, AT HIS OWN EXPENSE, REPLACE OR REPAIR THE UTILITIES TO ORIGINAL CONDITION AND QUALITY AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY.

   G. SUFFICIENT BARRICADES, LIGHTS, SIGNS, AND OTHER TRAFFIC CONTROL METHODS IN ACCORDANCE WITH GOVERNING ORDINANCES MAY BE NECESSARY FOR THE PROTECTION AND SAFETY OF THE PUBLIC. SAID CONTROL DEVICES SHALL BE PER THE MANUAL OF TRAFFIC CONTROL DEVICES, M.U.T.C.D., CURRENT EDITION, AND SHALL BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.

   H. TRAFFIC CONTROLS AND OTHER WARNING DEVICES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY WORK ON CITY, COUNTY, OR TENNESSEE DEPARTMENT OF TRANSPORTATION ROADS. THEY SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE CONCLUSION OF ALL WORK.

   I. ALL WARNING DEVICES SHALL BE EITHER TYPE I BARRICADES OR DRUMS WITH WARNING LIGHTS ON EVERY OTHER DEVICE. THEY SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION, METRO NASHVILLE STANDARDS FOR COLOR, SIZE, REFLECTIVITY, HEIGHT, AND PLACEMENT.

   J. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED AT ALL TIMES.

   K. CONTRACTOR SHALL SHORE AND BRACE ALL EARTH, FORMS, CONCRETE, STEEL, WOOD, AND MASONRY TO RESIST GRAVITY, EARTH, WIND, THERMAL, CONSTRUCTION, AND MISCELLANEOUS LOADS DURING CONSTRUCTION.

   L. ON-SITE BURIAL OF DEBRIS IS PROHIBITED.

   M. UNLESS OTHERWISE NOTED THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL FABRICATED MATERIALS TO THE ENGINEER. DESIGN DOCUMENTS SHALL NOT BE REPRODUCED AS SHOP DRAWINGS.

   N. IN CASE OF UNFORESEEN CONSTRUCTION COMPLICATIONS OR DISCREPANCIES, THE CONTRACTOR IS TO IMMEDIATELY NOTIFY THE ENGINEER IN WRITING.

   O. ALL REQUIRED TESTING REPORTS SHALL BE AVAILABLE AT THE JOB SITE.

   P. AS-BUILT DRAWINGS OF ROADWAYS, STORM DRAINS, SANITARY SEWER AND WATER LINES, FIELD APPROVAL BY THE ENGINEER, AND ALL APPLICABLE BONDS ARE REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE OWNER.

   Q. CONTRACTOR SHALL MAINTAIN CONTINUOUS UTILITY SERVICE TO ALL EXISTING BUILDINGS THROUGHOUT CONSTRUCTION UNLESS APPROVAL FOR SERVICE INTERRUPTION IS OBTAINED FROM THE OWNERS IN ADVANCE.

   R. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS TO ENSURE THAT THE NEW WORK SHALL FIT INTO THE EXISTING SITE IN THE MANNER INTENDED AND AS SHOWN ON THE DRAWINGS. SHOULD ANY CONDITIONS EXIST THAT ARE CONTRARY TO THOSE SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO PERFORMING ANY WORK IN THE AREA INVOLVING DIFFERENCES. NOTIFICATION SHALL BE IN THE FORM OF A DRAWING OR SKETCH INDICATING FIELD MEASUREMENTS AND NOTES RELATING TO THE AREA.

   S. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES, OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION OF THE WORK, WHETHER CAUSED BY HIMSELF, HIS SUBCONTRACTORS, OR THE CARELESSNESS OF ANY OF HIS EMPLOYEES.

   T. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE WORK AND THE PUBLIC, INCLUDING BARRICADES, WARNING SIGNS, LIGHTS, ETC.

   U. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, LEVELS, ETC. BEFORE ORDERING MATERIALS AND PROCEEDING WITH THE WORK, AND IS TO BE RESPONSIBLE FOR THE SAME.

   V. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES, TREES, ETC. WHICH ARE TO REMAIN AND NOT TO BE DISTURBED BY THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO SUCH PROPERTY.

ADA COMPLIANCE:

A. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BASED ON THE CITY STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.

B. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.

C. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.

D. ANY COMPONENTS OF THE PROJECT SERVING MULTIFAMILY DWELLINGS IN BUILDINGS THAT HAVE 4 OR MORE UNITS PER DWELLING SHALL ALSO CONFORM TO THE FAIR HOUSING ACT (FHA), AND COMPLY WITH THE FAIR HOUSING ACT DESIGN MANUAL BY THE US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

E. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.

F. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.

GENERAL NOTES:

1. THE PROJECT SITE IS SHOWN ON WILLIAMSON COUNTY, TAX MAP #078G, PARCEL #03800.
2. BASE INFORMATION WAS TAKEN FROM A COMBINATION OF TOPOGRAPHIC SURVEY PREPARED BY XX, DATED XX . THE INFORMATION PROVIDED SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
3. EXISTING PAVEMENT OF PUBLIC ROADWAYS SHALL BE PATCHED IN ACCORDANCE WITH LOCAL AGENCY STANDARDS WHEREVER UTILITY INSTALLATION REQUIRES REMOVAL OF THE EXISTING PAVEMENT.
4. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. SLIGHT FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY.
5. WHERE NOT SPECIFIED, THE CONTRACTOR WILL BE REQUIRED TO ADJUST GRADES OF INTERSECTING STREETS, ALLEYS, PUBLIC ENTRANCES AND PRIVATE DRIVES IN ORDER TO ASSURE POSITIVE DRAINAGE TO STORM INLETS.
6. ALL DIMENSIONS ARE TO FACE OF CURB AND/OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
7. CONCRETE FOR CURBS AND SIDEWALKS SHALL BE 3500 PSI MIN. CONCRETE.
8. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE MANUAL OF ACCIDENT PREVENTION AND CONSTRUCTION ISSUED BY AGC OF AMERICA, INC. AND THE SAFETY AND HEALTH REGULATIONS OF CONSTRUCTION ISSUED BY THE U.S. DEPARTMENT OF LABOR.
9. ALL ROADWAY AND SIDEWALK CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF THE LOCAL MUNICIPALITY.
10. ALL CONSTRUCTION MATERIALS AND INSTALLATION SHALL CONFORM TO THE LOCAL MUNICIPALITY AND STATE DOT REGULATIONS AND SPECIFICATIONS.
11. THE CONTRACTOR SHALL PAVE AND COLD PLANE IN THE DIRECTION OF TRAFFIC.
12. ANY WORK UNACCEPTABLE TO THE OWNER'S REPRESENTATIVE OR TO THE LOCAL GOVERNING AUTHORITY SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

DEMOLITION INFORMATION:

1. NOTIFICATIONS:

   THE CONTRACTOR SHALL NOTIFY THE OWNER AND CITY INSPECTOR(S) 24 HOURS PRIOR TO ANY DEMOLITION OR CONSTRUCTION.

2. DISPOSAL GUIDELINES:

   A. ONLY ITEMS SPECIFICALLY NOTED TO BE DEMOLISHED SHALL BE REMOVED FROM THE SITE.

   B. REMOVE EXISTING PAVED AREAS AS SHOWN INCLUDING DRIVEWAYS, SIDEWALKS, PARKING AREAS, SERVICE AREAS, EQUIPMENT PADS, AND ALL MISCELLANEOUS PAVING.

   C. ALL DEBRIS RESULTING FROM DEMOLITION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS. BACKFILL ALL TRENCHES AND EXCAVATIONS RESULTING FROM DEMOLITION.

   D. ALL DEMOLISHED MATERIAL BECOMES THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE NOTED.

3. TREE PROTECTION GUIDELINES:

   PROTECT ALL EXISTING TREES NOTED "TO REMAIN" AND ALL ITEMS TO BE TURNED OVER TO THE OWNER DURING DEMOLITION. TAKE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES. ANY EXISTING ITEMS TO BE TURNED OVER TO THE OWNER WHICH ARE DAMAGED DURING DEMOLITION SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER. TREES WHICH ARE DAMAGED WILL BE REPLACED OR REIMBURSED AT A RATE TO BE DETERMINED BY THE OWNER.

4. UTILITIES:

   A. PRIOR TO REMOVING OR ABANDONING ANY UTILITY THE CONTRACTOR SHALL VERIFY THAT NO UPSTREAM SERVICE WILL BE TERMINATED. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY TERMINATION NOT SHOWN ON THE PLANS.

   B. ALL ABANDONED WATER LINES, STORM SEWER PIPE, SANITARY SEWER PIPES, GAS LINES, OR ANY OTHER ABANDONED UNDERGROUND UTILITY SHALL BE ABANDONED IN PLACE UNLESS NOTED OTHERWISE.

SITE GRADING:

1. THE DISTURBED AREA FOR THIS PROJECT IS APPROXIMATELY 6.82 ACRES.
2. NO PROPOSED BUILDINGS IN THIS PROJECT FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47187C0192H, DATED DECEMBER 20, 2024.
3. TOPSOIL SHALL BE STORED ON SITE IN LOCATIONS APPROVED BY THE OWNER'S REPRESENTATIVE. DRAINAGE SHALL ROUTE AROUND THESE TOPSOIL STOCKPILES FOR THE DURATION OF THE GRADING OPERATIONS. EROSION CONTROL MEASURES SHALL BE UTILIZED TO PREVENT LOSS OF TOPSOIL MATERIAL.
2. UNSUITABLE SOILS SHALL BE REMOVED FROM THE SITE AT NO ADDITIONAL COST TO THE OWNER.
3. FILL AREA SHALL BE PROOF-ROLLED UNDER THE DIRECTION OF A QUALIFIED SOILS ENGINEER WITH RUBBER-TIRED EQUIPMENT WITH A MINIMUM WEIGHT OF FIFTEEN TONS PRIOR TO BEGINNING FILL OPERATION. AREAS WHICH ARE SOFT OR UNSTABLE SHALL BE UNDERCUT UNTIL STABLE SOILS ARE FOUND.
4. CUT AREA SHALL BE PROOF-ROLLED AFTER FINAL SUBGRADE IS ACHIEVED IN THE SAME MANNER AS FILLED AREAS. SOFT OR UNSTABLE SOILS SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 12".
5. ALL FILL AREAS SHALL BE RAISED IN LIFTS NOT EXCEEDING 6 INCHES. UNLESS OTHERWISE APPROVED BY QUALIFIED SOIL ENGINEER TO OBTAIN REQUIRED COMPACTION.
6. ALL GRADING SHALL BE COMPLETED TO THE LEVEL INDICATED BY THE SCOPE OF WORK LISTED IN THE BID DOCUMENTS.
7. ALL AREAS SHALL BE GRADED TO PROVIDE PROPER DRAINAGE AND PREVENT STANDING WATER.
8. ELEVATIONS SHOWN ON THE PLANS ARE THE FINISH GRADE ELEVATIONS.
9. ALL BACKFILL BEHIND WALLS SHALL BE INSTALLED PER WALL MANUFACTURER'S INSTALLATION SPECIFICATIONS OR AS NOTED ON PLANS, WHICHEVER IS MORE RESTRICTIVE.
10. CONTRACTOR SHALL REFER TO AND FOLLOW THE SITE SPECIFIC GEOTECHNICAL REPORT AND SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PRIOR TO COMMENCING WITH EARTHWORK ACTIVITIES.
11. PERMANENT CUT AND FILL SLOPES SHALL NOT EXCEED 3:1 UNLESS OTHERWISE NOTED.
12. THE PROPOSED GRADING PLAN IS A RESULT OF AN ENGINEERED DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO SLOPES AND STORM RUNOFF. SHOULD THE CONTRACTOR HAVE QUESTIONS OR COMMENTS RELATED TO THE PROPOSED DESIGN, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
13. THE CONTRACTOR SHALL NOTIFY "ONE CALL" (811) AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES. THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT IS NOT A MEMBER OF TN ONE CALL. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY OF FRANKLIN WATER MANAGEMENT DEPARTMENT TO LOCATE WATER AND/OR SEWER AT LEAST 72 HOURS PRIOR TO THE ESTIMATED TIME OF EXCAVATION.
14. EARTHWORK ACTIVITIES MUST BE SUPERVISED BY A LICENSED GEOTECHNICAL ENGINEER.
15. THE CONTRACTOR SHALL PROVIDE AS-BUILT CONDITIONS OF ALL UTILITIES AND STORMWATER PONDS PER THE LOCAL MUNICIPALITY REGULATIONS. AS-BUILT CONDITIONS MUST BE LOCATED BY A LICENSED LAND SURVEYOR.

EROSION AND SEDIMENT CONTROL INFORMATION:

1. COMPREHENSIVE:

   A. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO OR CONCURRENT WITH LAND-DISTURBING ACTIVITIES.

   B. PROVISIONS TO PREVENT EROSION OF SOIL FROM THE SITE SHALL BE AT A MINIMUM IN CONFORMANCE WITH THE REQUIREMENTS OF THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK. LATEST EDITION. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

   C. FAILURE TO INSTALL, OPERATE, OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE JOB SITE UNTIL SUCH MEASURES ARE CORRECTED BACK TO THE STANDARDS SPECIFIED IN THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOKS, CURRENT EDITION.

   D. EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO LAND DISTURBANCE. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE FINAL PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

   E. THE CONSTRUCTION OF THE SITE WILL COMMENCE WITH THE INSTALLATION OF EROSION CONTROL MEASURES SUFFICIENT TO CONTROL SEDIMENT DEPOSITS AND EROSION. ALL SEDIMENT CONTROL WILL BE MAINTAINED UNTIL ALL UPSTREAM GROUND WITHIN THE CONSTRUCTION AREA HAS BEEN COMPLETELY STABILIZED WITH PERMANENT VEGETATION AND ALL ROADS/DRIVEWAYS HAVE BEEN PAVED.

   F. CONSTRUCTION EXITS SHALL BE CONSTRUCTED AT EACH POINT OF ENTRY OR EXIT FROM THE SITE AND SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH STONE AS CONDITIONS DEMAND, REPAIR, AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES OFF SITE ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY. ACCESS POINTS PROTECTED WITH A CONSTRUCTION EXIT SHALL BE OTHERWISE BARRICADED UNTIL THE SITE IS STABILIZED.

   G. EROSION CONTROL DEVICES ARE TO BE INSTALLED AND FULLY OPERATIONAL PRIOR TO ANY DEMOLITION.

   H. SILT FENCE SHALL BE TYPE C TEMPORARY SILT FENCE AND BE WIRE ENFORCED, UNLESS OTHERWISE NOTED.

   I. ADDITIONAL EROSION CONTROL MEASURES WILL BE EMPLOYED WHERE DETERMINED NECESSARY BY ACTUAL SITE CONDITIONS.

2. DURING CONSTRUCTION:

   A. ON-SITE DUST CONTROL DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL LOCAL CODES AND REGULATIONS.

   B. THE CONTRACTOR SHALL REMOVE ACCUMULATED SILT WHEN THE SILT HAS ACCUMULATED TO ½ THE ORIGINAL HEIGHT OF THE BARRIER.

   C. ALL OPEN SWALES MUST BE GRASSED AND RIP-RAP MUST BE PLACED AS REQUIRED TO CONTROL EROSION. STONE FOR RIP-RAP SHALL CONSIST OF ROUGH UN-HEWN QUARRY GRANITE AS NEARLY IN RECTANGULAR SECTION AS PRACTICAL. THE MINIMUM SIZE STONE SHALL WEIGH BETWEEN 75 AND 150 POUNDS AND SHALL BE HAND PLACED AS A LOOSE STONE EMBANKMENT.

   D. AT ANY TIME DURING CONSTRUCTION IF IT BECOMES NECESSARY TO PUMP STORM WATER OR GROUNDWATER FROM AN EXCAVATION, THE PUMPED WATER MUST NOT HAVE AN OBJECTIONABLE COLOR CONTRAST WHEN COMPARED TO THE RECEIVING WATERS AND MUST NOT IMPAIR IN ANY WAY THE RECEIVING WATERS. WATER THAT DOES NOT MEET THESE REQUIREMENTS MUST BE FILTERED OR DISCHARGED INTO A TEMPORARY SEDIMENT BASIN, WEIR TANK, DEWATERING TANK, GRAVITY BAG FILTER, SAND MEDIA FILTER, OR OTHER APPROVED DEVICE UNTIL IT MEETS THE EFFLUENT REQUIREMENTS. ONCE THE EFFLUENT REQUIREMENTS HAVE BEEN MET THE WATER MAY BE DISCHARGED INTO THE STORM SEWER SYSTEM.

      THESE SAME REQUIREMENTS APPLY TO ALL AUTHORIZED NON-STORM WATER DISCHARGES UNDER THE STATE OF TENNESSEE GENERAL NPDES PERMIT NO. TNR 100000, AUTHORIZATION TO DISCHARGE UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY.

   E. NO GRADED SLOPE SHALL EXCEED 3H:1V UNLESS OTHERWISE NOTED.

   F. EPSC MEASURES SHALL ONLY BE REMOVED AFTER THE SITE HAS ESTABLISHED A SOLID, STABILIZED STAND OF GRASS.

STORM DRAINAGE INFORMATION:

1. PIPES:

   A. UNLESS OTHERWISE NOTED ON THE DRAWING RCP SHALL BE CLASS III WITH "O" RING JOINTS.

   B. THE PIPE MANUFACTURER SHALL SUPPLY A CLASSIFICATION OF THE PIPE SPECIFICATIONS FOR EACH PIPE PRIOR TO INSTALLATION.

   C. PIPE INSTALLATION SHALL CONFORM TO THE LOCAL MUNICIPALITY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

   D. IF UNDERGROUND WATER/SPRINGS ARE UNCOVERED DURING CONSTRUCTION, PERMANENT FRENCH DRAINS MAY BE REQUIRED. CONSULTATION WITH THE ONSITE GEOTECHNICAL ENGINEER WILL BE REQUIRED.

2. STRUCTURES:

   A. ALL STRUCTURES SHALL BE MADE OF PRECAST CONCRETE. ALL INVERTS SHALL BE NEATLY FORMED UP TO THE SPRING LINE WITH MORTAR OR BRICK TO INSURE PROPER FLOW.

   B. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL INVERTS AND PIPE SLOPES PRIOR TO INSTALLATION TO ENSURE PROPER COVER AND LENGTHS OF PIPE.

   C. CONTRACTOR SHALL REMOVE SEDIMENT FROM ALL STORM STRUCTURES PRIOR TO ACCEPTANCE BY LOCAL MUNICIPALITY.

   D. THE CONTRACTOR SHALL COMPACT FILL SUFFICIENTLY AROUND ALL STRUCTURES, PIPES, ETC. WITHIN PROPOSED PAVEMENT TO AVOID SETTLEMENT. ANY SETTLEMENT DURING THE WARRANTY/MAINTENANCE PERIOD SHALL BE RESTORED AT THE CONTRACTORS EXPENSE.

SANITARY SEWER NOTES:

1. CONSTRUCTION CRITERIA:

   A. ALL INSTALLATION, MATERIALS, AND SPECIFICATIONS SHALL BE IN ACCORDANCE WITH THE LOCAL MUNICIPALITY STANDARD SPECIFICATIONS.

   B. ALL WASTEWATER EASEMENTS MUST BE DRESSED AND GRASSED TO CONTROL EROSION AND SEDIMENTATION IN ACCORDANCE WITH REGULATIONS PRIOR TO ACCEPTANCE. TREES SHALL NOT BE PLANTED IN THE PERMANENT EASEMENT AREA.

   C. THE BACKFILL OF ALL TRENCHES SHALL BE COMPACTED TO 98% OF THE THEORETICAL MAXIMUM DENSITY. BACKFILL MATERIAL SHALL BE FREE OF ROOTS, STUMPS, OR OTHER FOREIGN DEBRIS AND SHALL BE PLACED AT OR NEAR OPTIMUM MOISTURE. CORRECTION OF ANY TRENCH SETTLEMENT WITHIN A YEAR FROM THE DATE OF APPROVAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

   D. THE CONTRACTOR FOR VERTICAL CONSTRUCTION SHALL VERIFY THE ELEVATION OF THE SANITARY SEWER SERVICE VS. FINISH FLOOR ELEVATION FOR EACH BUILDING AND ADJUST THE PROPOSED FINISH FLOOR ELEVATION AS NECESSARY IN ORDER TO ASSURE PROPER SEWER SERVICE.

   E. PROPOSED LOT CORNERS SHALL BE STAKED IN THE FIELD PRIOR TO UTILITY SERVICE INSTALLATION.

1. PIPES:

   A. UNLESS OTHERWISE NOTED, THE MINIMUM VERTICAL DISTANCE BETWEEN WATER AND SEWER LINES SHALL BE 18 INCHES. THE MINIMUM HORIZONTAL DISTANCE BETWEEN WATER AND SEWER LINES SHALL BE 10 FEET WHERE PRACTICAL.

   B. LOW PRESSURE AIR TESTING IS REQUIRED FOR ALL WASTEWATER PIPE SYSTEMS. THIS TEST MUST MEET ALL REQUIREMENTS AS OUTLINED IN ASTM C-828-80 OR CURRENT REVISION.

   C. WHERE A SEWER LINE CROSSES UNDER A WATER MAIN, THE TOP OF THE SEWER LINE SHALL BE AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER MAIN. IF PROPER SEPARATION CANNOT BE PROVIDED, CONSTRUCT THE WATER CROSSING WITH MECHANICAL JOINT DIP FOR A DISTANCE OF 10 FEET ON EACH SIDE OF THE SEWER LINE.

   D. ALL SEWER SERVICES SHALL BE 6 INCHES IN DIAMETER AND EXTEND TO THE PROPERTY LINE.

   E. CONTRACTOR SHALL PROVIDE #8 WIRE WITH ALL SEWER SERVICES.

3. STRUCTURES:

   A. CONTRACTOR SHALL FIELD VERIFY LOCATION AND INVERT ELEVATIONS OF WASTEWATER PIPE FOR CONNECTION TO EXISTING WASTEWATER SYSTEMS PRIOR TO STARTING UTILITY WORK.

   B. EXISTING MANHOLES LOCATED WITHIN PROPOSED CUT/FILL AREAS SHALL BE ADJUSTED TO ASSURE THAT THE TOP OF GRATE MATCHED PROPOSED FINISH GRADE.

   C. THE OUTSIDE OF ALL MANHOLES SHALL BE COATED WITH BITUMINOUS PAINT.

   D. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT SEAL METHOD.

WATER SYSTEM INFORMATION:

1. NOTIFICATIONS:

   A. NOTIFY LOCAL MUNICIPALITY AND UTILITY DISTRICT PRIOR TO THE START OF CONSTRUCTION AND THE WATER AND SEWER INSPECTOR FOR WORK WITHIN THE PUBLIC RIGHT-OF-WAY AND ANY METER WORK.

   B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING THE SEQUENCING OF CONSTRUCTION FOR ALL UTILITIES SO THAT WATER MAINS DO NOT CONFLICT WITH OTHER UTILITIES.

   C. THE CONTRACTOR SHALL PROVIDE ALL HORIZONTAL BENDS IN ORDER TO PROVIDE THE ALIGNMENT SHOWN ON THE PLANS. VERTICAL BENDS SHALL BE PROVIDED IN ORDER TO PASS UNDER/OVER OTHER UTILITY LINES, PROVIDING MINIMUM COVER AS SPECIFIED BY THE LOCAL MUNICIPALITY. PROVIDE BRACING AND SUPPORT AS REQUIRED BY THE LOCAL MUNICIPALITY.

2. HYDRANTS:

   A. FOR FIRE HYDRANT INSTALLATION REFER TO DETAILS.

3. PIPES:

   A. ALL EXISTING DOMESTIC WATER LINES ARE TO BE ABANDONED IN PLACE UNLESS NOTED OTHERWISE.

   B. D.I.P. SHALL BE USED THROUGHOUT THE ENTIRE PROJECT UNLESS OTHERWISE NOTED ON THE PLANS. ALL INSTALLATION, MATERIAL, DISINFECTION, AND INSPECTIONS SHALL BE IN ACCORDANCE WITH THE LOCAL MUNICIPALITY STANDARD SPECIFICATIONS.

   C. PROVIDE A MINIMUM OF 36 INCHES OF COVER OVER ALL WATER MAINS.

4. WATER MAIN INSTALLATION:

   A. ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE LOCAL MUNICIPALITY.

   B. THE CONTRACTOR SHALL ADJUST THE ALIGNMENT OF THE WATER MAIN, AS NECESSARY, IN ORDER TO PROVIDE PROPER SEPARATION OF UTILITIES AND ALLOW SPACING NECESSARY FOR BRACING AT BENDS AND TEES.

   C. WATER SERVICES SHALL BE ¾ INCH TYPE K COPPER AND SHALL INCLUDE CORPORATION STOPS, METER BOXES, AND OTHER FITTINGS AS REQUIRED.

   D. ALL WATER LINE SERVICES SHALL EXTEND BEYOND THE RIGHT-OF-WAY AND INTO PRIVATE LOTS.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DEENSON PLACE PUD
SUBDIVISION (COF# 9130)
FLEMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEACON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
10/21/2026
COMMERCE
No. 137111
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026

KIMLEY-HORN PROJECT NO. 118129143

GENERAL NOTES

SHEET NUMBER
C0.1

Drawing name: K:\FRA_LDEV\118129143 - ecg - west me



Modification of Standards Request

Section 18.3.7.D: Naturalistic Screening

18.3.7.D - The following shall be prohibited. Stormwater retention or detention Facilities.

A modification of standard 18.3.7.D to allow stormwater infrastructure within the Historic Buffer.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

There is existing stormwater infrastructure crossing the site not located in easements or documented by city GIS. By locating the drainage infrastructure closer to the edge of the property, more room is available to provide additional open space and resident focused amenities. It also allows for new public storm infrastructure to be installed on site that better meets current COF standards.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This is a redevelopment project in the dense core of downtown Franklin. The options for historic buffers screening are not geared towards urban redevelopment but greenfield properties outside of the urban core. The facility driving the historic buffer is currently not currently on the historic registry. They are existing structures on site currently located in the buffer extents and proposed structures are located outside of the buffer. Based on site investigation conducted by the project team with members of COF staff, there is already existing stormwater infrastructure located in the buffer. The intent is to provide the same amount of required landscaping within the reduced area. Naturalistic Screening requires 1 tree per 400 SF of buffer.

3. The modification is consistent with the intent of Envision Franklin:

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.

2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context, so the recommended buffer from staff does not fit the surrounding context in downtown Franklin and desired design concepts.

Section 18.3.8.C: Naturalistic Screening

18.3.8.C - In the event that utilities must be installed within an edge treatment in a manner that is parallel, additional width shall be added in an amount equivalent to the amount occupied by the utility lines and any associated easements. Any path cleared by utility installation shall be replaced with plant materials consistent with what was removed.

A modification of standard 18.3.8.C to allow utility easement within Historic Buffer without applying additional offsetting width to buffer.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

There is existing stormwater infrastructure crossing the site that is not located in easements or documented by city GIS. If additional width must be applied to the buffer the buffer is essentially widened. To offsite the buffer and easement width, open space and resident focused amenities around the site would be reduced to offset the area needed for storm infrastructure.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

Current drainage patterns onsite drain towards the buffer area. To follow existing drainage patterns and maintain current outfall points stormwater infrastructure must pass through the buffer area. The requirement from the zoning ordinance mentions the additional buffer width is needed to replace the plant materials that are removed from the buffer. However, the current site is developed and there are minimal to no plant materials that will be removed to install the storm infrastructure. Additional width does not seem necessary because the intent of the requirement is to provide room to offset existing natural vegetation removed by utility installation. There is no significant vegetation in the buffer area currently.

3. The modification is consistent with the intent of Envision Franklin:

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.

2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context. Increasing the buffer width due to stormwater utilities being in buffer width creates less of an urban context on site which goes against the intent of Envision Franklin for the downtown core of the city.

HISTORIC BUFFER - NATURALISTIC SCREENING

TOTAL SF : 12,000 SF
PLANTING REQUIREMENT: 1 TREE PER 400 SF

TREES REQUIRED:	30
TREES PROVIDED:	30

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF AGRICULTURE
COMMERCE
REGISTERED
LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

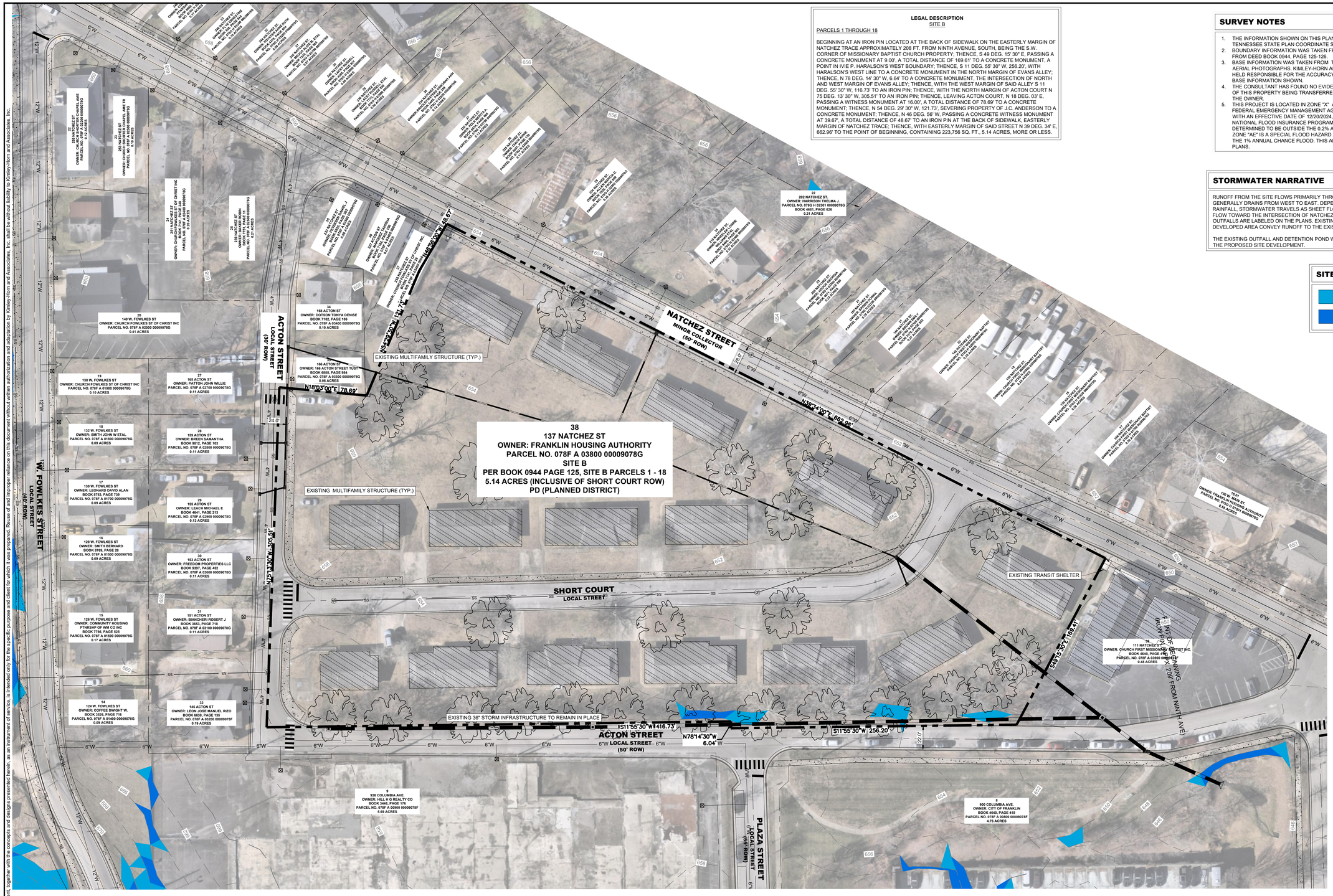
DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026

KIMLEY-HORN PROJECT NO.
118129143

MOS 3 AND 4 - EXHIBIT

SHEET NUMBER
C0.2

Drawing name: K:\FRA_LDEV\118129143 - ecg - west meade & natchez\4-CADD\2 - natchez place\plansheets\C0.2 MOS 3 AND 4 - EXHIBIT.dwg C0.2 MOS 3 EXHIBIT Jun 04, 2026 3:39pm by: Ethan.Fekete



LEGAL DESCRIPTION
SITE B

PARCELS 1 THROUGH 18

BEGINNING AT AN IRON PIN LOCATED AT THE BACK OF SIDEWALK ON THE EASTERLY MARGIN OF NATCHEZ TRACE APPROXIMATELY 208 FT. FROM NINTH AVENUE, SOUTH, BEING THE S.W. CORNER OF MISSIONARY BAPTIST CHURCH PROPERTY; THENCE, S 49 DEG. 15' 30" E, PASSING A CONCRETE MONUMENT AT 9.00', A TOTAL DISTANCE OF 169.61' TO A CONCRETE MONUMENT, A POINT IN IVIE P. HARALSON'S WEST BOUNDARY; THENCE, S 11 DEG. 55' 30" W, 256.20', WITH HARALSON'S WEST LINE TO A CONCRETE MONUMENT IN THE NORTH MARGIN OF EVANS ALLEY; THENCE, N 78 DEG. 14' 30" W, 6.64' TO A CONCRETE MONUMENT, THE INTERSECTION OF NORTH AND WEST MARGIN OF EVANS ALLEY; THENCE, WITH THE WEST MARGIN OF SAID ALLEY S 11 DEG. 55' 30" W, 116.73' TO AN IRON PIN; THENCE, WITH THE NORTH MARGIN OF ACTON COURT N 75 DEG. 13' 30" W, 305.51' TO AN IRON PIN; THENCE, LEAVING ACTON COURT, N 18 DEG. 03' E, PASSING A WITNESS MONUMENT AT 16.00', A TOTAL DISTANCE OF 78.69' TO A CONCRETE MONUMENT; THENCE, N 54 DEG. 29' 30" W, 121.73', SEVERING PROPERTY OF J.C. ANDERSON TO A CONCRETE MONUMENT; THENCE, N 46 DEG. 56' W, PASSING A CONCRETE WITNESS MONUMENT AT 39.67', A TOTAL DISTANCE OF 48.67' TO AN IRON PIN AT THE BACK OF SIDEWALK, EASTERLY MARGIN OF NATCHEZ TRACE; THENCE, WITH EASTERLY MARGIN OF SAID STREET N 39 DEG. 34' E, 662.96' TO THE POINT OF BEGINNING, CONTAINING 223,756 SQ. FT., 5.14 ACRES, MORE OR LESS.

SURVEY NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE PLAN COORDINATE SYSTEM, AND NAD 83 DATUM.
2. BOUNDARY INFORMATION WAS TAKEN FROM THE LEGAL DESCRIPTION FROM DEED BOOK 0944, PAGE 125-126.
3. BASE INFORMATION WAS TAKEN FROM THE CITY OF FRANKLIN GIS AND AERIAL PHOTOGRAPHS. KIMLEY-HORN AND ASSOCIATES SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE BASE INFORMATION SHOWN.
4. THE CONSULTANT HAS FOUND NO EVIDENCE OF THE MINERAL RIGHTS OF THIS PROPERTY BEING TRANSFERRED TO ANY PARTY OTHER THAN THE OWNER.
5. THIS PROJECT IS LOCATED IN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY (MAP NO. 47187C0192H, WITH AN EFFECTIVE DATE OF 12/20/2024, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN. ZONE "AE" IS A SPECIAL FLOOD HAZARD AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THIS AREA IS INDICATED ON THE PLANS.

STORMWATER NARRATIVE

RUNOFF FROM THE SITE FLOWS PRIMARILY THROUGH DEVELOPED AREAS AND GENERALLY DRAINS FROM WEST TO EAST. DEPENDING ON THE POINT OF RAINFALL, STORMWATER TRAVELS AS SHEET FLOW AND SHALLOW CHANNEL FLOW TOWARD THE INTERSECTION OF NATCHEZ STREET AND ACTON STREET. OUTFALLS ARE LABELED ON THE PLANS. EXISTING INLETS WITHIN THE DEVELOPED AREA CONVEY RUNOFF TO THE EXISTING DETENTION POND.

THE EXISTING OUTFALL AND DETENTION POND WILL BE UTILIZED AS PART OF THE PROPOSED SITE DEVELOPMENT.

SITE SLOPE TABLE

	14% - 19.99%
	20% and above

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEA TON J. HILDABRAND — REGISTERED ENGINEER — AGRICULTURE — 4/27/2026 — COMMERCE — No. 127114 — STATE OF TENNESSEE

No.	DATE	REVISIONS	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

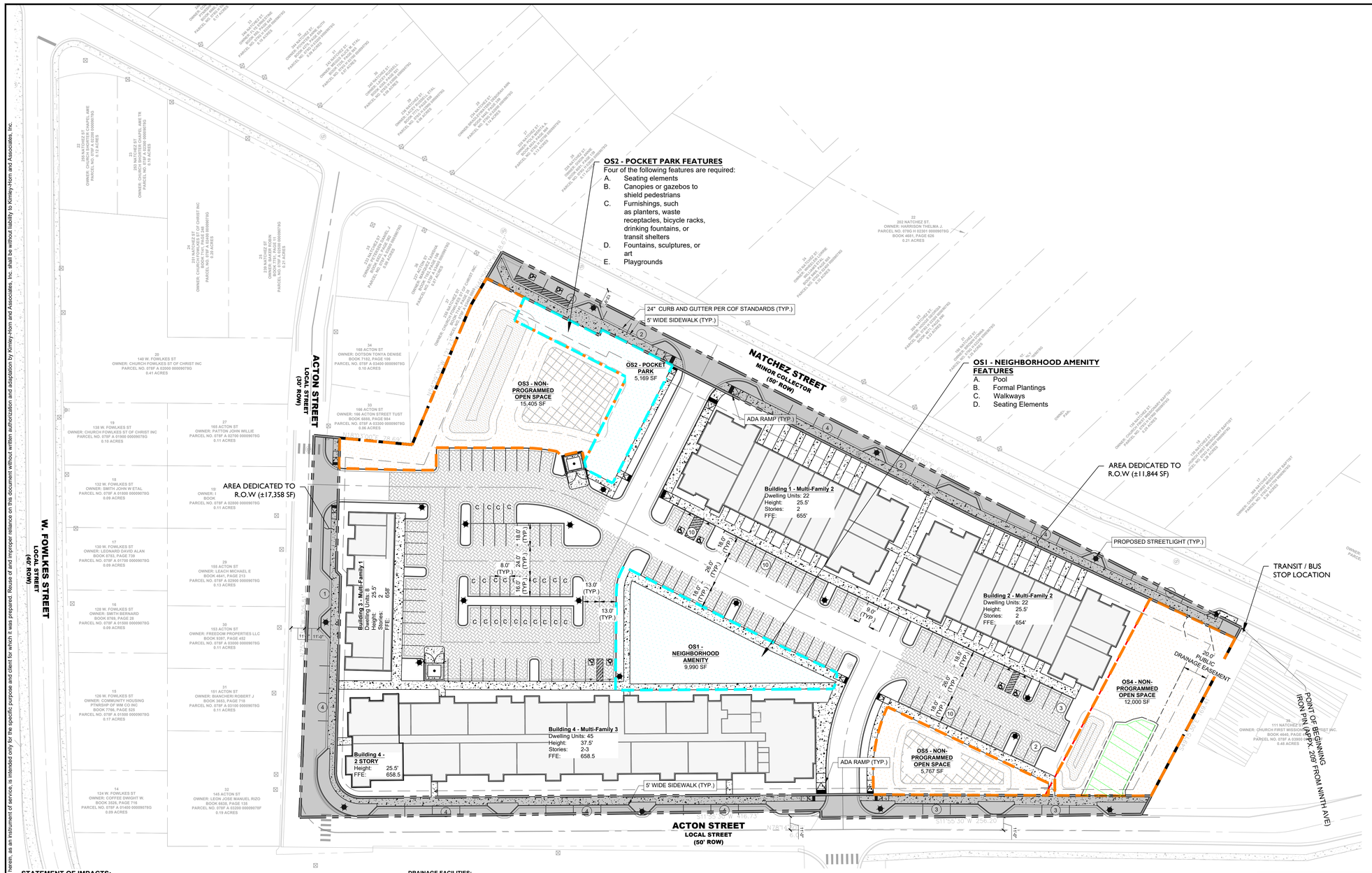
EXISTING CONDITIONS

SHEET NUMBER
C1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\2 - Natchez Place\PlanSheets\C1.0 EXISTING CONDITIONS.dwg C1.0 EXISTING CONDITIONS Jun 15, 2026 11:14am by: Adam.Lawrence

COF #9130



SITE DATA TABLE

PROJECT NAME	DENSON PLACE, DEVELOPMENT PLAN
PROJECT NUMBER	9130
SITE ADDRESS	137 NATCHEZ PLACE FRANKLIN, TENNESSEE 37064
TAX MAP	MAP 078G PARCEL 03800
EXISTING SITE ACREAGE / SQUARE FOOTAGE	5.14 AC / 223,756 SF
FUTURE R.O.W. DEDICATION	0.67 AC / 29,202 SF
PROPOSED SITE ACREAGE / SQUARE FOOTAGE	4.47 AC / 194,554 SF
REGULATIONS	
BASE ZONING	PD
PROPOSED ZONING	PD (21.70)
OVERLAY DISTRICT	CFO
BUILDING TYPE	MULTIFAMILY
FRONTAGE TYPE	URBAN
LOT WIDTH	N/A
LOT SIZE	N/A
BUILDING SETBACKS	
NATCHEZ STREET	13'
ACTON STREET	5'
SIDE	15'
REAR	15'
DWELLING UNITS	97
1 BEDROOM	6
2 BEDROOM	42
3 BEDROOM	45
4 BEDROOM	4
COMMERCIAL SF	N/A
HOTEL KEYS	N/A
BUILDING HEIGHT	2-3 STORIES
MINIMUM LSA	0.89 AC (20%)
PROVIDED LSA	1.65 AC (37%)
OPEN SPACE REQUIRED	0.22 AC (5%)
NATURAL AREA REQUIRED	0.45 AC (10%)
TREE RETENTION REQUIRED	0.59 AC (48%)
PARKING REQUIRED	214
1 BEDROOM	8
2 BEDROOM	95
3 BEDROOM	102
4 BEDROOM	9
PARKING PROVIDED	170
HISTORICAL RESOURCE TREATMENT	Y

KEY

- PRESERVED CANOPY
- OPEN SPACE
- NON-PROGRAMMED OPEN SPACE
- TREE PROTECTION FENCE

Building Occupancy Classification
R-2 (Residential Group 2) - Apartment Buildings
B (Business) - Leasing Office
A-3 Assembly - Fitness

Construction Type
Buildings 1-4 = Type VA Construction
Sprinker sysytem: NFPA 13R

OPEN SPACE REQUIREMENTS

MINIMUM OPEN SPACE REQUIREMENT	15% (5% OPEN SPACE, 10% NATURAL AREA)		
TOTAL SITE AREA:	4.47 AC	OPEN SPACE	NATURAL AREA
OPEN SPACE REQUIRED:	0.67 AC	0.22 AC	0.45 AC
OPEN SPACE PROVIDED			
KEY	CLASSIFICATION	AREA OF OPEN SPACE	
OS-1	POCKET PARK	9,990 SF	0.23 AC
OS-2	POCKET PARK	5,169 SF	0.12 AC
OS-3	NON-PROGRAMMED OPEN SPACE	15,405 SF	0.35 AC
OS-4	NON-PROGRAMMED OPEN SPACE	12,000 SF	0.28 AC
OS-5	NON-PROGRAMMED OPEN SPACE	5,767 SF	0.13 AC
TOTAL OPEN SPACE PROVIDED		**15,159 SF**	**0.35 AC**
TOTAL NON-PROGRAMMED OPEN SPACE PROVIDED		**33,172 SF**	**0.76 AC**

TREE CANOPY AREA			
TREE AREA	OVERALL SITE AREA =	194,554 SF	4.47 AC
	EXISTING	REMOVED	RETAINED
	53,940 SF	52,189 SF	1,751 SF
TREE CANOPY DATA			
EXISTING TREE CANOPY:	53,940 SF		1.24 AC
	28%	OF SITE	
REQUIRED CANOPY PRESERVATION:	25,891 SF		0.59 AC
	48%	OF TOTAL CANOPY	
PROVIDED CANOPY PRESERVATION:	1,751 SF		0.04 AC
	3%	OF TOTAL CANOPY	

EXISTING TREE CANOPY CALCULATION IS BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY.

STATEMENT OF IMPACTS:

WATER:
SERVICE PROVIDER: THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN WATER SYSTEM.
DEMAND: THE DEVELOPMENT INCLUDES 91 MULTIFAMILY DWELLING UNITS, INCLUSIVE OF 30 EXISTING UNITS CURRENTLY ON SITE. THE EXISTING UNITS WILL BE ACCOUNTED FOR IN THE OVERALL WATER DEMAND ANALYSIS, AND ONLY THE NET ADDITIONAL DEMAND ASSOCIATED WITH THE PROPOSED DEVELOPMENT HAS BEEN REQUESTED FROM THE CITY ON APRIL 27, 2026.
INFRASTRUCTURE: AN EXISTING 6-INCH CAST IRON CITY OF FRANKLIN WATER MAIN IS LOCATED ALONG NATCHEZ STREET AND CURRENTLY SERVES THE SITE VIA MULTIPLE EXISTING SERVICE CONNECTIONS ALONG THE PROJECT FRONTAGE. THE PROJECT PROPOSES INSTALLATION OF A NEW 12-INCH DUCTILE IRON WATER MAIN ALONG THE SITE FRONTAGE ON NATCHEZ STREET, WHICH WILL CONNECT TO THE EXISTING 12-INCH WATER MAIN ON W. FOWLKES STREET. FROM THE PROPOSED 12-INCH DUCTILE IRON WATER MAIN ON NATCHEZ STREET, AN 8-INCH DUCTILE IRON WATER MAIN IS PROPOSED TO EXTEND ALONG THE CENTRAL DRIVE OF THE SITE TO CONNECT TO THE EXISTING 6-INCH CAST IRON WATER MAIN LOCATED ON ACTON STREET. THE EXISTING 6-INCH MAIN WILL REMAIN IN SERVICE. EXISTING TAPS CURRENTLY CONNECTED TO THE 6-INCH MAIN ARE ANTICIPATED TO BE RETAPPED TO THE PROPOSED 12-INCH DUCTILE IRON MAIN IN COORDINATION WITH THE CITY AS PART OF FUTURE PHASES.

SEWER:
SERVICE PROVIDER:THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN SANITARY SEWER SYSTEM.
CAPACITY: A SANITARY SEWER CAPACITY REQUEST WAS SUBMITTED TO THE CITY OF FRANKLIN ON APRIL 27, 2026, IN ACCORDANCE WITH THE CITY'S SEWER AVAILABILITY REQUEST REQUIREMENTS.
THE EXISTING SITE IS ESTIMATED TO GENERATE 30 SFUE (10,500 GPD). THE PROPOSED DEVELOPMENT IS ANTICIPATED TO GENERATE 89.30 SFUE (31,250 GPD).
AS THE SITE IS CURRENTLY SERVED BY EXISTING SANITARY SEWER INFRASTRUCTURE, AVAILABILITY IS BEING REQUESTED FOR THE NET ADDITIONAL DEMAND OF 59.30 SFUE (20,750 GPD) ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
INFRASTRUCTURE: EXISTING SANITARY SEWER INFRASTRUCTURE IS ADEQUATE TO SERVE THE PROPOSED DEVELOPMENT. AT THE CITY'S REQUEST, THE PROJECT PROPOSES TO EXTEND AN 8-INCH SANITARY SEWER FROM NATCHEZ STREET THROUGH THE CENTRAL DRIVE AISLE, WITH PROVISIONS FOR A FUTURE SANITARY SEWER CONNECTION AT PLAZA STREET TO ACCOMMODATE POTENTIAL FUTURE DEVELOPMENT.

REPURIFIED (REUSE) WATER FACILITIES:
NOT AVAILABLE

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

THE SITE HAS A MINOR COLLECTOR TO THE EAST AND LOCAL ROADS TO THE WEST AND SOUTH. DAILY ACCESS TO NATCHEZ PLACE IS PROVIDED BY DIRECT CONNECTIONS TO NATCHEZ STREET AND ACTON STREET.

A FULL TRAFFIC IMPACT STUDY PREPARED BY KIMLEY HORN AND ASSOCIATE, INC, AND REVIEWED BY THE CITY OF FRANKLIN. PROVIDES GREATER DETAIL OF THE OVERALL IMPACT OF THE DEVELOPMENT ON THE EXISTING ROAD NETWORK.

DRAINAGE FACILITIES:
STORMWATER MANAGEMENT IS A CRITICAL COMPONENT OF THE SITE DESIGN GIVEN THE EXISTING STORM INFRASTRUCTURE AND ESTABLISHED FLOW DIRECTIONS.

FLOW MANAGEMENT:
STORMWATER RUNOFF WILL PRIMARILY FLOW FROM SOUTH TO NORTH AND WILL BE CAPTURED, CONVEYED, AND TREATED THROUGH THE PROPOSED STORM INFRASTRUCTURE. THE PROPOSED PUBLIC STORM INFRASTRUCTURE IS DESIGNED TO BYPASS ON-SITE TREATMENT AND DETENTION AND OUTFALL TO THE EXISTING OFF-SITE DETENTION FACILITY. ON-SITE RUNOFF WILL BE TREATED WITHIN THE TWO DESIGNATED BIOPOND AREAS AND ULTIMATELY CONVEYED TO THE PROPOSED DETENTION SYSTEM LOCATED NORTH OF THE PROJECT SITE. THIS APPROACH NECESSITATES EFFECTIVE CAPTURE, TREATMENT, AND CONTROLLED RELEASE OF STORMWATER. RUNOFF WILL BE CONVEYED PRIMARILY VIA A COMBINATION OF STORM PIPING AND SHEET FLOW. BIORETENTION AND DETENTION PONDS: THE INCORPORATION OF BIORETENTION AND DETENTION PONDS WILL MANAGE RUNOFF, IMPROVE WATER QUALITY, AND REDUCE THE RISK OF FLOODING. THE DEVELOPMENT WILL UTILIZE THE EXISTING DETENTION BASIN LOCATED AT THE NORTHEAST CORNER OF THE SITE, IN ADDITION TO PROPOSED ON-SITE DETENTION MEASURES.
INFRASTRUCTURE: PROVIDING AN APPROPRIATE DRAINAGE SYSTEM AND ENSURING THE EFFECTIVE INTEGRATION OF STORMWATER PONDS WITHIN THE OVERALL DEVELOPMENT PLAN IS ESSENTIAL FOR SUCCESSFUL STORMWATER MANAGEMENT. APPROXIMATELY THREE ACRES OF IMPERVIOUS AREA ARE PROPOSED WITHIN THE PROJECT SITE.

POLICE AND FIRE DEPT:
FRANKLIN FIRE DEPT STATION #1 - 0.54 MILES DRIVING DISTANCE
FRANKLIN POLICE HEADQUATERS - 0.12 MILES DRIVING DISTANCE

RECREATIONAL FACILITIES:
ASSAULT ON COTTON GIN - 0.41 MILES DRIVING DISTANCE

PROJECTED STUDENT POPULATION:
97 HOMES X 0.22 STUDENTS = 22 PROJECTED STUDENTS

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

PARKLAND DEDICATION:
PARKLAND IMPACT FEES AND PARKLAND DEDICATION REQUIREMENTS ARE BASED ON THE MATHEMATICAL FORMULAS AND ALLOCATIONS SET FORTH IN THE CITY'S PARKLAND DEDICATION ORDINANCE: ORDINANCE 2016-25 AND FRANKLIN MUNICIPAL CODE § 25-405.
97 Units - 30 Units (existing) = 67 new Units requested
67 Units x $5,408 = $362,336
Parkland Impact Fees are due at Plat or at the first building permit when a plat is not warranted
Quad 4

NOTE: AS ACCESS POINTS AND IMPACTS TO THE STREET NETWORK ARE DETERMINED, THE STATEMENT OF IMPACTS MAY NEED TO BE REVISED

COORDINATES ARE NAD83. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

MATTHEW S. TAYLOR 3/24 TENNESSEE LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: KOG
DRAWN BY: KOG
CHECKED BY: DJH
DATE: 4/27/2026
KIMLEY-HORN PROJECT NO. 118129143

SITE LAYOUT - OVERALL

SHEET NUMBER
C2.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GRADING PLAN LEGEND

470.17	SPOT ELEVATION		
HP	HIGH POINT	LP	LOW POINT
TC	TOP OF CURB	BC	BOTTOM OF CURB / GUTTER LINE
TW	TOP OF EXPOSED WALL	BW	BOTTOM OF EXPOSED WALL
INV	INVERT	RIM	TOP OF GRATE / COVER
FFE 472.50	FINISH FLOOR ELEVATION		
500	EXISTING CONTOUR		
500	PROPOSED CONTOUR		

SITE LEGEND

- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER
- DETENTION
- BIORETENTION

STORMWATER MANAGEMENT PLAN

ON-SITE STORMWATER WILL BE DIRECTED AWAY FROM PROPOSED BUILDINGS VIA POSITIVE DRAINAGE AND WILL SHEET FLOW INTO A CLOSED STORM SYSTEM AND TOWARDS THE BIORETENTION AREAS. STORMWATER RUNOFF WILL FLOW INTO PROPOSED BIORETENTION AREA FOR INFILTRATION AND TREATMENT. OFF-SITE STORMWATER WILL BE DIVERTED AWAY FROM ANY PROPOSED STORMWATER TREATMENT AREAS. THE PROPOSED BIORETENTION AREAS WILL TREAT STORMWATER RUNOFF BEFORE IT EITHER INFILTRATES INTO THE SOIL OR DISCHARGES VIA AN OVERFLOW BERM/STORM STRUCTURES TO THE PROPOSED DETENTION BASIN.

RUNOFF THAT EXCEEDS THE FIRST INCH OF RAINFALL WILL BE ROUTED VIA OVERFLOW BERM OR STORM STRUCTURE TO A DETENTION POND. AN OUTLET CONTROL STRUCTURE WILL LIMIT DISCHARGE FLOW RATE OF THE SITE UP TO THE 100-YEAR DESIGN STORM.

WATER QUALITY BMP NOTE

WATER QUALITY BMPS SHALL NOT BE INSTALLED UNTIL BUILD OUT IS NEAR COMPLETION TO PREVENT CONSTRUCTION SEDIMENT FROM ENTERING WATER QUALITY BMPS. WATER QUALITY AREAS SHALL NOT BE USED AS SEDIMENT BASINS DURING CONSTRUCTION. INSTALLERS OF WATER QUALITY BMPS SHOULD FOLLOW ALL INSTALLATION GUIDELINES SET FORTH IN THE CITY OF FRANKLIN BMP MANUAL LOCATED ON THE CITY'S WEBSITE.

TREE PROTECTION NOTE

ALL TREE-PROTECTION FENCING SHALL BE IN PLACE PRIOR TO THE ISSUANCE OF A GRADING OR LAND DISTURBANCE PERMIT AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETED. NO DISTURBANCE IS PERMITTED IN A TREE PRESERVATION AREA. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.

COF GRADING & DRAINAGE GENERAL NOTES

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY CITY OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ANY PROPOSED RETAINING WALL GREATER THAN 48" IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING SHALL BE A SEPARATE SUBMITTAL TO A BUILDING & NEIGHBORHOOD SERVICES FOR REVIEW, APPROVAL, AND PERMITTING. A MATERIAL AND COLOR SAMPLE SHALL BE SUBMITTED WITH THE BUILDING PLANS.

STORMWATER IMPACT STATEMENT

STORMWATER MANAGEMENT IS A CRITICAL COMPONENT OF THE SITE DESIGN GIVEN THE EXISTING STORM INFRASTRUCTURE AND ESTABLISHED FLOW DIRECTIONS.

FLOW MANAGEMENT:
STORMWATER RUNOFF WILL PRIMARILY FLOW FROM SOUTH TO NORTH AND WILL BE CAPTURED, CONVEYED, AND TREATED THROUGH THE PROPOSED STORM INFRASTRUCTURE. THE PROPOSED PUBLIC STORM INFRASTRUCTURE IS DESIGNED TO BYPASS ON-SITE TREATMENT AND DETENTION AND OUTFALL TO THE EXISTING OFF-SITE DETENTION FACILITY. ON-SITE RUNOFF WILL BE TREATED WITHIN THE TWO DESIGNATED BIOPOND AREAS AND ULTIMATELY CONVEYED TO THE PROPOSED DETENTION SYSTEM LOCATED NORTH OF THE PROJECT SITE. THIS APPROACH NECESSITATES EFFECTIVE CAPTURE, TREATMENT, AND CONTROLLED RELEASE OF STORMWATER. RUNOFF WILL BE CONVEYED PRIMARILY VIA A COMBINATION OF STORM PIPING AND SHEET FLOW.

BIORETENTION AND DETENTION PONDS:
THE INCORPORATION OF BIORETENTION AND DETENTION PONDS WILL MANAGE RUNOFF, IMPROVE WATER QUALITY, AND REDUCE THE RISK OF FLOODING. THE DEVELOPMENT WILL UTILIZE THE EXISTING DETENTION BASIN LOCATED AT THE NORTHEAST CORNER OF THE SITE, IN ADDITION TO PROPOSED ON-SITE DETENTION MEASURES.

INFRASTRUCTURE:
PROVIDING AN APPROPRIATE DRAINAGE SYSTEM AND ENSURING THE EFFECTIVE INTEGRATION OF STORMWATER PONDS WITHIN THE OVERALL DEVELOPMENT PLAN IS ESSENTIAL FOR SUCCESSFUL STORMWATER MANAGEMENT. APPROXIMATELY THREE ACRES OF IMPERVIOUS AREA ARE PROPOSED WITHIN THE PROJECT SITE.

GREEN INFRASTRUCTURE EASEMENT (GIE)
DETENTION POND #1
LEVEL 2 BIORETENTION #1
EXISTING CURB INLET RIM TO BE REPLACED
BUILDING 1 FFE 655.00
BUILDING 2 FFE 653.50
BUILDING 3 FFE 658.00
BUILDING 4 FFE 658.50
LEVEL 2 PERMEABLE PAVERS
20.0' PUBLIC DRAINAGE EASEMENT
GREEN INFRASTRUCTURE EASEMENT (GIE)
DETENTION POND #2
LEVEL 2 BIORETENTION #2
EXISTING STORM TO REMAIN IN PLACE

NATCHEZ STREET
MINOR COLLECTOR
(80' ROW)

ACTON STREET
LOCAL STREET
(50' ROW)

W. FOWLKES STREET
LOCAL STREET
(40' ROW)

PLAZA STREET
LOCAL STREET
(55' ROW)

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com

© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEATON J. HILDABRAND — REGISTERED ENGINEER — AGRICULTURE — 10/21/2025 — COMMISSION NO. 121314 — STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

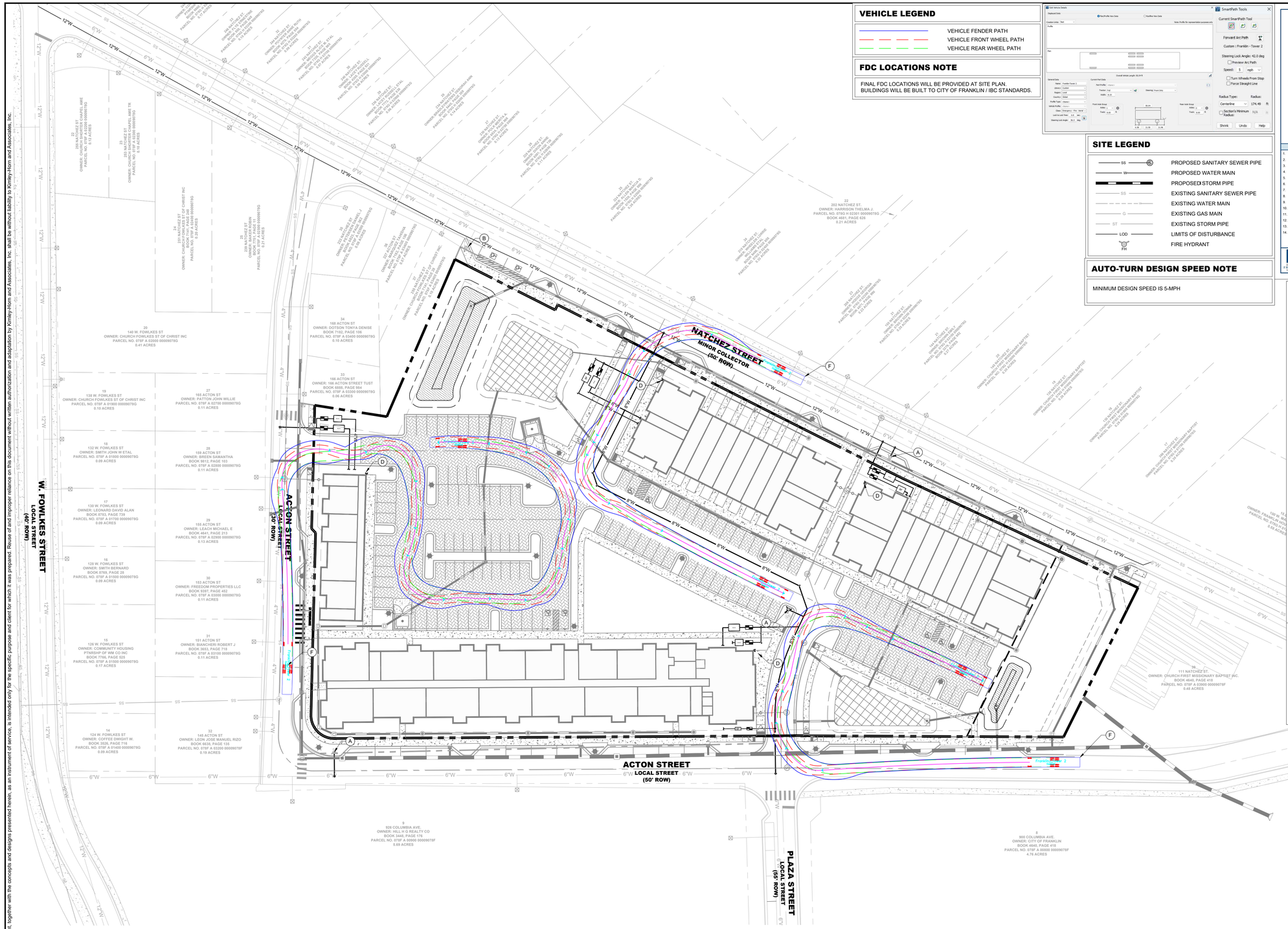
DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

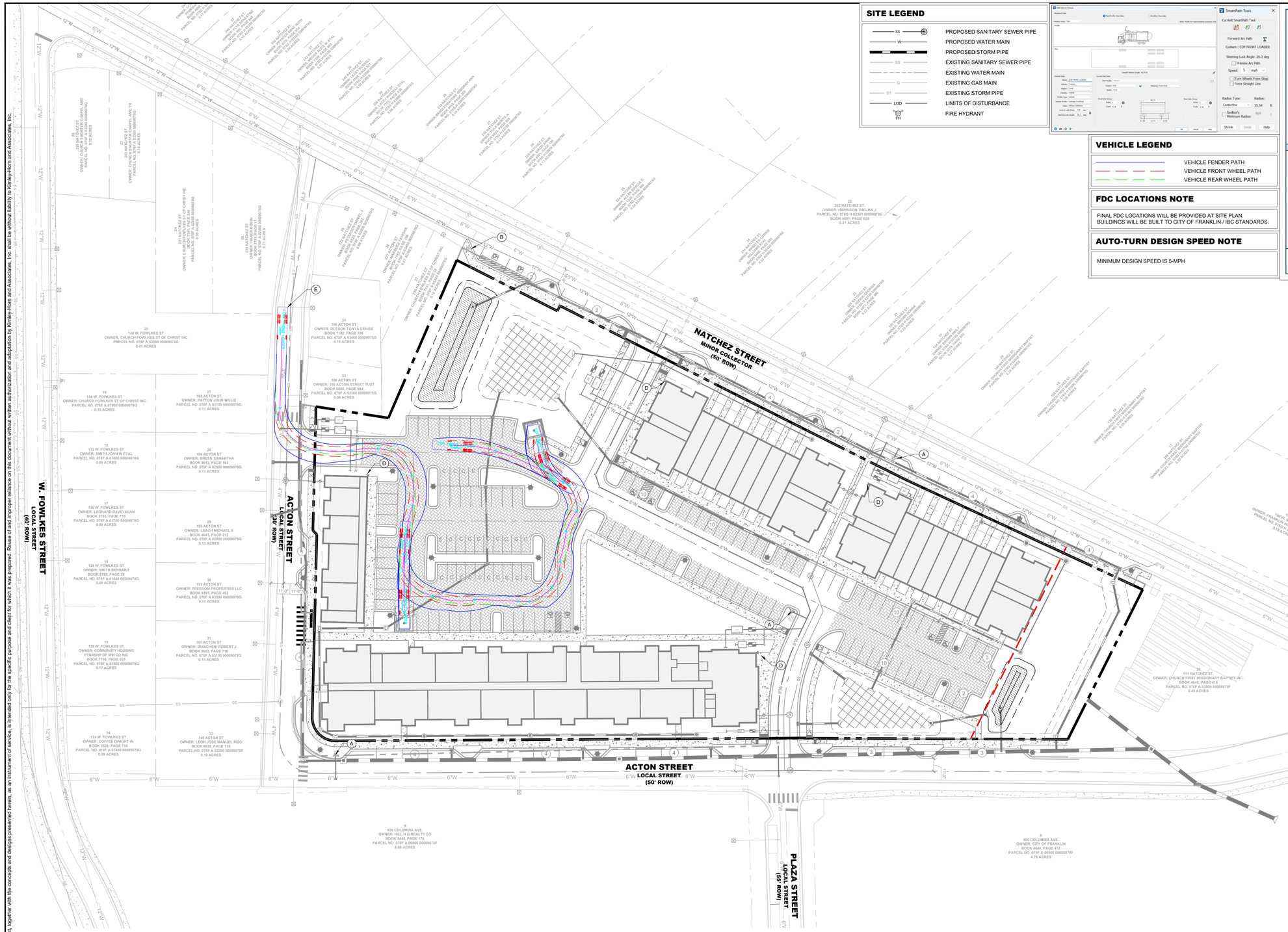
GRADING AND DRAINAGE PLAN - OVERALL

SHEET NUMBER
C3.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118129143 - ecg - west meade & natchez\4-CADD\2 - natchez place\plansheets\C3.0 GRADING AND DRAINAGE PLAN - OVERALL.dwg C3.0 GRADING AND DRAINAGE PLAN - OVERALL Jun 04, 2026 3:40pm by: Ethan.Fekete


NATCHEZ STREET
MINOR COLLECTOR
(50' ROW)
ACTON STREET
LOCAL STREET
(50' ROW)
W. FOWLKES STREET
LOCAL STREET
(40' ROW)
PLAZA STREET
LOCAL STREET
(55' ROW)
ACTON STREET
LOCAL STREET
(50' ROW)
Franklin Tower 2
Franklin T-2 SUTPHEN
12'W
6'W
6'W
6



SITE LEGEND

SS ®	PROPOSED SANITARY SEWER PIPE
W	PROPOSED WATER MAIN
	PROPOSED STORM PIPE
SS	EXISTING SANITARY SEWER PIPE
W	EXISTING WATER MAIN
G	EXISTING GAS MAIN
ST	EXISTING STORM PIPE
LOD	LIMITS OF DISTURBANCE
FH	FIRE HYDRANT

VEHICLE LEGEND

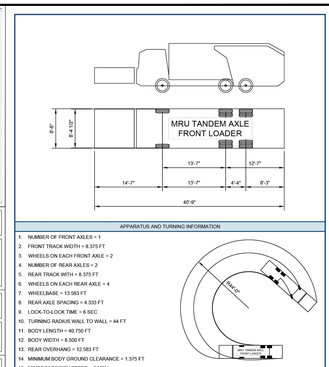
	VEHICLE FENDER PATH
	VEHICLE FRONT WHEEL PATH
	VEHICLE REAR WHEEL PATH

FDC LOCATIONS NOTE

FINAL FDC LOCATIONS WILL BE PROVIDED AT SITE PLAN.
BUILDINGS WILL BE BUILT TO CITY OF FRANKLIN / IBC STANDARDS.

AUTO-TURN DESIGN SPEED NOTE

MINIMUM DESIGN SPEED IS 5-MPH



ROW & 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-OFWAY 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 "TDOT 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.

IMPACT STATEMENT

ACCESS TO THE MULTIFAMILY PORTION (LOT 9 & 10) OF THE DEVELOPMENT WILL BE PROVIDED VIA PRIVATE ROAD WITH TWO CONNECTIONS DIRECTLY FROM TOWER CIRCLE ROAD. THE CONDO/RETAIL PORTION (LOT 14) OF THIS SITE WILL BE ACCESSED VIA PRIVATE ROAD WITH TWO CONNECTION DIRECTLY FROM TOWER CIRCLE ROAD.

OFFSITE IMPROVEMENTS ARE TO BE MADE PER RECOMMENDATIONS FROM THE TRAFFIC IMPACT ANALYSIS PREPARED BY KIMLEY HORN FOR THIS SITE AND DISCUSSIONS WITH CITY OF FRANKLIN OFFICIALS.

FIRE LANE STRIPPING

FIRE LANES SHALL BE MARKED WITH SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING "FIRE LANE - NO PARKING" VISIBLE FROM THE NORMAL LANE OF TRAFFIC AND PAINTED YELLOW OR WHITE AS APPROVED BY THE FIRE MARSHAL. A MAXIMUM OF 50-FEET ALTERNATING BETWEEN SIGNS AND PAVEMENT MARKINGS SHALL BE REQUIRED ALONG THE ENTIRE LENGTH OF THE FIRE LANE. PLACEMENT SUBJECT TO APPROVAL BY THE FIRE MARSHAL. SIZE OF LETTERING ON PAVEMENT SHALL BE 18-INCHES HIGH WITH A 3-INCH BRUSH STROKE.

KEYNOTE LEGEND

A	PROPOSED FIRE HYDRANT ASSEMBLY
B	EXISTING FIRE HYDRANT ASSEMBLY
C	FIRE LANE STRIPING
D	FIRE DEPARTMENT CONNECTION (TYP.)
E	CITY OF FRANKLIN GARBAGE TRUCK
F	FRANKLIN T-2 SUTPHEN FIRE TRUCK

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD SUBDIVISION (COF# 9130) ELMINGTON CAPITOL GROUP

FRANKLIN, TENNESSEE

DEATON J. HILDABRAND
REGISTERED ENGINEER
AGRICULTURE
10/21/2024
COMMERCE
No. 127314
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

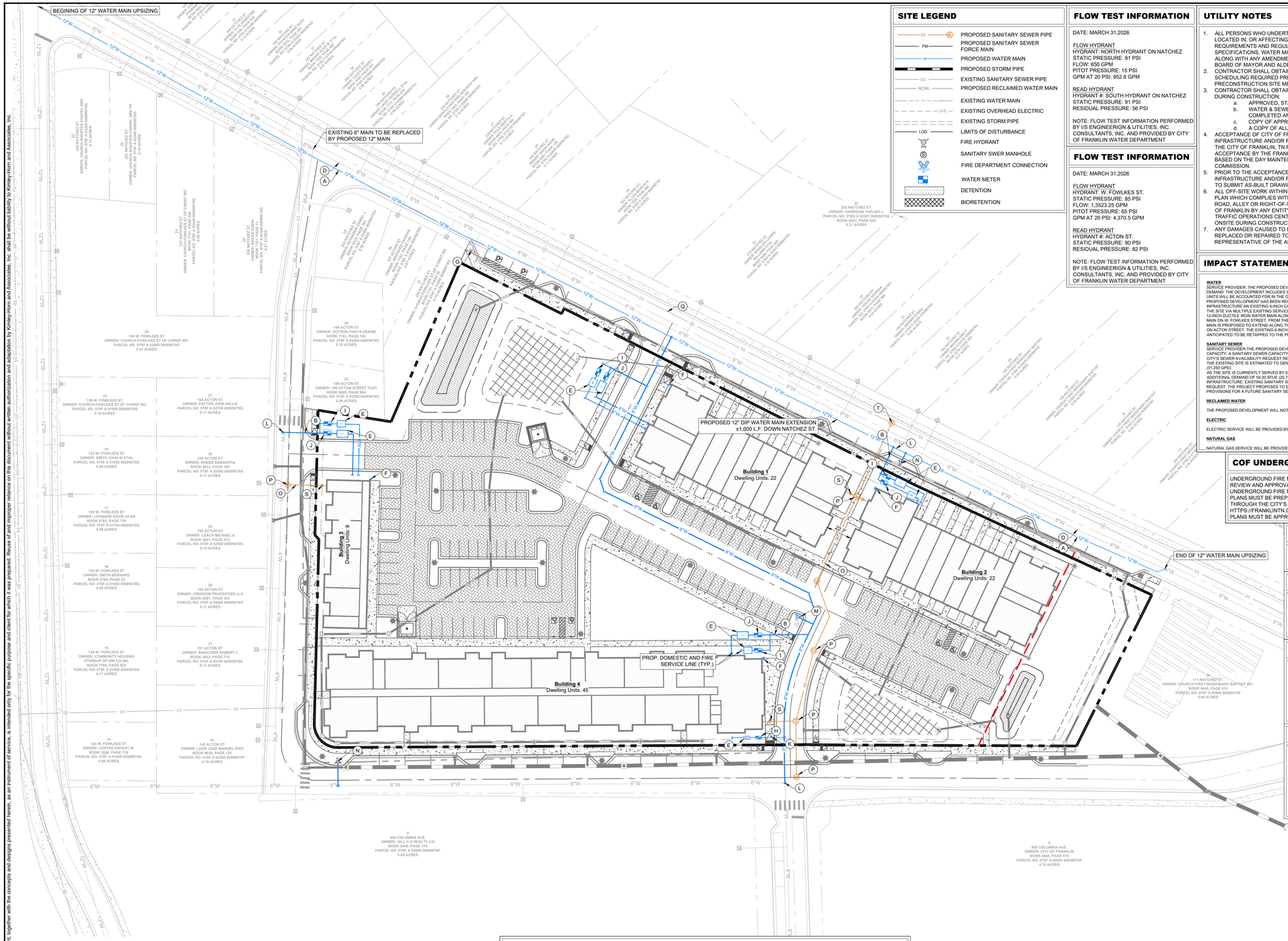
DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

ROW & ACCESS PLAN - TRASH

SHEET NUMBER
C4.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LDEV\118129143 - ecg - west meade & natchez\4-CADD\2 - natchez place\plansheets\C4.1 TRASH DISPOSAL PLAN.dwg C4.1 ROW & ACCESS PLAN - TRASH Jun 04, 2026 3:41pm by: Ethan.Fekete



SITE LEGEND

- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED WATER MAIN
- PROPOSED STORM PIPE
- EXISTING SANITARY SEWER PIPE
- PROPOSED RECLAIMED WATER MAIN
- EXISTING WATER MAIN
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM PIPE
- LIMITS OF DISTURBANCE
- FIRE HYDRANT
- SANITARY SWER MANHOLE
- FIRE DEPARTMENT CONNECTION
- WATER METER
- DETENTION
- BIORETENTION

FLOW TEST INFORMATION

DATE: MARCH 31,2026

FLOW HYDRANT
HYDRANT: NORTH HYDRANT ON NATCHEZ
STATIC PRESSURE: 91 PSI
FLOW: 650 GPM
PITOT PRESSURE: 15 PSI
GPM AT 20 PSI: 952.8 GPM

READ HYDRANT
HYDRANT #: SOUTH HYDRANT ON NATCHEZ
STATIC PRESSURE: 91 PSI
RESIDUAL PRESSURE: 56 PSI

NOTE: FLOW TEST INFORMATION PERFORMED BY I/S ENGINEERIGN & UTILITIES, INC. CONSULTANTS, INC. AND PROVIDED BY CITY OF FRANKLIN WATER DEPARTMENT

FLOW TEST INFORMATION

DATE: MARCH 31,2026

FLOW HYDRANT
HYDRANT: W. FOWLKES ST.
STATIC PRESSURE: 85 PSI
FLOW: 1,3523.25 GPM
PITOT PRESSURE: 65 PSI
GPM AT 20 PSI: 4,370.5 GPM

READ HYDRANT
HYDRANT #: ACTON ST.
STATIC PRESSURE: 90 PSI
RESIDUAL PRESSURE: 82 PSI

NOTE: FLOW TEST INFORMATION PERFORMED BY I/S ENGINEERIGN & UTILITIES, INC. CONSULTANTS, INC. AND PROVIDED BY CITY OF FRANKLIN WATER DEPARTMENT

UTILITY NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRECONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.

IMPACT STATEMENT

WATER
SERVICE PROVIDER: THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN WATER SYSTEM.
DEMAND: THE DEVELOPMENT INCLUDES 91 MULTIFAMILY DWELLING UNITS, INCLUSIVE OF 30 EXISTING UNITS CURRENTLY ON SITE. THE EXISTING UNITS WILL BE ACCOUNTED FOR IN THE OVERALL WATER DEMAND ANALYSIS, AND ONLY THE NET ADDITIONAL DEMAND ASSOCIATED WITH THE PROPOSED DEVELOPMENT HAS BEEN REQUESTED FROM THE CITY ON APRIL 27, 2026.
INFRASTRUCTURE: AN EXISTING 6-INCH CAST IRON CITY OF FRANKLIN WATER MAIN IS LOCATED ALONG NATCHEZ STREET AND CURRENTLY SERVES THE SITE VIA MULTIPLE EXISTING SERVICE CONNECTIONS ALONG THE PROJECT FRONTAGE. THE PROJECT PROPOSES INSTALLATION OF A NEW 12-INCH DUCTILE IRON WATER MAIN ALONG THE SITE FRONTAGE ON NATCHEZ STREET, WHICH WILL CONNECT TO THE EXISTING 12-INCH WATER MAIN ON W. FOWLKES STREET. FROM THE PROPOSED 12-INCH DUCTILE IRON WATER MAIN ON NATCHEZ STREET, AN 8-INCH DUCTILE IRON WATER MAIN IS PROPOSED TO EXTEND ALONG THE CENTRAL DRIVE OF THE SITE TO CONNECT TO THE EXISTING 6-INCH CAST IRON WATER MAIN LOCATED ON ACTON STREET. THE EXISTING 6-INCH MAIN WILL REMAIN IN SERVICE. EXISTING TAPS CURRENTLY CONNECTED TO THE 6-INCH MAIN ARE ANTICIPATED TO BE RETAPPED TO THE PROPOSED 12-INCH DUCTILE IRON MAIN IN COORDINATION WITH THE CITY AS PART OF FUTURE PHASES.

SANITARY SEWER
SERVICE PROVIDER:THE PROPOSED DEVELOPMENT WILL BE SERVED BY THE CITY OF FRANKLIN SANITARY SEWER SYSTEM.
CAPACITY: A SANITARY SEWER CAPACITY REQUEST WAS SUBMITTED TO THE CITY OF FRANKLIN ON APRIL 27, 2026, IN ACCORDANCE WITH THE CITY'S SEWER AVAILABILITY REQUEST REQUIREMENTS.
THE EXISTING SITE IS ESTIMATED TO GENERATE 30 SFUE (10,500 GPD). THE PROPOSED DEVELOPMENT IS ANTICIPATED TO GENERATE 89.30 SFUE (31,250 GPD).
AS THE SITE IS CURRENTLY SERVED BY EXISTING SANITARY SEWER INFRASTRUCTURE, AVAILABILITY IS BEING REQUESTED FOR THE NET ADDITIONAL DEMAND OF 59.30 SFUE (20,750 GPD) ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
INFRASTRUCTURE: EXISTING SANITARY SEWER INFRASTRUCTURE IS ADEQUATE TO SERVE THE PROPOSED DEVELOPMENT. AT THE CITY'S REQUEST, THE PROJECT PROPOSES TO EXTEND AN 8-INCH SANITARY SEWER FROM NATCHEZ STREET THROUGH THE CENTRAL DRIVE AISLE, WITH PROVISIONS FOR A FUTURE SANITARY SEWER CONNECTION AT PLAZA STREET TO ACCOMMODATE POTENTIAL FUTURE DEVELOPMENT.

RECLAIMED WATER

THE PROPOSED DEVELOPMENT WILL NOT BE SERVED BY RECLAIMED WATER.

ELECTRIC

ELECTRIC SERVICE WILL BE PROVIDED BY MIDDLE TENNESSEE ELECTRIC (MTE) MEMBERSHIP CORPORATION.

NATURAL GAS

NATURAL GAS SERVICE WILL BE PROVIDED BY ATMOS ENERGY, PENDING AVAILABILITY.

COF UNDERGROUND SHOP DRAWING NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE / UTILITY PLANS. PLANS MUST BE PREPARED BY A TN LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S GEOCIVIX ELECTRONIC PLAN REVIEW SITE: HTTPS://FRANKLINTN.GEOCIVIX.COM/SECURE/
PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE / DESIGN INTENT.

UTILITY LAYOUT NOTE

DETAILS AND LAYOUT OF UTILITIES SHOWN GRAPHICALLY ON THIS PLAN ARE SUBJECT TO CHANGE BETWEEN DEVELOPMENT PLAN AND SITE PLAN SUBMITTALS.

EXISTING UTILITIES NOTE

CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING. COF DOES NOT PARTICIPATE IN 811/TN ONE CALL. CONTACT COF WATER/SEWER DEPT. FOR LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.

PRIVATE FIRE HYDRANT NOTE

PRIVATE HYDRANT:
1. THE BARREL AND CAPS OF THE HYDRANT SHALL BE PAINTED PPG OIL BASED SILVER
2. THE TOP / BONNET OF THE HYDRANT SHALL BE PAINTED IN ACCORDANCE WITH THE FOLLOWING:
   - 2.1. ABOVE 1500-GPM = PPG OIL-BASED SAFETY BLUE
   - 2.2. 1000-GPM TO 1499-GPM = PPG OIL-BASED SAFETY GREEN
   - 2.3. 500-GPM TO 999-GPM = PPG OIL-BASED SAFETY ORANGE
   - 2.4. BELOW 500-GPM = PPG OIL-BASED SAFETY RED

PROP. UTILITY PLAN

THE PROPOSED UTILITY LAYOUT SHOWN ON THE DEVELOPMENT PLAN IS CONCEPTUAL IN NATURE, AND DUE TO THE LACK OF INFORMATION PROVIDED REGARDING BUILDING USES AND OCCUPANCY LOADS, THE FINAL UTILITY ALIGNMENTS FOR WATER, SANITARY SEWER AND RECLAIM WATER SHALL BE DETERMINED AT SITE PLAN. IF AT SITE PLAN THE UTILITY ALIGNMENT DOES NOT MEET CITY OF FRANKLIN SPECIFICATIONS AND SUPPORT THE CITY OF FRANKLINS ABILITY TO MAINTAIN SAID INFRASTRUCTURE, AND THESE GOALS CANNOT BE ACHIEVED, THE APPLICANT SHALL REVISE THE OVERALL DESIGN TO MEET THE CITY OF FRANKLIN'S UTILITY DESIGN STANDARDS AND SPECIFICATIONS.

UTILITY PLAN KEYNOTE LEGEND

A	PROPOSED WATER MAIN	K	PROPOSED 3" DOMESTIC WATERLINE
B	PROPOSED 6" FIRE WATERLINE	L	TIE TO EXISTING WATER MAIN
C	TIE TO EXISTING WATERLINE WITH 12" X 8" TEE AND VALVES	M	PROPOSED FIRE HYDRANT
D	EXISTING WATER MAIN	N	RELOCATED FIRE HYDRANT
E	BACK FLOW PREVENTER	O	PROPOSED SANITARY SEWER LINE
F	FIRE DEPARTMENT CONNECTION	P	PROPOSED SANITARY SEWER MANHOLE (DOGHOUSE MANHOLE NOT PERMISSIBLE)
G	EXISTING FIRE HYDRANT ASSEMBLY	Q	EXISTING SANITARY SEWER LINE
H	PROPOSED IRRIGATION METER	R	TIE TO EXISTING MANHOLE
I	PROPOSED DOMESTIC METER	S	PROPOSED SANITARY SEWER CLEANOUT
J	PROPOSED FIRE METER	T	TIE IN TO EXISTING SANITARY SEWER LINE

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200 Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
FLEMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

DEACON J. HILDABRAND
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
10/21/2026
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

UTILITY PLAN - OVERALL

SHEET NUMBER
C5.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



TREE PROTECTION FENCING DETAIL

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. 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.

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

KEY

- EXISTING TREE CANOPY
- PRESERVED TREE CANOPY
- SPECIMEN TREE
- SPECIMEN TREE REMOVED
- TREE PROTECTION FENCE

TREE CANOPY AREA			
	OVERALL SITE AREA =	194,554 SF	4.47 AC
TREE AREA	EXISTING	REMOVED	RETAINED
	53,940 SF	52,189 SF	1,751 SF
TREE CANOPY DATA			
EXISTING TREE CANOPY:	53,940 SF	1.24 AC	
	28%	OF SITE	
REQUIRED CANOPY PRESERVATION:	25,891 SF	0.59 AC	
	48%	OF TOTAL CANOPY	
PROVIDED CANOPY PRESERVATION:	1,751 SF	0.04 AC	
	3%	OF TOTAL CANOPY	

EXISTING TREE CANOPY CALCULATION IS BASED ON AERIAL PHOTOGRAPHS OF THE PROPERTY.

SPECIMEN TREES			
TREE #	SPECIES	INCHES	REMOVED
1	Black Maple	24	X
2	American Sycamore	24	
3	Pin Oak	24	X
4	Pin Oak	24	X
5	American Sycamore	24	X
6	Sugar Maple	24	X
7	Siberian Elm	24	X
8	American Sycamore	24	X
9	Black Hawthorne	24	X
10	American Sycamore	24	X
11	Pin Oak	24	X
12	Pin Oak	24	X
13	Black Hawthorne	24	X
14	Red Mullberry	24	X
15	American Elm	24	X

NOTE: FULL TREE SURVEY TO BE PROVIDED AT SITE PLAN.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE



No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: —
DRAWN BY: —
CHECKED BY: —
DATE: 4/27/2026
KIMLEY-HORN PROJECT NO. 118129143

TREE PRESERVATION PLAN

SHEET NUMBER
L1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



VIEW ALONG NATCHEZ ST.

TYPICAL ARCHITECTURE



VIEW AT CORNER OF ACTON ST.

TYPICAL ARCHITECTURE

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

TYPICAL ARCHITECTURE

SHEET NUMBER
A1.0

June 10,

Public Notification Letter – Denson Place

PUBLIC NOTICE
This letter is written to provide public notice that the Franklin Municipal Planning Commission (FMPC) will be considering a proposed Rezoning and Development Plan for a multi-family development consisting of 97 units. The property is located at Map 078G, Parcel 03800 on Natchez Street in Franklin, TN. The request will be heard by the FMPC on Thursday, June 25, 2026 at 7:00 pm in the Williamson County Administrative Complex (Auditorium). Please see the information below for more details.

APPLICANT
Kimley-Horn

APPLICANT'S REPRESENTATIVE

Kimley-Horn	4031 Aspen Grover Drive, Suite 201, Franklin, TN 37067	
Greg Gamble	615-975-5765	Greg.Gamble@kimley-horn.com

APPLICATION TYPE
Development Plan

DATE, TIME, AND PLACE OF PUBLIC MEETING
Thursday, June 25, 2026 at 7:00 pm in the in the Williamson County Administrative Complex (Auditorium). Please see the information below for more details.

SUBJECT PROPERTY
Map 078G, Parcel 03800

NATURE AND SCOPE OF THE APPLICANT REQUEST
The applicant is proposing a Rezoning and Development Plan for a multi-family development consisting of 91 units.

WHERE TO VIEW THE PROPOSED PLAN
The application may be viewed in the Planning and Sustainability Department, 120 9th Ave South, Franklin, TN 37064.

WHERE THE PUBLIC CAN BE HEARD
The public may appear at the Planning Commission meeting on Thursday, June 25, 2026 to be heard, submit written comments with respect to the application. Written comments may be directed to the City of Franklin Planning and Sustainability Department via email at planningintake@franklintn.gov and will be collected until noon on the day prior to the meeting. All written comments will be included with the item as part of the Planning Commission agenda.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



VIEW ALONG NATCHEZ ST.



VIEW AT CORNER OF ACTON ST.

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
© 2026 Kimley-Horn and Associates, Inc.

DENSON PLACE PUD
SUBDIVISION (COF# 9130)
ELMINGTON CAPITOL GROUP
FRANKLIN, TENNESSEE

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KOG
DRAWN BY:	KOG
CHECKED BY:	DJH
DATE:	4/27/2026
KIMLEY-HORN PROJECT NO.	118129143

ARCHITECTURAL RENDERINGS

SHEET NUMBER
A1.0

Drawing name: K:\FRA_LDEV\118129143 - ECG - West Meade & Natchez\4-CADD\2 - Natchez Place\PlanSheets\A1.0 TYPICAL ARCHITECTURE.dwg A1.0 TYPICAL ARCHITECTURE Jun 05, 2026 9:43am by: Adam.Lawrence

MOS 1 - Section 10.2.3: Minimum Parking

The Zoning Ordinance requires that multifamily residential be parked at the following ratios:
Studio- 1.25 spaces
1-BR unit- 1.25 spaces
2+ BR unit- 2.25 spaces

A modification of standard 10.2.3 is requested to allow a uniform parking ratio of 1.75 spaces per dwelling unit across all unit types.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

Reducing the required parking ratio allows the site to prioritize resident-focused amenities, open space, pedestrian connectivity, and overall site functionality rather than accommodating excess surface parking. The proposed development replaces an existing affordable housing community and is designed to provide updated housing in a more efficient and livable layout.

As shown on the development plan, the site already incorporates required open space areas, internal drives, and pedestrian circulation within a relatively constrained redevelopment footprint. Reducing parking helps limit impervious surface area, improves stormwater performance, and allows for enhanced open space and community gathering areas that directly support residents.

Additionally, a flat parking ratio applied across all unit types reflects the expected parking demand for an affordable housing community, where vehicle ownership rates are typically lower and shared transportation resources are more common. This results in a more efficient use of land that better aligns with actual demand rather than a theoretical maximum.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This request is specific to the redevelopment of an existing Franklin Housing Authority site that has historically functioned as affordable housing. The project is not a typical market-rate greenfield development but rather a reinvestment in an established neighborhood with existing infrastructure, constraints, and community context.

The site is bounded by an established street network (Natchez Street, Acton Street, and surrounding local streets) and is designed to fit within the existing urban fabric while replacing outdated housing units. The infill and redevelopment nature of the project limits

the ability to expand parking without significantly impacting building layout, open space provision, and site livability.

Furthermore, the development program includes a mix of unit sizes (1–4 bedrooms), but the anticipated parking demand does not scale linearly with bedroom count in this housing type. Applying a uniform ratio better reflects resident characteristics and avoids overbuilding parking that would remain underutilized.

We are including a memo as a separate document, with this submittal. This memo will help demonstrate the reduced parking ratio for affordable housing.

3. The modification is consistent with the intent of Envision Franklin:

Envision Franklin promotes efficient land use, context-sensitive redevelopment, and the creation of complete communities that emphasize walkability, housing diversity, and quality of life.

This modification supports those goals by reducing excess paving, enhancing open space and pedestrian-oriented design, and allowing the redevelopment to better integrate into the surrounding neighborhood. By prioritizing livability over surplus parking, the plan helps create a more sustainable and community-oriented development pattern.

Additionally, the site's proximity to existing streets, services, and community resources supports a reduced reliance on single-occupancy vehicles, consistent with Envision Franklin's broader goals for multimodal and efficient development.

MOS 2 - Section 11.1.5: Minimum Open Space

The Zoning Ordinance requires that 10% of the developing site be preserved as Natural Area.

A modification of standard 11.1.5 is requested to allow a reduction from the 10% Natural Area requirement to 0% due to the existing developed condition of the site. In leu of Natural Area, a total of 15% open space will be provided. 5% of the open space will be programmed and 10% will non-programmed.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

Strict adherence to the Natural Area requirement would not meaningfully improve environmental quality on this site and would instead result in fragmented or artificially designated “natural areas” that do not function as true ecological resources.

The site is currently fully developed with existing multifamily housing and has minimal to no existing natural areas suitable for preservation. Any Natural Area designation would therefore be newly created rather than preserved, which does not align with the intent of protecting existing natural features.

Instead, the proposed development focuses on providing high-quality usable open space, including pocket parks and integrated landscape areas, which offer greater benefit to residents. The plan includes designated open space areas distributed across the site, supporting recreation and community interaction. These areas will occur on 5% of the total site area, as required by the zoning ordinance. If the development was required to provide an additional 10% of programmed open space, this would create an unnecessary hardship to the developer, as programmed open space requires additional amenities and added costs. Leaving the 10% as non-programmed open space, aligns more closely with the intent of the natural area designation.

Additionally, stormwater treatment through bioretention areas and controlled drainage design further supports environmental performance in a manner more appropriate for an urban infill site. The use of programmed open spaces for stormwater would affect designation and percentage allowed to be dedicated towards open space. This would result in choosing between providing the total 15% open space or providing adequate stormwater areas. Designating 10% open space as non-programmed allows to hit the 15% total open space and provide the required stormwater areas simultaneously.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This request is unique to a redevelopment site that has been previously cleared and developed for decades as affordable housing. Unlike greenfield properties or sites with existing tree stands, waterways, or undisturbed land, this property does not contain viable natural areas that can be preserved. The use of non-programmed open space aligns better with the intent of natural area, then a programmed open space would. These areas will be maintained in a semi- natural state, as opposed to an artificially created space that needs consist maintenance and human manipulation.

3. The modification is consistent with the intent of Envision Franklin:

Envision Franklin supports reinvestment in existing neighborhoods, including the modernization of legacy housing sites in a way that improves quality of life and long-term sustainability.

Granting this modification allows the project to focus on meaningful open space and community amenities rather than nominal preservation areas that would not function as intended. This approach aligns with the policy direction of creating well-designed, livable environments that respond to actual site conditions.

By emphasizing usable open space, improved infrastructure, and enhanced housing opportunities, the development advances the broader goals of Envision Franklin while acknowledging the practical realities of urban redevelopment.

MOS 3 - Section 18.3.7.D: Naturalistic Screening

18.3.7.D – The following shall be prohibited. Stormwater retention or detention Facilities.

A modification of standard 18.3.7.D to allow stormwater infrastructure within the Historic Buffer.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

There is existing stormwater infrastructure crossing the site not located in easements or documented by city GIS. By locating the drainage infrastructure closer to the edge of the property, more room is available to provide additional open space and resident focused amenities. It also allows for new public storm infrastructure to be installed on site that better meets current COF standards.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

This is a redevelopment project in the dense core of downtown Franklin. The options for historic buffers screening are not geared towards urban redevelopment but greenfield properties outside of the urban core. The facility driving the historic buffer is currently not currently on the historic registry. They are existing structures on site currently located in the buffer extents and proposed structures are located outside of the buffer. Based on site investigation conducted by the project team with members of COF staff, there is already existing stormwater infrastructure located in the buffer. The intent is to provide the same amount of required landscaping within the reduced area. Naturalistic Screening requires 1 tree per 400 SF of buffer.

3. The modification is consistent with the intent of Envision Franklin:

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.
2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context, so the recommended buffer from staff does not fit the surrounding context in downtown Franklin and desired design concepts.

MOS 4 - Section 18.3.8.C: Naturalistic Screening

18.3.8.C - In the event that utilities must be installed within an edge treatment in a manner that is parallel, additional width shall be added in an amount equivalent to the amount occupied by the utility lines and any associated easements. Any path cleared by utility installation shall be replaced with plant materials consistent with what was removed.

A modification of standard 18.3.8.C to allow utility easement within Historic Buffer without applying additional offsetting width to buffer.

1. The modification will enhance the design of the development more than if the standards were strictly adhered to:

There is existing stormwater infrastructure crossing the site that is not located in easements or documented by city GIS. If additional width must be applied to the buffer the buffer is essentially widened. To offsite the buffer and easement width, open space and resident focused amenities around the site would be reduced to offset the area needed for storm infrastructure.

2. The conditions upon which the request is based are unique to the design intent for the development and are not generally applicable to other properties:

Current drainage patterns onsite drain towards the buffer area. To follow existing drainage patterns and maintain current outfall points stormwater infrastructure must pass through the buffer area. The requirement from the zoning ordinance mentions the additional buffer width is needed to replace the plant materials that are removed from the buffer. However, the current site is developed and there are minimal to no plant materials that will be

removed to install the storm infrastructure. Additional width does not seem necessary because the intent of the requirement is to provide room to offset existing natural vegetation removed by utility installation. There is no significant vegetation in the buffer area currently.

3. The modification is consistent with the intent of Envision Franklin:

1. Item B under historic preservation in Envision Franklin mentions mitigating adverse impacts on the adjacent properties. There is limited to no stormwater infrastructure on Natchez near the church. Allowing stormwater infrastructure within the buffer would allow for runoff that currently drains from our site to the church to be better captured, treated and detained. The improved stormwater infrastructure would better preserve the existing historic from stormwater impacts that it is not currently protected from.
2. The recommended buffer is geared towards protecting existing vegetation where possible to provide a naturalistic screen. However, that natural screen does not exist. There are existing building structures and drainage infrastructure in the proposed buffer area. The historic property sits in an urban context. Increasing the buffer width due to stormwater utilities being in buffer width creates less of an urban context on site which goes against the intent of Envision Franklin for the downtown core of the city.

From: Sam Breen - OPR
To: Planning Intake
Cc: Travis Breen
Subject: Questions for Denson Place/Natchez Place Rezoning Meeting
Date: Friday, June 19, 2026 11:44:52 AM
Attachments: image001.png

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Hello,

We received the public notification letter and are providing our comments and questions ahead of the June 24th at noon deadline.

+++

Thank you for sharing information regarding the proposed redevelopment. As nearby residents, we have significant concerns regarding the scale of the proposal, particularly given that the existing site contains approximately 30 units while the proposed development would increase that number to 97 units—more than tripling the residential density. Additionally, it appears that approximately 60% of the proposed units contain 3-4 bedrooms, which could result in a substantially larger population than is initially indicated by the increase in units alone.

Based on the materials provided, it also appears that Short Court would be removed entirely, concentrating traffic onto Acton Street and Natchez Street. This is particularly concerning given the other major developments already underway or planned nearby, including the S. Margin District and Franklin Plaza project.

To better understand the impacts of this proposal, we would appreciate answers to the following questions:

1. Why is rezoning necessary?
2. By what percentage does the proposal increase density compared to the existing development?
3. Have similar density increases been approved elsewhere in this area?
4. If approved, would this development establish a precedent for similar density increases elsewhere in this area?
5. What is the planning rationale for eliminating Short Court?

6. Has the City evaluated the long-term impact of removing a public street connection in an area already experiencing significant growth?
7. What has been the impact of removing S. Margin Street between Columbia Ave. and Evans Street?
8. Would maintaining Short Court reduce traffic concentration on Acton Street and Natchez Street?
9. How will emergency vehicles access the area if Short Court is removed? Has the Fire Department reviewed and approved the proposed access plan?
10. What traffic studies have been conducted, and when will those studies be made available to residents for review?
11. Does/will the traffic analysis account for the cumulative impact of this project together with other nearby developments, especially in regards to the plans for Franklin Plaza?
12. How many additional vehicle trips per day are projected to be generated by this development, including peak-hour traffic projections?
13. What traffic calming measures are being proposed to mitigate increased traffic on Acton Street and Natchez Street?
14. How do you foresee on-street parking functioning on Acton and Natchez Streets, given that they are narrow streets with limited capacity and are already experiencing increasing traffic volumes? People backing out of finger slot parking has the potential to cause major traffic backup.
15. Has a parking impact study been conducted? If so, what assumptions were used regarding vehicles per household and visitor parking? What percentage of residents are expected to rely on street parking?
16. What pedestrian safety improvements are planned given the increased number of residents, vehicles, and families expected in the area?
17. What community feedback has been received from existing residents, and what specific changes have been made to the proposal in response to those concerns?
18. Is the current design final, or is the development team open to modifying the proposal based on feedback from current residents?
19. Could the overall density be reduced to better align with the capacity of the surrounding infrastructure? Why was 97 units selected as the proposed density, and what lower-density alternatives were considered?
20. How does a development of this scale and density fit with the character of the surrounding neighborhood? Why is this project exempt from Envision Franklin?
21. Has the city evaluated whether this proposal represents overdevelopment of the site, particularly given the removal of an existing roadway?
22. What specific benefits does this project provide to existing residents that outweigh the increased density, traffic, parking demand, and infrastructure impacts?
23. How do you plan to protect the privacy of existing homeowners with driveways directly in front of people's homes?

24. Has the city confirmed that existing sewer, water, stormwater, and utility infrastructure can support more than triple the current residential density?
25. Has a stormwater or drainage study been completed? If so, what impacts are anticipated for surrounding properties?
26. What impact is expected on local schools, parks, public safety services, and other community resources?
27. If infrastructure upgrades are required as a result of this development, who will be responsible for those costs?

Given the significant increase in density being proposed, we believe it is important that decisionmakers and residents fully understand the traffic, parking, infrastructure, safety, and quality-of-life impacts before any decisions are made. While we understand that this meeting is in regards to rezoning, **we don't believe that the Planning Commission can be expected to approve a proposal for rezoning to a multi-family development without understanding the above implications first.**

We appreciate your time and look forward to receiving responses to these questions at the meeting.

Best wishes,
Samantha and Travis Breen

OPR
OPPORTUNITY
Samantha Breen
Opportunity PR, Inc.
(949) 290-2834
Samantha@opportunitypr.com

File #: 26-0790

DATE: 6/25/2026

TO: Franklin Municipal Planning Commission

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

SUBJECT:

Aureum PUD Subdivision, Site Plan, Section 2 (Lot 7), Developing A 405,000 Square Foot Multifamily Residential Building, On 2.97 Acres, Located Between Ovation Parkway, Aureum Drive, Gold Drive, and Aureum Trail Lane. (CONSENT AGENDA)

PURPOSE:

PROJECT INFORMATION
COF Project Number: 9142
Applicant: David Wenthe, Pape-Dawson
Owner: AUREUM II/III MASTER LAND TN JV LLC, Joel Albea (Representative)

BACKGROUND/STAFF COMMENTS:
The applicant has submitted a site plan for the development of a 405,000 square foot multifamily residential building, on Lot 7 of Section 2 of the Aureum PUD Subdivision. The proposed building is an 8-story apartment building with a range of 1, 2, and 3-bedroom units, totaling 302 units. The property is zoned Planned (PD 17.65/850,000/700) District as a part of the Aureum PUD Subdivision, which supports the proposed uses.

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

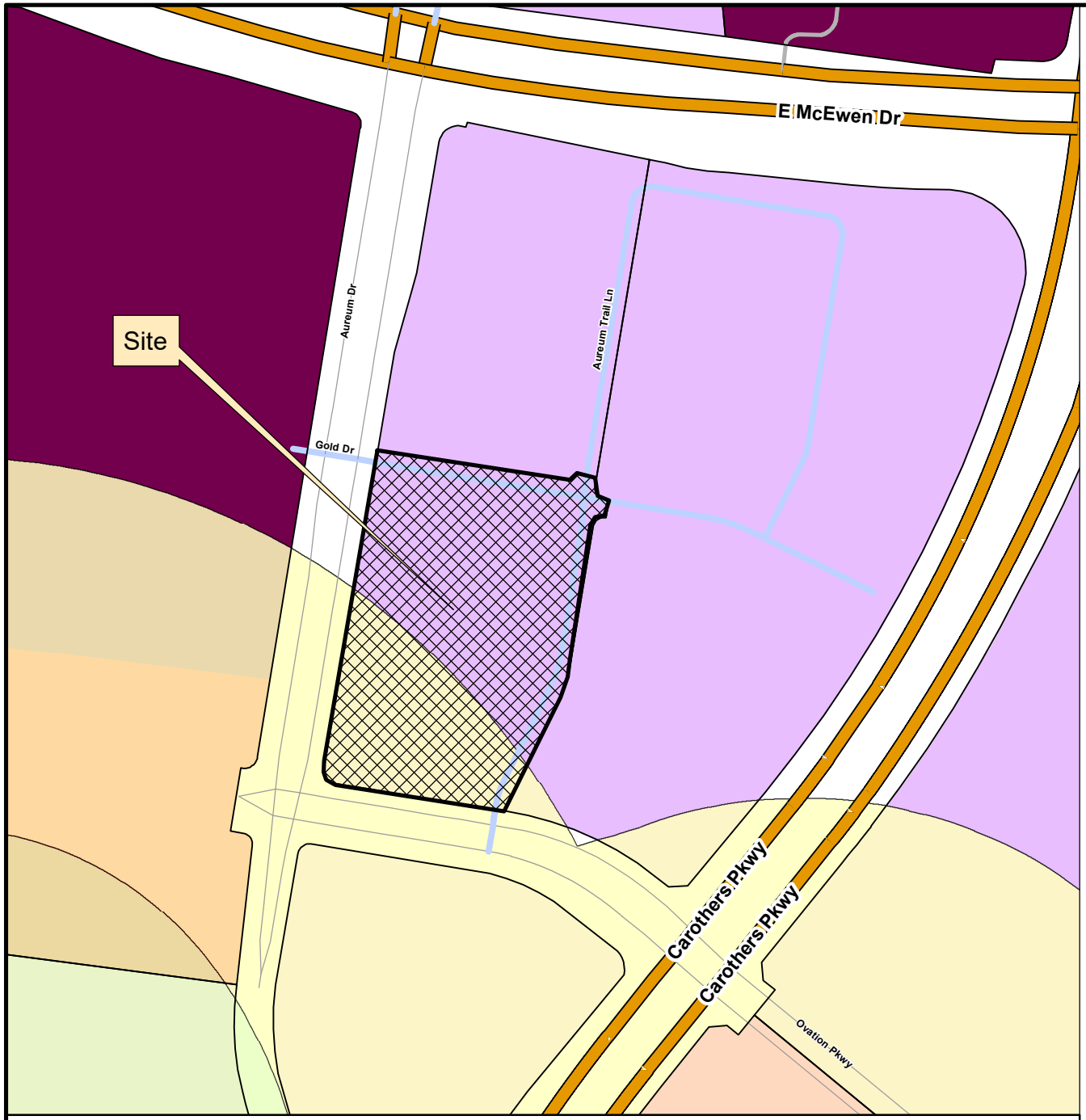
plans.
4. The applicant shall upload complete building plans, including the approved, revised site plans, to the City's IDT site for Building and Neighborhood Services Department review and approval prior to the issuance of a building permit.
5. Prior to the start of any excavation work, the developer and/or contractor shall notify AT&T and Comcast.
6. The City’s project identification number shall be included in all correspondence with any City department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends approval of the Aureum PUD Subdivision, Site Plan, Section 2, Lot 7, with conditions. The conditions are attached.



AUREUM PUD SUBDIVISION, SECTION 2 (LOT 7)
SITE PLAN

Project Information

Existing Zoning: PD 17.65/850,000/70
Overlay Districts: 500' Buffer of Hillside Overlay
Site Acreage: 2.97 acres
Proposed Number of Dwelling Units: 302
Proposed Nonresidential Square Footage: None

Legend

- Aureum PUD Subdivision, Section 2, Lot 7
- Hillside/Hillcrest Overlay
- 500 Ft Buffer of Hillside
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional District
- NC Neighborhood Commercial District
- CC Central Commercial District
- DD Downtown District
- 1ST Avenue District
- 5TH Avenue District
- RC4 Regional Commerce 4 District
- RC6 Regional Commerce 6 District
- RC12 Regional Commerce 12 District
- GO General Office District
- LI Light Industrial District
- HI Heavy Industrial District

This map was created by the Franklin Planning Department.
It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
All data and materials (c) copyright 2026. All rights reserved.

N

0 250 500 1,000
Feet

HISTORIC FRANKLIN TENNESSEE

COF no: 9142

CONDITIONS OF APPROVAL:

Open Issues: 17 These issues are currently being filtered

Engineering

General Issues

25. Final Plat

joe.marlo@franklintn.gov

As final plats follow the FMPC review cycle, the Applicant is encouraged to start the final plat process as soon as possible.

Comment to remain open as a Condition of Approval, but ***does not hinder approval of the Site Plan.***

Prior to issuance of a Building Permit, a revised final plat shall be approved and recorded to dedicate right-of-way, modify/abandon existing easements on the property and create new easements as necessary for the proposed site development. This condition does not apply to building permits for site retaining walls not associated with the building(s), which may be issued with the grading permit.

Easements to be abandoned / created on adjacent lots shall be included on the Final Plat.

37. Soil Nails

joe.marlo@franklintn.gov

Comment to remain open as a Condition of Approval.

Prior to Issuance of a Building Permit, COF Engineering Staff shall be included on the Foundation/Building Permit review. Foundation shoring methods / drawings shall be included as reference for the review. Foundation excavation shoring, including but not limited to soil nailing, shall not extend into Public ROW or into Public Storm or Utility Easements.

42. ADA Curb Ramps

joe.marlo@franklintn.gov

Blended Transition Ramp details added, however plans are unclear as to where they apply.

Please reference Blended Transition Ramp details on plan (C2.1) at intersection of Aureum Trail Lane and Gold Drive.

Please also correct the graphic scale units on C2.1.

46. Pre-App Stormwater Requirements Advisory

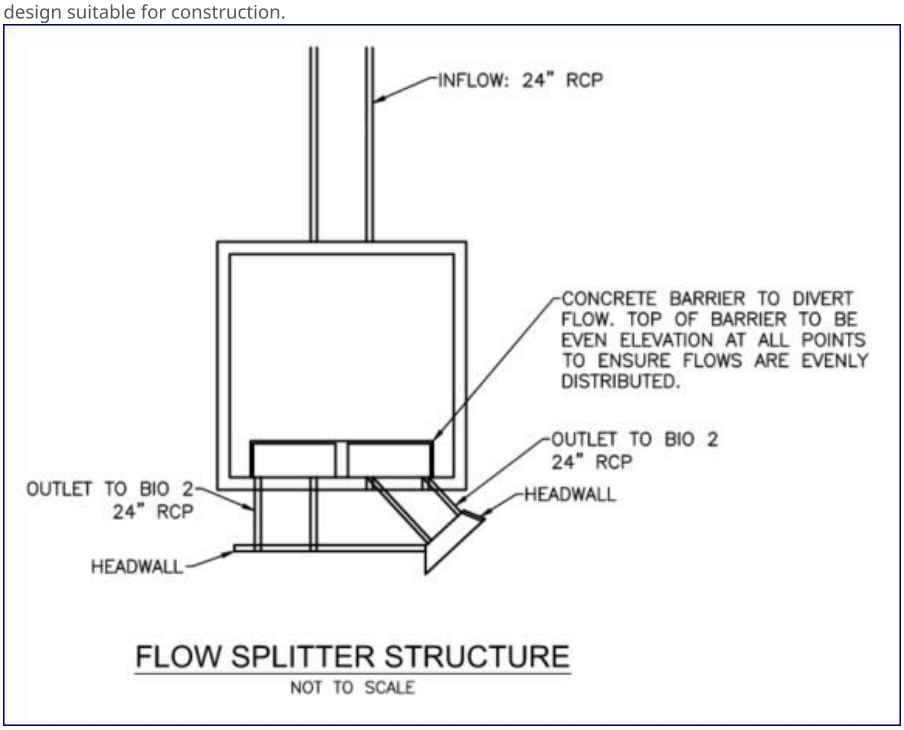
lance.fittro@franklintn.gov

The previous comment has not been fully-addressed. Applicant shall correct the following issues with the provided stormwater design (numbering of previous sub-comments has been retained for continuity):The provided stormwater design for the site is incomplete. In addition to correction of technical issues identified below, Applicant shall provide the following items missing from the submitted report:

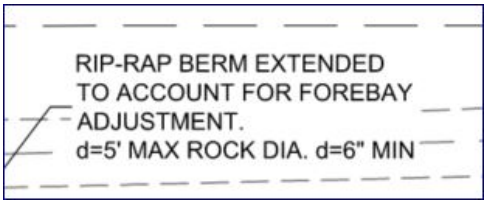
1. Addressed. Continued advisory for future design: 3,178 cf pretreatment provided in Bio 2 allows for utilization of up to 21,187 cf Tv. In order to utilize the full Tv Provided for Bio 2, additional pretreatment volume beyond that currently constructed is required (i.e. the current pretreatment is undersized for the full Tv provided in Bio 2)

4. Detail for flow splitter box now provided on the plans is conceptual in nature and lacks specific information that would enable construction or selection from manufacturer's catalog, including dimensions and reinforcing of box, dimensions, reinforcing and method of attachment of "concrete barrier" inside the box,

dimensions and reinforcing of non-standard headwall, etc. Construction plans shall present a completed design suitable for construction.



10. For the rip-rap berm sizing now provided on plans, please verify / correct information shown. Currently indicates a berm of unknown overall dimensions to be constructed of stone ranging from 5 in to 5 ft in diameter.



50. Water Quality Tool

lance.fittro@franklintn.gov

Applicant's Response: *"Comment has been incorporated (excel spreadsheet provided); however, please note that the approved Development Plan, Revision 3, for the Aurem PUD Subdivision only requires bioretention facilities designed in accordance with the City of Franklin's 2016 Stormwater BMP Manual, not the 2021 version."*

This is an advisory comment which **does not hinder approval of the Site Plan:**
Thank you for providing the water quality tool spreadsheet as directed. Regarding Applicant's response below, it is understood that the Aureum PUD development is vested in the 2016 BMP Manual. The Tv calculations performed by the water quality tool itself are independent of the BMP Manual revisions, and will function the same regardless of which version of the BMP Manual is vested for the development.

66. Comprehensive Stormwater Design

lance.fittro@franklintn.gov

This Condition of Approval is to remain open as a reminder to staff to be addressed with any future site plans for additional development of the property, but **does not hinder approval of the current Site Plan**:

- The provided stormwater quality analysis includes a large portion of pervious area which is indicated on the Development Plan as being utilized for future development. This has the effect of offsetting some of the treatment requirements for the current project, and may make stormwater treatment

design for the future development more difficult to achieve. Applicant shall be aware that **comprehensive design of stormwater treatment for the future development area shall be required to include or replace the measures installed with this site plan in a comprehensive design for the entire property**.

- The provided stormwater quantity analysis likewise relies on a number of "temporary detention ponds" to meet pre- vs post-development analysis of stormwater runoff for the site and stay within the available capacity of the downstream City of Franklin stormwater system. Applicant shall be aware that **comprehensive design of stormwater quantity / detention for the future development area shall be required to include or replace the "temporary detention" measures proposed with this site plan.**

Performance Agreement and Surety

General Issues

55. Engineering Sureties

kevin.long@franklintn.gov

Applicant shall post sureties in the following amounts:	
I. CITY WATER	
II. CITY SEWER	**$ 8,000.00**
III. PUBLIC SIDEWALK:	**$ 196,000.00**
IV. CITY STREETS	
V. PRIVATE STREETS (INCLUDING SHARED ACCESS)	**$ 239,000.00**
VI. STREET ACCESS	**$ 20,000.00**
VII. TEMPORARY TURNAROUNDS	
VIII. TRAFFIC SIGNALS	
IX. I.T.S. ELEMENTS	
X. STORMWATER DRAINAGE	**$ 51,000.00**
XI. GREEN INFRASTRUCTURE	

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

Line Items (For Reference Only:)	**Quantity**
8" SEWER MAIN	23 LF
CONCRETE SIDEWALK (4" CLASS A, 4" BASE)	11683 SF
HANDICAP RAMP AND DETECTABLE WARNING	5 EA
LOCAL AND ALLEY PAVEMENT	1969 SY
CONCRETE DRIVEWAY - COMMERCIAL	1332 SF
CONCRETE CURB AND GUTTER	
SIGNS/STRIPING/ETC	
NEW OR MODIFIED STREET CONNECTIONS	2 EA
15" RCP CULVERT	26 LF
18" RCP CULVERT	50 LF
SINGLE INLET / JUNCTION BOX	1 EA
DOUBLE INLET	1 EA

FLOW SPLITTING STRUCTURE / HEADWALL (FOR BIORETENTION AREA 2)	

68. Landscape

jason.arnold@franklintn.gov Landscape surety $10,000

69. Landscape Green Infrastructure

jason.arnold@franklintn.gov There is no Landscape Green Infrastructure associated with this site plan so there will not be a Surety.

70. Performance Agreement

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

Performance Agreement

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

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

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

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

4) What is the mailing address for that company?

5) Need a contact name and email address for all correspondence from the City of Franklin about this project.

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

71. Surety Requirement

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

Surety Requirement

Cash / cashier's check

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

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

1. A clause that states the letter of credit renews automatically;
2. A statement that a minimum of ninety (90) days notice shall be sent from the issuing bank to the City by a receipted means, should the bank elect not to renew the letter of credit;

3. Proof of issuance by a financial institution located in the United States, organized and operating under the laws of the State of Tennessee or the United States, whose deposits are insured by either the Federal Deposit Insurance Corporation (FDIC) or the National Credit Union Administration (NCUA);
4. Identification of a presentation location within the physical limits of Williamson and/or Davidson County (or as permitted in the Performance Agreements section of the Zoning Ordinance) with the statement that documents calling for payment may be made at said location.
5. The following statement shall be included verbatim "This letter of credit may be called upon certification by an official of the City of Franklin that ABC Company (correct company that is also on the Performance Agreement) has failed to complete and/or maintain the public improvements for XXXX (complete name of this project), as outlined in the executed performance agreement dated XXXX (date the performance agreement is signed and notarized)."

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

Stormwater

General Issues

56. Limits of Disturbance

Doug.Noonan@franklintn.gov	Comment partially addressed. Applicant shall provide perimeter EPSC measures around the laydown/storage.

60. SWPPP & NOI (NPDES)

Doug.Noonan@franklintn.gov	QLP fee of $250.00 is due prior to permitting. This comment shall remain open as a reminder to applicant/staff. • Checks shall be made out to City of Franklin, submitted to the City of Franklin Engineering Department, and reference the COF# & QLP-NOI fee. • Fee will be included on the Permit Fee Worksheet and may be paid with the permit fees or separately. • Fee may be paid over the phone with a credit card by calling our BNS Department (615-794-7012).

SITE DATA CHART

PROJECT INFORMATION:

NAME:	AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)
CITY OF FRANKLIN PROJECT NUMBER:	
SUBDIVISION / LOT #:	AUREUM PUD SUBDIVISION, LOT 7
MAP / PARCEL:	062 / 18.02* **AS OF THE SUBMITTAL A NEW PARCEL NUMBER FOR LOT 7 HAD NOT BEEN CREATED*
STREET ADDRESS:	6008 OVATION PARKWAY

REGULATIONS:

CIVIL DISTRICT:	8TH
EXISTING ZONING:	PD 17.65/850,000/700
CHARACTER AREA OVERLAY:	MECO-4
OTHER APPLICABLE OVERLAYS:	500' HHO BUFFER
APPLICABLE DEVELOPMENT STANDARD:	EITHER APPLY
DEVELOPMENT STANDARD:	CONVENTIONAL
EXISTING LAND USE:	VACANT (REGIONAL COMMERCE PER ENV. FRANKLIN)
ACREAGE (SQUARE FOOTAGE) OF SITE:	2.97 AC. (129,311± S.F.)
HISTORIC RESOURCE TREATMENT (Y/N):	N

PROPOSED BUILDING:

BUILDING HEIGHT:	8 STORIES
PROPOSED UNITS:	302 (158 1-BR, 123 2-BR, 21 3-BR)

MINIMUM REQUIRED BUILDING SETBACK LINES:

PERIMETER SETBACKS (FROM R.O.W./BOUNDARY):

AUREUM DRIVE:	0' MIN. *(***SEE NOTE BELOW)*
OVATION PKWY:	0' MIN. *(***SEE NOTE BELOW)*
CAROTHERS PKWY:	15' MIN.
SOUTHERN BOUNDARY:	15' MIN

****BALCONIES SHALL BE ALLOWED TO EXTEND INTO THE PUBLIC R.O.W. OVER THE SIDEWALK/PLANTERS AND INTO THE PRIVATE DRIVE SIDEWALK/PLANTERS BUT SHALL MEET UTILITY PROVIDERS AND FIRE MARSHAL CLEARANCE REQUIREMENTS. APPROVAL FROM THE UTILITY PROVIDERS AND FIRE MARSHAL SHALL BE OBTAINED WITH SITE PLAN APPROVAL TO VERIFY CLEARANCE REQUIREMENTS ARE BEING MET.*

OPEN SPACE:	NONE IN LOT 7
TREE SAVE:	TREE SAVE FOR THE AUREUM PUD SUBDIVISION IS PROVIDED ON LOT 3. REFER TO SHEET L1.0, TREE PRESERVATION PLAN.

BUILDING CONSTRUCTION TYPES:
RESIDENTIAL: IIIA
GARAGE: IA

PARKING SUMMARY

REQUIRED PARKING:	
STUDIO (1.5 SPACES PER UNIT):	20 UNITS (30 SPACES)
1 BEDROOM UNIT (1.5 SPACES PER UNIT):	138 UNITS (207 SPACES)
2 BEDROOM UNIT (2.5 SPACES PER UNIT):	123 UNITS (308 SPACES)
3 BEDROOM UNITS (3 SPACES PER UNIT):	21 UNITS (63 SPACES)
TOTAL REQUIRED PARKING:	**588 SPACES***

**576 PARKING SPACES TO BE PROVIDED IN PHASE 2 PER APPROVED DEVELOPMENT PLAN.*

TOTAL PROVIDED PARKING:	**588 SPACES**
ADA SPACES REQUIRED (2%):	12 SPACES
ADA SPACES PROVIDED:	13 SPACES
BICYCLE PARKING:	
0.05 SPACES PER BR AT 482 BRs:	24 SPACES REQUIRED
SPACES PROVIDED:	30 SPACES

MINERAL RIGHTS INFORMATION:
AT THE PRESENT TIME, PROPERTY TITLE REFERENCE DOES NOT REFLECT ANY MINERAL RIGHTS ON THE SUBJECT PROPERTY.

FLOOD INFORMATION:
BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0212F, WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; CITY OF FRANKLIN (COMMUNITY NO. 470206, PANEL NO. 0212, SUFFIX F, WILLIAMSON COUNTY COMMUNITY NO. 470204, PANEL NO. 0212, SUFFIX F, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.

DEVELOPMENT PHASING:
DEVELOPMENT OF LOT 7 TO BE COMPLETED IN ONE PHASE.

ACCESSIBILITY INFORMATION:
CURB RAMPS AND ACCESSIBLE ROUTES TO BE PROVIDED WITH CONSTRUCTION PLAN PHASE.

SURVEY INFORMATION:
BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM FIELD RUN SURVEY PERFORMED BY RAGAN-SMITH-ASSOCIATES, INC., DATED SEPTEMBER 27, 2019. WITH ADDITIONAL SURVEY WORK ON LOT 7, DATED MARCH 17, 2026. BEARINGS SHOWN BASE ON TENNESSEE STATE PLAN COORDINATES N.A.D. 83 GRID NORTH. VERTICAL DATUM: N.A.V.D. 88

- SITE PLANS FOR PROJECTS CURRENTLY UNDER CONSTRUCTION WERE USED IN CONJUNCTION WITH THE SURVEY TO PROVIDE EXISTING CONDITIONS. SEE "EXISTING CONDITIONS NOTE" ON SHEET C1.0.

PLAT REFERENCE:
BEING LOT 7 AS SHOWN ON THE FINAL PLAT ENTITLED "AUREUM PUD SUBDIVISION" OF RECORD IN PLAT BOOK P84, PAGE 1, REGISTRAR'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

DEED REFERENCE:
LOT 7 BEING A PORTION OF THE SAME PROPERTY CONVEYED TO AUREUM FRANKLIN TN PROJECT OWNER, LLC, A TENNESSEE LIMITED LIABILITY COMPANY BY SPECIAL WARRANTY DEED OF RECORD IN BOOK 9599, PAGE 320, REGISTRAR'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

DEVELOPMENT TAKEDOWN CHART

PHASE	APPROVAL DATE	TOTAL ENTITLEMENTS (SF or UNITS)				
		RETAIL	RESTAURANT	OFFICE	HOTEL	MULTI-FAMILY*
DEV. PLAN, REV. 3	11/20/2025	70,000	30,000	155,000	300	900
SITE PLAN, LOT 2	5/23/2025					296
SITE PLAN, LOT 7	TBD					302
REMAINING ENTITLEMENTS		70,000	30,000	155,000	300	302

*THE ORIGINAL DEVELOPMENT PLAN CALLED FOR 160 CONDO UNITS AND 320 MULTI-FAMILY UNITS (480 TOTAL). THE CONDO DESIGNATION WAS REMOVED IN REVISION 2 OF THE DEVELOPMENT PLAN.

BIO 1

PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	20,008 CF (±6,560 SF)	5,947 CF (±1,950 SF)	14,061 CF (±4,610 SF)
LOT 2 (EMBREY)	5/23/2025	20,008 CF (±6,560 SF)	17,432 CF (±5,715 SF)	2,576 CF (±845 SF)
LOT 7 (EMBREY)	TBD	21,381 CF (±6,560 SF)	18,960 CF (±6,259 SF)	2,421 CF (±301 SF)

*SF BASED ON 3.05' EFFECTIVE DEPTH

BIO 2

PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	29,065 CF (±11,398 SF)	11,344 CF (±4,450 SF)	17,721 CF (±6,948 SF)
LOT 2 (EMBREY)	5/23/2025	29,065 CF (±11,398 SF)	12,746 CF (±6,160 SF)	16,319 CF (±5,238 SF)
LOT 7 (EMBREY)	TBD	29,093 CF (±11,398 SF)	20,728 CF (±6,909 SF)	8,365 CF (±4,489 SF)

*SF BASED ON 2.55' EFFECTIVE DEPTH

DETENTION POND 1

PHASE	APPROVAL DATE	TOTAL IMP STORAGE AVAILABLE	IMP STORED	IMP STORAGE REMAINING
INF/MG SP AMEND	3/18/2025	25.77 AC*	2.72 AC	23.05 AC
LOT 2 (EMBREY)	5/23/2025	25.77 AC*	6.06 AC	19.71 AC
LOT 7 (EMBREY)	TBD	25.77 AC*	8.79 AC	16.98 AC

* DETENTION POND 1 IS DESIGNED TO PROVIDE REGIONAL DETENTION FOR LOTS 1 AND 2, AND THE RIGHTS-OF-WAY FOR AUREUM DRIVE AND OVATION PARKWAY. THE TOTAL IMPERVIOUS STORAGE AVAILABLE REPRESENTS 89% OF THIS TOTAL AREA.

VESTING DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	VERSION / DATE
ZONING ORDINANCE	07-01-2018
SUBDIVISION REGULATIONS	02-28-2013
HISTORIC DISTRICT DESIGN GUIDELINES	N/A
TRANSPORTATION & STREET TECHNICAL STANDARDS	04-25-2017
STORMWATER BMP MANUAL	01-01-2016
TECHNICAL SPECIFICATIONS FOR UTILITY INSTALLATION	12-10-2013
MUNICIPAL CODE	10-23-2018

PUD NOTES

VESTING NOTE
THE APPROVED DEVELOPMENT PLAN, THE EXHIBITS ACCOMPANYING THE APPROVED DEVELOPMENT PLAN, AND ALL CONDITIONS AND RESTRICTIONS PLACED UPON THE APPROVED DEVELOPMENT PLAN BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION AND BY THE BOARD OF MAYOR AND ALDERMAN ARE IN EFFECT PER RESOLUTION 2019-31, DATED JUNE 11, 2019. REVISIONS TO THE DEVELOPMENT PLAN WERE APPROVED ON FEBRUARY 16, 2022 AND JUNE 27, 2024. THE APPROVED DEVELOPMENT PLAN IS ADDITIONALLY VESTED WITH THE 2016 BMP MANUAL.

OFFSITE ROADWAY IMPROVEMENTS
PER THE CONDITIONS OF APPROVAL FROM THE APPROVED DEVELOPMENT PLAN:

- WITH THE DEVELOPMENT OF PHASE 1, ALL OF THE OFFSITE IMPROVEMENTS PLANS SHALL BE COMPLETED AND ALL OF THE NECESSARY RIGHT-OF-WAY SHALL BE DEDICATED BY PLAT.
- WITH THE DEVELOPMENT OF PHASE 1, THE DEVELOPER SHALL PROVIDE ONE ADDITIONAL LANE ON McEWEN DRIVE FROM I-65 NORTH TO TOWER CIRCLE. AN EASTBOUND RIGHT TURN LANE AT THE TOWER CIRCLE INTERSECTION AND THE WESTBOUND DOUBLE LEFT TURN LANES AT THE TOWER CIRCLE INTERSECTION. THIS INCLUDES ANY SIGNAL MODIFICATIONS NECESSARY TO ACCOMMODATE THE ADDITIONAL TURN LANE.
- WITH THE DEVELOPMENT OF PHASE 2, THE CONSTRUCTION OF THE EAST McEWEN DRIVE IGP IMPROVEMENTS SHALL BE COMPLETED FROM TOWER CIRCLE TO THE CAROTHERS PARKWAY INTERSECTION.
  - •• WIDEN EAST McEWEN DRIVE TO PROVIDE THREE (3) TRAVEL LANES FOR EASTBOUND THROUGH MOVEMENTS.
  - •• WIDEN THE EASTBOUND APPROACH OF EAST McEWEN DRIVE TO PROVIDE TWO (2) RIGHT TURN LANES FROM EASTBOUND EAST McEWEN DRIVE TO SOUTHBOUND CAROTHERS PARKWAY
  - •• THE CONSTRUCTION OF THE CAROTHERS PARKWAY IGP IMPROVEMENTS SHALL BE COMPLETED ALONG THE FRONTAGE OF THE AUREUM DEVELOPMENT.
    - ••• WIDEN CAROTHERS PARKWAY TO PROVIDE THREE (3) TRAVEL LANES FOR SOUTHBOUND THROUGH MOVEMENTS.
  - •• THE CONSTRUCTION OF THE NORTHBOUND LEFT TURN LANES AT THE CAROTHERS PARKWAY AND OVATION PARKWAY INTERSECTION SHALL BE COMPLETED. THIS INCLUDES ANY SIGNAL MODIFICATIONS NECESSARY TO ACCOMMODATE THE ADDITIONAL TURN LANE.
  - •• THE CONSTRUCTION OF THE SOUTHBOUND RIGHT TURN LANE SHALL BE INSTALLED ON CAROTHERS PARKWAY AT THE OVATION PARKWAY INTERSECTION FOR TRAFFIC ENTERING THE AUREUM SITE. THIS RIGHT TURN LANE SHOULD HAVE A STORAGE LENGTH OF 250 FEET AND A TAPER LENGTH OF 160 FEET.

THESE IMPROVEMENTS ARE TO BE DETAILED ON OFF-SITE ROADWAY CONSTRUCTION PLANS. THESE PLANS HAVE BEEN SUBMITTED TO THE CITY OF FRANKLIN UNDER THE FOLLOWING PROJECTS:

- AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 1 (OFFSITE IMPROVEMENTS) - COF# 7835

APPROVED MODIFICATION OF STANDARDS
MOS 5.3.5(3)(e) Roof Forms - Amend to allow flat roofs in addition to pitched roofs. Pitched roofs are not applicable for all urban architecture.

MOS 5.3.9(9)(c) Roof Forms - Amend to allow pitched or gabled roofs in addition to flat or low-pitched roofs for Nonresidential and Mixed-Use structures. Pitched roofs are requested in the Village Center zone.

MOS 5.12.5(6)(c) Prohibited Signage - Modifications to allow a maximum of (3) Digital, Interactive wayfinding screen panels in the designated zones within the Village Center.

MOS 5.12.5(6)(c) Prohibited Signage - Modifications to allow for Neon Lighting, LED Lighting to be used as internal illumination when the sign has 3-dimensional depth (within a channel or when used to reinforce the design of the sign), or when used as back-lighting to create a halo lighting effect.

MOS 5.12.9(13) Signs Prohibited in All Base Districts - Allow String Lights as an appropriate lighting solution in pedestrian-oriented areas, dinning areas, and amenity spaces within the development. There shall be no string lights or other hanging obstructions within public ROW or spanning Fire Access Lanes

EXISTING CONDITIONS NOTE
FOR THE PURPOSES OF THIS SITE PLAN, THE INCOMPLETED SITE INFRASTRUCTURE AND MASS GRADING IS SHOWN AS THE EXISTING CONDITION. REFER TO THE "EXISTING CONDITIONS NOTE" ON C1.0.

PARKLAND IMPACT FEE NOTE
PARKLAND IMPACT FEE AND OFFSITE WILL BE PROVIDED PER THE AUREUM PUD SUBDIVISION DEVELOPMENT PLAN, REV. 1 APPROVED FEBRUARY 16, 2022.

LOT 3 PARK NOTE
PARK PLAZA AND TRAILHEAD IMPROVEMENTS ARE NOT INCLUDED IN THIS SITE PLAN. THESE IMPROVEMENTS WILL BE PROVIDED AS A SEPARATE SITE PLAN IN THE NEAR FUTURE PER THE PARKLAND FEE AGREEMENT.

OPEN SPACE REQUIREMENT CHART

Minimum Open Space Requirement: 3 % Required
Site Acreage: 27.19 Acres Open Space Acreage Required: 0.82 Acres
Formal Open Space (3% of gross development area): 35,533 square feet
Informal Open Space (0% of gross development area:) 0 square feet

Formal Open Space Provided:

Key	Classification	Type	Area of Open Space	Paved Area	Percent Paved Impervious
Area 1	Formal	TBD	35,533 s.f.	28,601 s.f.	75%(100% Permitted)

Total Provided: 35,533 s.f.

NOTE: *NO OPEN SPACE PROPOSED IN THIS PHASE*

© COPYRIGHT 2026, PAPE-DAWSON ENGINEERS, INC.
ALL RIGHTS RESERVED. UNAUTHORIZED REPRODUCTION OR USE OF THIS DRAWING IS PROHIBITED BY ACCLAIM ON 4/4/2026 2:12 PM

CIVIL SITE PLANS
FOR
AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)



LOCATION MAP
SCALE:NOT TO SCALE

CITY OF FRANKLIN,
WILLIAMSON COUNTY,
TENNESSEE

CONTACTS

OWNER
JOEL ALBEA
V.P. OF DEVELOPMENT
EMBREY
7600 BROADWAY, SUITE 300
SAN ANTONIO, TX 78209
(210) 824-6044
JOEL@EMBREY.COM

CIVIL
EVAN FOSTER, PE
PAPE-DAWSON
4068 RURAL PLAINS CIRCLE, SUITE 290
FRANKLIN, TN 37064
(615) 244-8591
EVAN.FOSTER@PAPE-DAWSON.COM

ARCHITECTURE
LANE GREEN, AIA, LEED AP BD+C
CLINE DESIGN
4000 MEDICAL PKWY, SUITE 200
AUSTIN, TX 78756
(512) 664-0878
LGREEN@CLINEDESIGNASSOC.COM

LANDSCAPE ARCH.
JEFF ROSIAK, PLA
KIMLEY-HORN
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
(615) 545-4121
JEFF.ROSIAK@KIMLEY-HORN.COM

INDEX OF SHEETS

CIVIL PLANS

C0.0	COVER SHEET
C0.1	CIVIL NOTES
C1.0	EXISTING CONDITIONS PLAN
C1.1	DEMOLITION PLAN
C2.0	DEVELOPMENT PLAN
C2.1	SITE LAYOUT PLAN
C2.2	SITE DETAILS
C2.3	SITE DETAILS
C3.0	SITE GRADING & DRAINAGE PLAN
C3.1	SITE GRADING & DRAINAGE SPOT PLAN
C3.2	BIORETENTION 2
C3.3	INITIAL EPSC PRE CONSTRUCTION PLAN
C3.4	INTERMEDIATE EPSC PLAN
C3.5	FINAL EPSC PLAN
C3.6	GRADING & DRAINAGE DETAILS
C3.7	GRADING & DRAINAGE DETAILS
C4.0	R.O.W. & ACCESS PLAN
C4.1	TRUCK MOVEMENT PLAN
C4.2	ROADWAY STRIPING PLAN
C4.3	ROAD TYPICAL CROSS SECTIONS
C4.4	AUREUM TRAIL LANE & GOLD DRIVE PLAN AND PROFILE
C5.0	SITE UTILITY PLAN
C5.1	UTILITY DETAILS
C5.2	UTILITY DETAILS
C6.0	EMERGENCY MANAGEMENT PLAN

LANDSCAPE ARCHITECTURAL PLANS

L1.0	APPROVED TREE PRESERVATION PLAN
L2.0	OVERALL SITE
L3.0	OVERALL LANDSCAPE
L4.0	LANDSCAPE DETAILS

ARCHITECTURAL PLANS

A0	SITE PLAN, GROUND LEVEL ACTIVATION, & AERIAL ENCROACHMENTS
A1	LEVEL 1 FLOOR PLAN
A2	LEVEL 2 FLOOR PLAN
A3	LEVEL 3 FLOOR PLAN
A4	EAST & SOUTH ELEVATIONS
A5	WEST & NORTH ELEVATIONS
A10	VIEWSHED VIEWS
A11	MATERIALS

PHOTOMETRIC PLANS

E002	PHOTOMETRIC SITE PLAN
E003	SITE LIGHTING FIXTURE SPECIFICATIONS

PAPE-DAWSON
4068 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.24.8591
TENNESSEE A&E PROFESSIONALS FIRM #11104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
No. 129431
STATE OF TENNESSEE

CITY OF FRANKLIN #9142
AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)
FOR
EMBREY PARTNERS, LLC
CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED
Date: June 4, 2026
Approved By: E. FOSTER
Revisions:
- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title: COVER SHEET

Drawing No. C0.0

Project No. 25-0371

SITE GENERAL NOTES:

1. Existing conditions taken from survey by: Ragan-Smith-Associates, Inc., dated March 27, 2026. Infrastructure and mass grading plans for Aureum PUD subdivision, Rev. 1, site plan (COF#7804) were used in conjunction with the survey to provide the existing conditions shown on this plan
2. The contractor shall verify the location of all existing utilities in the proximity of the construction area and report any discrepancies to the owner's representative prior to beginning work.
3. The contractor shall conform to all local, state and federal codes and obtain all permits prior to beginning work.
4. The contractor shall check all finished grades and dimensions and report any discrepancies to the owner's representative prior to beginning work.
5. Dimensions are to the face of curb, edge of concrete and face of building unless noted otherwise.
6. Proposed building footprint is for graphic purposes only. Contractor shall use the current architectural drawings for building stakeout and verify that there are no discrepancies with these plans.
7. All traffic markings shall conform to the manual of uniform traffic control device (MUTCD). All pavement marking shall be thermoplastic unless directed otherwise by the owner's representative.
8. All handicap ramps, parking spaces and accessible routes shall comply with the current ADA requirements.
9. Exterior door landings shall be provided per the local building code. Contractor shall coordinate door locations and adjacent sidewalk/landing grades with these plans and report any discrepancies to the owner's representative.
10. Maintain one set of as-built drawings on the job site for distribution to the architect/engineer upon completion: include detention pond topo, all utility locations, and all new sidewalk ramps. elevations for all sanitary and storm sewer structures shall be included, drawings shall include vertical and horizontal information on all new utilities as well as existing utilities discovered during construction. final drawings shall be produced and stamped by licensed surveyor.
11. Provide a smooth transition between existing pavement and new pavement. Field adjustment of final grades may be necessary. Install all utilities prior to installation of pavement.

SITE CONSTRUCTION NOTES:

1. The necessary permits for the work shown on these site development plans will be obtained by the contractor prior to commencement of any work on this project. The contractor shall give all necessary notices and obtain all permits and pay all fees involved in securing said permits. He shall also comply with all city, county and state building laws, ordinances or regulations relating to the construction of the project.
2. The contractor shall be responsible for and shall bear all expenses of field staking necessary for site and building layout. All layout shall be performed in accordance with the site layout plan.
3. The location of existing piping and underground utilities, such as water and gas lines, electrical and telephone conduits, etc., as shown on this portion of the plans have been determined from the best available information by actual surveys, or taken from the records and drawings of the existing utilities. However, the civil engineer does not assume responsibility that, during construction, the possibility of utilities other than those shown may be encountered or that actual location of those shown may vary somewhat from the location designated on this portion of the plans. In areas where it is necessary that the exact locations of underground lines be known, the contractor shall, at this own expense, furnish all labor and tools to either verify and substantiate or definitively establish the location of the lines.
4. The contractor must understand that the work is entirely at his risk until same is accepted and he will be held responsible for its safety by the owner. Therefore, the contractor shall furnish and install all necessary temporary works for the protection of the work, including barricades, warning signs, and lights.
5. The site development portion of this project will be subject to the inspection and final approval of the local planning, codes, water and sewer departments (and/or utility districts), engineering/public works departments and fire marshal's office.
6. If, during the construction of the site development portion of this project, a question of intent or clarity arises from either the plans or specifications, the contractor will immediately bring the matter to the attention of the civil engineer or owner's representative for resolution before the affected work items are initiated or pursued further.
7. The contractor will exercise extreme caution in the use of equipment in and around overhead and/or underground power lines. If at any time in the pursuit of this work the contractor must work in close proximity of the above-noted lines, the electric and/or telephone companies shall be contacted prior to such work and the proper safety measures taken. The contractor should make a thorough examination of the overhead lines in the project area prior to the initiation of construction.
8. The contractor shall be responsible for any damage done to the premises or adjacent premises, or injuries to the public during the construction of the work, caused by himself, his subcontractors, or the carelessness of any of his employees.

DEMOLITION NOTES:

1. The contractor will be required to remove all excavated materials and such items shall become the property of the contractor. All items shall be properly disposed of at an off-site location. The contractor shall outline any and all possible haul routes and shall be prepared to submit such to the local jurisdiction public works department, the civil engineer and other authorities for approval.
2. If, at any time, prior to or during the demolition work, hazardous material is encountered, the contractor shall notify the owner's representative and appropriate governmental agency.
3. The contractor shall notify adjacent owners of work that may affect their property, potential noise, utility outage or disruption. Such operations shall be conducted by the contractor with minimum interference to adjacent owners. Adjacent egress and access shall be properly maintained at all times. Do not close or obstruct any roadways, parking or sidewalks without permission from the adjacent owners or the local jurisdiction public works department.
4. Prior to the commencement of demolition/grading operations, all overhead and underground utilities shall be located. All removal and/or relocation of utilities shall be coordinated with the respective utility companies.
5. The contractor will provide all necessary protective measures to safeguard existing utilities from damage during construction of this project. In the event that special equipment is required to work over or around the utilities, the contractor will be required to furnish such equipment at no additional cost to owner.
6. The contractor will be solely responsible for contacting all affected utilities prior to submitting his bid to determine the extent to which utility disconnections and/or adjustments will have upon the schedule of the work for the project. Some utility facilities may need to be adjusted concurrently with the contractor's operations, while some work may be required 'around' utility facilities that will remain in place. It is understood and agreed that the contractor will receive no additional compensation for delays or inconvenience caused by the utility adjustment.

EROSION PREVENTION AND SEDIMENT CONTROLS:

1. All control measures must be properly installed and maintained in accordance with the manufacturer's specifications, TDEC and local standards.
2. Design, inspection, and maintenance of BMPs described and shown on these plans shall be consistent or exceed recommendations contained in the current edition of TDEC's Tennessee erosion control handbook.
3. BMP capacity [sediment traps, silt fences, sedimentation ponds, and other sediment control] shall not be reduced by more than 50% at any given time. if periodic inspections or other information indicates a control has been used inappropriately or incorrectly, the contractor must replace or modify the control for relevant site situations.
4. Where permanent or temporary vegetation cover is used as a control measure, the timing of the planting is critical. planning for planting of vegetation cover during winter or dry months should be avoided.
5. If sediment escapes the permitted area, off-site accumulations of sediment that have not reached a stream must be removed at a frequency sufficient to minimize offsite impacts. The contractor shall not initiate remediation/restoration of a stream without consulting the division first. The NOI general permit does not authorize access to private property. arrangements concerning removal of sediment on adjoining property must be settled by the contractor and adjoining landowner.
6. Litter, construction debris, and construction chemicals exposed to storm water shall be picked up prior to anticipated storm events or before being carried off of the site by wind or otherwise prevented from becoming a pollutant source for storm water discharges. After use, materials used for EPSC should be removed or otherwise prevented from becoming a pollutant source for storm water discharge.
7. Erodible material storage areas (including overburden and stockpiles of soil) and borrow pits are considered part of the site and should be addressed with appropriate bmp's accordingly.
8. Pre-construction vegetative ground cover shall not be destroyed, removed, or disturbed more than 15 days prior to grading or earth moving unless the area is stabilized. contractor shall sequence events to minimize the exposure time of graded or denuded areas. Clearing and grubbing shall be held to the minimum necessary for grading and equipment operation. Existing vegetation at the site should be preserved to the maximum extent practicable.
9. EPSC measures must be in place and functional before moving operations begin and must be constructed and maintained throughout the construction period. Temporary measures may be removed at the beginning of the workaday, but must be replaced at the end of the workday.
10. The following records shall be maintained on or near site: the dates when major grading activities occur; the dates when construction activities temporarily or permanently cease or a portion of the site; the dates when stabilization measures are initiated; inspection records and rainfall records. Contractor shall maintain a rain gauge and daily rainfall records at the site, or use a reference site for a record of daily amount of precipitation.
11. A copy of the SWPPP shall be retained on-site and should be accessible to the director and the public. Once site is inactive or does not have an onsite location adequate to store the SWPPP, the location of the SWPPP, along with a contact phone number, shall be posted on-site. If the SWPPP is located off-site, reasonable local access to the plan, during normal working hours, must be provided.
12. Off-site vehicle tracking of sediments and the generation of dust shall be minimized. A stabilized construction access (a point of entrance/exit to a construction site) shall be constructed as needed to reduce the tracking of mud and dirt onto public roads by construction vehicles.
13. Inspections must be performed at least twice every calendar week. Inspections shall be performed at least 72 hours apart. where sites or portions of construction sites have been temporarily stabilized, or runoff is unlikely due to winter conditions or due to extreme drought, such inspection has to be conducted once per month until thawing or precipitation results in runoff or construction activities resumes. Inspection requirement do not apply to definable areas that have been finally stabilized, as designed by the engineer. Written notification of the intent to change the inspection frequency and the justification for such request must be submitted to the local environmental field office, or the division's Nashville central office for projects of TDOT or TVA. Should the division discover that monthly inspection of the division discover that monthly inspections of the site are not appropriate due to insufficient stabilization measures or otherwise, twice weekly inspections shall resume. The division may inspect the site to confirm or deny the notification to conduct monthly inspections.
14. Inspectors performing the required twice weekly inspections must have an active certification and a record of certification must be kept on site. Based on the results of the inspection, any inadequate control measures or control measures in disrepair shall be replaced or modified, or repaired as necessary, before the next rain event, but in no case more than 7 days after the need identified.
15. Outfall points shall be inspected to determine whether EPSC measures are effective in preventing significant impacts to receiving waters. Where discharge locations are inaccessible, nearby downstream locations shall be inspected. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking.
16. Construction is expected to begin 2026.12.15 and completed by 2029.04.02

TREE PROTECTION NOTES:

1. 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 by a certified arborist via ANSI A-300-95 standard so as to minimize impact of the general root system.
2. The storage of building materials or stockpiling shall not be permitted within the limits of or against the protection barriers.
3. Trees within the protection barriers must be adequately cared for throughout the construction process (i.e., they must be watered sufficiently, particularly if the tree's root system has been disturbed by excavation). Fill shall not be placed upon the root system in such a manner as to endanger the health or life of the affected tree.
4. Tree protection barrier shall be constructed prior to the issuance of any permits and shall remain intact throughout the entire period of construction.

FINAL STABILIZATION NOTES:

1. Upon completion the following methods shall be used as final stabilization for erosion control.
2. All temporary or "during construction" erosion control measures shall be removed. (i.e. silt fence, construction entrance, inlet protection, excessive riprap, etc.)
3. Sediment accumulation shall be removed from detention pond, swales, ditches, inlets, and outfalls.
4. Sediment and debris removed shall be disposed of properly. If contamination of materials suspected, contact TDEC or local waste management for proper disposal.
5. All areas of exposed soils shall receive seed/straw, sodding, erosion control matting, and/or mulch.
6. All swales and ditches shall have a healthy stand of grass.
7. All outfalls shall possess an appropriate amount of riprap or other approve means to prevent scouring.

SITE GRADING & STORM DRAINAGE NOTES:

1. Erosion control sediment barriers and tree protection barrier shall be installed prior beginning site work.
2. No heavy equipment shall cross or be stored outside the limits of construction, within tree protections zones, or under the drip line of existing trees to remain.
3. Topsoil stripped from areas to be graded shall be stockpiled on site in a location approved by the owner's representative.
4. Drainage shall be routed around stockpile locations for the duration of grading operations. Erosion control measures shall be installed to prevent loss of topsoil material.
5. Prior to beginning construction, contractor shall review geotechnical report.
6. All cut and fill shall be performed under the direction/observation of the geotechnical engineer.
7. The suitability of soils for fill material shall be determined by the geotechnical engineer.
8. Unless directed otherwise by geotechnical engineer, all fill areas shall be raised in lifts not exceeding 8" in thickness. the relative compaction of each layer shall not be less than 95% of the standard proctor maximum dry density (ASTM D-698) in all areas of fill within open areas and 98% of same specification for areas under roads, parking, sidewalks, building slabs, and foundations.
9. All grading shall be completed to the grades indicated within these plans. final grades shall provide proper drainage and prevent standing water.
10. All storm drainage castings to be John Bouchard & Sons Co. or approved equal, unless otherwise noted.
11. All storm drainage pipes to be RCP, Class III, unless otherwise noted.
12. Installation of pipe material shall be placed with a screen stone envelope and when under pavement entire trench to be backfilled with screen stone to subgrade. Size of stone, envelopes, and trenches to be specified by municipalities for public lines and private lines to adhere to common practices for installation requirements.
13. Existing structure castings to remain shall be adjusted to match new grade.

SITE UTILITY NOTES:

1. All materials and workmanship for utility lines and appurtenances shall be in strict compliance with the governing utility company and local codes. Prior to construction contractor shall notify utility company. (see utility contact information)
2. Contractor shall coordinate site electrical, gas, telephone, and cable with the respective utility company for service layout and design information. Any proposed layout of these utilities depicted on these drawings is graphical only and not intended to represent design of these utilities.
3. Prior to commencement of construction, contractor shall obtain all permits and pay any required tap and connection fees.
4. All trenching, pipe laying and backfilling shall be in accordance with federal OSHA regulations.
5. Site contractor shall construct all utility services to within 5' of building.
6. Contractor shall be responsible for coordinating the sequencing of construction for all utility lines to avoid conflicts.
7. Contractor shall coordinate size and location of water, sewer and stormwater connections to the building as depicted on the building mechanical plans and the site utility plan and notify the engineer or owner's representative of any discrepancies.
8. Water services lines ¼" - 3" shall be Type-K copper and 4" or larger shall be ductile iron pipe - Class 52 unless otherwise required by utility company.
9. Fire line installation and thrust blocking location and sizing shall be per N.F.P.A. and local fire department requirements.
10. Water meter manufacturer/model number and vault specifications shall be per the water utility company.
11. Backflow device (RPBP/DDCVA) manufacturer/model number shall be per the water utility company.
12. Contractor shall install hot box enclosure (pre-finished dark green) on all exterior above-ground backflow devices. Domestic and fire backflow devices shall be heated. Contractor shall coordinate providing appropriate electrical service to backflow device.
13. Contractor shall coordinate location of backflow device with the building mechanical drawings.
14. Sanitary sewer service lines shall be SADR26 PVC unless specified otherwise.
15. Maintain a 10' horizontal and 18" vertical separation between sanitary sewer and water lines.
16. All fire line mains to be installed by licensed fire protection contractor.
17. Installation of pipe material shall be placed with a screen stone envelope and when under pavement entire trench to be backfilled with screen stone to subgrade. Size of stone, envelopes, and trenches to be specified by municipalities for public lines and private lines to adhere to common practices for installation requirements.
18. Contact local fire department before locating and installing fire department connection. Location and type subject to change to meet required codes.
19. Coordinate with local utility and/or fire department on approved meter, fire hydrant, reduced pressure backflow preventor, and double detector check valve assembly and vault manufacturers.
20. Detailed water and sanitary sewer plans and shop drawings to be approved by jurisdictional agencies prior to construction.
21. Any existing water or sewer service that will no longer remain active at the completion of construction must be removed and capped at the main. All trench work and paving repair shall comply with current metro public works standards.

FEMA FLOOD NOTE:

1. By scaled map location and graphic plotting only, this property lies within flood zone "**X**" (other areas), as designated on current Federal Emergency Management Agency Maps No. **47187C0212F** , with an effective date of **September 29, 2006**, which makes up a part of the National Flood Insurance Administration report; Community No. 470206, Panel No. 0212, Suffix F, which is the current Flood Insurance Rate Map for the community in which said premises is situated. Said map defines zone "**X**" (other areas) under "other areas" as areas determined to be outside the 0.2% annual chance floodplain.

GEOTECHNICAL NOTE:

1. A geotechnical report has been prepared for this site by ECS Southeast, LLC. (ECS) dated April 6, 2026. The contractor shall be responsible for reviewing the geotechnical report and shall incorporate all geotechnical considerations, recommendations and special notes into the construction and stabilization of this project.

BLASTING NOTES:

1. Contractor shall provide all labor, materials, equipment, tools, superintendence, transportation, services and operations to complete the blasting operation.

a. Prior to blasting on the project the Contractor will provide a plan for review which details the proposed blasting portion of the rock breaking and any mechanical rock breaking removal which are part of the planned excavation and the plans to complete all rock extraction on the project in an efficient and safe manner.

b. The plan must be reviewed and approved by an engineering or geotechnical blasting expert, with a minimum of 20 years' experience in the field of explosive blasting, vibration measurements and the effects of blasting on nearby structures.

2. All blasting shall be done in accordance with the Tennessee Blasting Standards Act of 1975 as amended, and any other federal or local laws or regulations which govern blasting in the area where the project is located.
3. The blasting company shall have a company registration certificate and each employee engaged in the blasting activities which include the use and handling of explosive, shall carry the appropriate, current blasters license or handlers card as required and issued by the Department of Commerce and Insurance, Fire Prevention Division - TN State Fire Marshal's Office.
4. All transportation, record keeping, handling and storage of explosives shall be conducted in accordance with applicable State and Federal agencies requirements.
5. Appropriate authorities shall be notified of any loss, theft of explosives or unauthorized access into an explosives magazine.
6. All explosive on site, not being used for loading a blast, will be kept in an approved locked magazine.
7. No overnight storage of explosives is permitted on site.
8. Contractor shall use every reasonable precaution, including, but not limited to, visual and audible warning signals, signs, flags, barricades or Jersey barriers to ensure employee and pedestrian safety. Contractor will comply with all State and Federal requirements for public notification and blast site security.
9. Due precaution shall be taken to prevent accidental discharge of blasting caps from current induced by radar, radio transmitters, lightning, adjacent power lines, dust storms, or other sources of extraneous electricity. Precautions shall include the prominent display of adequate signs as required for compliance with Federal, State and any local laws.
10. Blasting operations in the proximity of overhead power lines, communication lines, utility services, or other services and structures shall not be carried on until the utility operators and/or owners have been notified and safe control measures have been taken.
11. All drill holes shall be sufficiently large to admit freely the insertion of the cartridges of explosives. Tamping shall be done only with wood rods or plastic tamping poles without exposed metal parts.
12. No holes shall be loaded, adjacent to a blast, except those to be fired in the next blast. After a blast is loaded, all remaining explosives and detonators shall be immediately returned to an authorized on site approved storage magazine. When blasts are separated by a safe distance two blasts may be loaded and detonated separately but at no time can drilling occur inside 50 feet of a loaded blast hole.
13. No loaded holes shall be left unattended or unprotected at any time.
14. All blasting operations shall take place between sun-up and sun-down (hours of daylight only) unless special exemptions is granted by the Local Fire Marshal's office.
15. Immediately after blasting, the firing line shall be disconnected from the blasting machine or initiation device. An inspection of the area shall be made by the blaster to determine if all charges have been exploded before an all clear signal is sounded which allows employees to return to the area to resume their work. If a misfire is found, no other work shall be done in the area with the exception of work that is necessary to remove the hazard of the misfire.
16. All blasting shall be designed to prevent flying rock or debris. The contractor shall use adequate, good quality stemming material and shall cover the blasts with blasting mats or adequate material as required to prevent flying rock.
17. The contractor, at his own expense, will be required to perform pre-blast in order to comply with State or Local performance and notification requirements or may opt to have pre-blast surveys performed on any adjacent structures not required by the State or Local governments. These surveys shall be performed by an experienced consultant who specializes in such inspections.
18. The contractor hereby assumes sole responsibility for all personal injury or damage to real or personal property, or interference with the use or enjoyment of any property by reason of blasting or the resulting ground displacement, ground vibration, or air concussion. The contractor assumes full responsibility for operating all equipment and performing all blasting in conformance with federal, state or local laws and regulations described by any other governmental authority limiting the amount of ground vibration or air concussion. Nothing presented in any of the preceding notes, in any way relieves the contractor of any responsibilities for any damage to the existing structures or utilities in the area of blasting.
19. No blasting to be done within 25' of finished water, sewer line or fiber optic cables.
20. Use all precautions to protect adjacent properties from danger associated with blasting operations.
21. When blasting is being conducted in close proximity to nearby structures as it typically the case in urban areas, close interval line drilling should be utilized to create effective vibration transmission barrier.

NOTE:
BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPSZONE 4100; NAD 83 DATUM.

PAPE–DAWSON
4006 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE AAE PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
POWER
No. 139435
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED
Date: June 4, 2026
Approved By: E. FOSTER
Revisions:
- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:
CIVIL NOTES

Drawing No.
C0.1

Project No.
25-0371

G:\25-0371-1 CIVIL ENGINEERING\CAD SHEETS\25-0371 - NOTES.DWG
PLOTTED BY: EVAN FOSTER ON 6/4/2026 4:44 AM LAST SAVED BY EVAN FOSTER ON 6/4/2026 4:44 AM

SITE DATA CHART

PROJECT INFORMATION:

NAME:	AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)
CITY OF FRANKLIN PROJECT NUMBER:	9142
SUBDIVISION / LOT #:	AUREUM PUD SUBDIVISION, LOT 7
MAP / PARCEL:	062 / 18.17* *AS OF THE SUBMITTAL, A NEW PARCEL NUMBER FOR LOT 7 HAD NOT BEEN CREATED
STREET ADDRESS:	6008 OVATION PARKWAY

REGULATIONS:

CIVIL DISTRICT:	8TH
EXISTING ZONING:	PD 17.65/850,000/700
CHARACTER AREA OVERLAY:	MECO-4
OTHER APPLICABLE OVERLAYS:	500' HHO BUFFER
APPLICABLE DEVELOPMENT STANDARD:	EITHER APPLY
DEVELOPMENT STANDARD:	CONVENTIONAL
EXISTING LAND USE:	VACANT (REGIONAL COMMERCE PER ENV. FRANKLIN)
ACREAGE (SQUARE FOOTAGE) OF SITE:	2.97 AC. (129,311 ± S.F.)
HISTORIC RESOURCE TREATMENT (Y/N):	N

PROPOSED BUILDING:

BUILDING HEIGHT:	8 STORIES
PROPOSED UNITS:	302 (158 1-BR, 123 2-BR, 21 3-BR)

MINIMUM REQUIRED BUILDING SETBACK LINES:

PERIMETER SETBACKS (FROM R.O.W./BOUNDARY):

AUREUM DRIVE:	0' MIN. *(***SEE NOTE BELOW)*
OVATION PKWY:	0' MIN. *(***SEE NOTE BELOW)*
CAROTHERS PKWY:	15' MIN.
SOUTHERN BOUNDARY:	15' MIN

****BALCONIES SHALL BE ALLOWED TO EXTEND INTO THE PUBLIC R.O.W. OVER THE SIDEWALK/PLANTERS AND INTO THE PRIVATE DRIVE SIDEWALK/PLANTERS BUT SHALL MEET UTILITY PROVIDERS AND FIRE MARSHAL CLEARANCE REQUIREMENTS. APPROVAL FROM THE UTILITY PROVIDERS AND FIRE MARSHAL SHALL BE OBTAINED WITH SITE PLAN APPROVAL TO VERIFY CLEARANCE REQUIREMENTS ARE BEING MET.*

OPEN SPACE:	NONE IN LOT 7
TREE SAVE:	TREE SAVE FOR THE AUREUM PUD SUBDIVISION IS PROVIDED ON LOT 3. REFER TO SHEET L1.0, TREE PRESERVATION PLAN.

BUILDING CONSTRUCTION TYPES:
RESIDENTIAL: IIIA
GARAGE: IA

PARKING SUMMARY
SEE SHEET C0.0

MINERAL RIGHTS INFORMATION:
AT THE PRESENT TIME, PROPERTY TITLE REFERENCE DOES NOT REFLECT ANY MINERAL RIGHTS ON THE SUBJECT PROPERTY.

FLOOD INFORMATION:
BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0212F, WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT, CITY OF FRANKLIN COMMUNITY NO. 470206, PANEL NO. 0212, SUFFIX F, WILLIAMSON COUNTY COMMUNITY NO. 470204, PANEL NO. 0212, SUFFIX F, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.

DEVELOPMENT PHASING:
DEVELOPMENT OF LOT 7 TO BE COMPLETED IN ONE PHASE.

ACCESSIBILITY INFORMATION:
CURB RAMPS AND ACCESSIBLE ROUTES TO BE PROVIDED WITH CONSTRUCTION PLAN PHASE.

SURVEY INFORMATION:
BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM FIELD RUN SURVEY PERFORMED BY RAGAN-SMITH-ASSOCIATES, INC., DATED SEPTEMBER 27, 2019. WITH ADDITIONAL SURVEY WORK ON LOT 7, DATED MARCH 17, 2026. BEARINGS SHOWN BASE ON TENNESSEE STATE PLAN COORDINATES N.A.D. 83 GRID NORTH. VERTICAL DATUM: N.A.V.D. 88

- SITE PLANS FOR PROJECTS CURRENTLY UNDER CONSTRUCTION WERE USED IN CONJUNCTION WITH THE SURVEY TO PROVIDE EXISTING CONDITIONS. SEE "EXISTING CONDITIONS NOTE" ON SHEET C1.0.

PLAT REFERENCE:
BEING LOT 2 AS SHOWN ON THE FINAL PLAT ENTITLED "AUREUM PUD SUBDIVISION" OF RECORD IN PLAT BOOK P84, PAGE 1, REGISTRAR'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

DEED REFERENCE:
LOT 2 BEING A PORTION OF THE SAME PROPERTY CONVEYED TO AUREUM FRANKLIN PROJECT OWNER, LLC, A TENNESSEE LIMITED LIABILITY COMPANY BY SPECIAL WARRANTY DEED OF RECORD IN BOOK 9599, PAGE 320, REGISTRAR'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

EXISTING CONDITIONS NOTE:

AT THE TIME OF THIS SITE PLAN, CONSTRUCTION OF THE AUREUM PUD SUBDIVISION INFRASTRUCTURE REMAINS ONGOING. FOR THE PURPOSES, OF THIS SITE PLAN, THE INCOMPLETED INFRASTRUCTURE HAS BEEN SHOWN AS THE EXISTING CONDITION. SITE PLANS INCLUDED IN THE EXISTING CONDITION INCLUDE:

- AUREUM PUD SUBDIVISION, REV. 1, SITE PLAN (INFRASTUCTURE AND MASS GRADING) - COF# 7804
- AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 1 (OFFSITE IMPROVEMENTS) - COF# 7835
- AUREUM PUD SUBDIVISION, ELECTRIC DISTRUBUTION PLANS by RAGAN SMITH
- PUBLIC WATER LINE TO SERVE AUREUM PUD SUBDIVISION FRANKLIN, TN by HIETHCOAT DAVIS
- AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 1, LOT 2 (EMBREY) - COF# 8698

EXISTING SANITARY SEWER NOTES:

1. SANITARY SEWER MANHOLES INACCESSIBLE AT TIME OF SURVEY. INVERTS SHOWN WITH AN ASTERISK (*) ARE BASED ON DESIGN DOCUMENTS AND SURVEYED TOPS OF CASTING. SEWER INVERTS TO BE VERIFIED PRIOR TO CONSTRUCTION.
2. SEWER MANHOLE NAMES REFLECT THE PUBLIC SEWER DESIGN DOCUMENTS. SEE CITY OF FRANKLIN PROJECT NO. 7804.

LEGEND

- CONCRETE MONUMENT (OLD)
- CONCRETE MONUMENT (NEW) (4" DIAMETER ALUMINUM DISC W/ 5/8" IRON ROD MARKED "RAGAN-SMITH ASSOCIATES")
- IRON ROD (OLD)
- IRON ROD (NEW) (5/8" X 18" W/CAP STAMPED "RAGAN-SMITH & ASSOCIATES")
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- UTILITY POLE
- EXISTING LIGHT POST
- SANITARY SEWER MANHOLE
- PROPOSED STORM SRUCTURE
- CATCH BASIN/CURB INLET
- GAS METER
- GAS VALVE
- OVERHEAD ELECTRIC POWER LINE
- SANITARY SEWER LINE
- GAS LINE
- WATER LINE
- P.D.E. — PUBLIC DRAINAGE EASEMENT
- R.O.W.C.T. — REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE
- UNDERGROUND ELECTRIC LINE

Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	14.00%	19.99%	
2	20.00%	100.00%	

EXISTING GRADING & DRAINAGE DATA CHART:

DRAINAGE:
SITE AREA: 28.17 AC.
IMPERVIOUS AREA: 6.06 AC
DISTURBED AREA (AREA BEING DEVELOPED IN MASTER PLAN) : 26.97 AC
Rv VALUE: 0.15

PEAK FLOW RUNOFF:

STORM	EXISTING
2YR:	56.81 CFS
5YR:	97.46 CFS
10YR:	123.83 CFS
25YR:	159.98 CFS
50YR:	190.15 CFS
100YR:	221.85 CFS

- *PEAK FLOWS INCLUDE OFFSITE AREAS FLOWING THROUGH THE SITE*
- *FUTURE SECTIONS OF AUREUM SITE PLANS SHALL REFLECT THE EXISTING FLOWS ABOVE AS THE EXISTING CONDITIONS. PEAK FLOW RATES WILL RE REQUIRED TO BE LESS THAN EXISTING FLOWS ABOVE.*
- *THESE FLOWS ARE CALCULATED FOR THE ENTIRE DEVELOPMENT WITHIN THE AUREUM PUD SUBDIVISION. REVISION 1, DEVELOPMENT PLAN, COF#7804*

PAPE–DAWSON
4086 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.24.8991
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER — REGISTERED ENGINEER — AGRICULTURE — No. 129478 — STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=20'

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

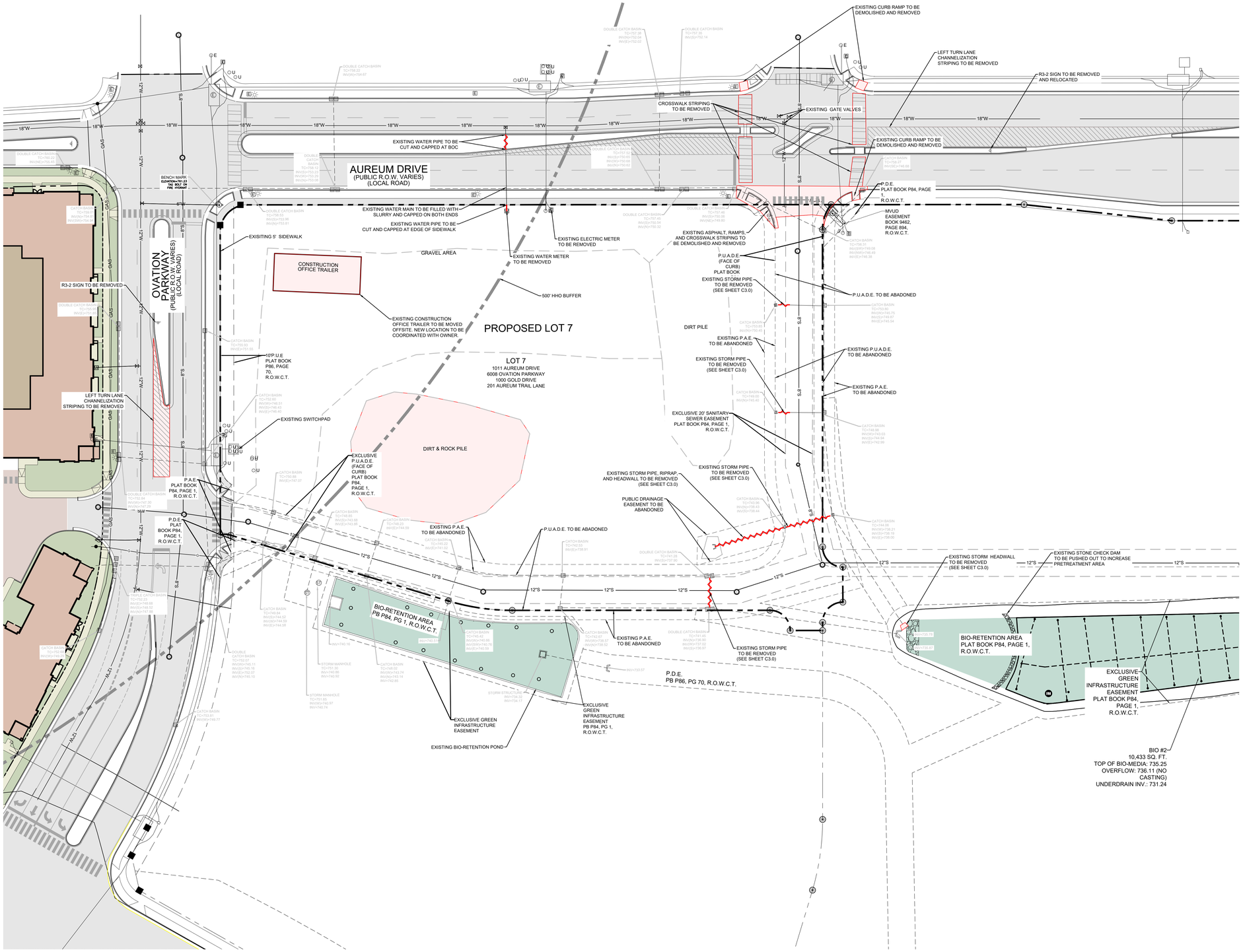
Drawing Title: EXISTING CONDITIONS PLAN

Drawing No. C1.0

Project No. 25-0371

0 20 40

G:\2025\25-0371 FRANKLIN\CAD\CIVIL\SHEETS\25-0371 - EXISTING.DWG
PLOTTED BY: ZSIMMONS ON 6/4/2026 11:19 AM



DEMOLITION NOTES

1. SOME ITEMS SHOWN AS DEMOLITION MAY STILL BE UNCONSTRUCTED. COORDINATION DEMOLITION WITH CURRENT CONSTRUCTION TO AVOID DEMOLITION WHERE UNNECESSARY.
2. SHADING DEPICTS AREAS WHERE ALL BUILDINGS, ASPHALT, CURBING, CONCRETE, STEPS, SIGNS, WALLS AND TREES ARE TO BE DEMOLISHED AND REMOVED.
3. EROSION CONTROL MEASURES SHALL BE PUT IN PLACE AND FUNCTIONING PRIOR TO DEMOLITION BEGINNING. (SEE SHEET C3.1)
4. NO DISTURBANCE OR DEMOLITION OF ANY UTILITY INFRASTRUCTURE SHALL TAKE PLACE WITHOUT PRIOR COORDINATION WITH UTILITY OWNER.
5. WHERE EXISTING STORMWATER INFRASTRUCTURE IS TO BE REMOVED, THE TIMING OF THOSE OPERATIONS SHALL OCCUR IN CONJUNCTION WITH THE INSTALLATION OF NEW AND REPLACEMENT SYSTEMS. TRANSITION FROM EXISTING TO PROPOSED INFRASTRUCTURE SHALL OCCUR IN THE LEAST AMOUNT OF TIME PRACTICABLE.
6. WHERE EXISTING PAVEMENT, CURBING, OR SIDEWALKS ARE INDICATED FOR REMOVAL, CONTRACTOR SHALL SAW CUT TO PROVIDE HARD EDGE FOR SMOOTH TRANSITION.

DEMO LEGEND

DEMOLITION SHADING

UTILITIES TO BE DEMOLISHED

0 30 60

PAPE–DAWSON
4639 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.234.8991
TENNESSEE AAE PROFESSIONALS FIRM #11104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
No. 129451
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=30'

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

Drawing Title:

DEMOLITION PLAN

Drawing No.

C1.1

Project No.
25-0371

© COPYRIGHT 2026 PAPE-DAWSON ALL RIGHTS RESERVED - USER HAS A LIMITED, NON-EXCLUSIVE, NON-TRANSFERABLE LICENSE TO USE THIS DRAWING AS CONTRACTUALLY PROVIDED BY DTI/DMR/TDOH ON 4/6/2026 11:14 AM

DEVELOPMENT PLAN OFFSET AGREEMENTS:

1) PARKLAND DEDICATION: SEE SHEET C2.2 FOR OFFSET REQUESTS.
2) ROADWAY IMPACT FEE: SEE SHEET C2.3 FOR OFFSET REQUESTS.

KEY

- MULTI-FAMILY
- OFFICE
- HOTEL
- RESTAURANT/RETAIL
- GARAGE
- CANOPY

SHARED PARKING ANALYSIS

USE	Density	Hotel Assembly Area Occu.	Outdoor Seats	Staff	COF Parking Ratio (PER 1000 SF or Keys or BR)	COF Parking Req per Ratio	COF Parking Ratio (.67/Seat)	COF Parking Ratio (1/Employee)	COF Parking Ratio (.25/Occu.)	COF Overall Parking Req by Use	PARKING PROVIDED PHASE 1	PARKING PROVIDED PHASE 2	PARKING PROVIDED PHASE 3	PARKING PROVIDED PHASE 4	PARKING PROVIDED PHASE 5	PARKING PROVIDED PHASE 6	ULI Unadjusted Parking Demand	ULI Shared Parking Reduction	ULI Recommended Parking
Retail	70,000				3.33	233				233									
Restaurant	30,000		90	90	10.00	300	60	90		450									
Office (Tower)	500,000				4.00	2,000				2,000									
Office (Loft)	250,000				4.00	1,000				1,000									
Hotel (Full Service)	300	1,300		25	1.00	300		25	325	650	631	1,150	1,550	264	0	550	4,872	17.04%	4,042
Hotel (Limited)	200	0		25	1.00	200		25	0	225									
Hotel (Extended)	200	0		25	1.00	200		25	0	225									
Condo	140				1.5/2.5/3	270				270									
Multi-Family	340				1.5/2.5/3	631				631									
TOTAL										5,684	4,145								
									COF SHARED:		27.07%								

Assumes 69% 1 BR, 22% 2BR, & 9% 3BR (SEE APPROVED SHARED PARKING ANALYSIS FOR MAXIMUM SHARED RATIO)

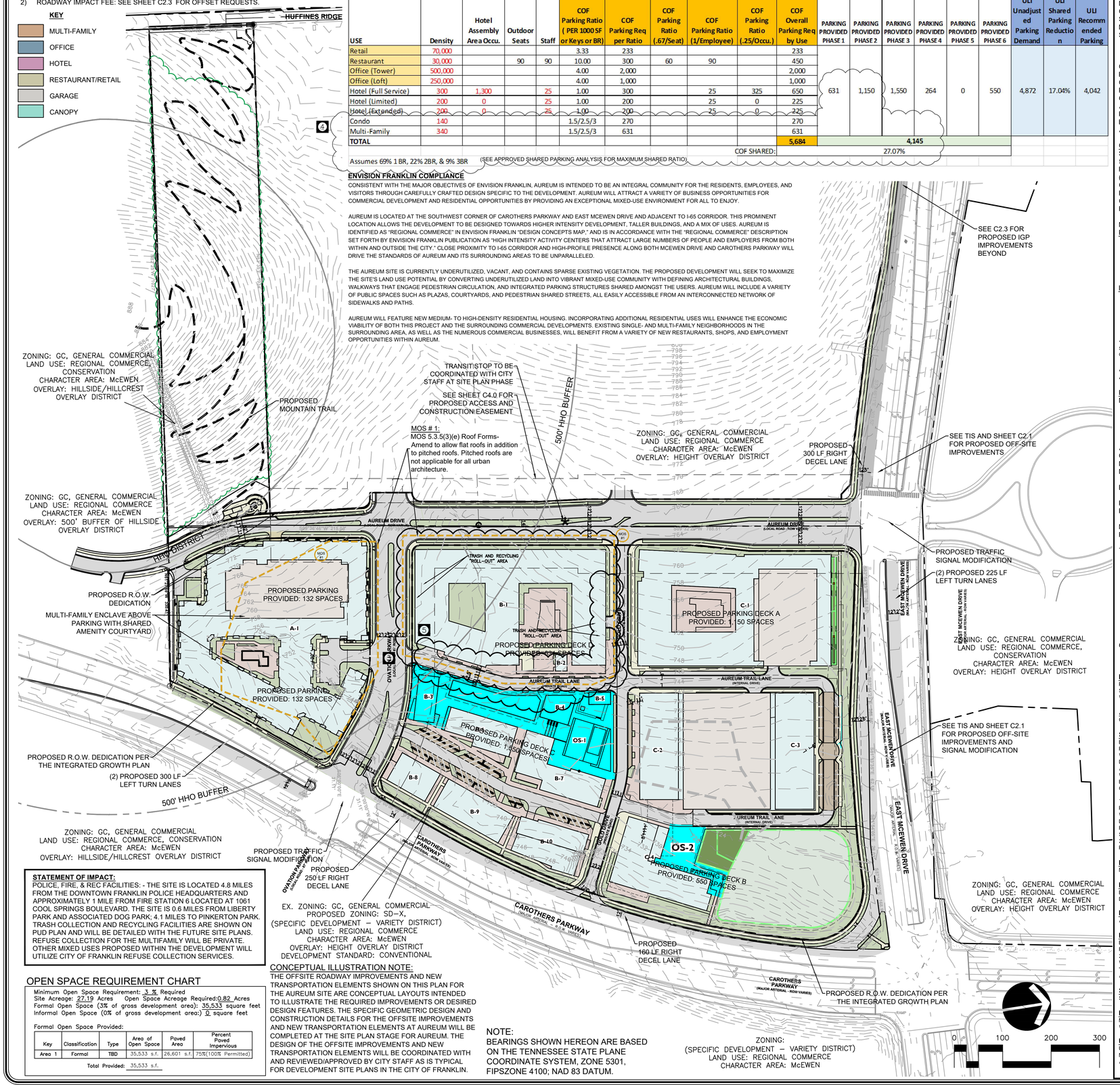
ENVISION FRANKLIN COMPLIANCE

CONSISTENT WITH THE MAJOR OBJECTIVES OF ENVISION FRANKLIN, AUREUM IS INTENDED TO BE AN INTEGRAL COMMUNITY FOR THE RESIDENTS, EMPLOYEES, AND VISITORS THROUGH CAREFULLY CRAFTED DESIGN SPECIFIC TO THE DEVELOPMENT. AUREUM WILL ATTRACT A VARIETY OF BUSINESS OPPORTUNITIES FOR COMMERCIAL DEVELOPMENT AND RESIDENTIAL OPPORTUNITIES BY PROVIDING AN EXCEPTIONAL MIXED-USE ENVIRONMENT FOR ALL TO ENJOY.

AUREUM IS LOCATED AT THE SOUTHWEST CORNER OF CAROTHERS PARKWAY AND EAST MCEWEN DRIVE AND ADJACENT TO I-65 CORRIDOR. THIS PROMINENT LOCATION ALLOWS THE DEVELOPMENT TO BE DESIGNED TOWARDS HIGHER INTENSITY DEVELOPMENT, TALLER BUILDINGS, AND A MIX OF USES. AUREUM IS IDENTIFIED AS "REGIONAL COMMERCE" IN ENVISION FRANKLIN "DESIGN CONCEPTS MAP," AND IS IN ACCORDANCE WITH THE "REGIONAL COMMERCE" DESCRIPTION SET FORTH BY ENVISION FRANKLIN PUBLICATION AS "HIGH INTENSITY ACTIVITY CENTERS THAT ATTRACT LARGE NUMBERS OF PEOPLE AND EMPLOYERS FROM BOTH WITHIN AND OUTSIDE THE CITY." CLOSE PROXIMITY TO I-65 CORRIDOR AND HIGH-PROFILE PRESENCE ALONG BOTH MCEWEN DRIVE AND CAROTHERS PARKWAY WILL DRIVE THE STANDARDS OF AUREUM AND ITS SURROUNDING AREAS TO BE UNPARALLELED.

THE AUREUM SITE IS CURRENTLY UNDERUTILIZED, VACANT, AND CONTAINS SPARSE EXISTING VEGETATION. THE PROPOSED DEVELOPMENT WILL SEEK TO MAXIMIZE THE SITE'S LAND USE POTENTIAL BY CONVERTING UNDERUTILIZED LAND INTO VIBRANT MIXED-USE COMMUNITY WITH DEFINING ARCHITECTURAL BUILDINGS, WALKWAYS THAT ENGAGE PEDESTRIAN CIRCULATION, AND INTEGRATED PARKING STRUCTURES SHARED AMONGST THE USERS. AUREUM WILL INCLUDE A VARIETY OF PUBLIC SPACES SUCH AS PLAZAS, COURTYARDS, AND PEDESTRIAN SHARED STREETS, ALL EASILY ACCESSIBLE FROM AN INTERCONNECTED NETWORK OF SIDEWALKS AND PATHS.

AUREUM WILL FEATURE NEW MEDIUM- TO HIGH-DENSITY RESIDENTIAL HOUSING, INCORPORATING ADDITIONAL RESIDENTIAL USES WILL ENHANCE THE ECONOMIC VIABILITY OF BOTH THIS PROJECT AND THE SURROUNDING COMMERCIAL DEVELOPMENTS. EXISTING SINGLE- AND MULTI-FAMILY NEIGHBORHOODS IN THE SURROUNDING AREA, AS WELL AS THE NUMEROUS COMMERCIAL BUSINESSES, WILL BENEFIT FROM A VARIETY OF NEW RESTAURANTS, SHOPS, AND EMPLOYMENT OPPORTUNITIES WITHIN AUREUM.



OPEN SPACE REQUIREMENT CHART

Minimum Open Space Requirement: 3 % Required
Site Acreage: 27.19 Acres Open Space Acreage Required:0.82 Acres
Formal Open Space (3% of gross development area): 35,533 square feet
Informal Open Space (0% of gross development area:) 0 square feet

Formal Open Space Provided:

Key	Classification	Type	Area of Open Space	Paved Area	Percent Paved Impervious
Area 1	Formal	TBD	35,533 s.f.	26,601 s.f.	75%(100% Permitted)

Total Provided: 35,533 s.f.

STATEMENT OF IMPACT:

POLICE, FIRE, & REC FACILITIES: - THE SITE IS LOCATED 4.8 MILES FROM THE DOWNTOWN FRANKLIN POLICE HEADQUARTERS AND APPROXIMATELY 1 MILE FROM FIRE STATION 6 LOCATED AT 1061 COOL SPRINGS BOULEVARD. THE SITE IS 0.6 MILES FROM LIBERTY PARK AND ASSOCIATED DOG PARK; 4.1 MILES TO PINKERTON PARK. TRASH COLLECTION AND RECYCLING FACILITIES ARE SHOWN ON PUD PLAN AND WILL BE DETAILED WITH THE FUTURE SITE PLANS. REFUSE COLLECTION FOR THE MULTIFAMILY WILL BE PRIVATE. OTHER MIXED USES PROPOSED WITHIN THE DEVELOPMENT WILL UTILIZE CITY OF FRANKLIN REFUSE COLLECTION SERVICES.

CONCEPTUAL ILLUSTRATION NOTE:

THE OFFSITE ROADWAY IMPROVEMENTS AND NEW TRANSPORTATION ELEMENTS SHOWN ON THIS PLAN FOR THE AUREUM SITE ARE CONCEPTUAL LAYOUTS INTENDED TO ILLUSTRATE THE REQUIRED IMPROVEMENTS OR DESIRED DESIGN FEATURES. THE SPECIFIC GEOMETRIC DESIGN AND CONSTRUCTION DETAILS FOR THE OFFSITE IMPROVEMENTS AND NEW TRANSPORTATION ELEMENTS AT AUREUM WILL BE COMPLETED AT THE SITE PLAN STAGE FOR AUREUM. THE DESIGN OF THE OFFSITE IMPROVEMENTS AND NEW TRANSPORTATION ELEMENTS WILL BE COORDINATED WITH AND REVIEWED/APPROVED BY CITY STAFF AS IS TYPICAL FOR DEVELOPMENT SITE PLANS IN THE CITY OF FRANKLIN.

NOTE:
BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPSZONE 4100; NAD 83 DATUM.

SITE DATA CHART:

PROJECT INFORMATION:

NAME:	AUREUM
CITY OF FRANKLIN PROJECT NUMBER:	~~6673DD~~ 7737
SUBDIVISION / LOT #:	AUREUM PUD SUBDIVISION, REVISION 1
MAP / PARCEL:	062 / 18.02, 19.03
STREET ADDRESS:	TBD
	FRANKLIN
	WILLIAMSON
	TN
CIVIL DISTRICT:	8TH
EXISTING ZONING:	PD (PLANNED DISTRICT)
CHARACTER AREA OVERLAY:	MECO-4
PROPOSED ZONING:	PD (PLANNED DISTRICT)
OTHER APPLICABLE OVERLAYS:	HTO, HHO, 500' HHO BUFFER
APPLICABLE DEVELOPMENT STANDARD:	EITHER APPLY
PROPOSED DEVELOPMENT STANDARD:	CONVENTIONAL
EXISTING LAND USE:	VACANT (REGIONAL COMMERCE PER ENV. FRANKLIN)
ACREAGE (SQUARE FOOTAGE) OF SITE:	27.19 AC. (1,184,425± S.F.)

OWNERS/DEVELOPERS:	APPLICANT:
SS-CH FRANKLIN, LLC	RAGAN-SMITH ASSOCIATES, INC.
501 CORPORATE CENTER DR. SUITE 315	315 WOODLAND STREET
FRANKLIN, TN 37067	NASHVILLE, TN 37206
(615)472-8916	(615) 244-8591
GLENN MCGEHEE	SCOTTY BERNICK
ROBERT G. SCHAEDLE III	SBERNICK@RAGANSMITH.COM
GMCGEHEE@SOUTHSTARCO.COM	
RSCHAEDLE@CHARTWELLHOSPITALITY.COM	

MINIMUM REQUIRED BUILDING SETBACK LINES:

PERIMETER SETBACKS (FROM R.O.W./BOUNDARY):

E. MCEWEN DRIVE:	15' MIN.
CAROTHERS PARKWAY:	15' MIN.
TOWER CIRLCE:	0' MIN. (***BALCONIES ALLOWED TO EXTEND INTO R.O.W., SEE NOTE)
OVATION PKWY:	0' MIN. (***BALCONIES ALLOWED TO EXTEND INTO R.O.W., SEE NOTE)
EDWARD CURD LANE:	0' MIN. (***BALCONIES ALLOWED TO EXTEND INTO R.O.W., SEE NOTE)
SOUTHERN BOUNDARY:	15' MIN.

INTERNAL SETBACKS:

FRONT (PUBLIC ROAD):	0' MIN. (FROM R.O.W.)
FRONT (AUREUM TRAIL, SOUTH OF GOLDEN WAY):	8' MIN. (FROM FACE OF CURB)
FRONT (AUREUM TRAIL, NORTH OF GOLDEN WAY):	8' MIN. (FROM FACE OF CURB)
FRONT (OPEN SPACE/PLAZA):	0' MIN.
SIDE:	0' MIN.
REAR:	0' MIN.

***BALCONIES SHALL BE ALLOWED TO EXTEND INTO THE PUBLIC R.O.W. OVER THE SIDEWALK/PLANTERS AND INTO THE PRIVATE DRIVE SIDEWALK/PLANTERS BUT SHALL MEET UTILITY PROVIDERS AND FIRE MARSHAL CLEARANCE REQUIREMENTS. APPROVAL FROM THE UTILITY PROVIDERS AND FIRE MARSHAL SHALL BE OBTAINED WITH SITE PLAN APPROVAL TO VERIFY CLEARANCE REQUIREMENTS ARE BEING MET.

ANTICIPATED R.O.W. DEDICATION:	3.66 AC (159,577 S.F.)
ADJUSTED SITE ACREAGE:	23.53 AC (1,024,848 S.F.) (TBD AT SITE PLAN PHASE)

PROJECT DENSITY:

NON-RESIDENTIAL SF / HOTEL KEYS:	
OFFICE:	750,000 S.F.
RETAIL/RESTAURANT:	100,000 S.F.
HOTEL KEYS (SF):	700 KEYS (525,000 S.F.)
TOTAL:	1,375,100 SF (INCLUDES 700 HOTEL KEYS)
ATTACHED RESIDENTIAL UNITS:	480 MULTIFAMILY UNITS (525,000 S.F.)
OVERALL DENSITY:	17.65 [480 UNITS / 27.19 AC]
NET DENSITY (MINUS R.O.W.)	20.40 [480 UNITS/ 23.53 AC]
NET DENSITY (MINUS R.O.W. & OVERLAY):	24.36 [480 UNITS/ 19.70 AC]
BUILDING HEIGHT:	1 - 12 STORIES (W/ROOFTOP AMENITIES AS ALLOWED ON 12-STORIES)
PARKING REQUIREMENT:	(SEE OVERALL PARKING CHART, SHEET C2.0)
PARKING PROVIDED:	(SEE OVERALL PARKING CHART, SHEET C2.0)
MIN. LANDSCAPE SURFACE RATIO (LSR):	.20
PROV. LANDSCAPE SURFACE RATION:	.31 (TBD AT SITE PLAN, MUST MEET MIN. LSR)

TREE CANOPY:

EX. TREE CANOPY % / SF / AC:	35.4% / 418,744 S.F. / 9.61 AC
EX. TREE CANOPY % / SF / AC:	8.5% [.354X.24] / 100,629 S.F. / 2.31 AC
PROP. TREE CANOPY % / SF / AC:	16.2% / 192,659 S.F. / 4.42 AC (EXCLUDING FUTURE R.O.W.)
EXISTING SPECIMEN TREE DBH:	744 DBH
SPECIMEN TREE DBH TO REMAIN:	48 DBH
SPECIMEN TREE DBH REMOVAL:	696 DBH
EXEMPTION WITHIN R.O.W.:	(382 DBH)
ADJUSTED DBH REPLACEMENT:	314 DBH (696-382)
SPECIMEN TREE REPLACEMENT:	628 DBH (314 X 2)
OPEN SPACE:	(SEE OPEN SPACE CHARTS, SHEET C2.0)
FORMAL:	0.82 AC. (3%)
INFORMAL:	0 AC. - N/A

PARKING SUMMARY:

PARKING WILL BE PROVIDED VIA ON-STREET SPACES AND PARKING STRUCTURES THROUGHOUT THE DEVELOPMENT. THE TRAFFIC IMPACT STUDY WILL BE SUBMITTED AT INITIAL SUBMITTAL BY RAGAN-SMITH ASSOCIATES (UPDATED: APRIL 4, 2019). THE TOTAL PARKING PROVIDED WILL BE SUBJECT TO A FULL SHARED PARKING ANALYSIS. SHARED PARKING WILL UTILIZE 30% SHARED SPACES.

ACCESSIBILITY INFORMATION:

CURB RAMPS AND ACCESSIBLE ROUTES TO BE PROVIDED WITH CONSTRUCTION PLAN PHASE.

SURVEY INFORMATION:

BOUNDARY INFORMATION FOR PARCEL 18.01 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY RAGAN SMITH ASSOCIATES INC, DATED APRIL 11, 2011. BOUNDARY INFORMATION FOR PARCEL 18.02 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY BARGE WAGGONER SUMNER & CANNON, INC, DATED DECEMBER 14, 2011. BOUNDARY INFORMATION FOR PARCEL 19.01 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY RAGAN SMITH ASSOCIATES INC, DATED APRIL 11, 2011. BOUNDARY INFORMATION FOR PARCEL 19.02 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY RAGAN SMITH ASSOCIATES INC, DATED APRIL 11, 2011. BOUNDARY INFORMATION FOR PARCEL 19.03 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN OR DERIVED FROM DEED OF RECORD IN BOOK 301, PAGE 88, DATE UNKNOWN AND THE ABOVE REFERENCED SURVEYS.

TOPOGRAPHIC INFORMATION FOR PARCEL 18.01 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY RAGAN SMITH ASSOCIATES INC, DATED OCTOBER 31, 2012. TOPOGRAPHIC INFORMATION FOR PARCEL 18.02 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY BARGE WAGGONER SUMNER & CANNON, INC, DATED DECEMBER 14, 2011. TOPOGRAPHIC INFORMATION FOR PARCEL 19.01 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY RAGAN SMITH ASSOCIATES INC, DATED AUGUST 30, 2013. TOPOGRAPHIC INFORMATION FOR PARCEL 19.02 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY KEVIN A. EDMONSON, RLS, DATED MAY 5, 2007. TOPOGRAPHIC INFORMATION FOR PARCEL 19.03 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 62, WAS TAKEN FROM A SURVEY PREPARED BY RAGAN SMITH ASSOCIATES INC., DATED AUGUST 30, 2013 AND FROM WILLIAMSON COUNTY GIS CONTOURS.

PLAT REFERENCE:

NONE

DEED REFERENCE:

BEING THE SAME PROPERTY CONVEYED TO SS-CH FRANKLIN, LLC BY QUITCLAIM DEED FROM VANDERBILT UNIVERSITY MEDICAL CENTER BY DEED OF RECORD IN BOOK 7357, PAGE 667, REGISTER'S OFFICE WILLIAMSON COUNTY, TENNESSEE.

MINERAL RIGHTS INFORMATION:

AT THE PRESENT TIME, PROPERTY TITLE REFERENCE DOES NOT REFLECT ANY MINERAL RIGHTS ON THE SUBJECT PROPERTY.

FLOOD INFORMATION:

BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0212F AND 47187C0220F, BOTH WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006, WHICH MAKES UP A PART OF THE NATIONAL FLOOD ADMINISTRATION REPORT; COMMUNITY No. 470206, PANEL NO. 0212, SUFFIX F, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
ACREAGE (SQUARE FOOTAGE) OF SITE: 27.19 AC. (1,184,425± S.F.)

STATEMENT OF ARCHITECTURAL INTENT:

SEE STATEMENT OF ARCHITECTURAL IMPACT ON SHEET A1.0 FOR CONCEPTUAL MASSING.

DEVELOPMENT PHASING:

MASTER DEVELOPER RESERVES THE RIGHT TO ADJUST PHASING BASED ON MARKET CONDITIONS. PHASING IS SUBJECT TO CHANGE BEYOND WHAT IS SHOWN PRELIMINARILY WITH THE PUD PLANS.

USE PHASING:

USE LOCATIONS/MASSING SHOWN ON THE CONCEPTUAL LAYOUT MAY VARY AT FINAL SITE PLAN BASED ON MARKET CONDITIONS. USES MAY NOT EXCEED MAXIMUM DENSITY SHOWN WITH THIS APPLICATION. PUBLIC ROADWAY ACCESS POINTS ARE SUBJECT TO MINOR ADJUSTMENTS AT SITE PLAN DEVELOPMENT.

RAGAN•SMITH
LAND PLANNERS • CIVIL ENGINEERS
LANDSCAPE ARCHITECTS • SURVEYORS
Chattanooga 423-499-9400
Nashville 615-244-8591
Murfreesboro 615-546-9600
ragansmith.com

CITY OF FRANKLIN PROJECT # 7737

AUREUM PUD SUBDIVISION, DEVELOPMENT PLAN, REVISION 1

FOR

SS-CH FRANKLIN, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

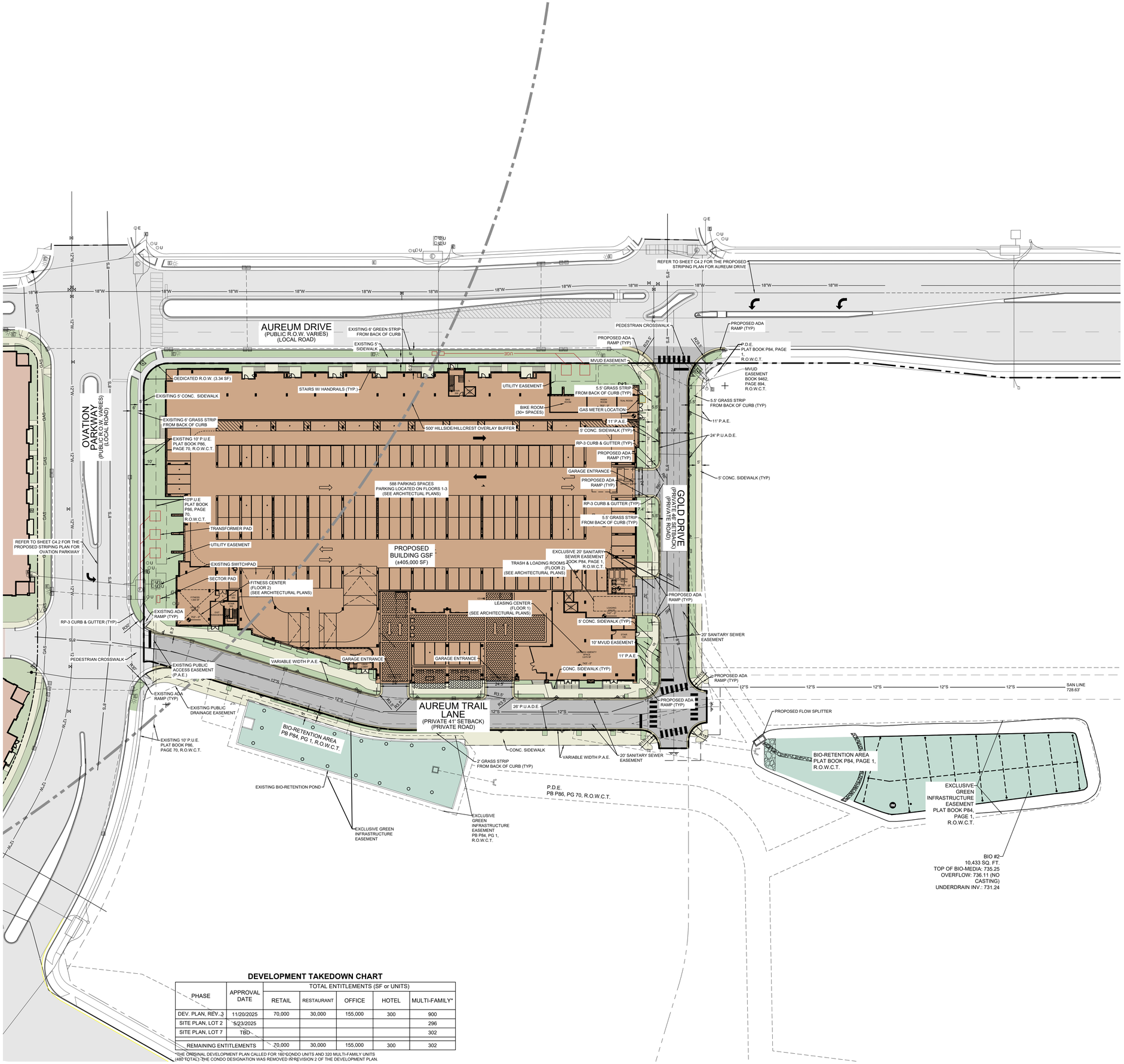
-	2022.01.06	PER CITY COMMENTS
5	2021.12.13	PER CITY COMMENTS
4	2021.11.29	PER ARCHITECTURE
3	2019.07.01	PER CITY, COA COMMENTS
2	2019.04.04	PER CITY COMMENT
1		
REV. #	DATE:	DESCRIPTION:

JOB NO. 18-106
WK. ORDER: 1221
DESIGNED: WLH
DRAWN: ZDS
SCALE: 1"=100'
DATE: FEBRUARY 11, 2019

OVERALL DEVELOPMENT PLAN

C2.0

G:\21-0085\1-CIVIL ENGINEERING\DS SHEETS\C2.0 OVERALL DEVELOPMENT PLAN.DWG
PLOTTED BY: DEBBY THORNTON ON: 6/4/2019 3:35 PM — LAST UPDATED BY: LMCKIN ON: 5/15/2019 3:48 PM



DEVELOPMENT TAKEDOWN CHART

PHASE	APPROVAL DATE	TOTAL ENTITLEMENTS (SF or UNITS)				
		RETAIL	RESTAURANT	OFFICE	HOTEL	MULTI-FAMILY*
DEV. PLAN, REV. 3	11/20/2025	70,000	30,000	155,000	300	900
SITE PLAN, LOT 2	5/23/2025					296
SITE PLAN, LOT 7	TBD					302
REMAINING ENTITLEMENTS		70,000	30,000	155,000	300	302

*THE ORIGINAL DEVELOPMENT PLAN CALLED FOR 160 CONDO UNITS AND 320 MULTI-FAMILY UNITS (480 TOTAL). THE CONDO DESIGNATION WAS REMOVED IN REVISION 2 OF THE DEVELOPMENT PLAN.

SITE DATA CHART

PROJECT INFORMATION:

NAME:	AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)
CITY OF FRANKLIN PROJECT NUMBER:	9142
SUBDIVISION / LOT #:	AUREUM PUD SUBDIVISION, LOT 7
MAP / PARCEL:	062 / 18.17* **AS OF THE SUBMITTAL, A NEW PARCEL NUMBER FOR LOT 7 HAD NOT BEEN CREATED*
STREET ADDRESS:	6008 OVATION PARKWAY

REGULATIONS:

CIVIL DISTRICT:	8TH
EXISTING ZONING:	PD 17.65/850,000/700
CHARACTER AREA OVERLAY:	MECO-4
OTHER APPLICABLE OVERLAYS:	500' HHO BUFFER
APPLICABLE DEVELOPMENT STANDARD:	EITHER APPLY
DEVELOPMENT STANDARD:	CONVENTIONAL
EXISTING LAND USE:	VACANT (REGIONAL COMMERCE PER ENV. FRANKLIN)
ACREAGE (SQUARE FOOTAGE) OF SITE:	2.97 AC. (129,311± S.F.)
HISTORIC RESOURCE TREATMENT (Y/N):	N

PROPOSED BUILDING:

BUILDING HEIGHT:	8 STORIES
PROPOSED UNITS:	302 (158 1-BR, 123 2-BR, 21 3-BR)

MINIMUM REQUIRED BUILDING SETBACK LINES:

PERIMETER SETBACKS (FROM R.O.W./BOUNDARY):

AUREUM DRIVE:	0' MIN. *(***SEE NOTE BELOW)*
OVATION PKWY:	0' MIN. *(***SEE NOTE BELOW)*
CAROTHERS PKWY:	15' MIN.
SOUTHERN BOUNDARY:	15' MIN

****BALCONIES SHALL BE ALLOWED TO EXTEND INTO THE PUBLIC R.O.W. OVER THE SIDEWALK/PLANTERS AND INTO THE PRIVATE DRIVE SIDEWALK/PLANTERS BUT SHALL MEET UTILITY PROVIDERS AND FIRE MARSHAL CLEARANCE REQUIREMENTS. APPROVAL FROM THE UTILITY PROVIDERS AND FIRE MARSHAL SHALL BE OBTAINED WITH SITE PLAN APPROVAL TO VERIFY CLEARANCE REQUIREMENTS ARE BEING MET.*

OPEN SPACE:	NONE IN LOT 7
TREE SAVE:	TREE SAVE FOR THE AUREUM PUD SUBDIVISION IS PROVIDED ON LOT 3. REFER TO SHEET L1.0, TREE PRESERVATION PLAN.

BUILDING CONSTRUCTION TYPES:
RESIDENTIAL: IIIA
GARAGE: IA

PARKING SUMMARY

SEE SHEET C0.0

MINERAL RIGHTS INFORMATION:
AT THE PRESENT TIME, PROPERTY TITLE REFERENCE DOES NOT REFLECT ANY MINERAL RIGHTS ON THE SUBJECT PROPERTY.

FLOOD INFORMATION:
BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0212F, WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; CITY OF FRANKLIN COMMUNITY NO. 470206, PANEL NO. 0212, SUFFIX F; WILLIAMSON COUNTY COMMUNITY NO. 470204, PANEL NO. 0212, SUFFIX F, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.

DEVELOPMENT PHASING:
DEVELOPMENT OF LOT 7 TO BE COMPLETED IN ONE PHASE.

ACCESSIBILITY INFORMATION:
CURB RAMPS AND ACCESSIBLE ROUTES TO BE PROVIDED WITH CONSTRUCTION PLAN PHASE.

SURVEY INFORMATION:
BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM FIELD RUN SURVEY PERFORMED BY RAGAN-SMITH-ASSOCIATES, INC., DATED SEPTEMBER 27, 2019. WITH ADDITIONAL SURVEY WORK ON LOT 7, DATED MARCH 17, 2026. BEARINGS SHOWN BASE ON TENNESSEE STATE PLAN COORDINATES N.A.D. 83 GRID NORTH. VERTICAL DATUM: N.A.V.D. 88

- SITE PLANS FOR PROJECTS CURRENTLY UNDER CONSTRUCTION WERE USED IN CONJUNCTION WITH THE SURVEY TO PROVIDE EXISTING CONDITIONS. SEE "EXISTING CONDITIONS NOTE" ON SHEET C1.0.

PLAT REFERENCE:
BEING LOT 7 AS SHOWN ON THE FINAL PLAT ENTITLED "AUREUM PUD SUBDIVISION" OF RECORD IN PLAT BOOK P84, PAGE 1, REGISTRAR'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

DEED REFERENCE:
LOT 7 BEING A PORTION OF THE SAME PROPERTY CONVEYED TO AUREUM FRANKLIN TN PROJECT OWNER, LLC, A TENNESSEE LIMITED LIABILITY COMPANY BY SPECIAL WARRANTY DEED OF RECORD IN BOOK 9599, PAGE 320, REGISTRAR'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

TRASH FACILITIES:
TRASH FACILITIES ARE TO BE LOCATED WITHIN THE BUILDING, AND WILL NOT BE VISIBLE. THE FACILITIES WILL BE SERVED BY A PRIVATE TRASH SERVICE.

PEDESTRIAN GUARDRAIL:
PEDESTRIAN GUARDRAIL TO BE LOCATED ON ALL RETAINING WALLS AND PLATFORMS WITH A GRADE TO GRADE ELEVATION DIFFERENCE OF 30" OR GREATER.

OPEN SPACE REQUIREMENT CHART

Minimum Open Space Requirement: 3 % Required
Site Acreage: 27.19 Acres Open Space Acreage Required:0.82 Acres
Formal Open Space (3% of gross development area): 35,533 square feet
Informal Open Space (0% of gross development area): 0 square feet

Formal Open Space Provided:

Key	Classification	Type	Area of Open Space	Paved Area	Percent Paved Impervious
Area 1	Formal	TBD	35,533 s.f.	26,601 s.f.	75%(100% Permitted)

Total Provided: 35,533 s.f.

NOTE: *NO OPEN SPACE PROPOSED IN THIS PHASE*

RETAINING WALL SPECIAL NOTE:

FOR FUTURE EXCAVATION PURPOSES FOR MAINTENANCE AND REPAIR OF ADJACENT STORMATER INFRASTRUCTURE, FOUNDATIONS OF RETAINING WALLS SHALL BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER AND, AT A MINIMUM, INCORPORATE A CONTINUOUS REINFORCED CONCRETE FOOTING BEARING AT AN ELEVATION OF NO HIGHER THAN 2 UNITS HORIZONTAL TO 1 UNIT VERTICAL ABOVE THE CORRESPONDING ADJACENT STORMWATER PIPE INVERT. NO PORTIONS OF RETAINING WALL OR FOUNDATION COMPONENTS SHALL EXTEND INTO DRAINAGE EASEMENTS OR RIGHT-OF-WAY. STORMWATER PIPE INVERT ELEVATIONS SHALL BE SUPERIMPOSED ON THE RETAINING WALL FOUNDATION ELEVATIONS SUBMITTED TO THE CITY OF FRANKLIN FOR RETAINING WALL REVIEW, APPROVAL, AND PERMITTING.

CITY OF FRANKLIN RETAINING WALL NOTES

1. DESIGN DRAWINGS, CALCULATIONS, AND FINISHES FOR RETAINING WALLS 4'-0" OR TALLER AS MEASURED FROM BOTTOM OF FOUNDATION TO TOP OF WALL SHALL BE SUBMITTED TO BUILDING & NEIGHBORHOOD SERVICES FOR RETAINING WALL REVIEW, APPROVAL, AND PERMITTING.
2. WALLS SHALL BE CLAD IN BRICK, NATURAL STONE, OR CULTURED STONE. WHERE NOT VISIBLE FROM A STREET, DRIVE, OR OPEN SPACE, STAINED OR STAMPED CONCRETE AND SPLIT-FACE BLOCK ARE ALSO PERMITTED.
3. TIMBER WALLS SHALL NOT BE USED.
4. WALLS ADJACENT TO BIORETENTION AREAS SHALL NOT RELY ON BIORETENTION MEDIA OR STONE DRAINAGE MEDIA FOR STABILITY OR LATERAL RESISTANCE. BOTTOM OF WALL STEM (OR BLOCK) / TOP OF FOOTING ELEVATION SHALL BE LOCATED AT OR BELOW BOTTOM OF LOWER MOST STONE DRAINAGE MEDIA.
5. RETAINING WALLS SHALL BE DESIGNED FOR A LIVE LOAD SURCHARGE CORRESPONDING TO THE MAXIMUM DESIGN LOADING, BUT IN NO CASE LESS THAN 250 PSF APPLIED OVER THE FULL EXTENTS OF PUBLIC OR PRIVATE STREET RIGHT-OF-WAY AND ACCESS EASEMENTS.
6. RETAINING WALLS SHALL PROVIDE A MINIMUM SLIDING AND OVERTURNING FACTOR OF SAFETY OF 1.50 AND MINIMUM GLOBAL STABILITY FACTOR OF SAFETY OF 1.30.
7. UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER, ALL RETAINING WALLS AND ASSOCIATED COMPONENTS SHALL BE WHOLLY LOCATED OUTSIDE OF RIGHT-OF-WAY AND PUBLIC EASEMENTS.
8. RETAINING WALLS OUTSIDE OF, BUT SUPPORTING, RIGHT-OF-WAY OR PUBLIC EASEMENTS SHALL NOT BE CONSTRUCTED OF TIMBER OR GROUTED OR UNGROUTED STACKED STONE.
9. PEDESTRIAN AND/OR VEHICULAR GUARDS SHALL BE PROVIDED WHEN A PEDESTRIAN AND/OR VEHICULAR PATH, RESPECTIVELY, EXTENDS TO WITHIN FIVE (5) FEET OF THE TOP OF A RETAINING WALL OR WHERE OTHERWISE DEEMED NECESSARY BY THE CITY ENGINEER.

HATCH LEGEND:

EXISTING ASPHALT
LIGHT DUTY ASPHALT
CONCRETE WALK
CONCRETE PAVEMENT
PROPOSED BUILDING
GREEN
BIO RETENTION
PAVERS

0 20 40

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

PAPE–DAWSON
4000 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.234.8991
TENNESSEE A&E PROFESSIONALS FIRM # 111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
PROFESSIONAL ENGINEER
No. 129411
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

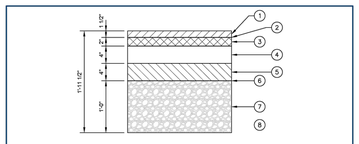
Scale: 1"=30'
Date: June 4, 2026
Approved By: E. FOSTER
Revisions:

Drawing Title: SITE LAYOUT PLAN

Drawing No. C2.1

Project No. 25-0371

C:\USERS\TCHILTON\DROPBOX\PAPE-DAWSON\PROJECTS\25-0371\CAD\SITE\SITE LAYOUT.DWG
PLOTTED: 6/4/2026 2:38 PM BY: TCHILTON ON: 6/4/2026 2:38 PM



PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
411-02.10 ACS MIX (PG 70-22) GRADING D RDWY
2. TACK COAT
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @0.07 GAL/SY (@0.10 GAL/SY MILLED SURFACES)
3. 2" - ASPHALT BINDER (226 LB/SY)
307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING B-M2
4. 4" - ASPHALTIC AGGREGATE BASE BINDER (480 LB/SY)
307-02.01 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING A
5. 8" - ASPHALT AGGREGATE BASE (360 LB/SY)
307-02.02 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING A-S
307-02.03 AGGREGATE (BPMB-HM) GRADING A-S
6. PRIME COAT
402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @0.30-0.35 GAL/SY
402-02 AGGREGATE FOR COVER MATERIAL (PC) @8-12 LB/SY
7. 12" - MINERAL AGGREGATE BASE
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
8. AGGREGATE UNDERDRAINS WITH PIPE (NOT SHOWN)
(COORDINATE WITH TDOT STD. DRAWING RD-UD-3)

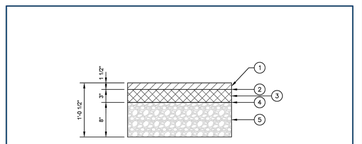
NOTES

1. THICKNESSES SHOWN ARE MINIMUMS. FINAL DESIGN THICKNESS TO BE DETERMINED BY A GEOTECHNICAL ENGINEER.
2. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION

DWG. NO. **RD-1**

MAJOR AND MINOR ARTERIAL PAVEMENT SECTION

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2021
NOT TO SCALE



PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
411-01.11 ACS MIX (PG 64-22) GRADING E RDWY
2. TACK COAT
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @0.07 GAL/SY (@0.10 GAL/SY MILLED SURFACES)
3. 3" - BITUMINOUS AGGREGATE BASE
307-01.08 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING B-M2
4. PRIME COAT
402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @0.30-0.35 GAL/SY
402-02 AGGREGATE FOR COVER MATERIAL (PC) @8-12 LB/SY
5. 8" - MINERAL AGGREGATE BASE
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

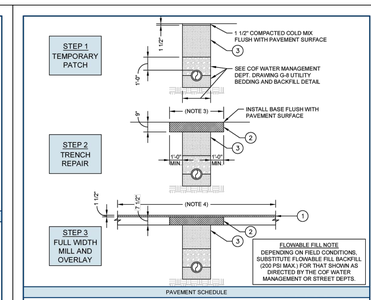
NOTES

1. THICKNESSES SHOWN ARE MINIMUMS. FINAL DESIGN THICKNESS TO BE DETERMINED BY A GEOTECHNICAL ENGINEER.
2. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION

DWG. NO. **RD-3**

LOCAL, ALLEY, AND MEWS PAVEMENT SECTION

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2021
NOT TO SCALE



PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
411-01.11 ACS MIX (PG 64-22) GRADING E RDWY
2. BITUMINOUS AGGREGATE BASE
307-01.08 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING B-M2
3. MINERAL AGGREGATE BASE (PLACED IN LIFTS NOT EXCEEDING 6")
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

TACK AND PRIME COATS NOT SHOWN FOR CLARITY. SEE DRAWING RD-3.

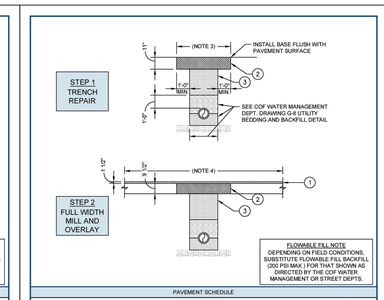
NOTES

1. CONTRACTOR SHALL COORD. TRENCH, BACKFILL, AND PAVEMENT INSPECTIONS WITH THE COF STREET DEPARTMENT.
2. ALL CUTS IN PUBLIC STREETS REQUIRE A STREET CROSSING PERMIT AND APPROVED TRAFFIC CONTROL PLAN.
3. SAWCUT EXISTING PAVEMENTS, BASES, CURB AND GUTTER, AND SIDEWALKS (CUT JOINT TO JOINT) IN NEAT LINES.
4. AT PERPENDICULAR STREET CUTS, MILL AND OVERLAY SHALL EXTEND A MINIMUM OF 100 FEET CENTERED ON THE TRENCH. AT PARALLEL STREET CUTS, MILL AND OVERLAY SHALL EXTEND A MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE CENTERLINE OF STREET. FINAL LIMITS SHALL BE DETERMINED BY THE CITY ENGINEER.

DWG. NO. **RD-6**

ASPHALT PAVEMENT TRENCH REPAIR
LOCAL STREET

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2023
NOT TO SCALE



PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
411-02.10 ACS MIX (PG 70-22) GRADING D RDWY
2. BITUMINOUS AGGREGATE BASE
307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING B-M2
3. MINERAL AGGREGATE BASE (PLACED IN LIFTS NOT EXCEEDING 6")
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

TACK AND PRIME COATS NOT SHOWN FOR CLARITY. SEE DRAWINGS RD-1 AND RD-2.

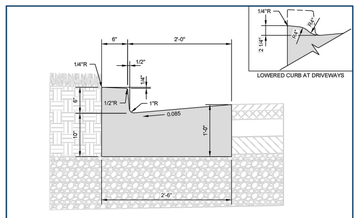
NOTES

1. CONTRACTOR SHALL COORD. TRENCH, BACKFILL, AND PAVEMENT INSPECTIONS WITH THE COF STREET DEPARTMENT.
2. ALL CUTS IN PUBLIC STREETS REQUIRE A STREET CROSSING PERMIT AND APPROVED TRAFFIC CONTROL PLAN.
3. SAWCUT EXISTING PAVEMENTS, BASES, CURB AND GUTTER, AND SIDEWALKS (CUT JOINT TO JOINT) IN NEAT LINES.
4. AT PERPENDICULAR STREET CUTS, MILL AND OVERLAY SHALL EXTEND A MINIMUM OF 100 FEET CENTERED ON THE TRENCH. AT PARALLEL STREET CUTS, MILL AND OVERLAY SHALL EXTEND A MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE CENTERLINE OF STREET. FINAL LIMITS SHALL BE DETERMINED BY THE CITY ENGINEER.

DWG. NO. **RD-7**

ASPHALT PAVEMENT TRENCH REPAIR
ARTERIAL AND COLLECTOR STREET

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2023
NOT TO SCALE



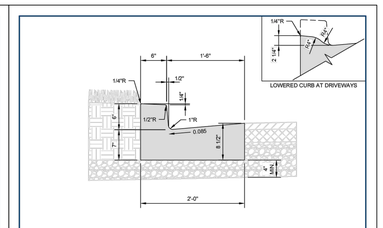
NOTES

1. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION, SECTION 702 - CEMENT CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER
2. THE FRONT FACE OF THE CONCRETE CURBS FOR ALL DEGREES OF CURVATURE SHALL CONFORM TO THE CONTOUR OF THE CURVE. NO CHORD SECTIONS WILL BE PERMITTED.
3. CONCRETE: CLASS A (3,000 PSI, 6% AIR)
4. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
5. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. AT TANGENT POINTS OF CIRCULAR CURBS
   B. BETWEEN CURBS AND ABUTTING RIGID OBJECTS
   C. AT OTHER PLACES WHERE STRESSES MAY DEVELOP
   D. TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E. AT A MAXIMUM SPACING OF 100 FEET
6. CONTRACTION JOINTS: SPACED AT 10 FEET. SPACING MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
7. COMBINED CURB AND GUTTER BASED ON TDOT STD. DRAWING RP-VC-10
8. INLET CASTING: JBS 3300-V OR APPROVED EQUAL WITH DIRECTIONAL VANE GRATES AND SURFACE MOUNT ENVIRONOTICE PLATES STATING "DUMP NO WASTE DRAINS TO RIVER". MODIFY TDOT STRUCTURES AS NEEDED TO PROVIDE FULL BEARING AT CASTING.

DWG. NO. **RP-1**

ARTERIAL AND COLLECTOR CURB AND GUTTER

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2023
NOT TO SCALE



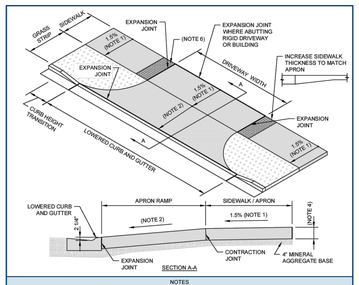
NOTES

1. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION, SECTION 702 - CEMENT CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER
2. THE FRONT FACE OF THE CONCRETE CURBS FOR ALL DEGREES OF CURVATURE SHALL CONFORM TO THE CONTOUR OF THE CURVE. NO CHORD SECTIONS WILL BE PERMITTED.
3. CONCRETE: CLASS A (3,000 PSI, 6% AIR)
4. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
5. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. AT TANGENT POINTS OF CIRCULAR CURBS
   B. BETWEEN CURBS AND ABUTTING RIGID OBJECTS
   C. AT OTHER PLACES WHERE STRESSES MAY DEVELOP
   D. TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E. AT A MAXIMUM SPACING OF 100 FEET
6. CONTRACTION JOINTS: SPACED AT 10 FEET. SPACING MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
7. INLET CASTING: JBS 3300-V OR APPROVED EQUAL WITH DIRECTIONAL VANE GRATES AND SURFACE MOUNT ENVIRONOTICE PLATES STATING "DUMP NO WASTE DRAINS TO RIVER". MODIFY TDOT STRUCTURES AS NEEDED TO PROVIDE FULL BEARING AT CASTING.

DWG. NO. **RP-3**

LOCAL STREET CURB AND GUTTER

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2023
NOT TO SCALE



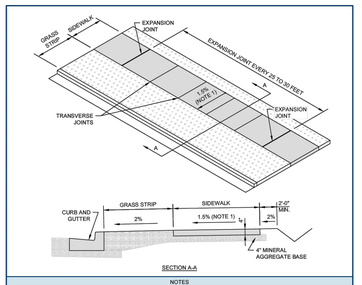
NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. APRON RAMP SLOPE:
   A. 8% MAX, 1.5% MIN. AT RESIDENTIAL DRIVEWAYS, EXCEPT MULTI-FAMILY RESIDENTIAL
   B. 6% MAX, 1.5% MIN. AT ALL OTHER DRIVEWAYS
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   A. 6" MIN. THICK AT RESIDENTIAL DRIVEWAYS, EXCEPT MULTI-FAMILY
   B. 8" MIN. THICK AT NONRESIDENTIAL, MIXED-USE, AND MULTI-FAMILY RESIDENTIAL DRIVEWAYS
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.B), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. PROVIDE AT DRIVEWAYS WITH YIELD OR STOP CONTROL ONLY

DWG. NO. **RP-5**

STANDARD CONCRETE DRIVEWAY APRON WITH GRASS STRIP

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2023
NOT TO SCALE



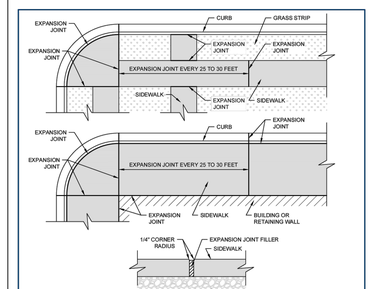
NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
3. CONCRETE: 4" MIN. THICK CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT, BROOM FINISH
4. EXPANSION JOINTS: SEE DRAWING RP-10
5. PROVIDE TRANSVERSE JOINTS FORMING BLOCKS AS NEARLY TO SQUARE AS PRACTICAL
6. PROVIDE A LONGITUDINAL JOINT CENTERED ON WALK WHERE SIDEWALK WIDTH IS 6'-0" OR GREATER

DWG. NO. **RP-8**

CONCRETE SIDEWALK

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2021
NOT TO SCALE



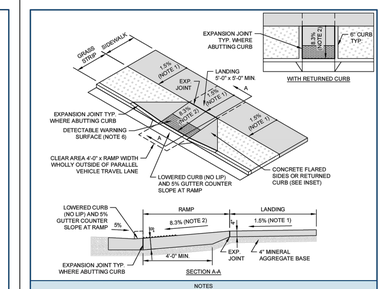
NOTES

1. EXPANSION JOINTS:
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
2. 1/2" THICK EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. TRANSVERSE TO SIDEWALK AT 25 TO 30 FEET APART DEPENDING ON TRANSVERSE JOINT MARKINGS
   B. TRANSVERSE TO SIDEWALK AT CURB EXPANSION JOINTS WHERE SIDEWALK IS BUILT DIRECTLY AGAINST CURB
   C. BETWEEN CURB AND SIDEWALK WHERE SIDEWALK IS BUILT DIRECTLY AGAINST CURB
   D. AT ABUTTING RIGID DRIVEWAYS OR OTHER SIDEWALKS
   E. AT CHANGES IN SIDEWALK DIRECTION, INCLUDING AT STREET CORNERS AND AT CURVED SECTIONS
   F. AT OTHER PLACES WHERE STRESSES MAY DEVELOP
3. 1" THICK EXPANSION JOINTS SHALL BE PLACED WHERE SIDEWALK ABUTS CIRCULAR CURBS, BUILDINGS, AND WALLS.

DWG. NO. **RP-10**

SIDEWALK EXPANSION JOINT

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2023
NOT TO SCALE



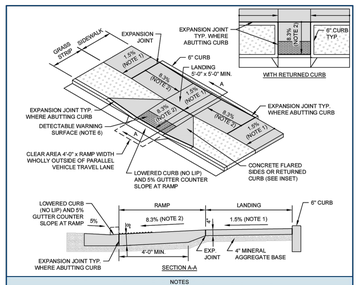
NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 8.3% MAX. SLOPE SHALL NOT REQUIRE RAMP LENGTH TO EXCEED 15 FEET.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER (1.5 LB/CY, MASTERFIBER F OR APPROVED EQUAL)
   A. 8" MIN. THICK AT RAMP CONNECTION TO STREET.
   B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.B), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

DWG. NO. **RP-11**

PERPENDICULAR CURB RAMP

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2025
NOT TO SCALE



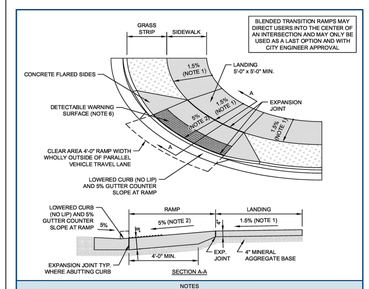
NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 8.3% MAX. SLOPE SHALL NOT REQUIRE RAMP LENGTH TO EXCEED 15 FEET.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER (1.5 LB/CY, MASTERFIBER F OR APPROVED EQUAL)
   A. 8" MIN. THICK AT RAMP CONNECTION TO STREET.
   B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.B), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

DWG. NO. **RP-12**

COMBINATION CURB RAMP

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2025
NOT TO SCALE



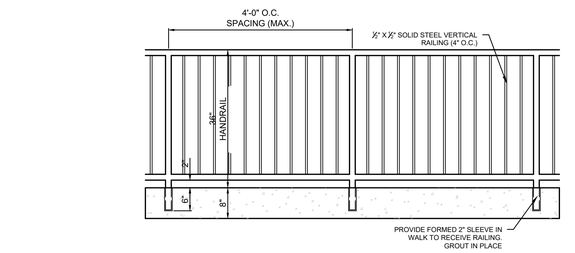
NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 5% MAX.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER (1.5 LB/CY, MASTERFIBER F OR APPROVED EQUAL)
   A. 6" MIN. THICK AT RAMP CONNECTION TO STREET.
   B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.B), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

DWG. NO. **RP-15**

BLENDED TRANSITION RAMP

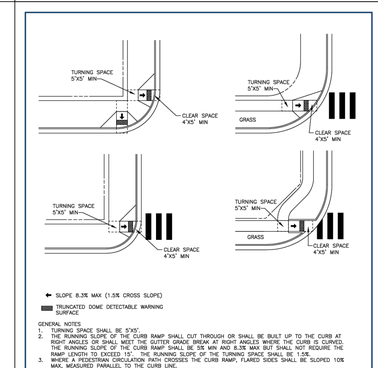
CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2025
NOT TO SCALE



PEDESTRIAN GUARDRAIL

NOT TO SCALE

NOTE:
PEDESTRIAN GUARDRAIL TO BE LOCATED ON BIORETENTION RETAINING WALL AND ALL OTHER LOCATIONS WITH A 30" ELEVATION DIFFERENCE OR GREATER.



GENERAL NOTES

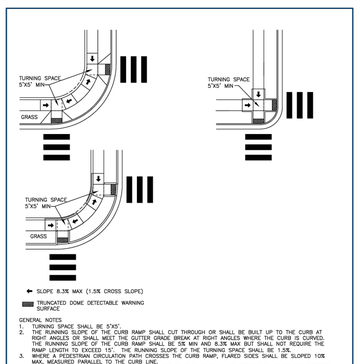
1. TURNING SPACE SHALL BE 5'X5'.
2. THE RUNNING SLOPE OF THE CURB RAMP SHALL CUT THROUGH OR SHALL BE BUILT UP TO THE CURB AT RIGHT ANGLES OR SHALL MEET THE GUTTER GRADE BREAK AT RIGHT ANGLES WHERE THE CURB IS CURVED. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 5% MIN AND 8.3% MAX BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15'. THE RUNNING SLOPE OF THE TURNING SPACE SHALL BE 1.5%.
3. RAMP LENGTH: WHERE THE CURB RAMP CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 10% MAX, MEASURED PARALLEL TO THE CURB LINE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK SHALL BE 4'X5' IN WIDTH AND AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
6. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS SHALL BE 5% MAX.

N.T.S

DWG. NO. **RP-16**

PERPENDICULAR RAMP LAYOUT

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2021
NOT TO SCALE



GENERAL NOTES

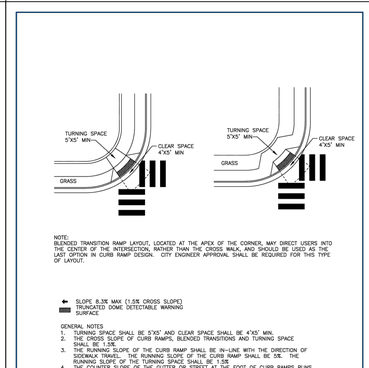
1. TURNING SPACE SHALL BE 5'X5'.
2. THE RUNNING SLOPE OF THE CURB RAMP SHALL CUT THROUGH OR SHALL BE BUILT UP TO THE CURB AT RIGHT ANGLES OR SHALL MEET THE GUTTER GRADE BREAK AT RIGHT ANGLES WHERE THE CURB IS CURVED. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 5% MIN AND 8.3% MAX BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15'. THE RUNNING SLOPE OF THE TURNING SPACE SHALL BE 1.5%.
3. RAMP LENGTH: WHERE THE CURB RAMP CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 10% MAX, MEASURED PARALLEL TO THE CURB LINE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK SHALL BE 4'X5' IN WIDTH AND AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
6. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS SHALL BE 5% MAX.

N.T.S

DWG. NO. **RP-17**

COMBINATION PERPENDICULAR SIDEWALK RAMP LAYOUT

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2021
NOT TO SCALE



NOTE:
BLENDED TRANSITION RAMP LAYOUT, LOCATED AT THE APEX OF THE CORNER, MAY DIRECT USERS INTO THE CENTER OF THE INTERSECTION, RATHER THAN THE CROSS WALK, AND SHOULD BE USED AS THE LAST OPTION IN CURB RAMP DESIGN. CITY ENGINEER APPROVAL SHALL BE REQUIRED FOR THIS TYPE OF LAYOUT.

SLOPE 8.3% MAX (1.5% CROSS SLOPE)
TRUNCATED DOME DETECTABLE WARNING SURFACE

GENERAL NOTES

1. TURNING SPACE SHALL BE 5'X5' AND CLEAR SPACE SHALL BE 4'X5' MIN.
2. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS AND TURNING SPACE SHALL BE 1.5%.
3. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE IN-LINE WITH THE DIRECTION OF SIDEWALK TRAVEL. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 5%. THE RUNNING SLOPE OF THE TURNING SPACE SHALL BE 1.5%
4. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMPS RUNS SHALL BE 5% MAX.
5. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
6. DETECTABLE WARNING SHALL BE INSTALLED ALONG ENTIRE WIDTH OF RAMP BASE.

N.T.S

DWG. NO. **RP-19**

BLENDED TRANSITION RAMP LAYOUT

CITY OF FRANKLIN | CITY ENGINEER: RJP | DATE: 7/1/2021
NOT TO SCALE

PAPE–DAWSON
4006 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.248.8599
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
No. 129435
STATE OF TENNESSEE

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:

SITE DETAILS

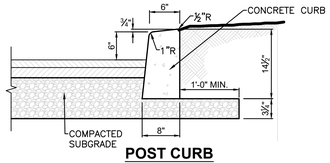
Drawing No.

C2.2

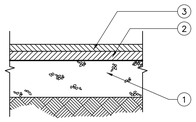
Project No.

25-0371

G:\25-0371 CITY OF FRANKLIN\4 CAD SHEETS\25-0371 - DETAILS.DWG
PLOTTED BY: ROBERTA HOWARD ON 6/4/2026 11:39 AM
XREF'S ATTACHED: ACAD_ISO13_FOR_ACAD.CTB, TDOT_ACAD.CTB



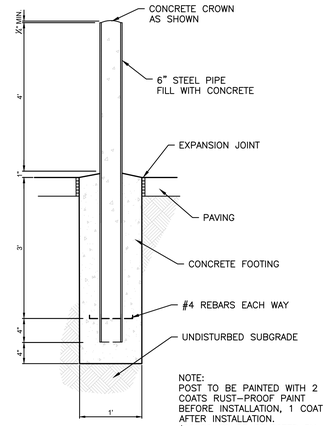
POST CURB
NOT TO SCALE



NOTE:
1. THIS PAVEMENT SECTION IS BASED ON TYPICAL AREA SOIL TYPES, SITE CONDITIONS AND LOADING. CONTRACTOR SHALL REFER TO GEOTECHNICAL ENGINEER FOR SITE SPECIFIC PAVEMENT RECOMMENDATIONS.
2. THE THICKNESSES SHOWN IN THIS PAVEMENT SCHEDULE MATCH THE RECOMMENDED MINIMUM ASPHALT THICKNESS PER TABLE 6 IN THE GEOTECHNICAL REPORT PREPARED BY PSI, DATED AUGUST 29, 2024 (PSI PROJECT NUMBER 03581886).

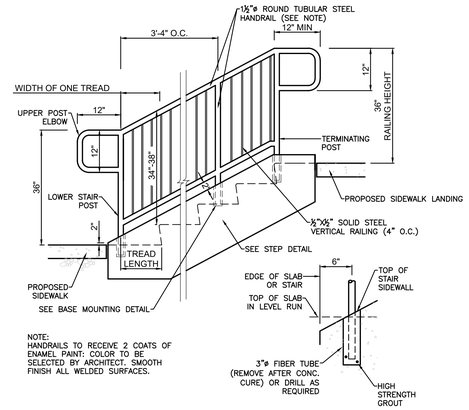
	PROPOSED	HEAVY DUTY		LIGHT DUTY	
	MATERIAL	THICKNESS (INCHES)	GRADING	THICKNESS (INCHES)	GRADING
1.	AGGREGATE BASE	8.0	D	6.0	C OR D
2.	ASPHALT BASE	3	B-Modified	2.0	–
3.	ASPHALT SURFACE	2	E	1.5	E

PAVEMENT SCHEDULE
NOT TO SCALE



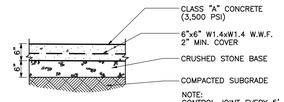
NOTE:
POST TO BE PAINTED WITH 2 COATS RUST-PROOF PAINT BEFORE INSTALLATION, 1 COAT AFTER INSTALLATION.
(COLOR TO BE SELECTED BY OWNER)

BOLLARD
NOT TO SCALE



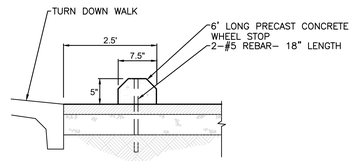
NOTE:
HANDRAILS TO RECEIVE 2 COATS OF ENAMEL PAINT: COLOR TO BE SELECTED BY ARCHITECT. SMOOTH FINISH ALL WELDED SURFACES.

PIPE STEP HANDRAIL
NOT TO SCALE

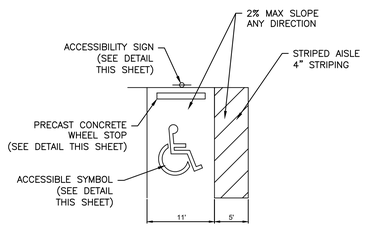


NOTE:
CONTROL JOINT EVERY 5', EXPANSION JOINT EVERY 25', UNLESS OTHERWISE NOTED.

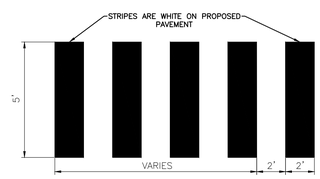
CONCRETE PAVEMENT
NOT TO SCALE



PRECAST CONCRETE WHEEL STOP
NOT TO SCALE

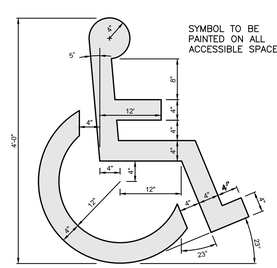


ACCESSIBLE SPACES
NOT TO SCALE

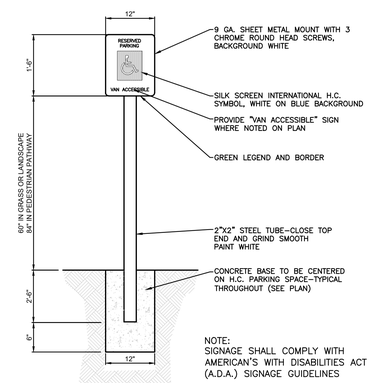


NOTES:
1. CONTRACTOR SHALL PROPERLY RE-ALIGN STOP BARS AND OTHER PAVEMENT MARKERS AS NECESSARY TO INSTALL CROSSWALK PER CITY OF FRANKLIN STANDARDS.
2. CROSSWALK STRIPES SHALL BE APPLIED PER CITY OF FRANKLIN STANDARDS.
3. CONTRACTOR SHALL APPLY LONG LIFE MARKING MATERIALS ONLY.
4. STRIPES TO BE THERMOPLASTIC AND NOT PAINTED IN PUBLIC/PRIVATE STREETS.

CROSSWALK DETAIL
NOT TO SCALE



PAINTED ACCESSIBLE SYMBOL
NOT TO SCALE



NOTE:
SIGNAGE SHALL COMPLY WITH AMERICAN'S WITH DISABILITIES ACT (A.D.A.) SIGNAGE GUIDELINES

EXTERIOR ACCESSIBLE SIGN
NOT TO SCALE

PAPE-DAWSON
4086 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE A&E PROFESSIONALS FIRM #11104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
POWELL
No. 129431
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:
- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:

SITE DETAILS

Drawing No.

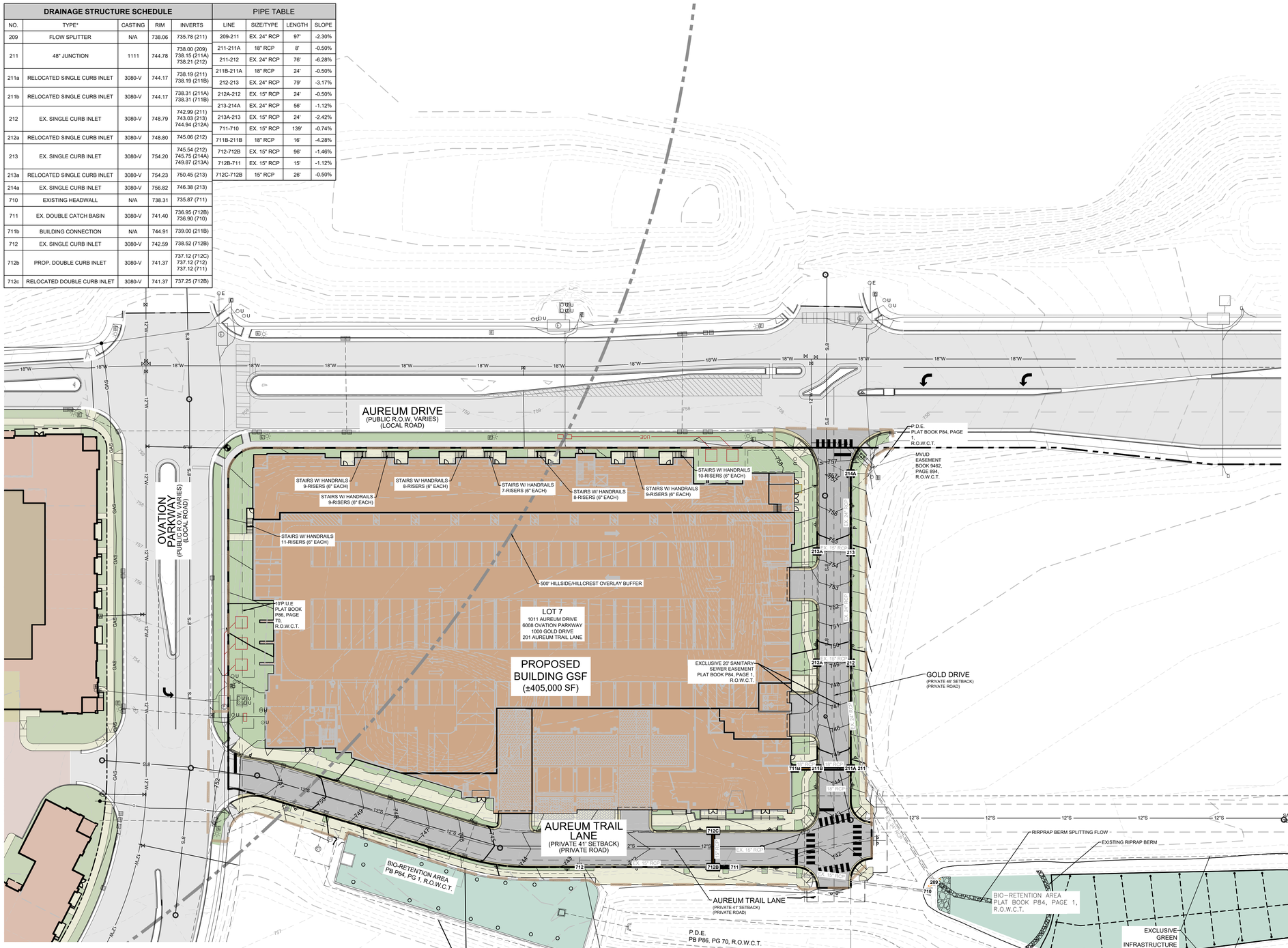
C2.3

Project No.
25-0371

G:\25-0371-CIVIL ENGINEERING\CAD SHEETS\25-0371 DETAILS.DWG
PLOTTED: APRIL 29, 2026 @ 10:28 AM BY ACKLAND ON MACE8 10:28 AM
XREF'S ATTACHED: TEMPLATE.DWG

DRAINAGE STRUCTURE SCHEDULE				
NO.	TYPE*	CASTING	RIM	INVERTS
209	FLOW SPLITTER	N/A	738.06	735.78 (211)
211	48" JUNCTION	1111	744.78	738.00 (209) 738.15 (211A) 738.21 (212)
211a	RELOCATED SINGLE CURB INLET	3080-V	744.17	738.19 (211) 738.19 (211B)
211b	RELOCATED SINGLE CURB INLET	3080-V	744.17	738.31 (211A) 738.31 (711B)
212	EX. SINGLE CURB INLET	3080-V	748.79	742.99 (211) 743.03 (213) 744.94 (212A)
212a	RELOCATED SINGLE CURB INLET	3080-V	748.80	745.06 (212)
213	EX. SINGLE CURB INLET	3080-V	754.20	745.54 (212) 745.75 (214A) 749.87 (213A)
213a	RELOCATED SINGLE CURB INLET	3080-V	754.23	750.45 (213)
214a	EX. SINGLE CURB INLET	3080-V	756.82	746.38 (213)
710	EXISTING HEADWALL	N/A	738.31	735.87 (711)
711	EX. DOUBLE CATCH BASIN	3080-V	741.40	736.95 (712B) 736.90 (710)
711b	BUILDING CONNECTION	N/A	744.91	739.00 (211B)
712	EX. SINGLE CURB INLET	3080-V	742.59	738.52 (712B)
712b	PROP. DOUBLE CURB INLET	3080-V	741.37	737.12 (712C) 737.12 (712) 737.12 (711)
712c	RELOCATED DOUBLE CURB INLET	3080-V	741.37	737.25 (712B)

PIPE TABLE			
LINE	SIZE/TYPE	LENGTH	SLOPE
209-211	EX. 24" RCP	97'	-2.30%
211-211A	18" RCP	8'	-0.50%
211-212	EX. 24" RCP	76'	-6.28%
211B-211A	18" RCP	24'	-0.50%
212-213	EX. 24" RCP	79'	-3.17%
212A-212	EX. 15" RCP	24'	-0.50%
213-214A	EX. 24" RCP	56'	-1.12%
213A-213	EX. 15" RCP	24'	-2.42%
711-710	EX. 15" RCP	139'	-0.74%
711B-211B	18" RCP	16'	-4.28%
712-712B	EX. 15" RCP	96'	-1.46%
712B-711	EX. 15" RCP	15'	-1.12%
712C-712B	15" RCP	26'	-0.50%



HATCH LEGEND:

- EXISTING ASPHALT
- PROPOSED LIGHT DUTY ASPHALT
- PROPOSED PLANTING
- PROPOSED CONCRETE WALK
- PROPOSED CONCRETE PAVEMENT
- PROPOSED BUILDING

PROPOSED GRADING & DRAINAGE DATA CHART:

DRAINAGE:
SITE AREA: 28.17 AC
IMPERVIOUS AREA: 8.79 AC
DISTURBED AREA: 3.17 AC
Rv VALUE: 0.15

PEAK FLOW RUNOFF:

STORM	EXISTING	PROPOSED
2YR:	59.81 CFS	38.62 CFS
5YR:	97.46 CFS	51.61 CFS
10YR:	123.83 CFS	62.27 CFS
25YR:	159.98 CFS	77.06 CFS
50YR:	190.15 CFS	89.54 CFS
100YR:	221.85 CFS	105.90 CFS

- *PEAK FLOWS INCLUDE OFFSITE AREAS FLOWING THROUGH THE SITE*
- *FUTURE SECTIONS OF AUREUM SITE PLANS SHALL REFLECT THE EXISTING FLOWS ABOVE AS THE EXISTING CONDITIONS. PEAK FLOW RATES WILL RE REQUIRED TO BE LESS THAN EXISTING FLOWS ABOVE.*
- *THESE FLOWS ARE CALCULATED FOR THE ENTIRE DEVELOPMENT WITHIN THE AUREUM PUD SUBDIVISION, REVISION 1, DEVELOPMENT PLAN, COF#7804*
- *STORMWATER DETENTION AND TREATMENT FOR LOT 2 (EMBREY) WILL BE PROVIDED IN REGIONAL FACILITIES ON LOT 1.*

LEGEND

LIMIT OF DISTURBANCE
SITE AREA = 2.97 AC
L.O.D. = ±3.2 AC

****NOTE**
ALL EROSION CONTROL AND LAND DISTURBANCE TO REMAIN ON-SITE. LINEWORK SHOWN AT OUTSIDE LIMITS OF SITE FOR GRAPHICAL CLARITY ONLY.

PROPERTY LINE

GRADING & DRAINAGE GENERAL NOTES

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

STORMWATER NARRATIVE

1. STORMWATER DETENTION AND WATER QUALITY WILL BE PROVIDED OFF-SITE WITH BIORETENTION AREAS AND DRY DETENTION.
2. SEE STORMWATER REPORT FOR INFORMATION REGARDING DRAINAGE BASIN ANALYSIS, TIMES OF CONCENTRATION, PEAK FLOW ANALYSIS, AND OVERALL SITE OUTFALL LOCATION.

INFILTRATION TESTING NOTE

INFILTRATION TESTING FOR OFF-SITE STORMWATER GREEN INFRASTRUCTURE PRACTICES (GIPs) HAS BEEN PREVIOUSLY PERFORMED AND ACCEPTED WITH THE AUREUM INFRASTRUCTURE.

BIO 1

PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	20,008 CF (±6,560 SF)	5,947 CF (±1,950 SF)	14,061 CF (±4,610 SF)
LOT 2 (EMBREY)	5/23/2025	20,008 CF (±6,560 SF)	17,432 CF (±5,715 SF)	2,576 CF (±845 SF)
LOT 7 (EMBREY)	TBD	21,381 CF (±6,560 SF)	18,960 CF (±6,259 SF)	2,421 CF (±301 SF)

*SF BASED ON 3.05' EFFECTIVE DEPTH

BIO 2

PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	29,065 CF (±11,398 SF)	11,344 CF (±4,450 SF)	17,721 CF (±6,948 SF)
LOT 2 (EMBREY)	5/23/2025	29,065 CF (±11,398 SF)	12,746 CF (±6,160 SF)	16,319 CF (±5,238 SF)
LOT 7 (EMBREY)	TBD	29,093 CF (±11,398 SF)	20,728 CF (±6,909 SF)	8,365 CF (±4,489 SF)

*SF BASED ON 2.55' EFFECTIVE DEPTH

DETENTION POND 1

PHASE	APPROVAL DATE	TOTAL IMP STORAGE AVAILABLE	IMP STORED	IMP STORAGE REMAINING
INF/MG SP AMEND	3/18/2025	25.77 AC*	2.72 AC	23.05 AC
LOT 2 (EMBREY)	5/23/2025	25.77 AC*	6.06 AC	19.71 AC
LOT 7 (EMBREY)	TBD	25.77 AC*	8.79 AC	16.98 AC

SPOT ELEVATION LEGEND

100.00	SPOT IS LOCATED AT FLOWLINE UNLESS NOTED OTHERWISE
TC:100.00	SPOT INDICATES TOP OF CURB
BC:100.00	SPOT INDICATES BOTTOM OF CURB
F:100.00	SPOT INDICATES FLUSH CONDITION
HP:100.00	SPOT INDICATES HIGH POINT
DOOR:100.00	SPOT INDICATES A DOOR LOCATION
EG:100.00	SPOT INDICATES EXISTING GRADE

Know what's below. Call before you dig.

0 30 60

PAPE–DAWSON
4086 RURAL PLAINS CIRCLE I FRANKLIN, TN 37064 I 615.234.8991
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
POWELL
No. 129453
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR
EMBREY PARTNERS, LLC
CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

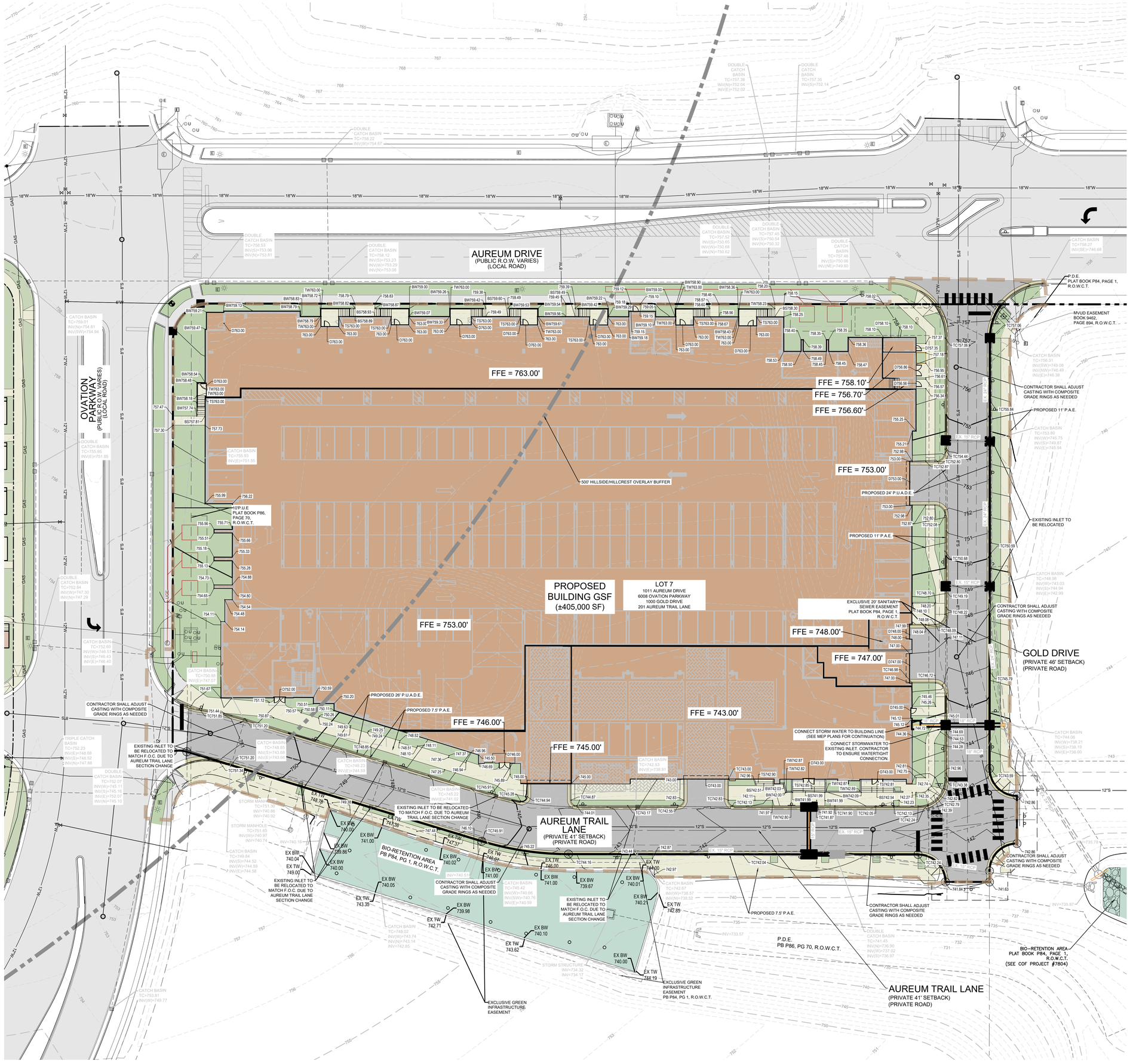
Scale: 1"=30'
Date: June 4, 2026
Approved By: E. FOSTER
Revisions:

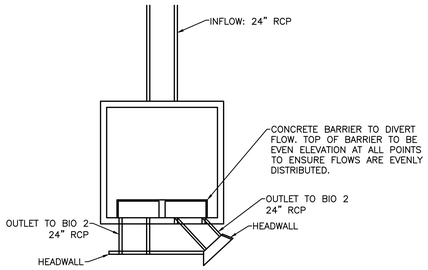
Drawing Title:
SITE GRADING & DRAINAGE PLAN

Drawing No.
C3.0

Project No.
25-371

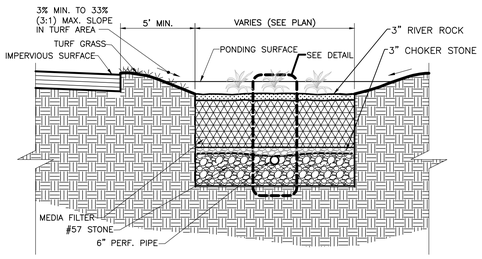
© 2026 BY CIVIL ENGINEERING ALLIANCE ENTITY - CAEA PLANS
ALL RIGHTS RESERVED. COPYRIGHT PROTECTED WORK
LAST SAVED BY: EFOSTER ON: 6/4/2026 1:38 PM


AUREUM DRIVE
(PUBLIC R.O.W. VARIES)
(LOCAL ROAD)
OVATION PARKWAY
(PUBLIC R.O.W. VARIES)
(LOCAL ROAD)
AUREUM TRAIL LANE
(PRIVATE 41' SETBACK)
(PRIVATE ROAD)
GOLD DRIVE
(PRIVATE 46' SETBACK)
(PRIVATE ROAD)
PROPOSED BUILDING GSF
(±405,000 SF)
LOT 7
1011 AUREUM DRIVE
6008 OVATION PARKWAY
1000 GOLD DRIVE
201 AUREUM TRAIL LANE
FFE = 763.00'
FFE = 758.10'
FFE = 756.70'
FFE = 756.60'
FFE = 753.00'
FFE = 753.00'
FFE = 748.00'
FFE = 747.00'
FFE = 746.00'
FFE = 743.00'
FFE = 745.00'
500' HILLSIDE/HILLCREST OVERLAY BUFFER
BIO-RETENTION AREA
PB P84, PG 1, R.O.W.C.T.
BIO-RETENTION AREA
PLAT BOOK P84, PAGE 1,
R.O.W.C.T.
(SEE COF PROJECT #7804)
EXCLUSIVE GREEN INFRASTRUCTURE EASEMENT
PB P84, PG 1, R.O.W.C.T.
EXCLUSIVE GREEN INFRASTRUCTURE EASEMENT
EXCLUSIVE 20' SANITARY SEWER EASEMENT
PLAT BOOK P84, PAGE 1,
R.O.W.C.T.
P.D.E.
PLAT BOOK P84, PAGE 1,
R.O.W.C.T.
P.D.E.
PB P86, PG 70, R.O.W.C.T.
10'P.U.E
PLAT BOOK P86,
PAGE 70,
R.O.W.C.T.
MVUD EASEMENT
BOOK 9462,
PAGE 894, R.O.W.C.T.
PROPOSED 11' P.A.E.
PROPOSED 7.5' P.A.E.
PROPOSED 26' P.U.A.D.E.
PROPOSED 24' P.U.A.D.E.
EXISTING INLET TO BE RELOCATED
EXISTING INLET TO BE RELOCATED TO MATCH F.O.C. DUE TO AUREUM TRAIL LANE SECTION CHANGE
EXISTING INLET TO BE RELOCATED TO MATCH F.O.C. DUE TO AUREUM TRAIL LANE SECTION CHANGE
CONTRACTOR SHALL ADJUST CASTING WITH COMPOSITE GRADE RINGS AS NEEDED
CONNECT STORM WATER TO BUILDING LINE (SEE MEP PLANS FOR CONTINUATION)
CONNECT STORMWATER TO EXISTING INLET. CONTRACTOR TO ENSURE WATERTIGHT CONNECTION.
DOUBLE CATCH BASIN TC=758.53 INV(S)=753.96 INV(N)=753.81
DOUBLE CATCH BASIN TC=758.12 INV(S)=753.23 INV(N)=753.08
DOUBLE CATCH BASIN TC=758.22 INV(W)=754.67
DOUBLE CATCH BASIN TC=757.38 INV(N)=752.04 INV(E)=752.02
DOUBLE CATCH BASIN TC=757.35 INV(S)=752.14
DOUBLE CATCH BASIN TC=757.52 INV(S)=750.65 INV(W)=750.68 INV(N)=750.62
DOUBLE CATCH BASIN TC=757.45 INV(S)=750.54 INV(N)=750.32
DOUBLE CATCH BASIN TC=757.46 INV(S)=750.06 INV(NE)=749.80
CATCH BASIN TC=758.27 INV(SE)=746.68
CATCH BASIN TC=759.01 INV(N)=754.81 INV(SW)=754.94
DOUBLE CATCH BASIN TC=755.85 INV(E)=751.85
CATCH BASIN TC=755.93 INV(E)=751.55
DOUBLE CATCH BASIN TC=752.84 INV(W)=747.30 INV(N)=747.29
CATCH BASIN TC=752.60 INV(W)=746.51 INV(S)=746.43 INV(E)=746.40
CATCH BASIN TC=750.86 INV(W)=747.07
CATCH BASIN TC=751.67
TRIPLE CATCH BASIN TC=752.23 INV(E)=748.68 INV(S)=748.52 INV(N)=747.88
DOUBLE CATCH BASIN TC=752.07 INV(W)=745.11 INV(S)=745.16 INV(E)=752.07 INV(N)=745.10
CATCH BASIN TC=748.85 INV(S)=743.90 INV(N)=743.75
CATCH BASIN TC=748.23 INV(NE)=744.59
CATCH BASIN TC=745.22 INV(E)=741.60
CATCH BASIN TC=745.42 INV(W)=740.66 INV(S)=740.76 INV(E)=740.59
CATCH BASIN TC=749.84 INV(S)=744.52 INV(W)=744.59 INV(N)=744.58
CATCH BASIN TC=748.02 INV(W)=743.74 INV(N)=743.14 INV=742.85
CATCH BASIN TC=753.81 INV(W)=749.77
CATCH BASIN TC=742.53 INV(E)=738.91
CATCH BASIN TC=742.67 INV(W)=738.57 INV(N)=738.52 INV(E)=738.49
CATCH BASIN TC=744.06 INV(W)=738.21 INV(S)=738.19 INV(E)=738.00
CATCH BASIN TC=756.31 INV(SW)=749.08 INV(NW)=746.49 INV(E)=746.38
CATCH BASIN TC=753.80 INV(W)=745.75 INV(S)=749.67 INV(E)=745.54
CATCH BASIN TC=748.96 INV(W)=743.03 INV(S)=744.94 INV(E)=742.99
STORM MANHOLE TC=751.65 INV(W)=740.97 INV=740.74
STORM MANHOLE TC=751.38 INV(W)=740.86 INV=740.92
STORM MANHOLE TC=751.16 INV=740.16
STORM STRUCTURE INV=734.32 INV=734.12
STORM STRUCTURE INV=733.57
STORM STRUCTURE INV=735.97
EX. 15" RCP
EX. 18" RCP
EX. 24" RCP
EX. 30" RCP
EX. 36" RCP
EX. 42" RCP
EX. 48" RCP
EX. 54" RCP
EX. 60" RCP
EX. 66" RCP
EX. 72" RCP
EX. 78" RCP
EX. 84" RCP
EX. 90" RCP
EX.



FLOW SPLITTER STRUCTURE

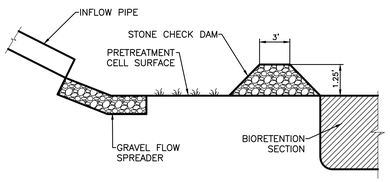
NOT TO SCALE



BIORETENTION AREA

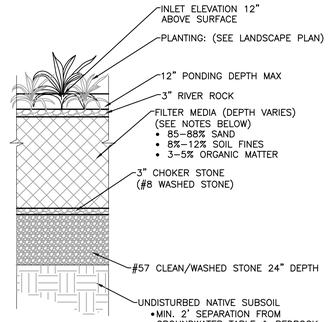
NOT TO SCALE

BIO ID	BIO SURFACE	OVERFLOW (RISER OR SWALE)	BOTTOM OF MULCH	MEDIA LAYER DEPTH	BOTTOM OF MEDIA	BOTTOM OF CHOKER STONE	BOTTOM OF STONE JACKET	UNDERDRAIN INVERT	BOTTOM OF STONE SUMP
BIO 1	740.00	741.00	739.75	5.00	734.75	734.50	733.75	733.75	732.75
BIO 2	735.50	736.5	735.25	3.00	732.25	732.00	731.25	731.25	730.25



PRETREATMENT CELL

NOT TO SCALE

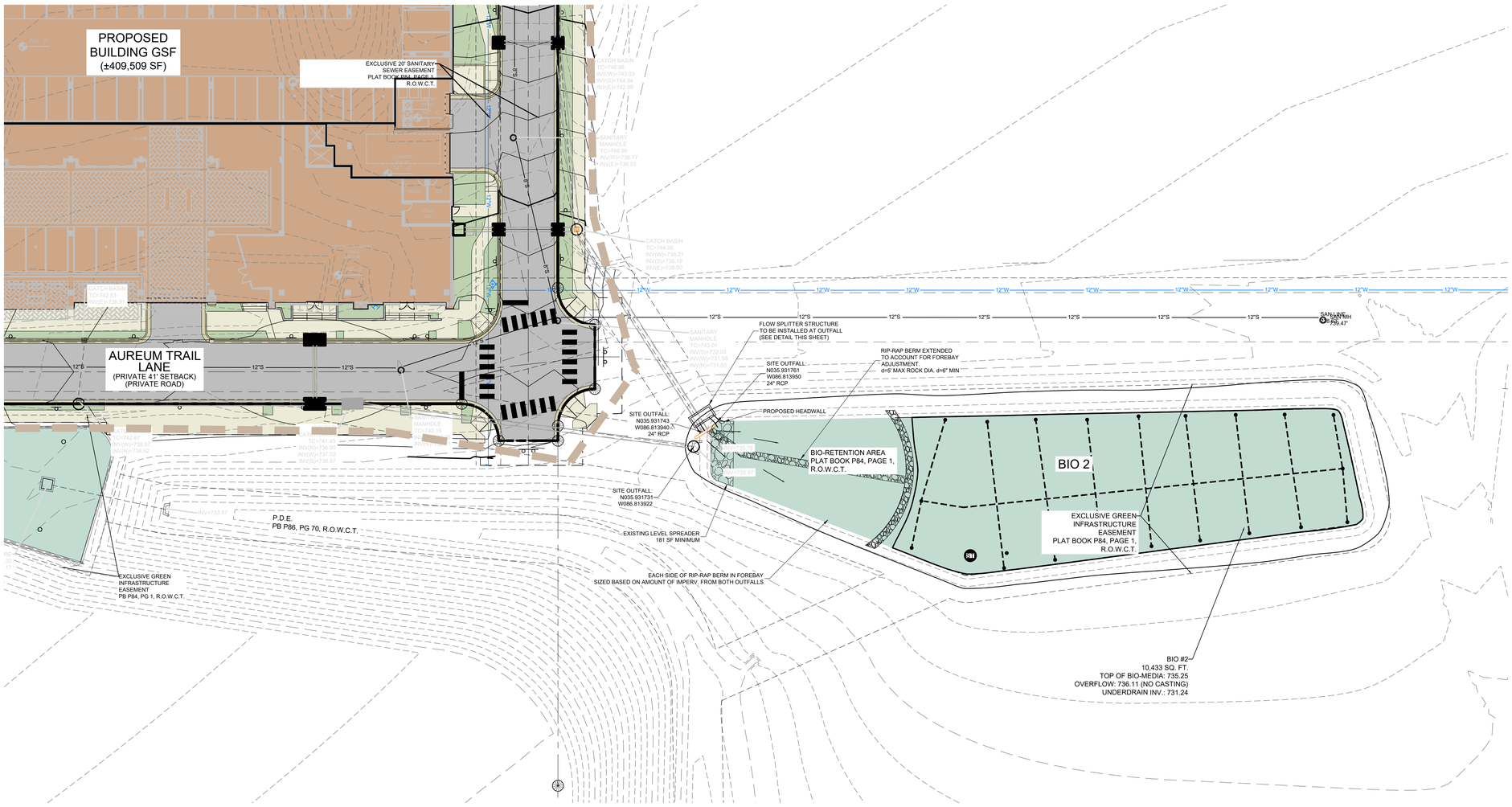


NOTES:

1. ALL STONES USED FOR STONE LAYERS ARE TO BE "CLEAN WASHED" STONE.
2. UNDERRAINS TO BE 6 INCH PERFORATED HDPE PIPE WITH ⅜ INCH PERFORATIONS AT 6 INCHES ON CENTER. POSITION EACH UNDERDRAIN ON A 0.5% SLOPE LOCATED NO MORE THAN 20FT FROM THE NEXT PIPE.
3. GENERAL FILTER MEDIA COMPOSITION. THE RECOMMENDED BIORETENTION SOIL MIXTURE IS GENERALLY CLASSIFIED AS A LOAMY SAND ON THE USDA TEXTURE TRIANGLE WITH THE COMPOSTION STATED ABOVE.
4. WHERE TREES ARE TO BE PLANTED IN THE BIORETENTION AREA, A MORE ORGANIC FILTER MEDIA IS REQUIRED WITHIN THE PLANTING HOLES. THE SOIL MEDIA RATIO SHALL BE 50% SAND, 30% TOP SOIL, 20% ACCEPTABLE LEAF COMPOST. REFER TO THE LANDSCAPE PLANS FOR TREE LOCATIONS.

BIORETENTION AREA

NOT TO SCALE



PERMITTEE NOTE

THE SITE OWNER/DEVELOPER (PRIMARY PERMITTEE), EMBREY PARTNERS, LLC, IS RESPONSIBLE FOR IMPLEMENTATION OF THE EPSC PLAN.

EPSC GENERAL NOTES

1. SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN REACHES 1/3 THE HEIGHT OF THE FENCE; SEDIMENT SHALL BE REMOVED FROM ALL OTHER EPSC MEASURES AND CONTROL AS RECOMMENDED IN THE TNEPSC HANDBOOK, AND MUST BE REMOVED WHEN DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
2. EPSCS SHALL BE IMPLEMENTED BEFORE EARTH-MOVING BEGINS.
3. AREAS WHERE CONSTRUCTION HAS TEMPORARILY/PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 14 DAYS (7 DAYS FOR ≥ 35% SLOPES)
4. INSPECTIONS OF OUTFALLS/EPSC MEASURES SHALL BE CONDUCTED AT LEAST TWICE WEEKLY AND AT LEAST 72 HOURS APART.
5. VEGETATION, EPSCS & OTHER PROTECTIVE MEASURES SHALL BE REPAIRED, REPLACED, OR MODIFIED WITHIN 7 DAYS OF BEING NOTIFIED OF AN ISSUE.
6. CONSTRUCTION SHALL BE PHASED FOR ACTIVITIES THAT WILL DISTURB >50 ACRES.
7. EPSCS SHALL BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 2-YEAR, 24-HOUR RETURN INTERVAL STORM; BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 5-YEAR, 24-HOUR RETURN INTERVAL STORM.
8. TEMPORARY SEDIMENT BASIN(S) SHALL BE PROVIDED FOR ON-SITE OUTFALLS THAT RECEIVE DRAINAGE FROM ≥ 10 ACRES; ≥ 5 ACRES FOR SITES THAT DISCHARGE TO IMPAIRED OR EXCEPTIONAL TN WATERS.
9. GREEN INFRASTRUCTURE BMPS SHALL BE PROTECTED DURING SITE WORK, WITH SILT FENCE, TO PREVENT SEDIMENTATION AND COMPACTION.

POST CONSTRUCTION BMP MAINTENANCE - INSPECTION PROCEDURES

THESE POST CONSTRUCTION BMP MAINTENANCE PROCEDURES SHALL BE CONDUCTED TO ENSURE PROPER FUNCTIONALITY.

1. **SEDIMENT POND:**
   THE LOW FLOW ORIFICE ON THE OUTLET STRUCTURE SHOULD BE FUNCTIONING PROPERLY. ANY DEBRIS SHOULD BE REMOVED AND PROPERLY DISPOSED OF. THE OUTLET STRUCTURE SHALL BE INSPECTED FOR CRACKS OR SPALLING CONCRETE. ANY DEBRIS ACCUMULATION ON THE TRASH RACK SHALL BE REMOVED AND PROPERLY DISPOSED OF. ANY CORROSION OF THE TRASH RACK SHOULD BE REPORTED. ALL OUTFALLS SHALL BE INSPECTED FOR SIGNS OF SCOUR, SEDIMENT DEPOSITION, AND STRUCTURAL INTEGRITY. HEALTHY VEGETATION SHOULD BE MAINTAINED WITHIN THE POND AND EMBANKMENT AT ALL TIMES. EXCESSIVE GROWTH SHALL BE CONTROLLED BY PERIODIC MOWING. GOOD STABILITY ON THE SLOPES OF THE EMBANKMENT SHALL BE MAINTAINED AT ALL TIMES. SEDIMENT ACCUMULATION SHALL BE REMOVED AND PROPERLY DISPOSED OF.
2. **SWALES/DITCHES/SLOPES:**
   GOOD VEGETATION SHALL BE MAINTAINED. EROSION CONTROL MATTING MAY BE NEEDED IF OUT OF THE GROWING SEASON. ANY SCOUR SHOULD BE CORRECTED IMMEDIATELY. SEDIMENT ACCUMULATION AND DEBRIS SHALL BE REMOVED.
3. **GRASSED/SODDED AREAS:**
   ANY BARE SOILS SHALL BE ADDRESSED IMMEDIATELY. ADDITIONAL SEED AND STRAW MAY BE NEEDED WHERE GOOD GERMINATION DID NOT OCCUR. MULCH MAY BE USED TO PROTECT EXPOSED SOILS.

FINAL STABILIZATION

UPON COMPLETION THE FOLLOWING METHODS SHALL BE USED AS FINAL STABILIZATION FOR EROSION CONTROL.

1. ALL TEMPORARY OR "DURING CONSTRUCTION" EROSION CONTROL MEASURES SHALL BE REMOVED. I.E. SILT FENCE, CONSTRUCTION ENTRANCE, INLET PROTECTION, EXCESSIVE RIPRAP, ECT.
2. SEDIMENT ACCUMULATION SHALL BE REMOVED FROM SEDIMENT POND, SWALES, DITCHES, INLETS, AND OUTFALLS.
3. SEDIMENT AND DEBRIS REMOVED SHALL BE DISPOSED OF PROPERLY. IF CONTAMINATION OF MATERIALS SUSPECTED, CONTACT TDEC OR LOCAL WASTE MANAGEMENT FOR PROPER DISPOSAL.
4. ALL AREAS OF EXPOSED SOILS SHALL RECEIVE SEED/STRAW, SODDING, EROSION CONTROL MATTING, AND/OR MULCH.
5. ALL SWALES AND DITCHES SHALL HAVE A HEALTHY STAND OF GRASS.
6. THE SEDIMENT POND SHALL HAVE A HEALTHY STAND OF GRASS OR REMOVED IF APPROVED BY THE CITY.
7. ALL OUTFALLS SHALL POSSESS AN APPROPRIATE AMOUNT OF RIPRAP OR OTHER MEANS TO PREVENT SCOURING.

SITE GRADING NOTES

FOR PROPOSED DRAINAGE BASIN ANALYSIS AND OVERALL SITE OUTFALL LOCATION, SEE THE STORMWATER REPORT FOR "AUREUM PUD SUBDIVISION, REV. 1, SITE PLAN, LOT 2"

CITY OF FRANKLIN AS-BUILT NOTE:

ALL STORMWATER MANAGEMENT FEATURES FOR A SITE/SECTION SHALL BE INSTALLED WITHIN NINETY (90) DAYS OF ISSUANCE OF A TEMPORARY CERTIFICATE OF USE AND OCCUPANCY (TCUO) / TEMPORARY CERTIFICATE OF COMPLETION (TCOC) AND/OR WHEN THE CONTRIBUTING DRAINAGE AREA TO A STORMWATER MANAGEMENT FEATURE IS BUILT OUT AND/OR STABILIZED (AS DETERMINED BY THE SITE STORMWATER INSPECTOR). FURTHERMORE, STORMWATER CONTROL MEASURES (SCMs) SAHLL BE INSPECTED BY A LICENSED PROFESSIONAL ENGINEER DOCUMENTING THE SCMs HAVE BEEN INSTALLED PER THE APPROVED SITE PLAN. AN INSPECTION REPORT DOCUMENTING THIS SHALL BE REQUIRED TO BE SUBMITTED TO THE CITY OF FRANKLIN ENGINEERING DEPARTMENT WITHIN NINETY (90) DAYS OF COMPLETION OF THE SCM.

PAPE–DAWSON
4080 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.234.8991
TENNESSEE AAE PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
PROJECT ENGINEER
No. 129615
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: #"=##'
Date: June 4, 2026
Approved By: X. XXXXX
Revisions:

Drawing Title:
BIORETENTION 2

Drawing No.
C3.2

Project No.
25-0371

Know what's below. Call before you dig.

0 30 60

© COPYRIGHT PAPE-DAWSON ENGINEERS
R:\2025\25-0371\CIVIL ENGINEERING\PLAN SHEETS\SHEET SET\25-0371 SITE PLAN_REVISION 1.DWG
LAST SAVED BY: EFOSTER ON: 6/4/2026 3:38 PM
PLOTTED BY: EFOSTER ON: 6/4/2026 3:38 PM

BIO 1

PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	20,008 CF (±6,560 SF)	5,947 CF (±1,950 SF)	14,061 CF (±4,610 SF)
LOT 2 (EMBREY)	5/23/2025	20,008 CF (±6,560 SF)	17,432 CF (±5,715 SF)	2,576 CF (±845 SF)
LOT 7 (EMBREY)	TBD	21,381 CF (±6,560 SF)	18,960 CF (±6,259 SF)	2,421 CF (±301 SF)

*SF BASED ON 3.05' EFFECTIVE DEPTH

BIO 2

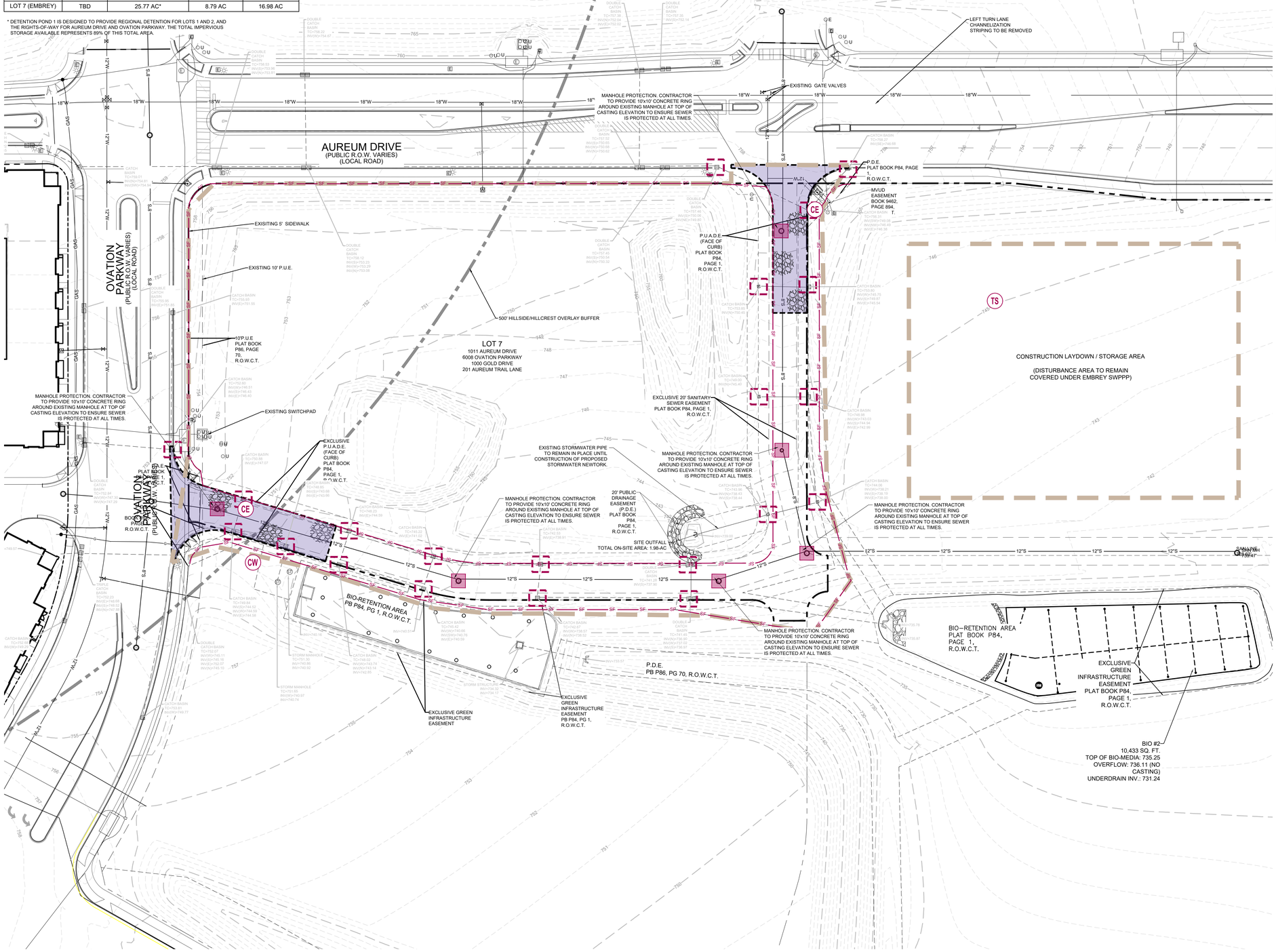
PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	29,065 CF (±11,398 SF)	11,344 CF (±4,450 SF)	17,721 CF (±6,948 SF)
LOT 2 (EMBREY)	5/23/2025	29,065 CF (±11,398 SF)	12,746 CF (±6,160 SF)	16,319 CF (±5,238 SF)
LOT 7 (EMBREY)	TBD	29,093 CF (±11,398 SF)	20,728 CF (±6,909 SF)	8,365 CF (±4,489 SF)

*SF BASED ON 2.55' EFFECTIVE DEPTH

DETENTION POND 1

PHASE	APPROVAL DATE	TOTAL IMP STORAGE AVAILABLE	IMP STORED	IMP STORAGE REMAINING
INF/MG SP AMEND	3/18/2025	25.77 AC*	2.72 AC	23.05 AC
LOT 2 (EMBREY)	5/23/2025	25.77 AC*	6.06 AC	19.71 AC
LOT 7 (EMBREY)	TBD	25.77 AC*	8.79 AC	16.98 AC

* DETENTION POND 1 IS DESIGNED TO PROVIDE REGIONAL DETENTION FOR LOTS 1 AND 2, AND THE RIGHTS-OF-WAY FOR AUREUM DRIVE AND OVATION PARKWAY. THE TOTAL IMPERVIOUS STORAGE AVAILABLE REPRESENTS 89% OF THIS TOTAL AREA.



PERMITTEE NOTE

THE SITE OWNER/DEVELOPER (PRIMARY PERMITTEE), EMBREY PARTNERS, LLC, IS RESPONSIBLE FOR IMPLEMENTATION OF THE EPSC PLAN.

EPSC GENERAL NOTES

1. SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN REACHES 1/3 THE HEIGHT OF THE FENCE; SEDIMENT SHALL BE REMOVED FROM ALL OTHER EPSC MEASURES AND CONTROL AS RECOMMENDED IN THE TNEPSC HANDBOOK, AND MUST BE REMOVED WHEN DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
2. EPSCS SHALL BE IMPLEMENTED BEFORE EARTH-MOVING BEGINS.
3. AREAS WHERE CONSTRUCTION HAS TEMPORARILY/PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 14 DAYS (7 DAYS FOR ≥ 35% SLOPES)
4. INSPECTIONS OF OUTFALLS/EPSC MEASURES SHALL BE CONDUCTED AT LEAST TWICE WEEKLY AND AT LEAST 72 HOURS APART.
5. VEGETATION, EPSCS & OTHER PROTECTIVE MEASURES SHALL BE REPAIRED, REPLACED, OR MODIFIED WITHIN 7 DAYS OF BEING NOTIFIED OF AN ISSUE.
6. CONSTRUCTION SHALL BE PHASED FOR ACTIVITIES THAT WILL DISTURB >50 ACRES.
7. EPSCS SHALL BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 2-YEAR, 24-HOUR RETURN INTERVAL STORM; BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 5-YEAR, 24-HOUR RETURN INTERVAL STORM.
8. TEMPORARY SEDIMENT BASIN(S) SHALL BE PROVIDED FOR ON-SITE OUTFALLS THAT RECEIVE DRAINAGE FROM ≥ 10 ACRES; ≥ 5 ACRES FOR SITES THAT DISCHARGE TO IMPAIRED OR EXCEPTIONAL TN WATERS.
9. GREEN INFRASTRUCTURE BMPS SHALL BE PROTECTED DURING SITE WORK, WITH SILT FENCE, TO PREVENT SEDIMENTATION AND COMPACTION.

INLET PROTECTION NOTE

ALL ONSITE AND IMMEDIATELY ADJACENT INLETS SHALL BE PROTECTED WITH DROP BAG TYPE INLET PROTECTION WITH OVERFLOW PORTS. ADS FLEXSTORM IS ACCEPTABLE. SEE DETAIL ON SHEET C3.4.

CONCRETE WASHDOWN NOTE

CONTRACTOR TO PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 AND CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. GRADING PERMITTEE TO INCLUDE BMP'S DESIGNED TO CONTROL SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY. THE LOCATION OF AND/OR NOTES REFERRING TO SAID BMP'S SHALL BE SHOWN ON THE EPSC PLAN.

SITE GRADING NOTES

FOR PROPOSED DRAINAGE BASIN ANALYSIS AND OVERALL SITE OUTFALL LOCATION, SEE THE STORMWATER REPORT FOR "AUREUM PUD SUBDIVISION, REV. 1, SITE PLAN, LOT 2".

PROPOSED GRADING & DRAINAGE DATA CHART:

DRAINAGE:
SITE AREA: 28.17 AC
IMPERVIOUS AREA: 8.79 AC
DISTURBED AREA: 3.01 AC
Rv VALUE: 0.15

PEAK FLOW RUNOFF:

STORM	EXISTING	PROPOSED
2YR:	59.81 CFS	38.62 CFS
5YR:	97.46 CFS	51.61 CFS
10YR:	123.83 CFS	62.27 CFS
25YR:	159.98 CFS	77.06 CFS
50YR:	190.15 CFS	89.54 CFS
100YR:	221.85 CFS	105.90 CFS

- *PEAK FLOWS INCLUDE OFFSITE AREAS FLOWING THROUGH THE SITE*
- *FUTURE SECTIONS OF AUREUM SITE PLANS SHALL REFLECT THE EXISTING FLOWS ABOVE AS THE EXISTING CONDITIONS. PEAK FLOW RATES WILL RE REQUIRED TO BE LESS THAN EXISTING FLOWS ABOVE.*
- *THESE FLOWS ARE CALCULATED FOR THE ENTIRE DEVELOPMENT WITHIN THE AUREUM PUD SUBDIVISION, REVISION 1, DEVELOPMENT PLAN, COF#1804*
- *STORMWATER DETENTION AND TREATMENT FOR LOT 2 (EMBREY) WILL BE PROVIDED IN REGIONAL FACILITIES ON LOT 1.*

LEGEND

- **LIMIT OF DISTURBANCE & PERIMETER MEASURES**
  EXISTING SITE AREA = 2.97 AC
  L.O.D. = 4.22 AC
  ****NOTE**
  ALL EROSION CONTROL AND LAND DISTURBANCE TO REMAIN ON-SITE. LINEWORK SHOWN AT OUTSIDE LIMITS OF SITE FOR GRAPHICAL CLARITY ONLY.
- FLEXSTORM INLET PROTECTION
- PROPERTY LINE
- EROSION/SILTATION FENCE
- (CE) **TEMPORARY CONSTRUCTION ENTRANCE** (SEE DETAIL TCP-03, SHEET C3.4)
- (CW) **CONCRETE WASHOUT** (SEE DETAIL CP-10, SHEET C3.4)
- (TS) **TEMPORARY CONSTRUCTION STORAGE TRAILERS**

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

0 30 60

PAPE–DAWSON
4080 RURAL PLAINS CIRCLE I FRANKLIN, TN 37064 I 615.24.8991
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER REGISTERED ENGINEER AGRICULTURE No. 129435 STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale:	1"=30'
Date:	June 4, 2026
Approved By:	E. FOSTER
Revisions:	

Drawing Title:
INTIAL EPSC PRE CONSTRUCTION PLAN

Drawing No.
C3.3

Project No.
25-0371

G:\2025\11-CIVIL PROJECTS\25-0371 AUREUM PUD SUBDIVISION, SECTION 2, LOT 7 (EMBREY)\CAD\PLOTS\25-0371 EPSC PLAN.DWG, 3/4/2026 2:55 PM, EVAN FOSTER, PAPE-DAWSON ENGINEERS

BIO 1

PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	20,008 CF (±6,560 SF)	5,947 CF (±1,950 SF)	14,061 CF (±4,610 SF)
LOT 2 (EMBREY)	5/23/2025	20,008 CF (±6,560 SF)	17,432 CF (±5,715 SF)	2,576 CF (±845 SF)
LOT 7 (EMBREY)	TBD	21,381 CF (±6,560 SF)	18,960 CF (±6,259 SF)	2,421 CF (±301 SF)

*SF BASED ON 3.05' EFFECTIVE DEPTH

BIO 2

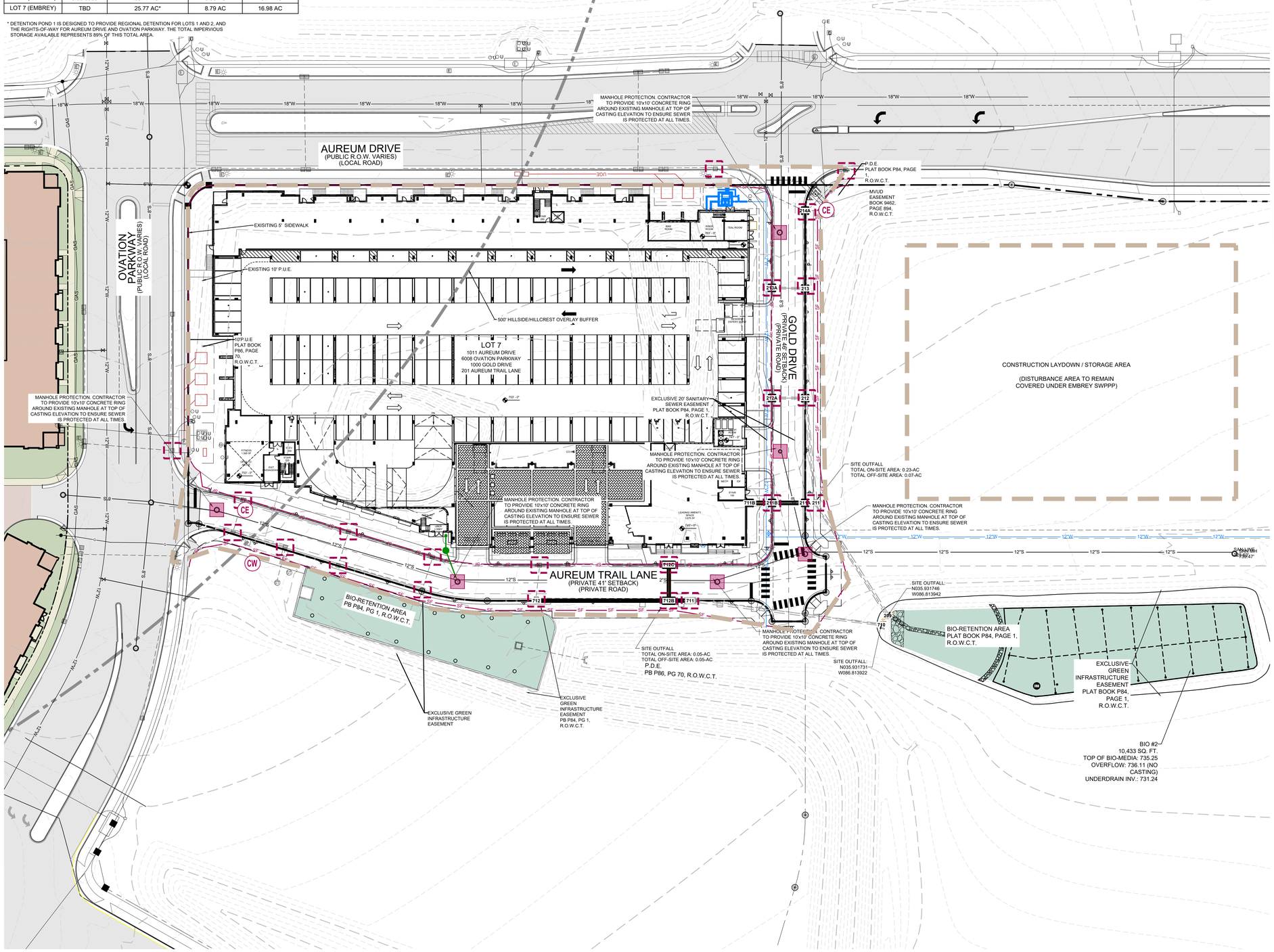
PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	29,065 CF (±11,398 SF)	11,344 CF (±4,450 SF)	17,721 CF (±6,948 SF)
LOT 2 (EMBREY)	5/23/2025	29,065 CF (±11,398 SF)	12,746 CF (±6,160 SF)	16,319 CF (±5,238 SF)
LOT 7 (EMBREY)	TBD	29,093 CF (±11,398 SF)	20,728 CF (±6,909 SF)	8,365 CF (±4,489 SF)

*SF BASED ON 2.55' EFFECTIVE DEPTH

DETENTION POND 1

PHASE	APPROVAL DATE	TOTAL IMP STORAGE AVAILABLE	IMP STORED	IMP STORAGE REMAINING
INF/MG SP AMEND	3/18/2025	25.77 AC*	2.72 AC	23.05 AC
LOT 2 (EMBREY)	5/23/2025	25.77 AC*	6.06 AC	19.71 AC
LOT 7 (EMBREY)	TBD	25.77 AC*	8.79 AC	16.98 AC

* DETENTION POND 1 IS DESIGNED TO PROVIDE REGIONAL DETENTION FOR LOTS 1 AND 2, AND THE RIGHTS-OF-WAY FOR AUREUM DRIVE AND OVATION PARKWAY. THE TOTAL IMPERVIOUS STORAGE AVAILABLE REPRESENTS 89% OF THIS TOTAL AREA.



PERMITTEE NOTE

THE SITE OWNER/DEVELOPER (PRIMARY PERMITTEE), EMBREY PARTNERS, LLC, IS RESPONSIBLE FOR IMPLEMENTATION OF THE EPSC PLAN.

EPSC GENERAL NOTES

1. SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN REACHES 1/3 THE HEIGHT OF THE FENCE; SEDIMENT SHALL BE REMOVED FROM ALL OTHER EPSC MEASURES AND CONTROL AS RECOMMENDED IN THE TNEPSC HANDBOOK, AND MUST BE REMOVED WHEN DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
2. EPSCS SHALL BE IMPLEMENTED BEFORE EARTH-MOVING BEGINS.
3. AREAS WHERE CONSTRUCTION HAS TEMPORARILY/PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 14 DAYS (7 DAYS FOR ≥ 35% SLOPES)
4. INSPECTIONS OF OUTFALLS/EPSC MEASURES SHALL BE CONDUCTED AT LEAST TWICE WEEKLY AND AT LEAST 72 HOURS APART.
5. VEGETATION, EPSCS & OTHER PROTECTIVE MEASURES SHALL BE REPAIRED, REPLACED, OR MODIFIED WITHIN 7 DAYS OF BEING NOTIFIED OF AN ISSUE.
6. CONSTRUCTION SHALL BE PHASED FOR ACTIVITIES THAT WILL DISTURB >50 ACRES.
7. EPSCS SHALL BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 2-YEAR, 24-HOUR RETURN INTERVAL STORM; BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 5-YEAR, 24-HOUR RETURN INTERVAL STORM.
8. TEMPORARY SEDIMENT BASIN(S) SHALL BE PROVIDED FOR ON-SITE OUTFALLS THAT RECEIVE DRAINAGE FROM ≥ 10 ACRES; ≥ 5 ACRES FOR SITES THAT DISCHARGE TO IMPAIRED OR EXCEPTIONAL TN WATERS.
9. GREEN INFRASTRUCTURE BMPS SHALL BE PROTECTED DURING SITE WORK, WITH SILT FENCE, TO PREVENT SEDIMENTATION AND COMPACTION.

INLET PROTECTION NOTE

ALL ONSITE AND IMMEDIATELY ADJACENT INLETS SHALL BE PROTECTED WITH DROP BAG TYPE INLET PROTECTION WITH OVERFLOW PORTS. ADS FLEXSTORM IS ACCEPTABLE. SEE DETAIL ON SHEET C3.4.

CONCRETE WASHDOWN NOTE

CONTRACTOR TO PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 AND CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. GRADING PERMITTEE TO INCLUDE BMPS DESIGNED TO CONTROL SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY. THE LOCATION OF AND/OR NOTES REFERRING TO SAID BMP'S SHALL BE SHOWN ON THE EPSC PLAN.

SITE GRADING NOTE

FOR PROPOSED DRAINAGE BASIN ANALYSIS AND OVERALL SITE OUTFALL LOCATION, SEE THE STORMWATER REPORT FOR "AUREUM PUD SUBDIVISION, REV. 1, SITE PLAN, LOT 2"

PROPOSED GRADING & DRAINAGE DATA CHART:

DRAINAGE:
SITE AREA: 28.17 AC
IMPERVIOUS AREA: 8.79 AC
DISTURBED AREA: 3.01 AC
Rv VALUE: 0.15

PEAK FLOW RUNOFF:

STORM	EXISTING	PROPOSED
2YR:	59.81 CFS	38.62 CFS
5YR:	97.46 CFS	51.61 CFS
10YR:	123.83 CFS	62.27 CFS
25YR:	159.98 CFS	77.06 CFS
50YR:	190.15 CFS	89.54 CFS
100YR:	221.85 CFS	105.90 CFS

- *PEAK FLOWS INCLUDE OFFSITE AREAS FLOWING THROUGH THE SITE*
- *FUTURE SECTIONS OF AUREUM SITE PLANS SHALL REFLECT THE EXISTING FLOWS ABOVE AS THE EXISTING CONDITIONS. PEAK FLOW RATES WILL BE REQUIRED TO BE LESS THAN EXISTING FLOWS ABOVE.*
- *THESE FLOWS ARE CALCULATED FOR THE ENTIRE DEVELOPMENT WITHIN THE AUREUM PUD SUBDIVISION, REVISION 1, DEVELOPMENT PLAN, COF#7804*
- *STORMWATER DETENTION AND TREATMENT FOR LOT 2 (EMBREY) WILL BE PROVIDED IN REGIONAL FACILITIES ON LOT 1.*

LEGEND

- **LIMIT OF DISTURBANCE & PERIMETER MEASURES**
  EXISTING SITE AREA = 2.97 AC
  L.O.D. = 4.22 AC
  ****NOTE**
  ALL EROSION CONTROL AND LAND DISTURBANCE TO REMAIN ON-SITE. LINEWORK SHOWN AT OUTSIDE LIMITS OF SITE FOR GRAPHICAL CLARITY ONLY.
- FLEXSTORM INLET PROTECTION
- PROPERTY LINE
- SF —— SF — EROSION/SILTATION FENCE
- (CE) **TEMPORARY CONSTRUCTION ENTRANCE** (SEE DETAIL TCP-03, SHEET C3.4)
- (CW) **CONCRETE WASHOUT** (SEE DETAIL CP-10, SHEET C3.4)
- (TS) **TEMPORARY CONSTRUCTION STORAGE TRAILERS**

Know what's below. Call before you dig.

0 30 60

PAPE–DAWSON
4080 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.234.8991
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
PROFESSIONAL ENGINEER
NO. 129457
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=30'
Date: June 4, 2026
Approved By: E. FOSTER
Revisions:

Drawing Title:
INTERMEDIATE EPSC PLAN

Drawing No.
C3.4

Project No.
25-0371

G:\2025\11-CIVIL ENGINEERING\04-SITE DESIGN\01 - INTERMEDIATE EPSC PLAN\
25-0371 EPSC PLAN INTERMEDIATE.DWG, 6/4/2026 2:38 PM, EVAN FOSTER, CONSTRUCTION ON WINDOW

BIO 1

PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	20,008 CF (±6,560 SF)	5,947 CF (±1,950 SF)	14,061 CF (±4,610 SF)
LOT 2 (EMBREY)	5/23/2025	20,008 CF (±6,560 SF)	17,432 CF (±5,715 SF)	2,576 CF (±845 SF)
LOT 7 (EMBREY)	TBD	21,381 CF (±6,560 SF)	18,960 CF (±6,259 SF)	2,421 CF (±301 SF)

*SF BASED ON 3.05' EFFECTIVE DEPTH

BIO 2

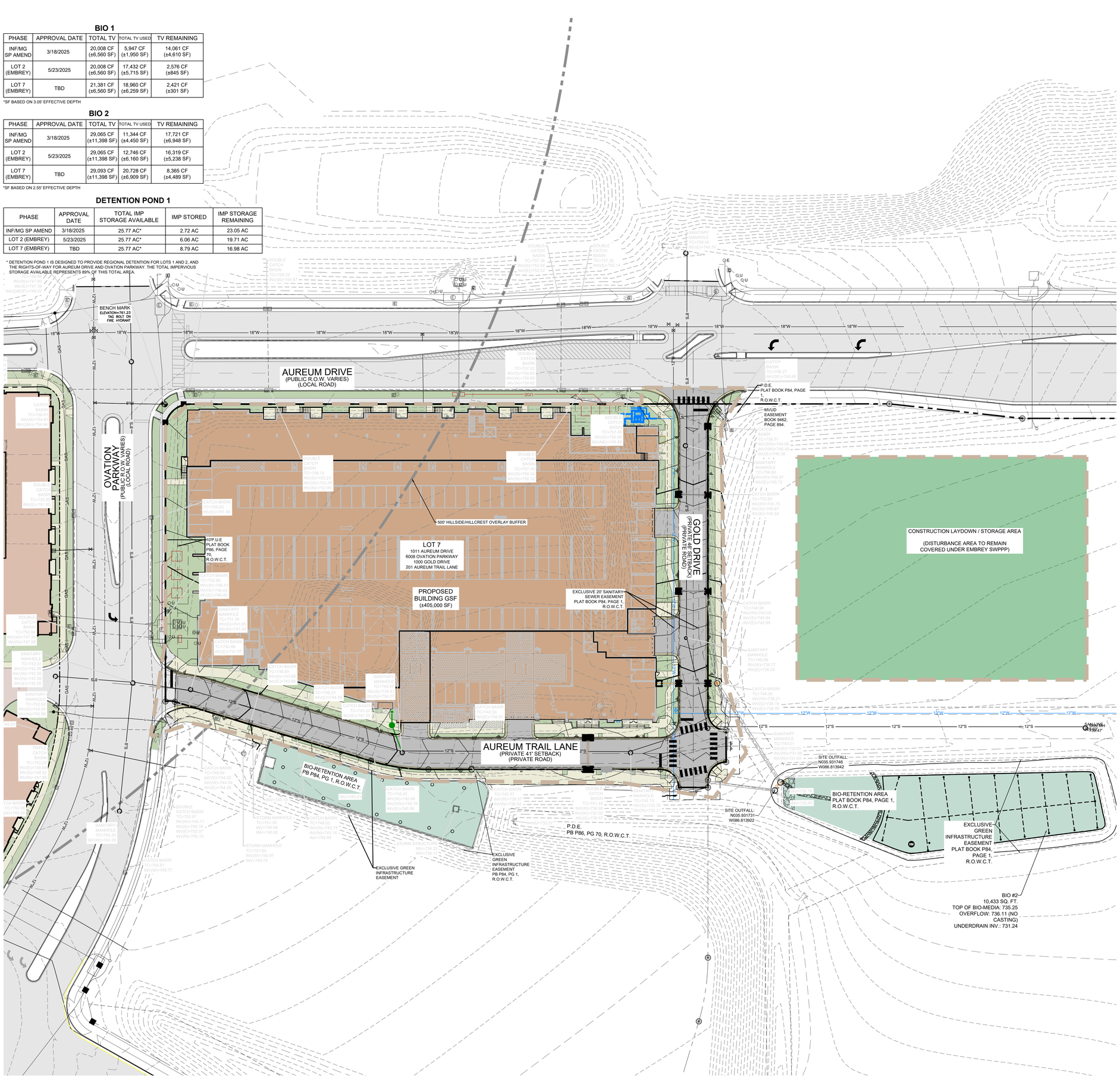
PHASE	APPROVAL DATE	TOTAL TV	TOTAL TV USED	TV REMAINING
INF/MG SP AMEND	3/18/2025	29,065 CF (±11,398 SF)	11,344 CF (±4,450 SF)	17,721 CF (±6,948 SF)
LOT 2 (EMBREY)	5/23/2025	29,065 CF (±11,398 SF)	12,746 CF (±6,160 SF)	16,319 CF (±5,238 SF)
LOT 7 (EMBREY)	TBD	29,093 CF (±11,398 SF)	20,728 CF (±6,909 SF)	8,365 CF (±4,489 SF)

*SF BASED ON 2.55' EFFECTIVE DEPTH

DETENTION POND 1

PHASE	APPROVAL DATE	TOTAL IMP STORAGE AVAILABLE	IMP STORED	IMP STORAGE REMAINING
INF/MG SP AMEND	3/18/2025	25.77 AC*	2.72 AC	23.05 AC
LOT 2 (EMBREY)	5/23/2025	25.77 AC*	6.06 AC	19.71 AC
LOT 7 (EMBREY)	TBD	25.77 AC*	8.79 AC	16.98 AC

* DETENTION POND 1 IS DESIGNED TO PROVIDE REGIONAL DETENTION FOR LOTS 1 AND 2, AND THE RIGHTS-OF-WAY FOR AUREUM DRIVE AND OVATION PARKWAY. THE TOTAL IMPERVIOUS STORAGE AVAILABLE REPRESENTS 89% OF THIS TOTAL AREA.



PERMITTEE NOTE

THE SITE OWNER/DEVELOPER (PRIMARY PERMITTEE), EMBREY PARTNERS, LLC, IS RESPONSIBLE FOR IMPLEMENTATION OF THE EPSC PLAN.

EPSC GENERAL NOTES

1. SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN REACHES 1/3 THE HEIGHT OF THE FENCE; SEDIMENT SHALL BE REMOVED FROM ALL OTHER EPSC MEASURES AND CONTROL AS RECOMMENDED IN THE TNEPSC HANDBOOK, AND MUST BE REMOVED WHEN DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
2. EPSCS SHALL BE IMPLEMENTED BEFORE EARTH-MOVING BEGINS.
3. AREAS WHERE CONSTRUCTION HAS TEMPORARILY/PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 14 DAYS (7 DAYS FOR ≥ 35% SLOPES)
4. INSPECTIONS OF OUTFALLS/EPSC MEASURES SHALL BE CONDUCTED AT LEAST TWICE WEEKLY AND AT LEAST 72 HOURS APART.
5. VEGETATION, EPSCS & OTHER PROTECTIVE MEASURES SHALL BE REPAIRED, REPLACED, OR MODIFIED WITHIN 7 DAYS OF BEING NOTIFIED OF AN ISSUE.
6. CONSTRUCTION SHALL BE PHASED FOR ACTIVITIES THAT WILL DISTURB >50 ACRES.
7. EPSCS SHALL BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 2-YEAR, 24-HOUR RETURN INTERVAL STORM; BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 5-YEAR, 24-HOUR RETURN INTERVAL STORM.
8. TEMPORARY SEDIMENT BASIN(S) SHALL BE PROVIDED FOR ON-SITE OUTFALLS THAT RECEIVE DRAINAGE FROM ≥ 10 ACRES; ≥ 5 ACRES FOR SITES THAT DISCHARGE TO IMPAIRED OR EXCEPTIONAL TN WATERS.
9. GREEN INFRASTRUCTURE BMPS SHALL BE PROTECTED DURING SITE WORK, WITH SILT FENCE, TO PREVENT SEDIMENTATION AND COMPACTION.

POST CONSTRUCTION BMP MAINTENANCE - INSPECTION PROCEDURES

THESE POST CONSTRUCTION BMP MAINTENANCE PROCEDURES SHALL BE CONDUCTED TO ENSURE PROPER FUNCTIONALITY.

1. **SEDIMENT POND:**
   THE LOW FLOW ORIFICE ON THE OUTLET STRUCTURE SHOULD BE FUNCTIONING PROPERLY. ANY DEBRIS SHOULD BE REMOVED AND PROPERLY DISPOSED OF. THE OUTLET STRUCTURE SHALL BE INSPECTED FOR CRACKS OR SPALLING CONCRETE. ANY DEBRIS ACCUMULATION ON THE TRASH RACK SHALL BE REMOVED AND PROPERLY DISPOSED OF. ANY CORROSION OF THE TRASH RACK SHOULD BE REPORTED. ALL OUTFALLS SHALL BE INSPECTED FOR SIGNS OF SCOUR, SEDIMENT DEPOSITION, AND STRUCTURAL INTEGRITY. HEALTHY VEGETATION SHOULD BE MAINTAINED WITHIN THE POND AND EMBANKMENT AT ALL TIMES. EXCESSIVE GROWTH SHALL BE CONTROLLED BY PERIODIC MOWING. GOOD STABILITY ON THE SLOPES OF THE EMBANKMENT SHALL BE MAINTAINED AT ALL TIMES. SEDIMENT ACCUMULATION SHALL BE REMOVED AND PROPERLY DISPOSED OF.
2. **SWALES/DITCHES/SLOPES:**
   GOOD VEGETATION SHALL BE MAINTAINED. EROSION CONTROL MATTING MAY BE NEEDED IF OUT OF THE GROWING SEASON. ANY SCOUR SHOULD BE CORRECTED IMMEDIATELY. SEDIMENT ACCUMULATION AND DEBRIS SHALL BE REMOVED.
3. **GRASSED/SODDED AREAS:**
   ANY BARE SOILS SHALL BE ADDRESSED IMMEDIATELY. ADDITIONAL SEED AND STRAW MAY BE NEEDED WHERE GOOD GERMINATION DID NOT OCCUR. MULCH MAY BE USED TO PROTECT EXPOSED SOILS.

FINAL STABILIZATION

UPON COMPLETION THE FOLLOWING METHODS SHALL BE USED AS FINAL STABILIZATION FOR EROSION CONTROL.

1. ALL TEMPORARY OR "DURING CONSTRUCTION" EROSION CONTROL MEASURES SHALL BE REMOVED. I.E. SILT FENCE, CONSTRUCTION ENTRANCE, INLET PROTECTION, EXCESSIVE RIPRAP, ECT.
2. SEDIMENT ACCUMULATION SHALL BE REMOVED FROM SEDIMENT POND, SWALES, DITCHES, INLETS, AND OUTFALLS.
3. SEDIMENT AND DEBRIS REMOVED SHALL BE DISPOSED OF PROPERLY. IF CONTAMINATION OF MATERIALS SUSPECTED, CONTACT TDEC OR LOCAL WASTE MANAGEMENT FOR PROPER DISPOSAL.
4. ALL AREAS OF EXPOSED SOILS SHALL RECEIVE SEED/STRAW, SODDING, EROSION CONTROL MATTING, AND/OR MULCH.
5. ALL SWALES AND DITCHES SHALL HAVE A HEALTHY STAND OF GRASS.
6. THE SEDIMENT POND SHALL HAVE A HEALTHY STAND OF GRASS OR REMOVED IF APPROVED BY THE CITY.
7. ALL OUTFALLS SHALL POSSESS AN APPROPRIATE AMOUNT OF RIPRAP OR OTHER MEANS TO PREVENT SCOURING.

SITE GRADING NOTES

FOR PROPOSED DRAINAGE BASIN ANALYSIS AND OVERALL SITE OUTFALL LOCATION, SEE THE STORMWATER REPORT FOR "AUREUM PUD SUBDIVISION, REV. 1, SITE PLAN, LOT 2"

CITY OF FRANKLIN AS-BUILT NOTE:

ALL STORMWATER MANAGEMENT FEATURES FOR A SITE/SECTION SHALL BE INSTALLED WITHIN NINETY (90) DAYS OF ISSUANCE OF A TEMPORARY CERTIFICATE OF USE AND OCCUPANCY (TCUO) / TEMPORARY CERTIFICATE OF COMPLETION (TCOC) AND/OR WHEN THE CONTRIBUTING DRAINAGE AREA TO A STORMWATER MANAGEMENT FEATURE IS BUILT OUT AND/OR STABILIZED (AS DETERMINED BY THE SITE STORMWATER INSPECTOR). FURTHERMORE, STORMWATER CONTROL MEASURES (SCMs) SAHLL BE INSPECTED BY A LICENSED PROFESSIONAL ENGINEER DOCUMENTING THE SCMs HAVE BEEN INSTALLED PER THE APPROVED SITE PLAN. AN INSPECTION REPORT DOCUMENTING THIS SHALL BE REQUIRED TO BE SUBMITTED TO THE CITY OF FRANKLIN ENGINEERING DEPARTMENT WITHIN NINETY (90) DAYS OF COMPLETION OF THE SCM.

LEGEND

- **LIMIT OF DISTURBANCE & PERIMETER MEASURES**
  EXISTING SITE AREA = 2.97 AC
  L.O.D. = 4.22 AC
  ****NOTE**
  ALL EROSION CONTROL AND LAND DISTURBANCE TO REMAIN ON-SITE. LINEWORK SHOWN AT OUTSIDE LIMITS OF SITE FOR GRAPHICAL CLARITY ONLY.
- FLEXSTORM INLET PROTECTION
- PROPERTY LINE
- SF — SF — EROSION/SILTATION FENCE
- CE — **TEMPORARY CONSTRUCTION ENTRANCE** (SEE DETAIL TCP-03, SHEET C3.4)
- CW — **CONCRETE WASHOUT** (SEE DETAIL CP-10, SHEET C3.4)
- TS — **TEMPORARY CONSTRUCTION STORAGE TRAILERS**
- FINAL STABILIZED LANDSCAPE AREAS.
- ALL SLOPES 3:1 OR GREATER TO RECIEVE NAG SC150 EROSION STABILIZATION (TYP.) AS TEMPORARY STABILIZATION AS NEEDED FINAL STABILIZATION SHALL BE IRRIGATED SOD.

Know what's below. Call before you dig.

0 30 60

PAPE–DAWSON
4080 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.234.8991
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
No. 129475
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR
EMBREY PARTNERS, LLC
CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=30'
Date: June 4, 2026
Approved By: E. FOSTER
Revisions:

Drawing Title:
FINAL EPSC PLAN

Drawing No.
C3.5

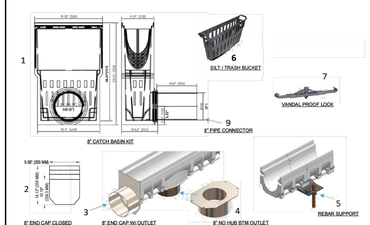
Project No.
25-0371

G:\CIVIL\25-0371 PAGE\PAGE\CAD\SHEETS\25-0371 - FINAL EPSC.DWG
PLOTTED BY: ETHOMPSON ON 6/4/2026 2:34 PM

PROJECT NAME: | FILE # TS_FC_NW200_ACC

NDS We put water in its place

TECHNICAL SPECIFICATION



FILCOTEN NW200 8" BASIN AND ACCESSORIES

	Part Number	Location	Description	Material	Weight Lbs	Weight Kg
☐	10620292*	1	FC200 8" CATCH BASIN KIT (BASIN + BASKET)	FILCOTEN HPC	105.8	48.0
☐	19020215	2	FC200 8" END CAP, CLOSED	GALV STEEL	1.7	0.8
☐	19020216	3	FC200 8" END CAP W/ OUTLET	GALV STEEL	2.6	1.2
☐	19021258	4	FC200 8" NO HUB BTM OUTLET	GALV STEEL	2.2	1.0
☐	19020902	5	REBAR SUPPORT FOR 8" CHANNEL	GALV STEEL	1.8	0.9
☐	22512	6	FC200 8" SILT TRASH BUCKET INCLUDED IN KIT	PLASTIC	1.5	0.7
☐	32089	7	FC200 8" VANDAL PROOF LOCK	STAINLESS	0.5	0.2
☐	19020295	8	FLCTN 200 8-INCH STEP PLATE G10, 0/20	GALV STEEL	0.5	0.2
☐	70154**	9	8" PIPE CONNECTOR FOR CATCH BASIN **REQUIRED BUT SOLD SEPRATELY	PVC	2.4	1.1

*REPLACES PART #10620290

FILCOTEN® a brand of NDS

FILCOTEN NW200 8" ACCESSORIES

NW200 8" CATCH BASIN KIT, END CAPS, OUTLETS, REBAR SUPPORT

FOR PRODUCT ASSISTANCE, CONTACT NDS TECHNICAL SERVICE AT techservice@ndspro.com
851 N. HARVARD AVE, LINDSAY, CA 93247 WWW.NDSPRO.COM 1-800-726-1994, OPTION "3"

Rev – 10/30/2022

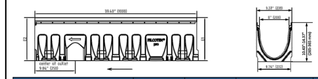
PROJECT NAME: | FILE # TS_FC_NW200_CHANNELS_GALV

NDS We put water in its place

TECHNICAL SPECIFICATION

FILCOTEN 8" (200MM) GALVANIZED RAIL CHANNEL

LOAD CLASS A 15kN – CLASS E 600kN (DIN 19580)



	Part Number	Channel Sequence	Slope	Overall body inches Min Depth	Overall body inches Max Depth	Invert Inches Min	Invert Inches Max	Maximum flow rate GPM	Maximum flow rate LPS	Maximum flow rate GPS	Weight (less grate) Lbs	Weight (less grate) Kg
☐	10620200	0	NEUTRAL (0 %)	10.43	10.43	9.45	9.65	399	25	0.8	97.0	44.0
☐	10620201	1	0.5 %	10.43	10.83	9.45	9.65				98.1	44.5
☐	10620202	2	0.5 %	10.83	10.83	9.65	9.84				100.3	45.5
☐	10620203	3	0.5 %	10.83	11.02	9.84	10.04				102.5	46.5
☐	10620204	4	0.5 %	11.02	11.22	10.04	10.24				104.9	47.6
☐	10620205	5	0.5 %	11.22	11.42	10.24	10.44				107.1	48.6
☐	10620201	6	NEUTRAL (0 %)	11.42	11.42	10.44	10.44	439	28	1.0	105.7	48.0
☐	10620206	6	0.5 %	11.42	11.61	10.44	10.63				109.6	49.7
☐	10620207	7	0.5 %	11.61	11.81	10.63	10.83				111.8	50.7
☐	10620208	8	0.5 %	11.81	12.01	10.83	11.02				114.2	51.8
☐	10620209	9	0.5 %	12.01	12.20	11.02	11.22				116.4	52.8
☐	10620210	10	0.5 %	12.20	12.40	11.22	11.42				118.8	53.9
☐	10620202	10-0	NEUTRAL (0 %)	12.40	12.40	11.42	11.42	515	33	1.2	119.7	54.3
☐	10620211	11	0.5 %	12.40	12.60	11.42	11.61				120.6	54.7
☐	10620212	12	0.5 %	12.60	12.80	11.61	11.81				122.8	55.7
☐	10620213	13	0.5 %	12.80	12.99	11.81	12.01				124.5	56.4
☐	10620214	14	0.5 %	12.99	13.19	12.01	12.20				126.3	57.3
☐	10620215	15	0.5 %	13.19	13.39	12.20	12.40				128.1	58.1
☐	10620216	16	0.5 %	13.39	13.59	12.40	12.40				129.1	58.6
☐	10620217	17	0.5 %	13.59	13.79	12.60	12.80				131.8	59.8
☐	10620218	18	0.5 %	13.79	13.99	12.80	12.99				133.6	60.7
☐	10620219	19	0.5 %	13.99	14.17	12.99	13.19				136.6	61.5
☐	10620220	20	0.5 %	14.17	14.37	13.19	13.39				137.4	62.3
☐	10620204	20-0	NEUTRAL (0 %)	14.37	14.37	13.39	13.39	679	43	1.5	139.2	62.7

FILCOTEN HPC MARKEL 8" (200MM) ID, 9.37" (238MM) WIDE, 39.40"(1000MM) LONG, 20 PIS SLOPED (0.5%) AND 4 MULTIAL CHANNEL DEPTHS, MANUFACTURED HIGH PERFORMANCE CONCRETE (HPC), FIBRE-REINFORCED, UV RESISTANT, INTERLOCKING ENDS WITH SEALANT GROOVES, RADIUSED BOTTOM FOR EFFICIENT DRAINAGE, MULTIPLE RIBS TO SECURELY HOLD THE BODY INTO THE CONCRETE FOUNDATION, CHANNELS UTILIZE AN INTEGRAL 0.08" (2MM) HEAVY DUTY GALVANIZED STEEL RAIL FOR ADDED STRENGTH, GRATES SECURE TO THE RAILS WITH A FOUR POINT SELF-LOCKING SYSTEM.

FILCOTEN HPC CONCRETE IS ENGINEERED TO SUFFICIENTLY ABSORB WATER EXTERNALLY TO PROMOTE MONOLITHIC ADHESION TO THE SURROUNDING CONCRETE. FILCOTEN HPC IS A GREEN PRODUCT, MANUFACTURED FREE OF MOLD RELEASING AGENTS FOUND IN POLYMER CONCRETE SYSTEMS. FILCOTEN IS INERT, NON-FLAMMABLE AND ENVIRONMENTALLY FRIENDLY, FREE OF HEDMS, HEAVY METALS, VOC'S AND CHEMICALS.

OUTLETS CAN BE CONFIGURED AS BOTTOM, END OUTLET OR USE A CATCH BASIN. SEE ACCESSORIES PAGE. MANUFACTURED TO EN1433 STANDARDS

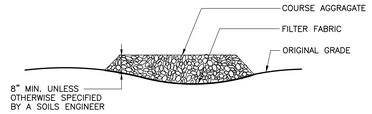
FILCOTEN® a brand of NDS

FILCOTEN CONCRETE CHANNEL DRAIN

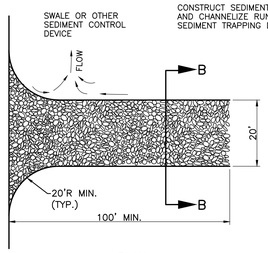
NW200 8" HPC CONCRETE GALVANIZED STEEL RAIL DIN CLASS A-E 600kN

FOR PRODUCT ASSISTANCE, CONTACT NDS TECHNICAL SERVICE AT techservice@ndspro.com
851 N. HARVARD AVE, LINDSAY, CA 93247 WWW.NDSPRO.COM 1-800-726-1994 "3"

REV—01/22/2022



SECTION B–B

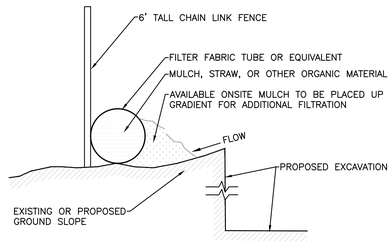


NOTE:
CONSTRUCT SEDIMENT BARRIER AND CHANNELIZE RUNOFF TO SEDIMENT TRAPPING DEVICE.

PLAN

STABILIZED CONSTRUCTION ENTRANCE (TCP-03)

NOT TO SCALE

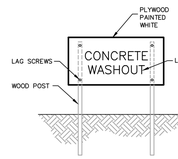


TO BE INSTALLED ALONG CONTOURS AS INDICATED ON PLANS.

TO BE INSTALLED AS NOTED ON PLAN BEFORE COMMENCING GRADING OPERATION AND LEFT IN PLACE UNTIL A GOOD STAND OF GRASS IS ESTABLISHED OVER ALL DISTURBED AREAS.

WEIGHTED EROSION/SILTATION TUBE (TCP-14)

NOT TO SCALE



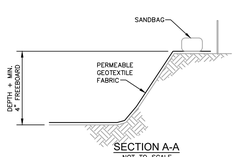
CONCRETE WASHOUT SIGN (OR EQUIVALENT)

NOTES:
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. SIGNAGE IDENTIFYING THE CONCRETE WASHOUT AREA SHALL BE INSTALLED WITHIN 5FT.OF THE WASHOUT FACILITY.

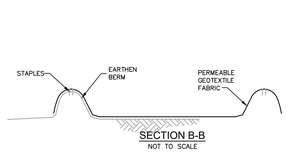
EROSION CONTROL PLAN LEGEND:
CONCRETE WASHOUT — CONCRETE WASHOUT

CONCRETE WASHOUT (CP-10)

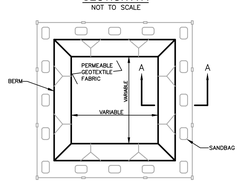
NOT TO SCALE



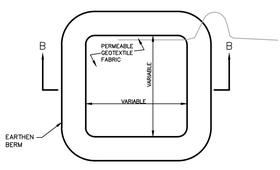
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



PLAN VIEW
NOT TO SCALE
TYPE "BELOW GRADE"



PLAN VIEW
NOT TO SCALE
TYPE "ABOVE GRADE" WITH EATHERN BERMS

DRAINAGE STRUCTURES, MANHOLES, GRATES, PIPE CULVERTS, AND ENDWALLS

TYPE	TDOT STANDARD DRAWINGS
CATCH BASINS	TDOT CATCH BASINS 10, 12, 13, 14, 16, AND 17 TYPE (SEE NOTE 3)
CATCH BASIN GRATES	SEE CITY OF FRANKLIN DRAWINGS RP-1 THRU RP-4
AREA DRAINS - 1 GRATE	D-CB-42 SERIES
AREA DRAINS - 2 GRATES	D-CB-43 SERIES
AREA DRAIN GRATES	D-CBB-42
JUNCTION BOX	D-JBS-1 THRU D-JBS-5
MANHOLES	D-MH-2 THRU DRF-1
TRENCH DRAINS	D-TD-1
PROTECTED ENDWALLS	D-PE-1 THRU D-PE-9F
SAFETY CROSS DRAIN ENDWALLS	D-PE-15A THRU D-PE-48A, AND D-PE-99
SAFETY SIDE DRAIN ENDWALLS	D-SEW-1A
PIPE CULVERTS AND FLUMES	D-FLU-1, D-PB-1 THRU D-PB-3
PIPE CULVERT INSTALLATION	D-PB-1, D-PB-2

NOTES

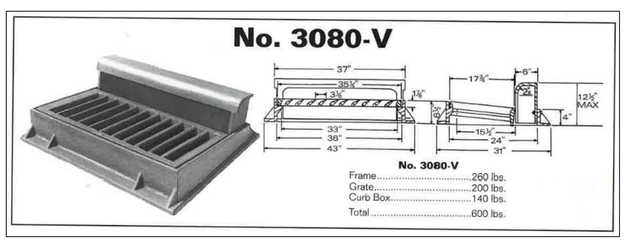
1. STRUCTURES NOTED IN TABLE ABOVE TO BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS.
2. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION.
3. MODIFY TDOT STRUCTURES ABOVE AS NEEDED TO PROVIDE FULL BEARING FOR INLET CASTINGS NOTED ON CITY OF FRANKLIN DRAWINGS RP-1 THRU RP-4.

CITY OF FRANKLIN TENNESSEE

DRAINAGE STRUCTURES, MANHOLES, GRATES, PIPE CULVERTS AND END WALLS

CITY OF FRANKLIN | CITY ENGINEER: | DATE: 7/1/2021
NOT TO SCALE

DWG. NO. **D-1**



PAPE–DAWSON
4086 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE A&E PROFESSIONALS FIRM #11104

EVAN BLAKE FOSTER REGISTERED ENGINEER AGRICULTURE NO. 129435 STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVSION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

- . . .
- . . .
- . . .
- . . .
- . . .
- . . .

Drawing Title:

GRADING & DRAINAGE DETAILS

Drawing No.

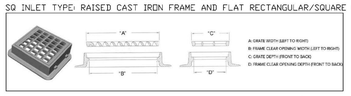
C3.6

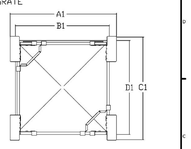
Project No.
25-0371

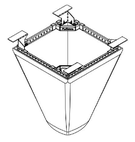
D:\2021\11-CIVIL ENGINEERING\04-SUB SHEETS\SHEET DETAILS.DWG
XREF: C:\USERS\EFOSTER\APPDATA\LOCAL\TEMP\ACPUBLISH_4140\LAND DEVELOPMENT ORDINANCE.DWG

FLEXSTORM P/Ns 62LSQFX

SQ INLET TYPE: RAISED CAST IRON FRAME AND FLAT RECTANGULAR/SQUARE GRATE







Catch-IT Frame with Fit Bag		Field Inlet Dimensions		Flexstorm Framing Dims				Flexstorm Ratings (Flow at 80% max)			
		Grate Size	Clear Opening					Bag Capacity	FloTX+ Flow Rate	Bypass	
ADS P/N	Flexstorm Item Code	(A x C)	(B x D)	B1	D1	A1	C1	(FT)	(CFS)	(CFS)	
62LQBFX	C-SQQB-286-298-274-195-FX	29.75 x 21.75	27.375 x 19.5	27.0	18.5	29.0	18.5	3.2	1.9	4.4	
62LQBFX	C-SQQB-353-178-335-150-FX	35.25 x 17.75	33 x 15	32.5	14.0	34.5	14.0	2.9	2.0	4.5	
62LQBFX	C-SQQB-385-178-335-150-FX	38.5 X 17.5	33.5 X 15	33.0	14.0	35.0	14.0	2.9	2.0	4.5	
62LQBFX	C-SQQB-318-274-296-190-FX	31.75 x 27.4	29.0 x 19	29.0	18.0	31.0	18.0	3.3	2.0	4.5	
62LQBFX	C-SQQB-350-178-332-150-FX	35.0 x 17.5	33 x 15	32.5	15.0	34.5	15.0	3.1	2.0	4.6	
62LQBFX	C-SQQB-355-178-335-150-FX	35.5 x 17.75	33.5 X 15	33.0	15.0	35.0	15.0	3.2	2.0	4.6	
62LQBFX	C-SQQB-315-274-300-196-FX	31.5 X 27.4	30 X 19.6	29.5	18.5	31.5	18.5	3.5	2.0	4.6	
62LQBFX	C-SQQB-328-298-314-194-FX	32.75 x 21.75	31.375 x 19.375	31.0	18.5	33.0	18.5	3.7	2.1	4.8	
62LQBFX	C-SQQB-381-180-355-155-FX	38.1 x 18	35.5 x 15.5	35.0	14.5	37.0	14.5	3.2	2.1	4.8	
62LQBFX	C-SQQB-278-298-250-230-FX	27.75 X 24.5	25 X 23	27.5	22.5	29.5	22.0	3.9	2.1	4.8	
62LQBFX	C-SQQB-340-273-321-194-FX	34 x 21.25	32.125 x 19.375	31.5	18.5	33.5	18.5	3.7	2.1	4.8	
62LQBFX	C-SQQB-380-189-364-101-FX	38 x 10.87	36.375 x 10.125	36.0	14.0	38.0	14.0	3.2	2.1	4.8	
62LQBFX	C-SQQB-340-253-323-195-FX	34 x 21.25	32.25 x 19.5	32.0	18.5	34.0	18.5	3.8	2.1	4.9	
62LQBFX	C-SQQB-358-258-334-210-FX	35.8 x 23.8	33.4 x 21	33.0	20.0	35.0	20.0	4.2	2.2	5.1	
62LQBFX	C-SQQB-363-219-340-205-FX	36.25 x 21.75	34 x 20.5	33.5	19.5	35.5	19.5	4.2	2.2	5.1	
62LQBFX	C-SQQB-398-238-330-278-FX	39.75 X 23.87	33.3 X 21.75	33.0	21.0	35.0	21.0	4.4	2.3	5.2	
62LQBFX	C-SQQB-389-228-379-210-FX	39.25"x23 x 22.87	37.87 x23 x 21	37.5	20.0	39.5	20.0	4.8	2.4	5.5	
62LQBFX	C-SQQB-385-228-379-210-FX	38.5 x 22.87	37.87 x 21	37.5	20.0	39.5	20.0	4.8	2.4	5.5	
62LQBFX	C-SQQB-375-245-378-230-FX	37.5 x 24.5	37.75 x 23	37.5	22.0	39.5	22.0	5.3	2.5	5.7	
62LQBFX	C-SQQB-475-245-378-230-FX	47.5 X 24.5	37.75 X 23	37.5	22.0	39.5	22.0	5.3	2.5	5.7	
62LQBFX	C-SQQB-388-288-359-273-FX	35.75 x 23.75	35.5 x 27.25	35.0	26.5	37.0	26.5	5.9	2.8	5.9	
62LQBFX	C-SQQB-480-240-440-200-FX	48 x 24	44 x 20	43.5	19.0	45.5	19.0	5.3	2.8	6.0	
62LQBFX	C-SQQB-365-244-350-281-FX	36.5 x 24.375	35 x 28.0625	34.5	28.0	36.5	28.0	6.1	2.6	6.0	

NOTES:

1. RATINGS SHOWN ARE FOR STANDARD 22" BAG DEPTH; "SHORT" 12" DEPTH BAGS ARE AVAILABLE WITH -S SUFFIX; RATINGS REDUCED BY ~50%
2. THE FOLLOWING REQUIRES ADDITIONAL REVIEW
-GRATES WITH EXTENDED BOTTOMS
-ANY OBSTRUCTED INLET OPENINGS

FLEXSTORM CATCH-IT

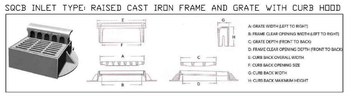
ALL PRODUCTS MANUFACTURED BY INLET & PIPE PROTECTION, INC A DIVISION OF ADS, INC.
WWW.INLETFILTERS.COM
(866) 287-8605 PH
(630) 355-2477 FX
INFO@INLETFILTERS.COM

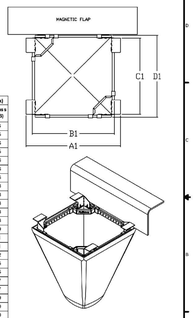
DRAWN BY	DRAWING NO.	REV
C	SQ1 SQ-62LSQ-PC	A

SHEET 1 OF 1

FLEXSTORM P/Ns 62LCBFX

SQCB INLET TYPE: RAISED CAST IRON FRAME AND GRATE WITH CURB HOOD





Catch-IT Frame with FX Bag		Field Inlet Dimensions		Flexstorm Framing Dims				Flexstorm Ratings (Flow at 80% max)			
		Grate Size	Clear Opening					Bag Capacity	FloTX+ Flow Rate	Bypass	
ADS P/N	Flexstorm Item Code	(A x C)	(B x D)	B1	D1	A1	C1	(FT)	(CFS)	(CFS)	
62LCBFX	C-SQCB-286-298-274-195-FX	29.75 x 21.75	27.375 x 19.5	27.0	18.5	29.0	18.5	3.2	1.9	4.4	
62LCBFX	C-SQCB-353-178-335-150-FX	35.25 x 17.75	33 x 15	32.5	14.0	34.5	14.0	2.9	2.0	4.5	
62LCBFX	C-SQCB-385-178-335-150-FX	38.5 X 17.5	33.5 X 15	33.0	14.0	35.0	14.0	2.9	2.0	4.5	
62LCBFX	C-SQCB-318-274-296-190-FX	31.75 x 27.4	29.0 x 19	29.0	18.0	31.0	18.0	3.3	2.0	4.5	
62LCBFX	C-SQCB-350-178-332-150-FX	35.0 x 17.5	33 x 15	32.5	15.0	34.5	15.0	3.1	2.0	4.6	
62LCBFX	C-SQCB-355-178-335-150-FX	35.5 x 17.75	33.5 X 15	33.0	15.0	35.0	15.0	3.2	2.0	4.6	
62LCBFX	C-SQCB-315-274-300-196-FX	31.5 X 27.4	30 X 19.6	29.5	18.5	31.5	18.5	3.5	2.0	4.6	
62LCBFX	C-SQCB-328-298-314-194-FX	32.75 x 21.75	31.375 x 19.375	31.0	18.5	33.0	18.5	3.7	2.1	4.8	
62LCBFX	C-SQCB-381-180-355-155-FX	38.1 x 18	35.5 x 15.5	35.0	14.5	37.0	14.5	3.2	2.1	4.8	
62LCBFX	C-SQCB-278-298-250-230-FX	27.75 X 24.5	25 X 23	27.5	22.5	29.5	22.0	3.9	2.1	4.8	
62LCBFX	C-SQCB-340-273-321-194-FX	34 x 21.25	32.125 x 19.375	31.5	18.5	33.5	18.5	3.7	2.1	4.8	
62LCBFX	C-SQCB-380-189-364-101-FX	38 x 10.87	36.375 x 10.125	36.0	14.0	38.0	14.0	3.2	2.1	4.8	
62LCBFX	C-SQCB-340-253-323-195-FX	34 x 21.25	32.25 x 19.5	32.0	18.5	34.0	18.5	3.8	2.1	4.9	
62LCBFX	C-SQCB-358-258-334-210-FX	35.8 x 23.8	33.4 x 21	33.0	20.0	35.0	20.0	4.2	2.2	5.1	
62LCBFX	C-SQCB-363-219-340-205-FX	36.25 x 21.75	34 x 20.5	33.5	19.5	35.5	19.5	4.2	2.2	5.1	
62LCBFX	C-SQCB-398-238-330-278-FX	39.75 X 23.87	33.3 X 21.75	33.0	21.0	35.0	21.0	4.4	2.3	5.2	
62LCBFX	C-SQCB-389-228-379-210-FX	39.25"x23 x 22.87	37.87 x23 x 21	37.5	20.0	39.5	20.0	4.8	2.4	5.5	
62LCBFX	C-SQCB-385-228-379-210-FX	38.5 x 22.87	37.87 x 21	37.5	20.0	39.5	20.0	4.8	2.4	5.5	
62LCBFX	C-SQCB-375-245-378-230-FX	37.5 x 24.5	37.75 x 23	37.5	22.0	39.5	22.0	5.3	2.5	5.7	
62LCBFX	C-SQCB-475-245-378-230-FX	47.5 X 24.5	37.75 X 23	37.5	22.0	39.5	22.0	5.3	2.5	5.7	
62LCBFX	C-SQCB-388-288-359-273-FX	35.75 x 23.75	35.5 x 27.25	35.0	26.5	37.0	26.5	5.9	2.8	5.9	
62LCBFX	C-SQCB-480-240-440-200-FX	48 x 24	44 x 20	43.5	19.0	45.5	19.0	5.3	2.8	6.0	
62LCBFX	C-SQCB-365-244-350-281-FX	36.5 x 24.375	35 x 28.0625	34.5	28.0	36.5	28.0	6.1	2.6	6.0	

NOTES:

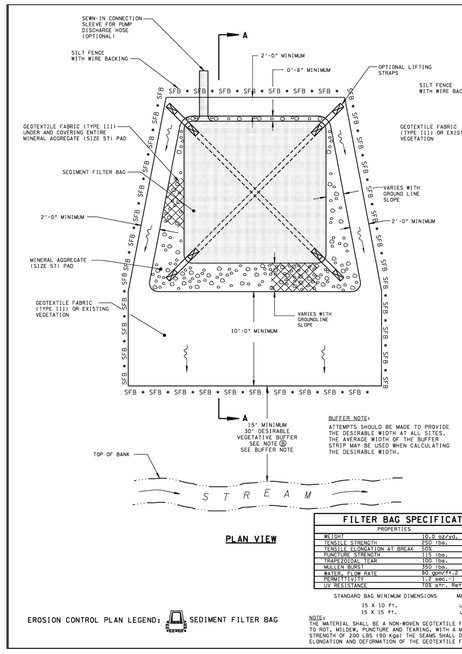
1. RATINGS SHOWN ARE FOR STANDARD 22" BAG DEPTH; "SHORT" 12" DEPTH BAGS ARE AVAILABLE WITH -S SUFFIX; RATINGS REDUCED BY ~50%
2. THE FOLLOWING REQUIRES ADDITIONAL REVIEW
-GRATES WITH EXTENDED BOTTOMS
-ANY OBSTRUCTED INLET OPENINGS

FLEXSTORM CATCH-IT

ALL PRODUCTS MANUFACTURED BY INLET & PIPE PROTECTION, INC A DIVISION OF ADS, INC.
WWW.INLETFILTERS.COM
(866) 287-8605 PH
(630) 355-2477 FX
INFO@INLETFILTERS.COM

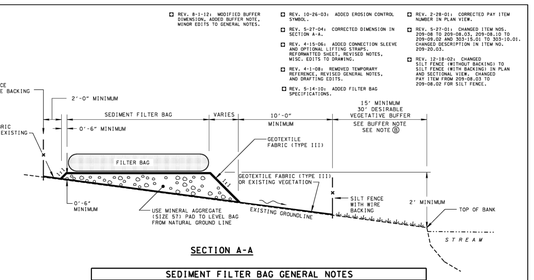
DRAWN BY	DRAWING NO.	REV
C	SQCB1 C-62LCB-FX	A

SHEET 1 OF 1



PLAN VIEW

EROSION CONTROL PLAN LEGEND: SEDIMENT FILTER BAG



SECTION A-A

FILTER BAG SPECIFICATIONS		
PROPERTIES		TEST METHOD
WEIGHT	10.0 oz/sq.	ASTM D3776
TENSILE STRENGTH	250 lbs.	ASTM D4632
TENSILE ELONGATION AT BREAK	50%	ASTM D4632
PUNCH/CBR STRENGTH	115 lbs.	ASTM D4833
TRAPEZOIDAL TEAR	100 lbs.	ASTM D4533
WATER FLOW RATE	150 gal/min/ft.2	ASTM D4491
PERMITTIVITY	1.2 sec.-1	ASTM D4491
UV RESISTANCE	70% str., Ret.	ASTM D4355

STANDARD BAG MINIMUM DIMENSIONS: 15 X 10 ft, 15 X 15 ft.
MAXIMUM FLOW RATE: up to 1500 gpm, up to 2000 gpm

NOTE: THE MATERIAL SHALL BE A NON-WOVEN GEOTEXTILE FABRIC BAG RESISTANT TO ROT, MILDEW, PUNCTURE AND TEARING, WITH A MINIMUM SEAM BREAKING STRENGTH OF 250 LBS (90 Kgs) THE SEAMS SHALL DEMONSTRATE LESS ELONGATION AND DEFORMATION OF THE GEOTEXTILE FABRIC.

SEDIMENT FILTER BAG GENERAL NOTES

A. SPECIAL PROVISION 209B IS TO BE USED FOR SEDIMENT FILTER BAGS. ALL REFERENCES IN SPECIAL PROVISION 209B TO PUMPING FROM SEDIMENT TRAPS ALSO APPLIES TO PUMPING FROM COFFERDAMS.

B. SEDIMENT FILTER BAG INSTALLATION, INCLUDING DOWNSLOPE GEOTEXTILE AND SILT FENCE WITH WIRE BACKING, SHALL BE PLACED AT LEAST 15 FEET FROM THE TOP OF BANK OF A STREAM, AND AT LEAST 30 FEET DESIRABLE FROM THE TOP OF A STABILIZED OUTLET, STREAM, OR OTHER NATURAL WATER RESOURCE, WHEN DISCHARGING TO SEDIMENT-IMPAIRED STREAMS OR EXCEPTIONAL TENNESSEE WATERS, THE BUFFER SHALL BE A MINIMUM OF 30 FEET WITH A DESIRABLE WIDTH OF 60 FEET. BUFFER REQUIREMENT DOES NOT APPLY TO ANY LOCATION ON SITE WITH A VALID ARAP OR EQUIVALENT PERMIT BY FEDERAL AGENCIES.

C. CONTRACTOR SHALL EXERCISE CAUTION NOT TO BURST OR DAMAGE THE SEDIMENT FILTER BAG WHEN PUMPING.

D. THE LENGTH AND WIDTH OF THE SEDIMENT BAG SHOWN ON THIS DRAWING MAY VARY PER VENDOR SPECIFICATIONS, THE MINIMUM "FOOTPRINT" OF THE BAG SHALL BE 150 SQUARE FEET.

E. SEDIMENT FILTER BAGS MAY BE EQUIPPED WITH A SEWN-IN SLEEVE OF SUFFICIENT SIZE TO ACCEPT A MINIMUM FOUR-INCH DIAMETER PUMP DISCHARGE HOSE. A HOSE CONNECTION THROUGH A SLIT IN THE BAG IS ALSO ACCEPTABLE, THE DISCHARGE HOSE SHOULD BE EXTENDED INTO THIS SLEEVE A MINIMUM OF SIX INCHES AND BE TIGHTLY SECURED WITH A HOSE CLAMP OR OTHER SUITABLE MEANS TO PREVENT LEAKAGE.

F. THE PUMP DISCHARGE HOSE CONNECTION SLEEVE, OR SLIT, SHALL BE SECURELY TIED OFF DURING DISPOSAL OF THE SEDIMENT FILTER BAG IN ORDER TO PREVENT LEAKAGE OF COLLECTED SEDIMENTS.

G. ONLY GEOTEXTILE FABRIC (TYPE III) LISTED ON THE QUALIFIED PRODUCTS LIST SHALL BE USED.

H. SURROUND SEDIMENT FILTER BAG ASSEMBLY WITH SILT FENCE WITH WIRE BACKING. SEE STANDARD DRAWING EC-STR-3C AND EC-STR-3E FOR INSTALLATION DETAILS.

I. EXISTING VEGETATIVE BUFFER TO REMAIN BETWEEN SILT FENCE WITH WIRE BACKING AND STABILIZED OUTLET, STREAM OR OTHER NATURAL WATER RESOURCE. BUFFER ZONE EXEMPTIONS ARE DEFINED BASED ON EXISTING LAND USES.

J. SEDIMENT TUBES OR FILTER SOCKS MAY BE USED AS AN ALTERNATIVE TO SILT FENCE WITH WIRE BACKING. SEE STANDARD DRAWINGS EC-STR-3F AND EC-STR-8 FOR INSTALLATION DETAILS. FILTER SOCKS MAY NOT REQUIRE STAKING WHEN APPROVED BY THE ENGINEER.

K. SEDIMENT FILTER BAGS SHALL BE PAID FOR UNDER THE FOLLOWING ITEM NUMBERS:

209-09.03	SEDIMENT FILTER BAG (15' X 15') PER EACH
209-09.04	SEDIMENT FILTER BAG (15' X 10') PER EACH
303-15.01	MINERAL AGGREGATE (SIZE 57) PER TON
740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL) PER SQUARE YARD

SILT FENCE WITH BACKING, SEDIMENT TUBES, AND FILTER SOCKS SHALL BE PAID FOR ACCORDING TO ITS RESPECTIVE STANDARD ORDERING.

PAYMENT SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF SEDIMENT FILTER BAGS.

L. WHEN SEDIMENT FILTER BAGS ARE REPLACED ONLY THE REPLACEMENT BAG SHALL BE PAID FOR. MAINTENANCE ON ALL OTHER PARTS OF THE SEDIMENT FILTER BAG ASSEMBLY SHALL BE INCLUDED IN THE INITIAL PAYMENT.

M. ONLY SEDIMENT FILTER BAGS LISTED ON THE QUALIFIED PRODUCTS LIST MAY BE USED.

N. SEDIMENT FILTER BAGS SHALL BE REPLACED WHEN SEDIMENT HAS ACCUMULATED TO ONE-HALF OF THE BAGS CAPACITY OR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

- REV. 8-1-12: MODIFIED BUFFER DIMENSION, ADDED BUFFER NOTE. MINOR EDITS TO GENERAL NOTES.
- REV. 10-26-03: ADDED EROSION CONTROL SYMBOL.
- REV. 5-27-04: CORRECTED DIMENSION IN SECTION A-A.
- REV. 4-15-06: ADDED CONNECTION SLEEVE AND OPTIONAL LIFTING STRAPS. REFORMATTED SHEET, REVISED NOTES, MISC. EDITS TO DRAWING.
- REV. 4-1-08: REMOVED TEMPORARY SEEDING FROM SEDIMENT FILTER GENERAL NOTES, AND DRAFTING EDITS
- REV. 5-14-10: ADDED FILTER BAG SPECIFICATIONS.
- REV. 2-28-01: CORRECTED PAY ITEM NUMBER IN PLAN VIEW.
- REV. 5-27-01: CHANGED ITEM NOS. 209-08.02 TO 209-08.03, 209-08.10 TO 209-08.02, 303-15.01 TO 303-15.01. CHANGED DESCRIPTION IN ITEM NO. 209.00.02.
- REV. 12-18-02: CHANGED SILT FENCE (WITHOUT BACKING) TO SILT FENCE (WITH BACKING) IN PLAN VIEW. CHANGED SILT FENCE PAY ITEM FROM 209-08.02 TO 209-08.02 FOR SILT FENCE.

☐ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

NOT TO SCALE

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SEDIMENT FILTER BAG

10-26-00 EC-STR-2

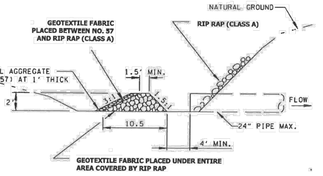
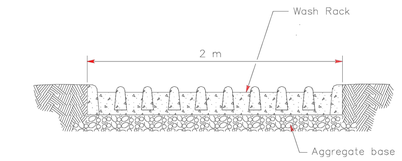
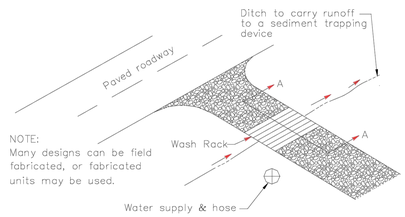


Figure 7.30-1 Filter Ring Detail (Source: TDOT Standard Drawing)

ACTIVITY: Tire Washing Facility — TCP – 01



SECTION A–A
NOT TO SCALE



NOTE:
Many designs can be field fabricated, or fabricated units may be used.

TYPICAL TIRE WASH
NOT TO SCALE

Figure TCP-01-1
Mud Tracking Removal

Volume 4:
Stormwater Best Management Practices –
Temp. Construction Site Management Practices TCP-01-4 2021

PAPE–DAWSON
4006 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER REGISTERED ENGINEER AGRICULTURE NO. 128435 POWELL TENNESSEE STATE OF TENNESSEE

CITY OF FRANKLIN # 9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

- . . .
- . . .
- . . .
- . . .
- . . .
- . . .

Drawing Title:

GRADING & DRAINAGE DETAILS

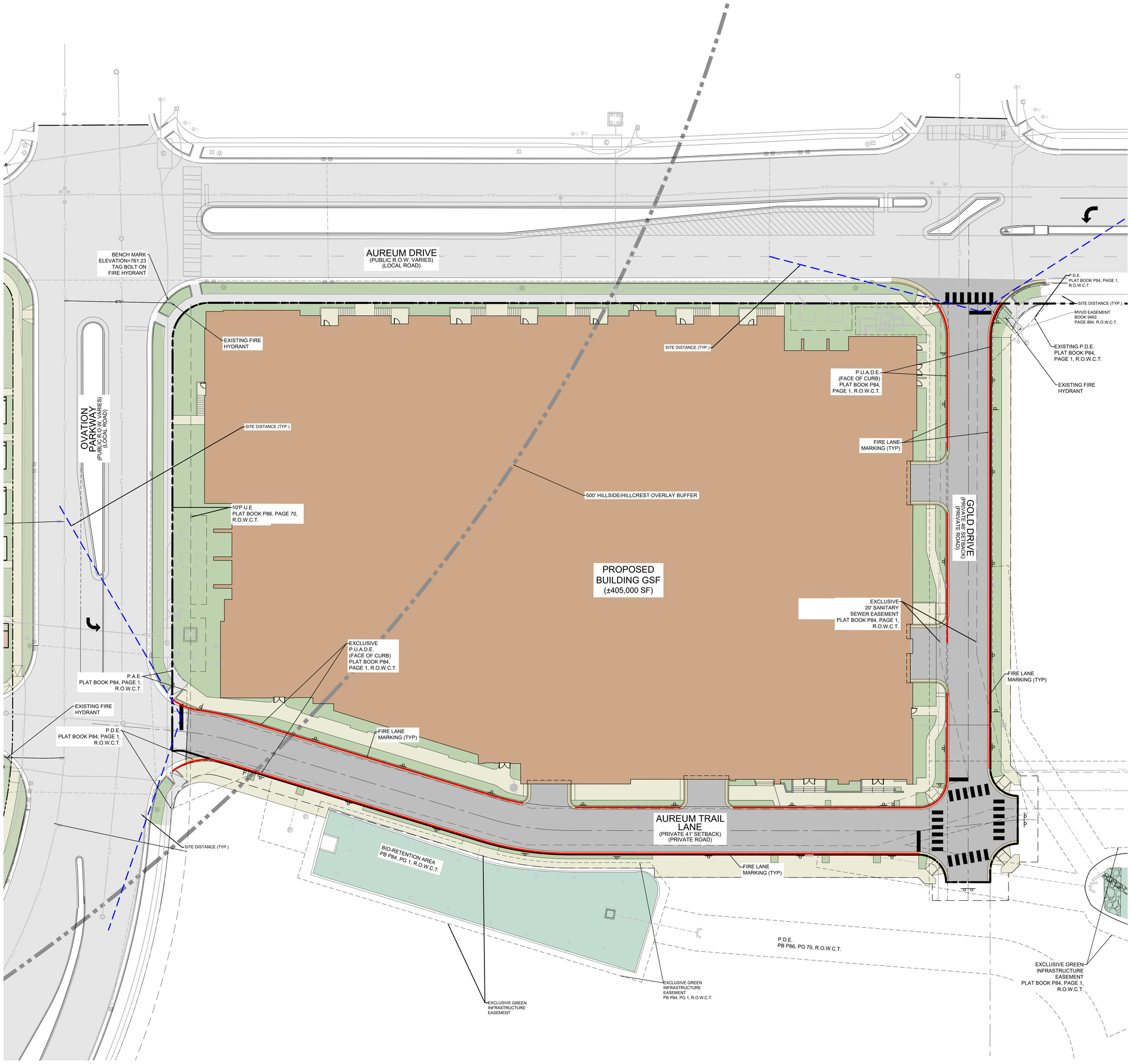
Drawing No.

C3.7

Project No.

25-0371

G:\2025\25-0371_FRANKLIN\CAD\SHEETS\25-0371-DETAILS.DWG
5/29/2026 11:13:13 AM CDT BY: EFOSTER XREF: 25-0371-BOUNDARY.DWG BY KOELLNER ON 8/4/2025 10:28 AM



ROW & 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.
1. 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.
2. CONSTRUCTION MATERIALS SHALL BE FULLY TESTED IN ACCORDANCE WITH THE DESIGNATIONS AND REQUIREMENTS WITHIN THE REFERENCED "TDOT STANDARD SPECIFICATIONS" SECTIONS, UNLESS OTHERWISE NOTED WITHIN THE "STANDARD SPECIFICATIONS" SECTION OF THE CITY OF FRANKLIN TRANSPORTATION & STREET TECHNICAL STANDARDS.
3. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. 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.
5. 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.
6. 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.
7. AT THE SITE PLAN STAGE, ALL ROADWAY IMPROVEMENTS SHALL BE DESIGNED IN ACCORDANCE WITH THE APPROPRIATE COMMON STANDARDS AS ESTABLISHED BY (A) THE CITY OF FRANKLIN TRANSPORTATION AND STREET TECHNICAL STANDARDS, (B) THE AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AND (C) THE TENNESSEE DEPARTMENT OF TRANSPORTATION DESIGN GUIDELINES AND STANDARD DETAILS. FEATURES SUCH AS TAPER LENGTHS, HORIZONTAL AND VERTICAL GEOMETRY, CLEAR ZONES, GUARDRAIL REQUIREMENTS, ETC., SHALL BE EVALUATED IN GREATER DETAIL AT THE SITE PLAN STAGE AND WILL BE REQUIRED TO CONFORM TO THE ACCEPTED STANDARD IN ORDER TO ENSURE PUBLIC SAFETY AND WELL-BEING, AS WELL AS THE CONTINUED FUNCTIONALITY OF THE EXISTING AND PROPOSED STREET NETWORKS.

ROW & ACCESS GENERAL NOTES:

1. ROADS SHALL BE COMPLETED AND INSPECTED BEFORE A BUILDING PERMIT IS ISSUED
2. ROADS MUST BE CONSTRUCTED TO MINIMIZE EROSION IMPACTS
3. ROADS SHALL BE A MINIMUM OF 20-FEET WIDE.
4. ACCESS ROADS SHALL TERMINATE NOT LESS THAN 150-FEET FROM ANY PORTION OF A STRUCTURE
5. TURNAROUNDS REQUIRED FOR ACCESS ROADS LONGER THAN 150-FEET
6. ROADS SHALL BE AN ALL-WEATHER SURFACE CAPABLE OF SUPPORTING 80,000-POUNDS
7. CONSTRUCTION SHALL BE A MINIMUM OF 8-INCHES COMPACTED TYPE A GRANULAR STONE OR EQUIVALENT INCLUDING PROVISIONS FOR STORM DRAINAGE, LIGHT AND LANE MARKINGS, DEVICES AND SIGNAGE.
8. IF A SEWER MANHOLE IS LOCATED IN THE GRAVEL AREA, THE ACCESS ROAD MUST BE PAVED.

STREET LIGHT NOTE:

1. STREET LIGHTS SHALL HAVE A LED LIGHT SOURCE.

SIGHT TRIANGLE NOTES:

1. ON-SITE SIGHT TRIANGLES ARE SHOWN WITH A 30 MPH DESIGN SPEED FOR HIGH VOLUME LOCAL ROADS. DESIGN SPEED SIGHT DISTANCE IS 335 FEET.
2. BASIS OF DESIGN FOR INTERSECTION SIGHT DISTANCE IS PER AASHTO TABLE 9-6 BASE B-1.
3. DECISION POINT FOR SIGHT TRIANGLES IS SHOWN 14.5 FEET FROM EDGE OF CONFLICTING TRAVEL LANE.

FIRE LANE NOTES:

PUBLIC PROPERTY: WHERE FIRE LANES MAY BE BLOCKED BY PARKED VEHICLES, APPROVED SIGNS OR OTHER APPROVED MARKINGS SAYING **NO PARKING FIRE LANE** MUST BE INSTALLED AND MAINTAINED AS DIRECTED BY THE FIRE CODE OFFICIAL. (IFC 503.3).
PRIVATE PROPERTY: WHERE PARKED CARS MAY NARROW THE FIRE LANE TO LESS THAN 20-FEET, THE FIRE LANES SHALL BE MARKED IN ACCORDANCE WITH MUNICIPAL ORDINANCE, 7-225.
FIRE LANES SHALL BE MARKED WITH SIGNS ADJACENT TO THE CURB AND PAVEMENT MARKINGS READING **FIRE LANE-NO PARKING** VISIBLE FROM THE NORMAL LANE OF TRAFFIC AND PAINTED YELLOW OR WHITE OR AS APPROVED BY THE FIRE MARSHAL. A MAXIMUM OF 50-FEET ALTERNATING BETWEEN SIGNS AND PAVEMENT MARKINGS SHALL BE REQUIRED ALONG THE ENTIRE LENGTH OF THE FIRE LANE. PLACEMENT SUBJECT TO APPROVAL BY THE FIRE MARSHAL.

SIZE OF LETTERING ON PAVEMENT SHALL BE 18-INCHES HIGH WITH A 3-INCH BRUSH STROKE.

PAPE–DAWSON
4006 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
No. 129431
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=30'
Date: June 4, 2026
Approved By: E. FOSTER
Revisions:
- . .
- . .
- . .
- . .
- . .
- . .

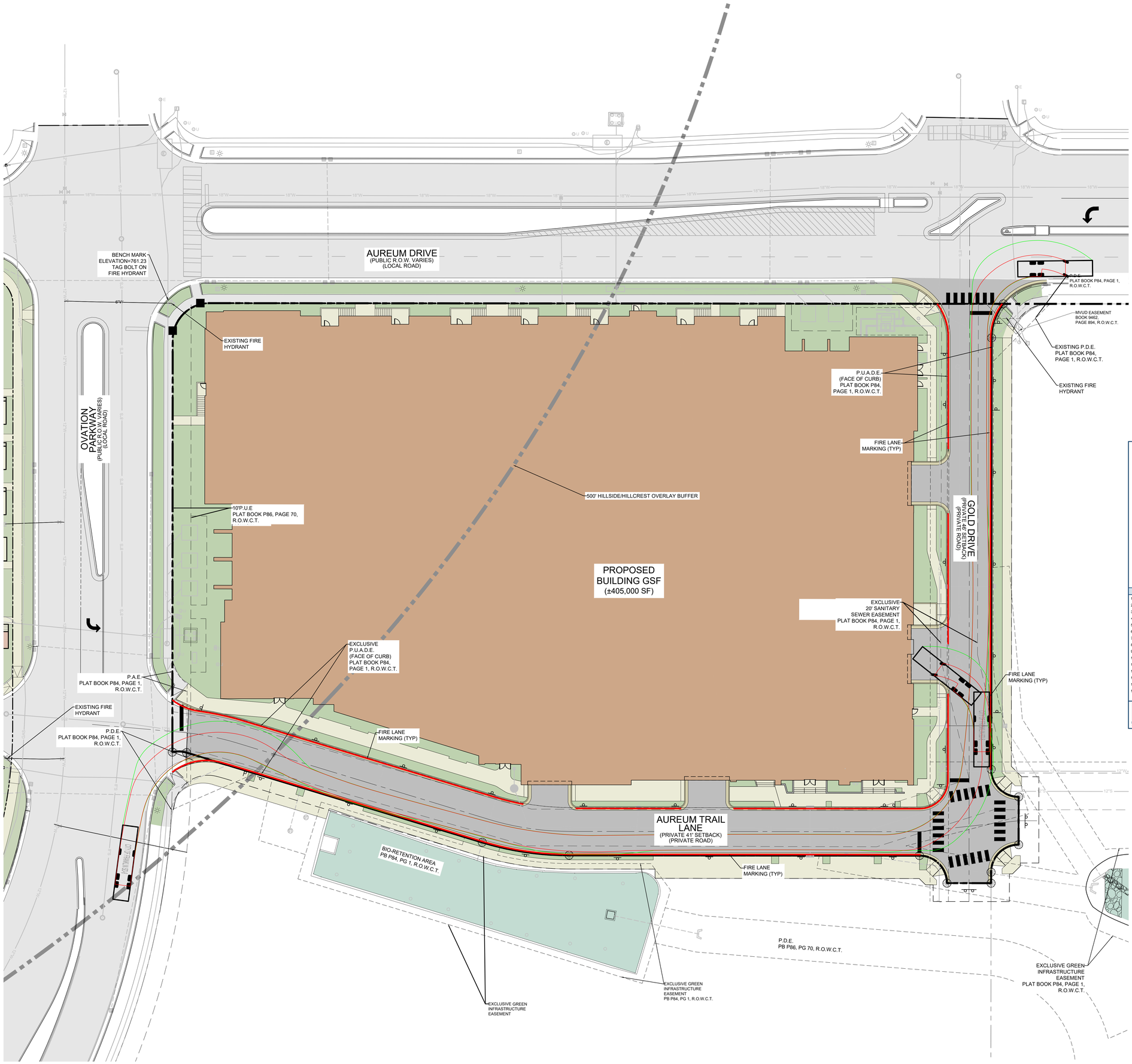
Drawing Title:
R.O.W. & ACCESS PLAN

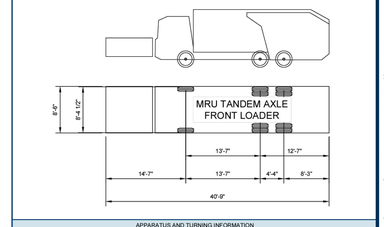
Drawing No.
C4.0

Project No.
25-0371

0 30 60

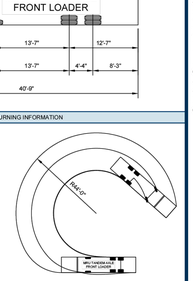
G:\25-0371 - CIVIL ENGINEERING\CAD\4-SHEETS\25-0371 - ROW AND ACCESS.DWG
PLOTTED BY: Hannah Hall Wilson 6/4/2026 2:41 PM
EXTERNAL REFERENCES: Xrefs: 25-0371 - ROW AND ACCESS.DWG, 25-0371 - SITE PLAN.DWG, 25-0371 - SITE PLAN.DWG, 25-0371 - SITE PLAN





APPARATUS AND TURNING INFORMATION

1. NUMBER OF FRONT AXLES = 1
2. FRONT TRACK WIDTH = 8.375 FT
3. WHEELS ON EACH FRONT AXLE = 2
4. NUMBER OF REAR AXLES = 2
5. REAR TRACK WITH = 8.375 FT
6. WHEELS ON EACH REAR AXLE = 4
7. WHEELBASE = 13.583 FT
8. REAR AXLE SPACING = 4.333 FT
9. LOCK-TO-LOCK TIME = 6 SEC
10. TURNING RADIUS WALL TO WALL = 44 FT
11. BODY LENGTH = 40.750 FT
12. BODY WIDTH = 8.500 FT
13. REAR OVERHANG = 12.583 FT
14. MINIMUM BODY GROUND CLEARANCE = 1.375 FT
15. MINIMUM DESIGN SPEED = 5 MPH



CITY OF FRANKLIN	SOLID WASTE APPARATUS TURNING TEMPLATE	DWG. NO.
NOT TO SCALE	CITY ENGINEER:	DATE: 9/21/2023
		SD-8

TRUCK LEGEND

- TRUCK BUMPER OVERHANG
- TRUCK TIRE ROUTE

HATCH LEGEND:

- EXISTING ASPHALT
- PROPOSED HEAVY DUTY ASPHALT
- PROPOSED LIGHT DUTY ASPHALT
- PROPOSED PLANTING
- PROPOSED CONCRETE WALK
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PARKING GARAGE
- PROPOSED BUILDING
- HARDSCAPE/LANDSCAPE AREA

0 30 60

PAPE–DAWSON
4086 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE AAE PROFESSIONALS FIRM #11104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
POWER
No. 129451
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=30'

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:

TRUCK MOVEMENT PLAN

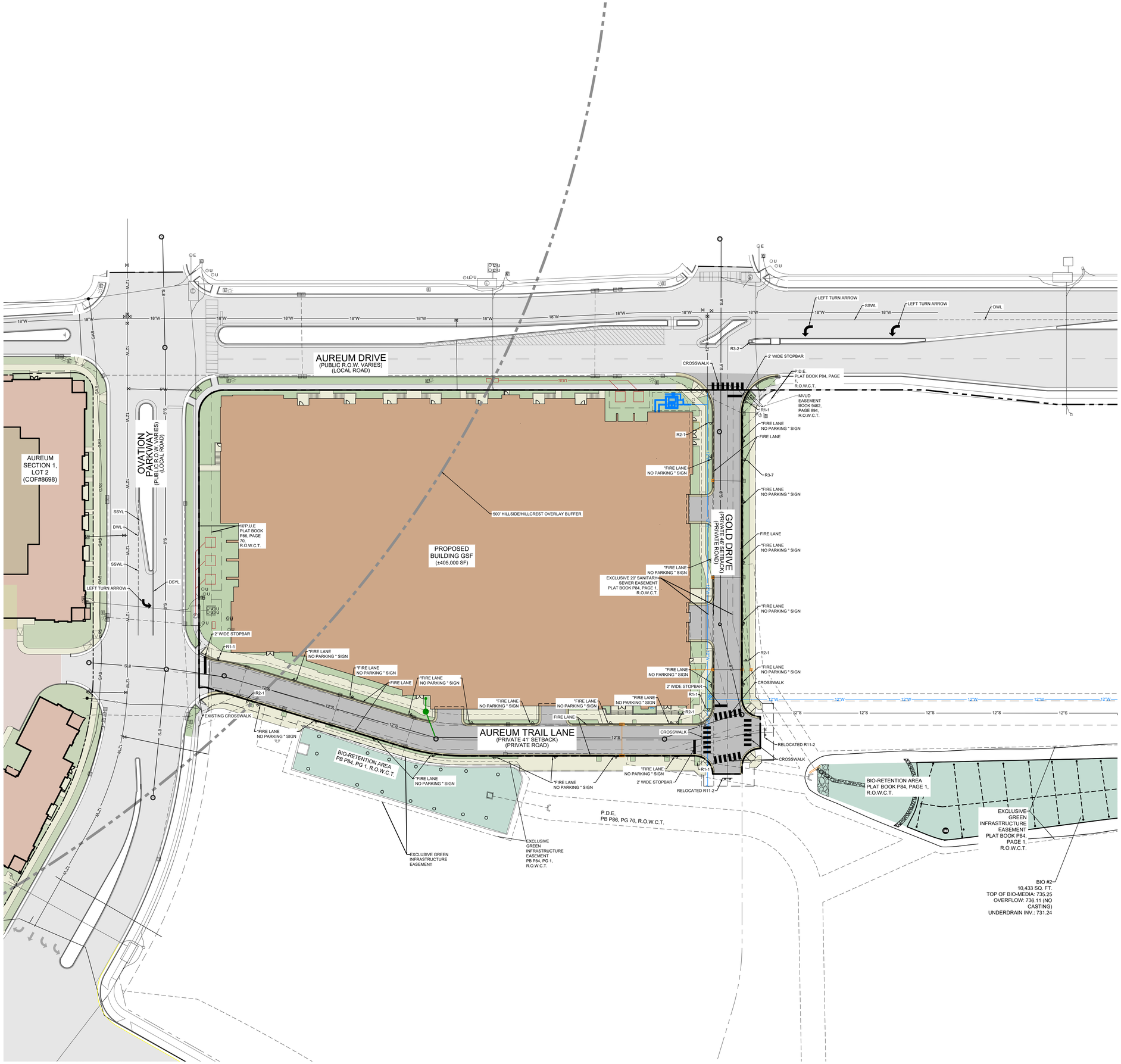
Drawing No.

C4.1

Project No.
25-0371

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

G:\25-0371-1-CIVIL ENGINEERING\PLAN SHEETS\25-0371 - SITE AND ACCESS.DWG
Plotted: 6/4/2026 10:53 AM By: Evan Foster
Last Saved By: EVAN FOSTER on 6/4/2026 10:47 PM





LEFT/RIGHT LANE MUST TURN LEFT/RIGHT
(36" x 36")

NO LEFT TURN
(36" x 36")



STOP SIGN
(36" x 36")



ROAD CLOSED
(48" x 30")



SPEED LIMIT "25"
(30" x 36")



FIRE LANE NO PARKING
(18" x 12")

CITY OF FRANKLIN PAVEMENT MARKING NOTES

1. ALL PAVEMENT MARKING ON PUBLIC AND PRIVATE ROADWAYS SHALL BE SPECIFIED AND INSTALLED IN ACCORDANCE WITH THESE STANDARDS: CITY OF FRANKLIN TRANSPORTATION & STREET TECHNICAL STANDARDS, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND TDOT STANDARD SPECIFICATIONS.
2. PERMANENT STRIPING AND MARKING, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, SHALL BE COMPLETELY IN PLACE BEFORE ANY NEW STREET IS OPENED TO THE PUBLIC.
3. NEW STRIPING ON NEW STREETS, OVERLAYS, AND CHIP SEALS, ETC. WILL REQUIRE EXTRUDED OR RIBBON-DISPENSED THERMOPLASTIC PAVEMENT MARKINGS. AS AN ALTERNATE, THE CONTRACTOR MAY APPLY PREFORMED THERMOPLASTIC MARKINGS MATERIAL FOR STOP BARS, CROSS WALKS, LEGEND, OR DIRECTIONAL ARROWS.
4. PERMANENT STRIPING AND MARKING ON THE ROADWAY CENTERLINE SHALL BE INSTALLED ON EACH SEGMENT OF ROADWAY CONSTRUCTION ON THE SAME DAY THE FINAL LIFT OF ASPHALT CONCRETE PAVEMENT IS PLACED ON THAT ROADWAY SEGMENT. NEW TRAFFIC STRIPING OF LANE LINES, CROSSWALKS, AND STOP BARS (SKIP WHITE AND SOLID WHITE) SHALL BE INSTALLED ON EACH SEGMENT OF ROADWAY CONSTRUCTION WITHIN ONE CALENDAR DAY OF THE FINAL LIFT OF ASPHALT CONCRETE PAVEMENT PLACED ON THAT ROADWAY SEGMENT.

TRAFFIC CONTROL NOTES

1. EXISTING STRIPING REMOVED DURING MILL AND OVERLAY PROCEDURES SHALL BE RESTRIPED TO PERMANENT STANDARDS AS DETAILED IN "CITY OF FRANKLIN PAVEMENT MARKING NOTES" ABOVE.
2. TRAFFIC CONTROL SHALL BE PROVIDED FOR TRAFFIC SIGNAL MODIFICATION AT OVATION PARKWAY/CAROTHERS PARKWAY AND MCEWEN DRIVE/AUREUM DRIVE INTERSECTIONS PER TDOT STANDARD DRAWING T-WZ-54 (TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR MORE LANE DIVIDED MAJOR ROUTES AND 4 OR MORE LAND MINOR ROUTES).
3. TYPE 3 BARRICADES WITH ROAD CLOSURE SIGNAGE SHALL BE PROVIDED ON AT THE ENTRANCES TO AUREUM DRIVE AND OVATION PARKWAY UNTIL ROADWAYS ARE OPENED TO PUBLIC. TIMING OF OPENING SHALL BE DETERMINED BY CITY OF FRANKLIN.

PAVEMENT MARKING ABBREVIATIONS

SSWL	SINGLE SOLID WHITE LINE
SBWL	SINGLE BROKEN WHITE LINE
WSWL	WIDE SOLID WHITE LINE
WDWL	WIDE DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
DWL	DOTTED WHITE LINE
DYL	DOTTED YELLOW LINE

0 30 60

PAPE–DAWSON
4006 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE AAE PROFESSIONALS FIRM #11104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
No. 129451
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=30'

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:

ROADWAY STRIPING PLAN

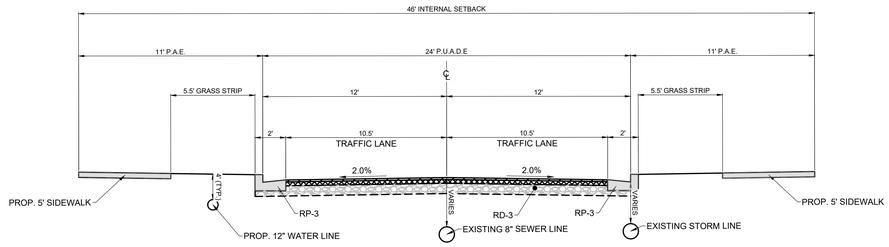
Drawing No.

C4.2

Project No.

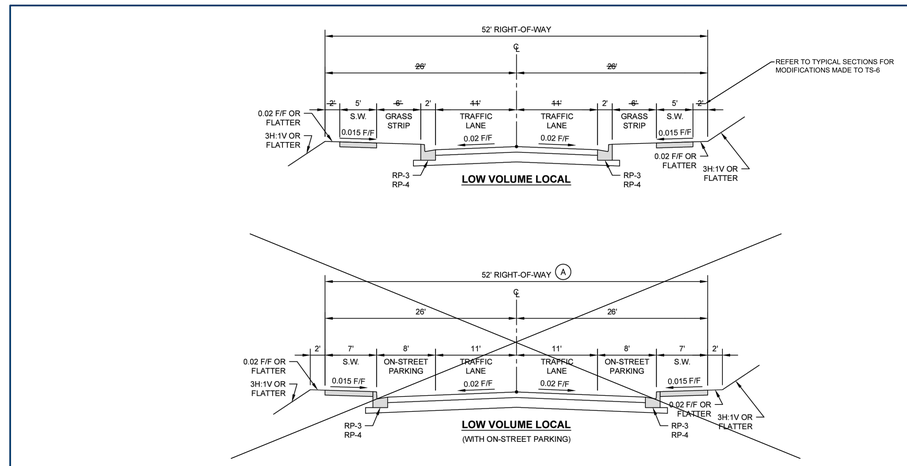
25-0371

P:\25-0371-1\CIVIL ENGINEERING\CAD SHEETS\25-0371 - ROADWAY STRIPING.DWG
PLOTTED BY: EVAN FOSTER ON 6/4/2026 9:37 AM



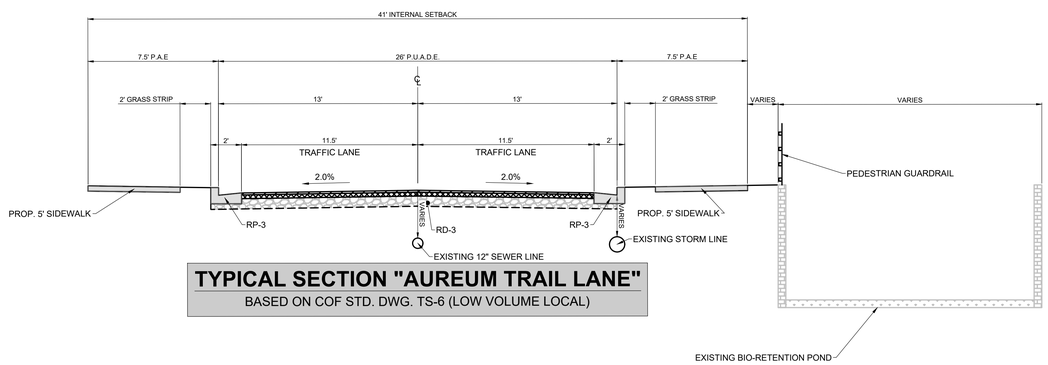
TYPICAL SECTION "GOLD DRIVE"

BASED ON COF STD. DWG. TS-6 (LOW VOLUME LOCAL)



DESIGN NOTES
(A) ADDITIONAL RIGHT-OF-WAY OR PUBLIC ACCESS EASEMENT WIDTH SHALL BE PROVIDED AS NEEDED TO ACCOMMODATE ACCESSIBLE ON-STREET PARKING.

HISTORIC FRANKLIN TENNESSEE	**LOW VOLUME LOCAL STREET SECTIONS**		DWG. NO. **TS-6**
CITY OF FRANKLIN	CITY ENGINEER: Paul Holzen	DATE: 7/1/2021	
NOT TO SCALE			



TYPICAL SECTION "AUREUM TRAIL LANE"

BASED ON COF STD. DWG. TS-6 (LOW VOLUME LOCAL)

PAPE–DAWSON
4080 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.234.8991
TENNESSEE A&E PROFESSIONALS FIRM #11104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
POWER
No. 129431
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

Drawing Title:

ROAD TYPICAL CROSS SECTIONS

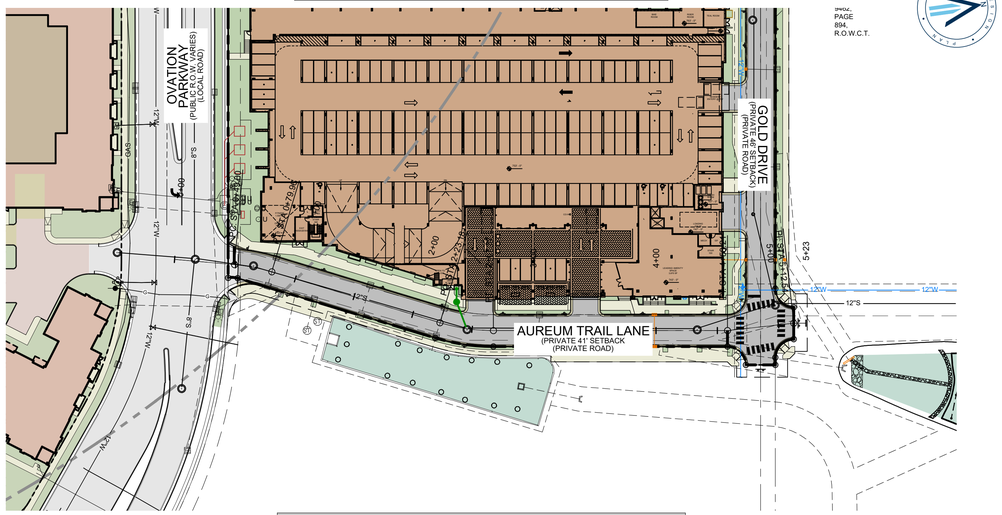
Drawing No.

C4.3

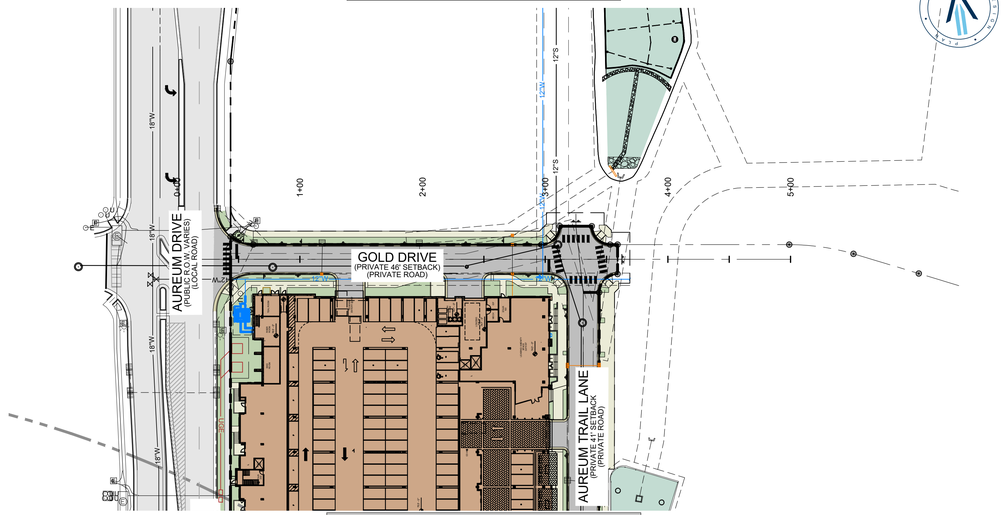
Project No.
25-0371

R:\2025\11-CIVIL ENGINEERING\C4.3 SECTIONS.DGN 11:42:57 AM
R:\2025\11-CIVIL ENGINEERING\C4.3 SECTIONS.DWG 11:42:57 AM

AUREUM TRAIL LANE PLAN VIEW

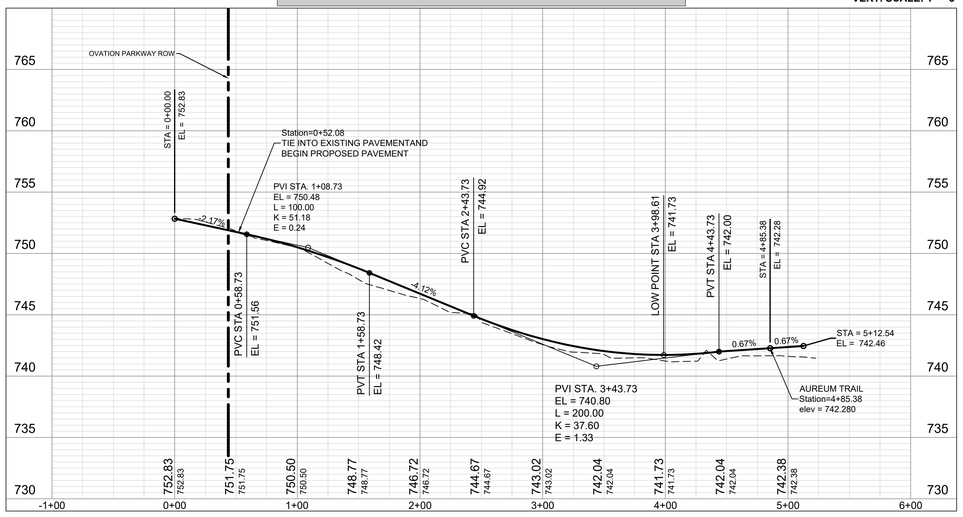


GOLD DRIVE PLAN VIEW



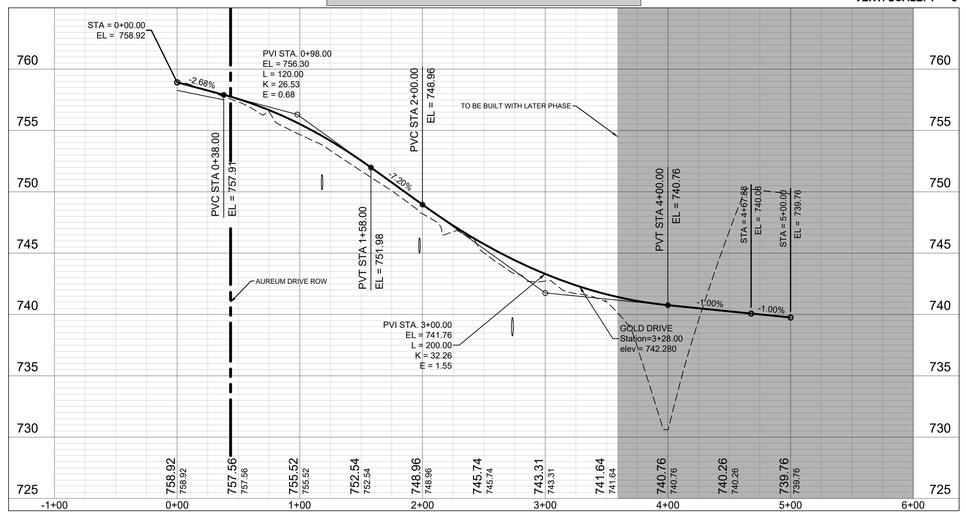
AUREUM TRAIL LANE PROFILE VIEW
STA. 0+00.00 TO END

HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'



GOLD DRIVE PROFILE VIEW
STA. 0+00.00 TO END

HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'



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

0 50 100

PAPE-DAWSON
4068 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE A&E PROFESSIONALS FIRM #11104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
No. 120457
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVSION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=50'

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

Drawing Title:

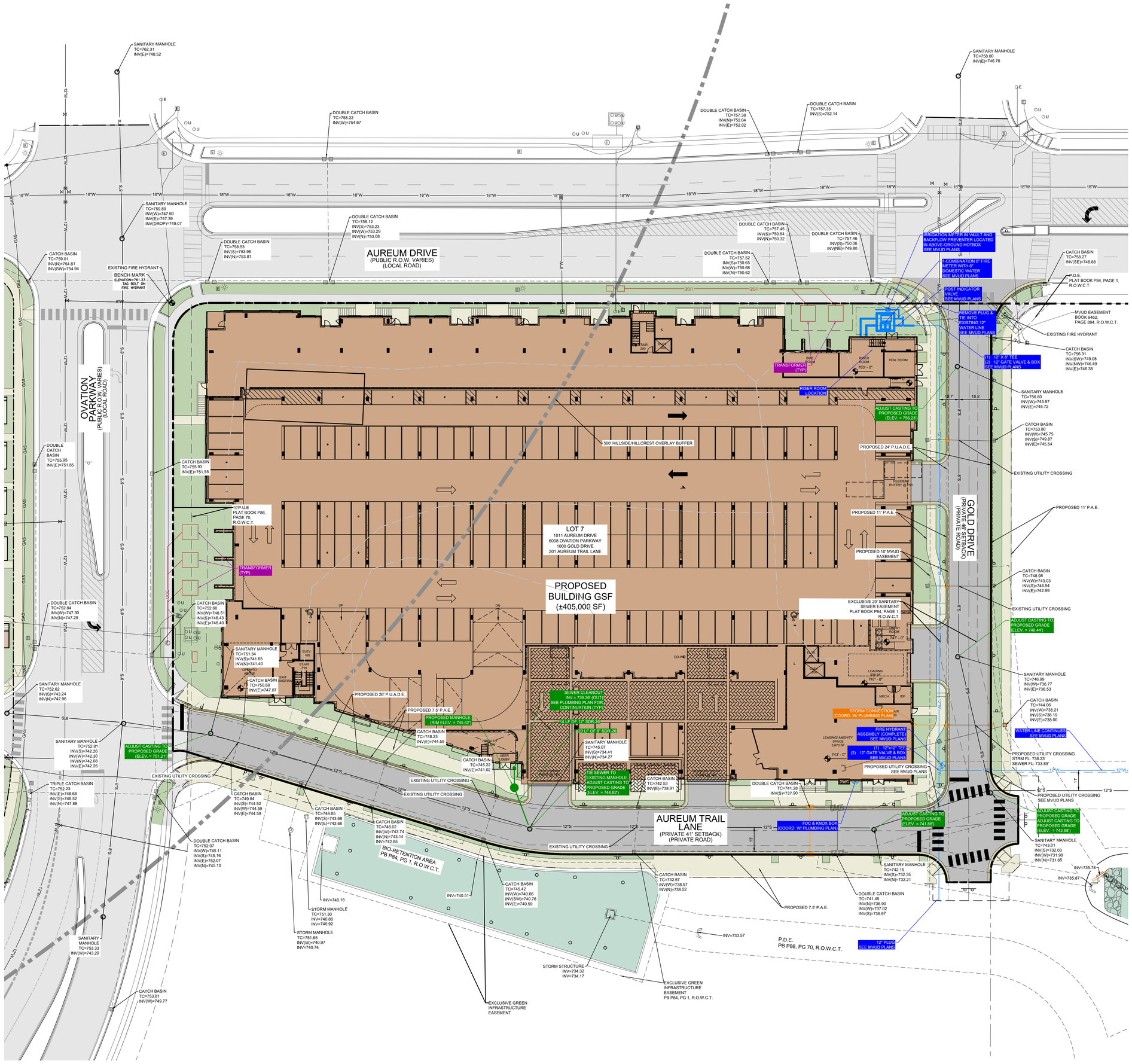
AUREUM TRAIL LANE & GOLD DRIVE PLAN AND PROFILE

Drawing No.

C4.4

Project No.

25-0371



WATER & SEWER GENERAL NOTES

1. ALL PERSONS WHO UNDERTAKE THE CONSTRUCTION OF WATER, SEWER AND/OR RECLAIMED WATER LINES LOCATED IN, OR AFFECTING SERVICES PROVIDED BY THE CITY OF FRANKLIN SHALL COMPLY WITH THE REQUIREMENTS AND REGULATIONS SET FORTH IN THE "GENERAL REQUIREMENTS & TECHNICAL SPECIFICATIONS, WATER MANAGEMENT DEPARTMENT, CITY OF FRANKLIN, TENNESSEE" LATEST EDITION, ALONG WITH ANY AMENDMENTS, ADDITIONS, OR ALTERATION THAT MAY THEREAFTER BE ADOPTED BY THE BOARD OF MAYOR AND ALDERMEN BY RESOLUTION.
2. CONTRACTOR SHALL OBTAIN WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT PRIOR TO SCHEDULING REQUIRED PRE-CONSTRUCTION SITE MEETING. CONTRACTOR SHALL COMPLETE THE PRE-CONSTRUCTION SITE MEETING PRIOR TO COMMENCING WITH CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN AND KEEP ALL OF THE FOLLOWING ITEMS ON THE JOBSITE AT ALL TIMES DURING CONSTRUCTION:
   a. APPROVED, STAMPED AND SIGNED WATER AND/OR SEWER PLANS
   b. WATER & SEWER INFRASTRUCTURE INSTALLATION PERMIT, WITH ALL STEPS COMPLETED AND SIGNED BY APPROPRIATE CITY EMPLOYEES.
   c. COPY OF APPROVED AVAILABILITY REQUEST RESPONSE LETTER.
   d. A COPY OF ALL APPROVED CUT SHEETS.
4. ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE SHALL BECOME THE RESPONSIBILITY OF THE CITY OF FRANKLIN, TN FOLLOWING APPROVAL FROM THE CITY OF FRANKLIN INSPECTORS AND ACCEPTANCE BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION. THE ACCEPTANCE DATE SHALL BE BASED ON THE DAY MAINTENANCE SURETIES ARE ESTABLISHED BY THE FRANKLIN MUNICIPAL PLANNING COMMISSION.
5. PRIOR TO THE ACCEPTANCE OF CITY OF FRANKLIN PUBLIC WATER INFRASTRUCTURE, SANITARY SEWER INFRASTRUCTURE AND/OR RECLAIMED WATER INFRASTRUCTURE THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AS-BUILT DRAWINGS TO THE PLANNING AND SUSTAINABILITY DEPARTMENT.
6. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
7. ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING CONSTRUCTION SHALL, AT HIS OWN EXPENSE, BE REPLACED OR REPAIRED TO ORIGINAL CONDITION AND QUALITY, AS APPROVED BY THE OWNER AND REPRESENTATIVE OF THE APPROPRIATE UTILITY COMPANY, BY THE CONTRACTOR.

UTILITY NOTES

1. CONTRACTOR TO ADJUST EXITING UTILITY CASTINGS AS NECESSARY.
2. THIS PROJECT WILL BE SUBJECT TO THE INSPECTION AND FINAL APPROVAL OF THE CITY OF FRANKLIN.
3. THE SANITARY SERVICE LINES WILL NEED TO BE CORED INTO THE EXISTING PUBLIC MANHOLES. IF THE EXISTING PUBLIC MANHOLES CAN BE CORED PROPERLY WITHOUT ADDING ADDITIONAL HOLES, THEY CAN BE USED. IF AN ADDITIONAL HOLE IS NECESSARY AND YOU HAVE TO FILL THE EXISTING CORES, THE MANHOLES WILL NEED TO BE REPLACED WITH NEW MANHOLES SHOWING THE CORRECT ALIGNMENT.
4. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUND. LIGHT INDUSTRIAL (LI) AND HEAVY INDUSTRIAL (HI) DISTRICTS SHALL BE PERMITTED TO HAVE THEIR OFF-SITE LINES OVERHEAD.
5. EXISTING UNDERGROUND UTILITY LOCATIONS ARE SHOWN PER FIELD OBSERVATION, GIS DATA, AND UTILITY LOCATING SERVICE. CONTRACTOR TO VERIFY UTILITY MAIN AND SERVICE LOCATIONS PRIOR TO DISTURBANCE.
6. ALL PRIVATE MANHOLES SHALL HAVE CASTINGS LABELED AS "PRIVATE SANITARY SEWER".
7. ALL PRIVATE FIRE HYDRANTS TO BE PAINTED SILVER.
8. MANHOLES LOCATED OUT OF THE PROPOSED STREETS SHALL BE PROTECTED AT ALL TIMES. ALL MANHOLES WILL BE RETESTED AT THE TIME OF FUTURE DEVELOPMENT.
9. IT SHOULD BE NOTED THAT THE WATER LAYOUT SHOWN ON THIS PLAN IS CONCEPTUAL. REFER TO FINAL DRAWINGS PROVIDED BY MALLORY VALLEY UTILITY DISTRICT FOR CONSTRUCTION.

FIRE DEPARTMENT NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE/UTILITY PLANS. PLANS MUST BE PREPARED BY TENNESSEE LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S IDT ELECTRONIC PLAN REVIEW SITE. https://franklin.idtplans.com/secure/ PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE/DESIGN INTENT.

CITY OF FRANKLIN STREET CUT NOTES

1. ALL CUTS IN PUBLIC STREETS REQUIRE A STREET CROSSING PERMIT AND TRAFFIC CONTROL PLAN APPROVED BY THE STREET DEPARTMENT.
2. TRENCH BACKFILL AND STREET REPAIR SHALL BE MADE IN ACCORDANCE WITH CITY OF FRANKLIN STREET STANDARD DRAWING RD-6 (LOCAL) OR RD-7 (COLLECTOR OR ARTERIAL).
3. AT PERPENDICULAR STREET CUTS. TRENCH EXCAVATIONS SHALL BE MILLED AND OVERLAID A MINIMUM OF 100 FEET CENTERED ON THE TRENCH.

ENGINEERED FILL NOTE

WHERE SANITARY SEWERS ARE INSTALLED IN NEW FILL, A COMPACTION LETTER SEALED BY A GEOTECHNICAL ENGINEER REGISTERED IN THE STATE OF TENNESSEE SHALL BE SUBMITTED TO THE OWNER PRIOR TO ACCEPTING SAID UTILITIES. AN ACCEPTABLE COMPACTION LETTER SHALL STAT THAT FIELD DENSITY TESTING INDICATES THE FILL HAS BEEN COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY ACCORDING TO THE STANDARD PROCTOR. IF A COMPACTION LETTER IS NOT AVAILABLE, SPECIAL PROTECTION SUCH AS REPLACEMENT WITH DUCTILE IRON PIPE WITH JOINT RESTRAINT OR ENCASEMENT WITH FLOWABLE FILL SHALL BE UTILIZED AS APPROVED BY THE WMD.

BACKFLOW PREVENTION NOTE

DOMESTIC AND FIRE SERVICE BACKFLOW PREVENTION DEVICES ARE TO BE LOCATED WITHIN THE BUILDING.

SEWER MATERIALS NOTE

PUBLIC SEWER LINES TO BE SDR 26 PVC.

WATER MATERIALS NOTE

PUBLIC AND PRIVATE WATER LINES SHALL BE DUCTILE IRON PIPE MEETING THE REQUIREMENTS OF MALLORY VALLEY UTILITY DISTRICT.

HVAC NOTE

THE CONTRACTOR SHALL ENSURE THAT ALL ROOFTOP MECHANICAL EQUIPMENT IS COMPLETELY SCREENED BY THE PROPOSED BUILDING PARAPET FROM ALL DIRECTIONS AND OFF SITE VIEWS. THE CHANGE OUT OF ANY EQUIPMENT TO A LARGER DIMENSIONAL HEIGHT OR MOUNTING HEIGHT WILL REQUIRE THAT THE BUILDING PARAPET BE RAISED TO MEET CITY OF FRANKLIN SCREENING REQUIREMENTS.

EXISTING SANITARY SEWER NOTES:

1. SANITARY SEWER MANHOLES INACCESSIBLE AT TIME OF SURVEY. INVERTS SHOWN WITH AN ASTERISK (*) ARE BASED ON DESIGN DOCUMENTS AND SURVEYED TOPS OF CASTING. SEWER INVERTS TO BE VERIFIED PRIOR TO CONSTRUCTION.
2. SEWER MANHOLE NAMES REFLECT THE PUBLIC SEWER DESIGN DOCUMENTS. SEE CITY OF FRANKLIN PROJECT NO. 7804.
3. FOR ALL SANITARY SEWER CASTINGS BEING RAISED TO GRADE, MANHOLE TESTING IS REQUIRED AT THE DISCRETION OF THE WATER MANAGEMENT UTILITY INSPECTOR.

SEWER AVAILABILITY TAKEDOWN CHART

PHASE	APPROVAL DATE	SFUE USED	SFUE REMAINING
DEVELOPMENT PLAN	1/11/2019	0	1,440*
SECTION 1, LOT 2	8/9/2024	229	1,211
SECTION 1, LOT 2	8/9/2024	467**	698

* AVAILABILITY FOR 1,440 SFUE PER SANITARY SEWER CONVEYANCE AVAILABILITY LETTER, DATED JANUARY 11, 2019

** AVAILABILITY FOR 229 SFUE PER SANITARY SEWER CONVEYANCE AVAILABILITY LETTER, DATED JANUARY 13, 2026

UTILITY CONTACTS:

WATER	MALLORY VALLEY UTILITY DISTRICT (615) 628-0237 KAREN YORK
SEWER	FRANKLIN SEWER DEPARTMENT (615) 794-4554 BEN McNEIL
ELECTRIC	MTEMC (615) 595-4692 OR (615) 595-4693 DALE HOOD
GAS	ATMOS ENERGY (615) 477-3166 STACEY ANDERSON
TELEPHONE	AT&T (615) 585-3878

HATCH LEGEND:

- EXISTING ASPHALT
- PROPOSED LIGHT DUTY ASPHALT
- PROPOSED PLANTING
- PROPOSED CONCRETE WALK
- PROPOSED CONCRETE PAVEMENT
- PROPOSED BUILDING

NOTE:
BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPSZONE 4100, NAD 83 DATUM.

PAPE-DAWSON
4086 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.234.8991
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER REGISTERED ENGINEER AGRICULTURE No. 129431 STATE OF TENNESSEE

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=20'

Date: June 4, 2026

Approved By: E. FOSTER

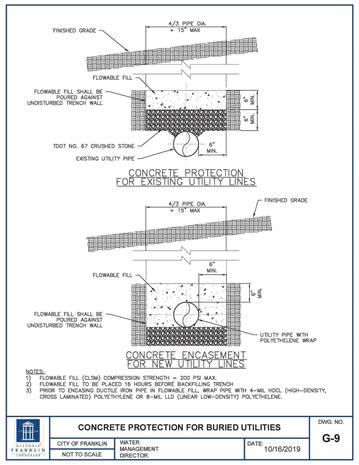
Revisions:

Drawing Title: SITE UTILITY PLAN

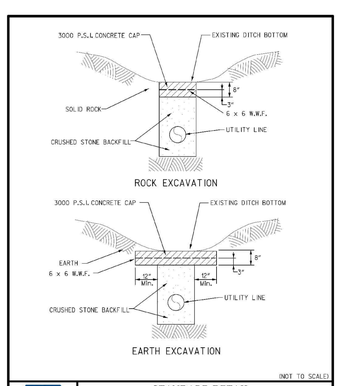
Drawing No. C5.0

Project No. 25-0371

G:\DESIGN\CIVIL ENGINEERING\PLANS\SITE\SITE01_UTILITY.DWG
PLOTTED BY: ALEXANDRA MARIE ... ON 6/4/2026 1:02 PM

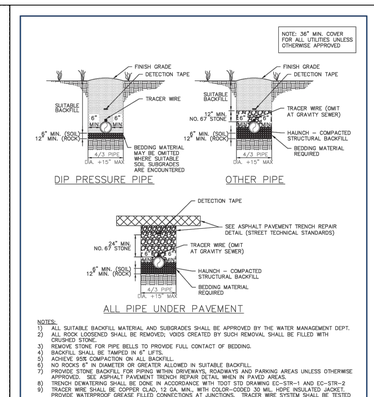


CONCRETE PROTECTION FOR BURIED UTILITIES			
CITY OF FRANKLIN NOT TO SCALE	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	DWG. NO. G-9



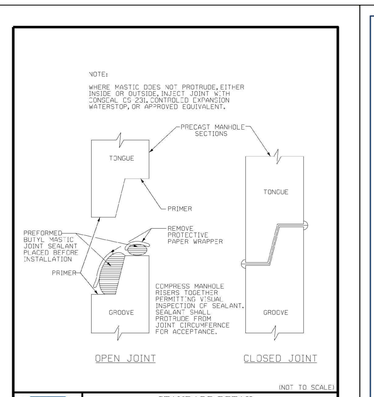
(NOT TO SCALE)

STANDARD DETAIL
WATER MANAGEMENT DEPARTMENT
CITY OF FRANKLIN, TENNESSEE
CONCRETE CAP FOR UTILITY LINES
G - 7



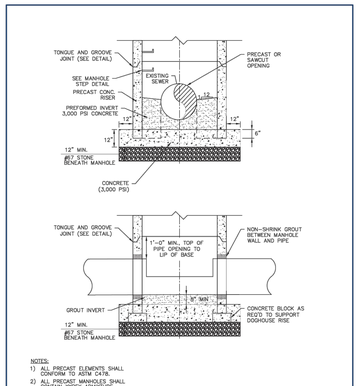
NOTES:
1) ALL SUITABLE BACKFILL MATERIAL AND SUBGRADES SHALL BE APPROVED BY THE WATER MANAGEMENT DEPT.
2) ALL ROCK LOOSENED SHALL BE REMOVED. VOIDS CREATED BY SUCH REMOVAL SHALL BE FILLED WITH CRUSHED STONE.
3) REMOVE STONE FOR PIPE BELLS TO PROVIDE FULL CONTACT OF BEDDING.
4) BACKFILL SHALL BE TAMPED IN 4" LIFTS.
5) NO JETTING OR COMPACTION ON ALL BACKFILL.
6) NO ROCKS 6" IN DIAMETER OR GREATER ALLOWED IN SUITABLE BACKFILL.
7) PROVIDE STONE BACKFILL FOR PIPING WITHIN DRIVEWAYS, ROADWAYS AND PARKING AREAS UNLESS OTHERWISE APPROVED. SEE ASPHALT PAVEMENT TRENCH REPAIR DETAIL WHEN IN PAVED AREAS.
8) TRENCH DEWATERING SHALL BE DONE IN ACCORDANCE WITH TDOT STD DRAWING EC-STR-1 AND EC-STR-2
9) TRACER WIRE SHALL BE COPPER CLAD, 12 GA MIN., WITH COLOR-CODED 30 MIL, HDPE INSULATED JACKET. PROVIDE WATERPROOF GREASE FILLED CONNECTIONS AT JUNCTIONS. TRACER WIRE SYSTEM SHALL BE TESTED FOR FUNCTIONALITY PRIOR TO ACCEPTANCE. TRACER WIRE SHALL NOT BE USED FOR GRAVITY SEWER LINES.
10) PROVIDE CHECK DAMS AT 50'-0" O.C. MINIMUM, UNLESS OTHERWISE DIRECTED BY MWD.

UTILITY BEDDING AND BACKFILL DETAIL			
CITY OF FRANKLIN NOT TO SCALE	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	DWG. NO. G-8



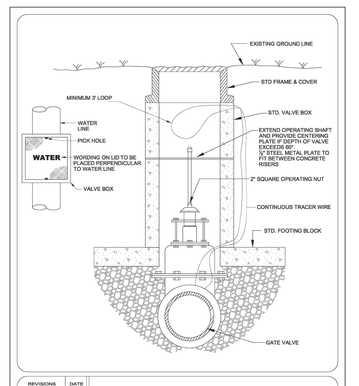
(NOT TO SCALE)

STANDARD DETAIL
WATER MANAGEMENT DEPARTMENT
CITY OF FRANKLIN, TENNESSEE
BUTYL MASTIC GASKET FOR PRECAST MANHOLE SECTIONS
G - 11



NOTES:
1) ALL PRECAST ELEMENTS SHALL CONFORM TO ASTM C478.
2) ALL PRECAST MANHOLES SHALL CONTAIN XYPEX ADMIXTURE ACCORDING TO SPECIFICATIONS.

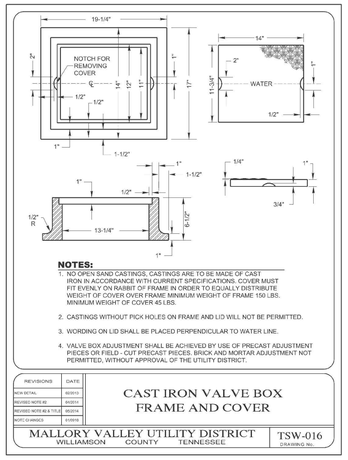
DOGHOUSE MANHOLE OVER EXISTING SEWER			
CITY OF FRANKLIN NOT TO SCALE	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019	DWG. NO. WW-8



REVISIONS	DATE
ADDED DIRECTIONAL NOTE	01/2013
ADDED CENTER PLATE	09/2015
ADDED TRACER WIRE	03/2020
CENTER PLATE NOTE REVISION	09/2020

GATE VALVE - VALVE BOX SETTING DETAIL

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-014 DRAWING No.

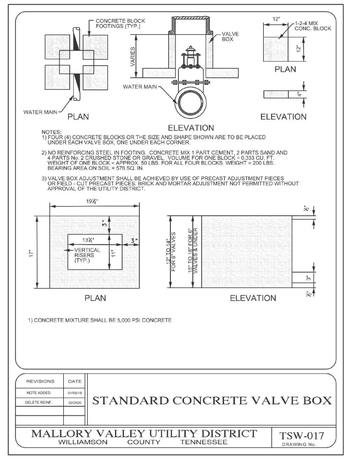


NOTES:
1. NO OPEN SAND CASTINGS, CASTINGS ARE TO BE MADE OF CAST IRON IN ACCORDANCE WITH CURRENT SPECIFICATIONS, COVER MUST FIT EVENLY ON RABBIT OF FRAME IN ORDER TO EQUALLY DISTRIBUTE WEIGHT OF COVER OVER FRAME MINIMUM WEIGHT OF FRAME 150 LBS. MINIMUM WEIGHT OF COVER 45 LBS.
2. CASTINGS WITHOUT PICK HOLES ON FRAME AND LID WILL NOT BE PERMITTED.
3. WORDING ON LID SHALL BE PLACED PERPENDICULAR TO WATER LINE.
4. VALVE BOX ADJUSTMENT SHALL BE ACHIEVED BY USE OF PRECAST ADJUSTMENT PIECES OR FIELD - CUT PRECAST PIECES, BRICK AND MORTAR ADJUSTMENT NOT PERMITTED, WITHOUT APPROVAL OF THE UTILITY DISTRICT.

REVISIONS	DATE
NEW DETAIL	06/2013
REVISED NOTE #2	01/2012
REVISED NOTE #2 & TITLE	05/2014
NOTE CLARIFIED	01/2019

CAST IRON VALVE BOX FRAME AND COVER

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-016 DRAWING No.

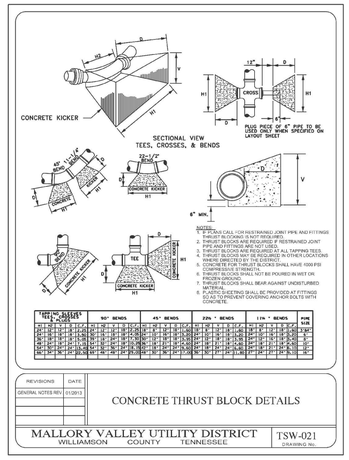


NOTES:
1) FOUR (4) CONCRETE BLOCKS OR THE SIZE AND SHAPE SHOWN ARE TO BE PLACED UNDER EACH VALVE BOX, ONE UNDER EACH CORNER.
2) NO REINFORCING STEEL IN FOOTING. CONCRETE MIX: 1 PART CEMENT, 2 PARTS SAND AND 4 PARTS No. 2 CRUSHED STONE OR GRAVEL. VOLUME FOR ONE BLOCK = 0.333 CU. FT. MINIMUM WEIGHT OF BLOCK = 150 LBS. MIN. RUN ALL FOUR BLOCKS WEIGHT = 200 LBS. BEARING AREA ON SOIL = 576 SQ. IN.
3) VALVE BOX ADJUSTMENT SHALL BE ACHEIVED BY USE OF PRECAST ADJUSTMENT PIECES OR FIELD - CUT PRECAST PIECES, BRICK AND MORTAR ADJUSTMENT NOT PERMITTED WITHOUT APPROVAL OF THE UTILITY DISTRICT.

REVISIONS	DATE
NOTE ADDED	01/2016
DELETE RDWF.	02/2021

STANDARD CONCRETE VALVE BOX

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-017 DRAWING No.



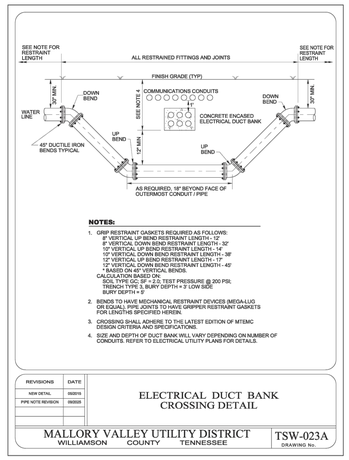
NOTES:
1. THIS TABLE IS FOR USE CALL FOR RESTRAINED JOINT PIPE AND FITTINGS
2. THRUST BLOCKING IS NOT REQUIRED.
3. THRUST BLOCKS ARE REQUIRED IF RESTRAINED JOINT PIPE IS NOT USED FOR FITTINGS.
4. THRUST BLOCKS ARE REQUIRED AT ALL TAPPING TEES.
5. THRUST BLOCKS MAY BE REQUIRED IN OTHER LOCATIONS AS DIRECTED BY THE DISTRICT ENGINEER.
6. CONCRETE FOR THRUST BLOCKS SHALL HAVE 1500 PSI COMPRESSIVE STRENGTH.
7. THRUST BLOCKS SHALL BE INSTALLED NOT BE POURED IN WET OR FROZEN GROUND.
8. THRUST BLOCKS SHALL BEAR AGAINST UNDISTURBED EARTH.
9. PLASTIC SHEETING SHALL BE PROVIDED AT FITTINGS SO AS TO PREVENT COVERING ANCHOR BOLTS WITH CONCRETE.

SIZE OF BUCKET TEE OR CROSS	90° BENDS		45° BENDS		22½ ° BENDS		11¼ ° BENDS		PLUG SIZE
	V	W	V	W	V	W	V	W	
4"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	4"
6"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	6"
8"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	8"
10"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	10"
12"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	12"
16"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	16"
20"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	20"
24"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	24"

REVISIONS	DATE
GENERAL NOTES REV.	01/2013

CONCRETE THRUST BLOCK DETAILS

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-021 DRAWING No.

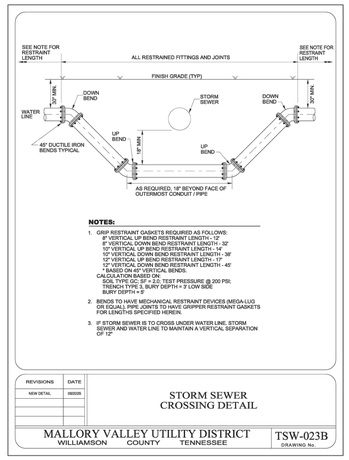


NOTES:
1. GRIP RESTRAINT GASKETS REQUIRED AS FOLLOWS:
8" VERTICAL UP BEND RESTRAINT LENGTH - 12'
8" VERTICAL DOWN BEND RESTRAINT LENGTH - 32'
10" VERTICAL UP BEND RESTRAINT LENGTH - 14'
10" VERTICAL DOWN BEND RESTRAINT LENGTH - 38'
12" VERTICAL UP BEND RESTRAINT LENGTH - 17'
12" VERTICAL DOWN BEND RESTRAINT LENGTH - 45'
* BASED ON 45° VERTICAL BENDS.
CAPACITY OF RESTRAINT:
SOIL TYPE GC, SF = 2.0, TEST PRESSURE @ 200 PSI;
TRENCH TYPE 3, BURY DEPTH = 3' LOW SIDE
BURY DEPTH = 5'
2. BENDS TO HAVE MECHANICAL RESTRAINT DEVICES (MEGA-LUG OR EQUAL) PIPE JOINTS TO HAVE GRIPPER RESTRAINT GASKETS FOR LENGTHS SPECIFIED HEREIN.
3. CROSSING SHALL ADHERE TO THE LATEST EDITION OF MTEMC DESIGN CRITERIA AND SPECIFICATIONS.
4. SIZE AND DEPTH OF DUCT BANK WILL VARY DEPENDING ON NUMBER OF CONDUITS. REFER TO ELECTRICAL UTILITY PLANS FOR DETAILS.

REVISIONS	DATE
NEW DETAIL	09/2020
PIPE NOTE REVISION	09/2020

ELECTRICAL DUCT BANK CROSSING DETAIL

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-023A DRAWING No.

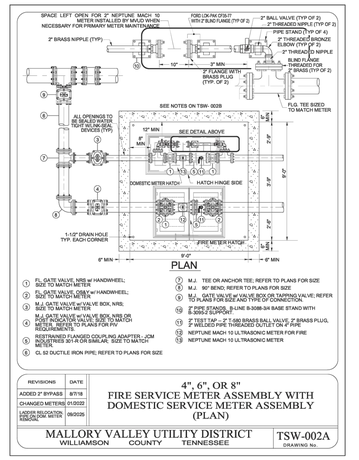


NOTES:
1. GRIP RESTRAINT GASKETS REQUIRED AS FOLLOWS:
8" VERTICAL UP BEND RESTRAINT LENGTH - 12'
8" VERTICAL DOWN BEND RESTRAINT LENGTH - 32'
10" VERTICAL UP BEND RESTRAINT LENGTH - 14'
10" VERTICAL DOWN BEND RESTRAINT LENGTH - 38'
12" VERTICAL UP BEND RESTRAINT LENGTH - 17'
12" VERTICAL DOWN BEND RESTRAINT LENGTH - 45'
* BASED ON 45° VERTICAL BENDS.
CAPACITY OF RESTRAINT:
SOIL TYPE GC, SF = 2.0, TEST PRESSURE @ 200 PSI;
TRENCH TYPE 3, BURY DEPTH = 3' LOW SIDE
BURY DEPTH = 5'
2. BENDS TO HAVE MECHANICAL RESTRAINT DEVICES (MEGA-LUG OR EQUAL) PIPE JOINTS TO HAVE GRIPPER RESTRAINT GASKETS FOR LENGTHS SPECIFIED HEREIN.
3. 8" STORM SEWER IS TO CROSS OVER WATER LINE, STORM SEWER AND WATER LINE TO MAINTAIN A VERTICAL SEPARATION OF 12"

REVISIONS	DATE
NEW DETAIL	09/2020

STORM SEWER CROSSING DETAIL

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-023B DRAWING No.



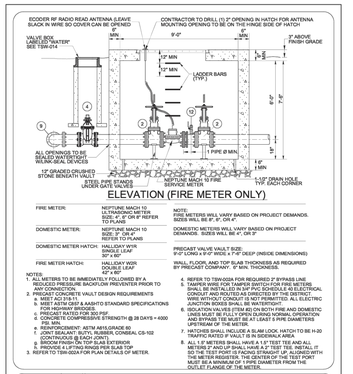
PLAN

1	FL.-GATE VALVE, NRS w/ HANDWHEEL; SIZE TO MATCH METER
2	M.J.-GATE VALVE w/ HANDWHEEL; SIZE TO MATCH METER
3	M.J.-GATE VALVE w/ VALVE BOX, NRS; SIZE TO MATCH METER
4	M.J.-GATE VALVE w/ VALVE BOX, NRS OR TAPPING VALVE; REFER TO PLANS FOR PIT REQUIREMENTS
5	RESTRAINED FLANGED COUPLING ADAPTER - JCM INDUSTRIES 301 A OR SIMILAR; SIZE TO MATCH METER
6	GL 52 DUCTILE IRON PIPE; REFER TO PLANS FOR SIZE
7	M.J. TEE OR ANCHOR TEE; REFER TO PLANS FOR SIZE
8	M.J. 90° BEND, REFER TO PLANS FOR SIZE
9	M.J. GATE VALVE w/ VALVE BOX OR TAPPING VALVE; REFER TO PLANS FOR SIZE AND TYPE OF CONNECTION.
10	2" BRASS PLUG, 2" SWR B-1048-34 BASE STAND WITH B-8555 SUPPORT
11	2" SWR T-NIP-LT-740 BRASS BALL VALVE; 2" BRASS PLUG, 2" BRASS PIPE THREADED OUTLET ON 2" PIPE
12	NEPTUNE MACH 10 UL TRASONIC METER FOR FIRE
13	NEPTUNE MACH 10 UL TRASONIC METER

REVISIONS	DATE
ADDED 2" WYPASS	8/7/18
CHANGED METERS	01/2022
LADDER RELOCATION & TITLING REVISION	09/2025

4", 6", OR 8" FIRE SERVICE METER ASSEMBLY WITH DOMESTIC SERVICE METER ASSEMBLY (PLAN)

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-002A DRAWING No.



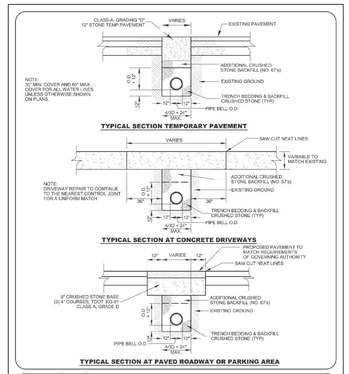
FIRE METER:	NEPTUNE MACH 10 ULTRASONIC METER SIZE: 4", 6" OR 8" REFER TO PLANS
DOMESTIC METER:	NEPTUNE MACH 10 ULTRASONIC REFER TO PLANS
DOMESTIC METER HATCH:	HALLIDAY W/R SINGLE LEAF
FIRE METER HATCH:	HALLIDAY W2R DOUBLE LEAF 52" x 80"

NOTES:
1. ALL METERS TO BE IMMEDIATELY FOLLOWED BY A REDUCED PRESSURE BACKFLOW PREVENTER PRIOR TO ANY CONNECTION.
2. PRECAST CONCRETE VAULT DESIGN REQUIREMENTS
a. MEET ACI 318-14
b. DESIGN TO MEET AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
c. PRECAST RATED FOR 300 PSF.
d. CONCRETE COMPRESSIVE STRENGTH @ 28 DAYS = 4000 PSI MIN.
e. REINFORCEMENT: ASTM A615,GRADE 60
f. WATERSTOP: XYPEX CONCENTROL CONSEAL CS-102 CONTINUOUS @ EACH JOINT.
g. BROOM FINISH ON TOP SLAB EXTERIOR.
h. PROVIDE (4) LIFTING RINGS FOR THE SLAB TOP.
3. REFER TO TSW-002A FOR PLAN DETAILS OF METER.
4. REFER TO TSW-002A FOR REQUIRED 3" BYPASS LINE
5. 14AWG WIRE FOR TAMPER SWITCH FOR FIRE METERS SHALL BE INSTALLED IN SCH PVC SCHEDULE 40 ELECTRICAL CONDUIT AND ROUTED AS DIRECTED BY THE DISTRICT. WIRE WITHOUT CONDUIT IS NOT PERMITTED. ALL ELECTRIC WORK SHALL BE PERFORMED BY A LICENSED.
6. ISOLATION VALVES (ITEM 4D ON BOTH FIRE AND DOMESTIC LINES MUST BE FULLY OPEN DURING NORMAL OPERATION AND SHALL BE LOCATED AT LEAST 5 PIPE DIAMETERS UPSTREAM OF THE METER.
7. HATCHES SHALL INCLUDE A SLAM LOCK. HATCH TO BE H-20 TRAFFIC RATED IF VAULT IS IN SIDEWALK AREA
8. ALL 1.5" METERS SHALL HAVE A 1.5" TEST TEE AND ALL 2" METERS SHALL HAVE A 2" TEST TEE WITH A 2" PLUG. IT SID THE TEST PORT IS FACING STRAIGHT UP, ALIGNED WITH THE METER REGISTER. THE CENTER OF THE TEST PORT MUST BE A MINIMUM OF 1 PIPE DIAMETER FROM THE OUTLET FLANGE OF THE METER.

REVISIONS	DATE
ADDED BYPASS NOTE	8/7/18
REVISED DIMENSION	7/29/19
CHANGED METERS	01/2022
REMOVE 2" DOM.	09/2025

4", 6", OR 8" FIRE SERVICE METER ASSEMBLY WITH DOMESTIC SERVICE METER ASSEMBLY (ELEVATION)

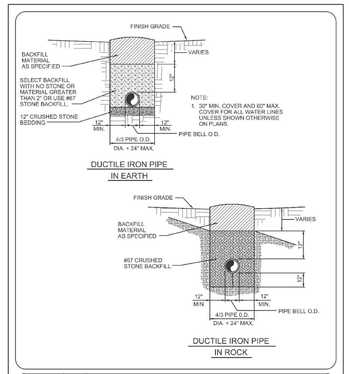
MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-002B DRAWING No.



REVISIONS	DATE
GENERAL NOTES	01/2013
TRENCH WIDTH	03/2015
BEDDING STONE SIZE & TRENCH DIMENSIONS	11/2017

TYPICAL TRENCH DETAILS IN TRAFFIC AREAS

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-024 DRAWING No.



REVISIONS	DATE
REVISED NOTE 2, REVISED MIN. WIDTH	02/2016
GENERAL NOTES	01/2019
DELETE NOTE 2	05/2019
NOTE REVISIONS	11/2017

TYPICAL TRENCH DETAIL NON-PAVED AREAS

MALLORY VALLEY UTILITY DISTRICT WILLIAMSON COUNTY TENNESSEE	TSW-025 DRAWING No.

PAPE–DAWSON
4000 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.248.8591
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER REGISTERED ENGINEER 120431 STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

-
-
-
-
-
-

Drawing Title:

UTILITY DETAILS

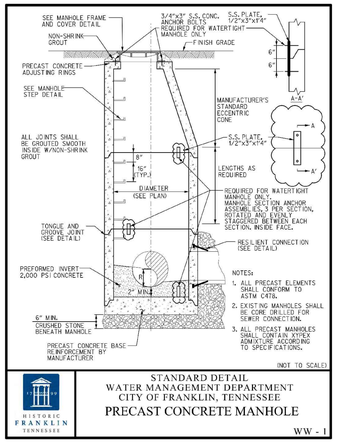
Drawing No.

C5.1

Project No.

25-0371

G:\2025\11-CIVIL ENGINEERING\CAD SHEETS\25-0371 - DETAILS.DWG
PLOTTED BY: Kaitlyn Rodriguez 6/4/2026 1:19 PM LAST SAVED BY: KCALLAO ON 6/4/2026 12:39 PM

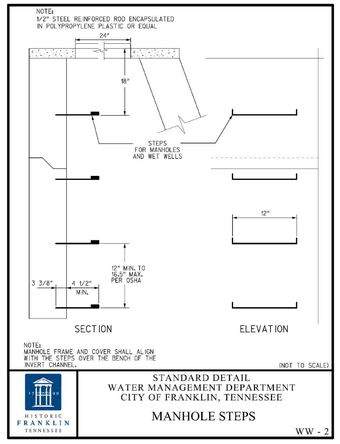


HISTORIC FRANKLIN TENNESSEE

STANDARD DETAIL
WATER MANAGEMENT DEPARTMENT
CITY OF FRANKLIN, TENNESSEE

PRECAST CONCRETE MANHOLE

WW - 1

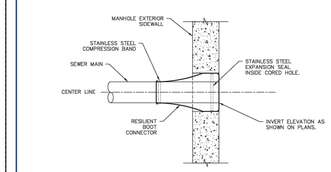


HISTORIC FRANKLIN TENNESSEE

STANDARD DETAIL
WATER MANAGEMENT DEPARTMENT
CITY OF FRANKLIN, TENNESSEE

MANHOLE STEPS

WW - 2

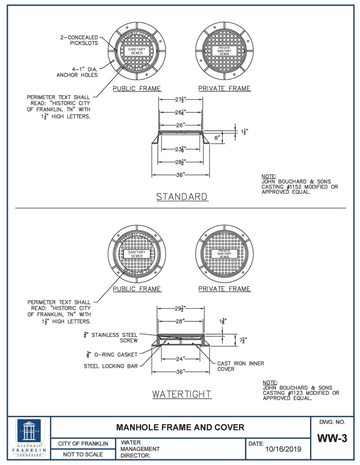


FRANKLIN TENNESSEE

RESILIENT BOOT MANHOLE CONNECTION

DWG. NO. WW-5

CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019
NOT TO SCALE		



FRANKLIN TENNESSEE

MANHOLE FRAME AND COVER

DWG. NO. WW-3

CITY OF FRANKLIN	WATER MANAGEMENT DIRECTOR:	DATE: 10/16/2019
NOT TO SCALE		

PAPE-DAWSON
4000 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
No. 129435
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: AS NOTED

Date: June 4, 2026

Approved By: E. FOSTER

Revisions:

- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:

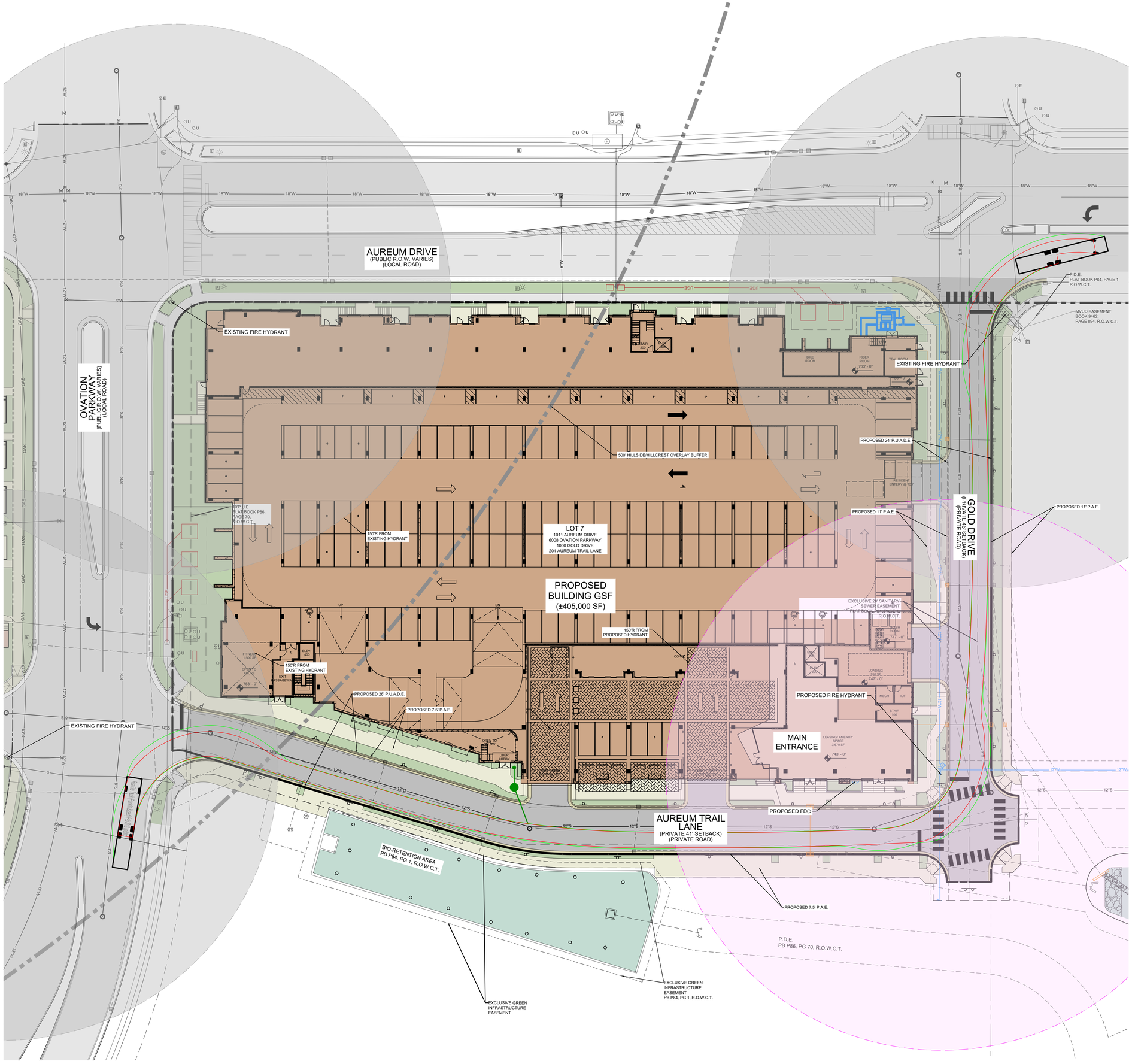
UTILITY DETAILS

Drawing No.

C5.2

Project No.
25-0371

G:\2025\11-CIVIL ENGINEERING\CAD SHEETS\25-0371 - DETAILS.DWG
PLOTTED BY: ANNA HARRISON | PLOTTED ON: 6/4/2026 12:28 PM | USER LOGGED IN BY ACAD: DM 6/4/2026 10:28 AM



FIRE HYDRANT NOTES

1. Hydrants shall be installed at intersections and between intersections so distance between hydrants does not exceed 500-feet. Note: Closer spacing may be required for some projects.
2. Minimum water supply is 1,500-gpm at 20-psi. Note: Some projects may require a greater amount.
3. Hydrants must be installed before construction goes vertical and or before combustible building products are brought on site,
4. Off-site hydrants may be considered, but they must be within 500-feet of all portions of the building.
5. One functional, permanent or temporary standpipe is required when the building when construction reaches the 4th floor or 40-feet. Standpipes must be installed within one floor of the highest level of construction. Standpipes must be installed adjacent to a stairway.
6. Fire hydrants are to be public.

BUILDING CONSTRUCTION TYPES

RESIDENTIAL: IIIA
GARAGE: IA

FIRE ACCESS NOTE

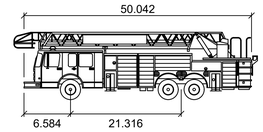
DURING CONSTRUCTION, A MINIMUM 20-FOOT WIDTH MUST BE MAINTAINED FOR ALL FIRE LANES. CONSTRUCTION MATERIALS SHALL NOT BE STAGED WITHIN THE 20-FOOT MINIMUM. IF IT IS NECESSARY FOR VEHICLES TO TEMPORARILY STAGED WITHIN THE 20-FOOT MINIMUM WIDTH, THE VEHICLES DRIVER MUST STAY WITH THE VEHICLE AT ALL TIMES IN ORDER TO MOVE IT IN CASE OF EMERGENCY

FIRE DEPARTMENT NOTE

UNDERGROUND FIRE MAIN SHOP DRAWINGS MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BE ADVISED THAT APPROVAL OF THE UNDERGROUND FIRE MAIN PLANS IS SEPARATE FROM THE APPROVAL OF THE SITE/UTILITY PLANS. PLANS MUST BE PREPARED BY TENNESSEE LICENSED FIRE PROTECTION CONTRACTOR AND BE SUBMITTED THROUGH THE CITY'S IDT ELECTRONIC PLAN REVIEW SITE. https://franklin.idtplans.com/secure/ PLANS MUST BE APPROVED BY THE ENGINEER PREPARING THE STANDARD OF CARE/DESIGN INTENT.

MARCH 19, 2026 FLOW TEST

- FLOW HYDRANT:
  STATIC PRESSURE = 140 PSI
  FLOW = 1,327 GPM
- RESIDUAL HYDRANT:
  STATIC PRESSURE = 145 PSI
  RESIDUAL PRESSURE = 143 PSI
- ESTIMATED FLOW FOR RESIDUAL HYDRANT:
  EST. FLOW AT 20 PSI = 12,378 GPM
  EST. FLOW AT 25 PSI = 12,108 GPM



FRANKLIN FIRE TRUCK

		feet
Width	:	8.33
Track	:	8.00
Lock to Lock Time	:	6.00
Steering Angle	:	42.00

Note: Design Speed is 5mph

TRUCK LEGEND

TRUCK BUMPER OVERHANG

TRUCK TIRE ROUTE

0 20 40

PAPE–DAWSON
4006 RURAL PLAINS CIRCLE | FRANKLIN, TN 37064 | 615.244.8591
TENNESSEE A&E PROFESSIONALS FIRM #111104

EVAN BLAKE FOSTER
REGISTERED ENGINEER
AGRICULTURE
No. 129451
STATE OF TENNESSEE

CITY OF FRANKLIN #9142

AUREUM PUD SUBDIVISION, SITE PLAN, SECTION 2, LOT 7 (EMBREY)

FOR

EMBREY PARTNERS, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

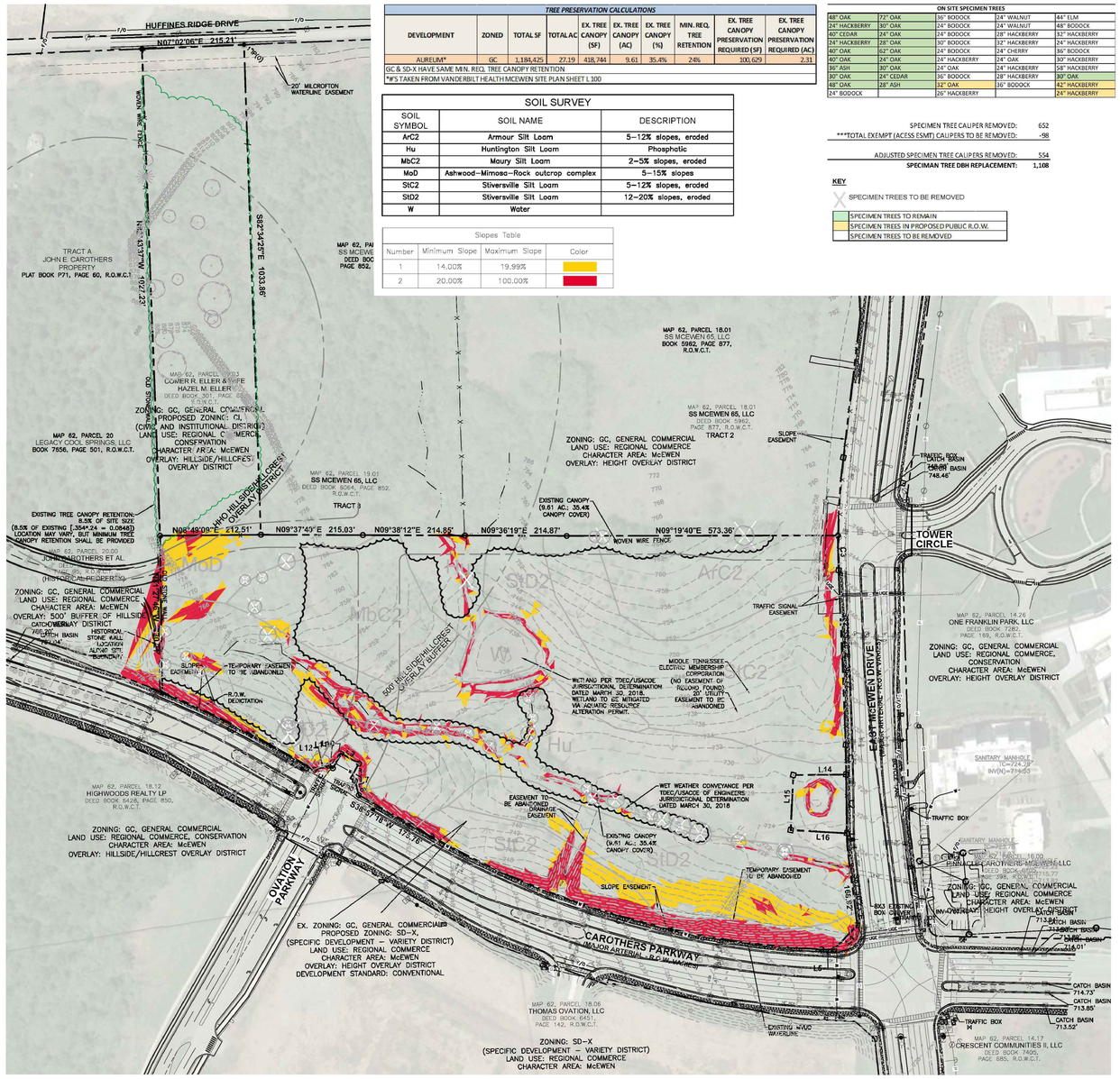
Scale: #"=##
Date: June 4, 2026
Approved By: X. XXXXX
Revisions:
- . . .
- . . .
- . . .
- . . .
- . . .
- . . .

Drawing Title:
EMERGENCY MANAGEMENT PLAN

Drawing No.
C6.0

Project No.
25-0371

S:\2025\25-0371\CAD\PLANS\PRODUCTION\25-0371 EMERGENCY MGMT.DWG
Plotted: 6/4/2026 8:59 AM by Evan Foster
Xref: S:\2025\25-0371\CAD\PLANS\PRODUCTION\25-0371 SITE.dwg



TREE PRESERVATION CALCULATIONS									
DEVELOPMENT	ZONED	TOTAL SF	TOTAL AC	EX. TREE CANOPY (SF)	EX. TREE CANOPY (AC)	EX. TREE CANOPY (%)	MIN. REQ. TREE RETENTION	EX. TREE CANOPY PRESERVATION REQUIRED (SF)	EX. TREE CANOPY PRESERVATION REQUIRED (AC)
AUREUM*	GC	1,184,425	27.19	418,744	9.61	35.4%	24%	100,629	2.31
GC & SD-X HAVE SAME MIN. REQ. TREE CANOPY RETENTION									
*IS TAKEN FROM VANDERBILT HEALTH MCEWEN SITE PLAN SHEET L100									

SOIL SURVEY		
SOIL SYMBOL	SOIL NAME	DESCRIPTION
ArC2	Armour Silt Loam	5–12% slopes, eroded
Hu	Huntington Silt Loam	Phosphatic
MbC2	Maury Silt Loam	2–5% slopes, eroded
MoD	Ashwood–Mimosa–Rock outcrop complex	5–15% slopes
StC2	Stiversville Silt Loam	5–12% slopes, eroded
StD2	Stiversville Silt Loam	12–20% slopes, eroded
W	Water	

Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	14.00%	19.99%	
2	20.00%	100.00%	

ON SITE SPECIMEN TREES				
48" OAK	72" OAK	36" BODOCK	24" WALNUT	44" ELM
24" HACKBERRY	30" OAK	24" BODOCK	24" WALNUT	48" BODOCK
40" CEDAR	24" OAK	24" BODOCK	28" HACKBERRY	32" HACKBERRY
24" HACKBERRY	28" OAK	30" BODOCK	32" HACKBERRY	24" HACKBERRY
40" OAK	62" OAK	24" BODOCK	24" CHERRY	36" BODOCK
40" OAK	24" OAK	24" HACKBERRY	24" OAK	30" HACKBERRY
36" ASH	30" OAK	24" OAK	24" HACKBERRY	58" HACKBERRY
30" OAK	24" CEDAR	36" BODOCK	28" HACKBERRY	30" OAK
48" OAK	28" ASH	32" OAK	36" BODOCK	42" HACKBERRY
24" BODOCK		26" HACKBERRY		24" HACKBERRY

SPECIMEN TREE CALIPER REMOVED:	652
***TOTAL EXEMPT (ACESS ESMT) CALIPERS TO BE REMOVED:	-98
ADJUSTED SPECIMEN TREE CALIPERS REMOVED:	554
SPECIMIAN TREE DBH REPLACEMENT:	1,108

KEY

X SPECIMEN TREES TO BE REMOVED

SPECIMEN TREES TO REMAIN
SPECIMEN TREES IN PROPOSED PUBLIC R.O.W.
SPECIMEN TREES TO BE REMOVED

SITE DATA CHART:

PROJECT INFORMATION:

SUBDIVISION:	AUREUM PUD SUB, REV. 1
LOT #:	N/A
STREET ADDRESS:	TBD
MAP:	062
PARCEL:	18.02, 19.03
CIVIL DISTRICT:	8TH
ACREAGE (SQUARE FOOTAGE) OF SITE:	27.19 AC. (1,184,425± S.F.)

EXISTING ZONING INFORMATION:

ZONING:	PD (PLANNED DISTRICT)
EXISTING APPLICABLE OVERLAYS:	HTO, HHO, 500' HHO BUFFER
CHARACTER AREA OVERLAY:	MECO-4
APPLICABLE DEVELOPMENT STANDARD:	EITHER APPLY
PROPOSED DEVELOPMENT STANDARD:	CONVENTIONAL
EXISTING LAND USE:	VACANT

EXISTING TREE CANOPY:

EX. TREE CANOPY S.F.:	418,744 S.F.
EX. TREE CANOPY AC:	9.61 AC
EX. TREE CANOPY %:	35.4%

TREE SAVE AREA:

TREE SAVE AREA REQ:	40,590 S.F.
TREE SAVE AREA PROVIDED	40,590 S.F.

SURVEY INFORMATION:
BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM FIELD RUN SURVEY PERFORMED BY BY RAGAN-SMITH-ASSOCIATES, INC., DATED SEPTEMBER 27, 2019. BEARINGS SHOWN BASE ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83 GRID NORTH. VERTICAL DATUM: N.A.V.D. 88

PLAT REFERENCE:
NONE

DEED REFERENCE:
BEING THE SAME PROPERTY CONVEYED TO SS-CH FRANKLIN, LLC BY QUITCLAIM DEED FROM VANDERBILT UNIVERSITY MEDICAL CENTER BY DEED OF RECORD IN BOOK 7357, PAGE 687, REGISTER'S OFFICE WILLIAMSON COUNTY, TENNESSEE.

MINERAL RIGHTS INFORMATION:
AT THE PRESENT TIME, PROPERTY TITLE REFERENCE DOES NOT REFLECT ANY MINERAL RIGHTS ON THE SUBJECT PROPERTY.

FLOOD INFORMATION:
BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE 'X', AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47187C0212F, WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006, WHICH MAKES UP A PART OF THE NATIONAL FLOOD ADMINISTRATION REPORT; COMMUNITY No. 470206, PANEL NO. 0212, SUFFIX F, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

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

0 100 200

NOTE:
BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPSZONE 4100; NAD 83 DATUM.

CITY OF FRANKLIN, TN
ENGINEERING DEPT
10/30/2024
THIS SHEET IS PART OF THE APPROVED SITE PLAN.

RaganSmith
Nashville - Murfreesboro - Chattanooga
ragansmith.com
SCOTT MICHAEL BERWICK
REGISTERED
LANDSCAPE ARCHITECT
12/12/25

Kimley»Horn
214 Oceanside Drive, Nashville, TN 37204
Main: 615.564.2701 | www.kimley-horn.com
© 2018 Kimley-Horn and Associates, Inc.

CITY OF FRANKLIN # 7804

AUREUM PUD SUBDIVISION, REV. 1, SITE PLAN

FOR

SS-CH FRANKLIN, LLC

CITY OF FRANKLIN, WILLIAMSON COUNTY, TENNESSEE

Scale: 1"=100'

Date: March 14, 2022

Approved By: S.M.B.

Revisions:

1	05/05/2022	PER CITY COMMENTS
2	06/02/2022	PER CITY COMMENTS

Drawing Title:

TREE PRESERVATION PLAN

Drawing No.

L1.0

Project No.
21-0085

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TENNESSEE

JEFFREY A. ROBERTS
REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE
NO. 328
12/12/25

No.	REVISIONS	DATE	BY

DESIGNED BY:	PLD
DRAWN BY:	PLD
CHECKED BY:	JR
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118136007

APPROVED TREE PRESERVATION PLAN

SHEET NUMBER
L1.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LAP_GDC\Development\embrey - aureum\section 2\01 site plan\CAD\Aureum_Sheets - Landscape.dwg L1.0 Jun 04, 2026 10:40am by: Paul.Delashaw

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



N

0' 100' 200' 300'

Kimley»Horn
214 Oceanside Drive, Nashville, TN 37204
Main: 615.564.2701 | www.kimley-horn.com
© 2018 Kimley-Horn and Associates, Inc.

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)

FRANKLIN, TENNESSEE

JEFFREY A. ROMAN
REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE

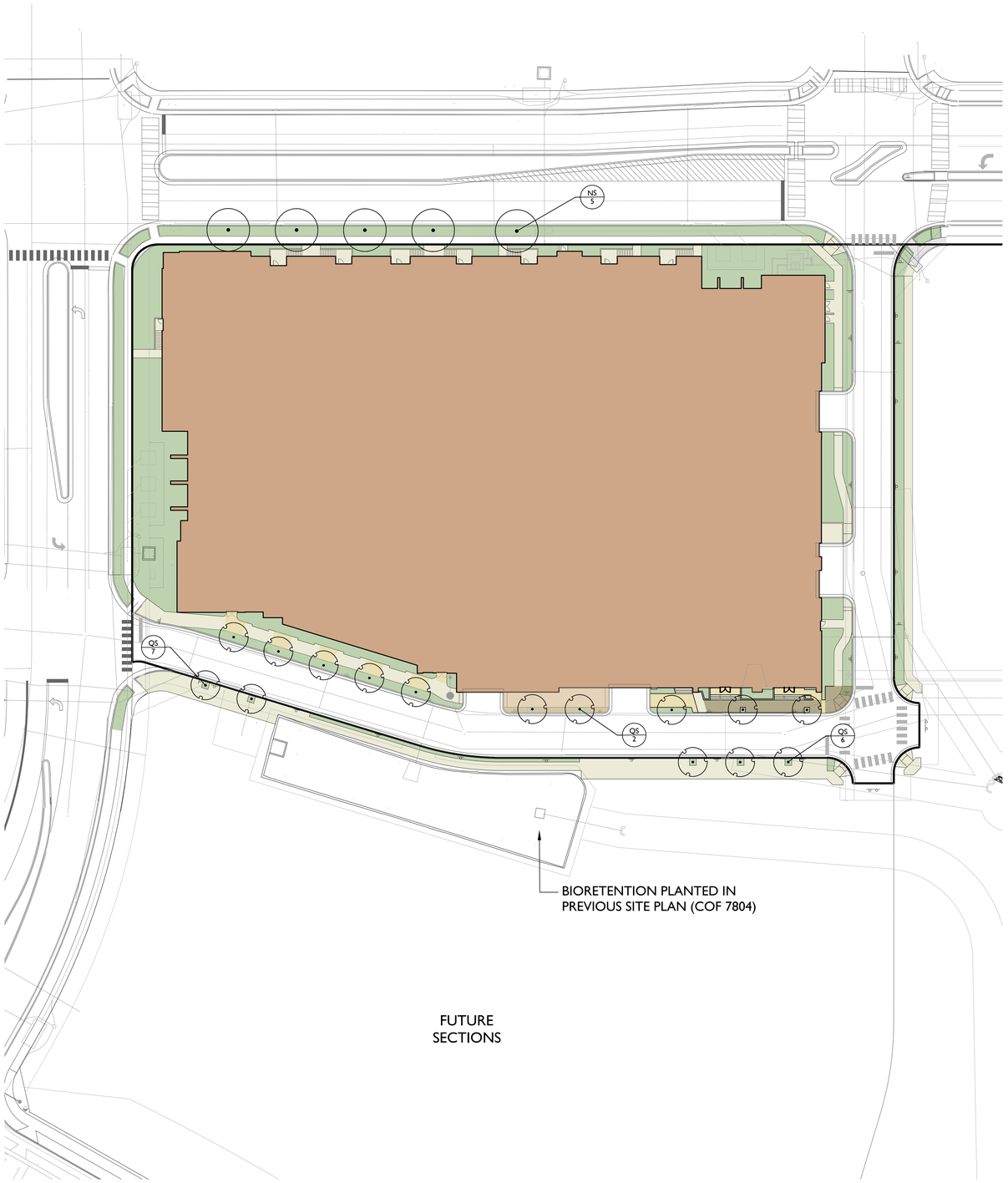
No.	REVISIONS	DATE	BY:

DESIGNED BY:	PLD
DRAWN BY:	PLD
CHECKED BY:	JR
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO.	118136007

OVERALL SITE

SHEET NUMBER
L2.0

Drawing name: K:\FRA_LAP_GDC\!development\embrey - aureum\section 2\01 site plan\CAD\Aureum_Sheets - Landscape.dwg L2.0 Jun 04, 2026 10:40am by: Paul.Delashaw



PLANT SCHEDULE - STREET TREES

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	LEAF	SPACING
CANOPY TREES							
NS	5	Nyssa sylvatica	Tupelo	3" Cal. B&B	14'-16'	DECIDUOUS	AS SHOWN
QS	15	Quercus robur 'Fastigiata'	Skyrocket® English Oak	3" Cal. B&B	14'-16'	DECIDUOUS	AS SHOWN

NOTES: LANDSCAPE MATERIAL TO BE FIELD ADJUSTED TO AVOID CONFLICTS WITH UTILITIES AND DRIVEWAYS.
NO LANDSCAPE MATERIAL SHALL BE BETWEEN FIRE HYDRANT AND STREET OR WITHIN 3' IN OTHER DIRECTIONS.

STREET TREES:
ZONING 7/1/2018 SECTION 5.4.8

SPECIMEN TREE REPLACEMENT				
TOTAL HEALTHY IN. REMOVED:	788	QUANTITY PROVIDED SECTION 1	QUANTITY PROVIDED SECTION 2	CALIPER INCH CONVERSION
REPLACEMENT IN. REQUIRED:	1,576			
3" CALIPER CANOPY TREES		15	20	105
2" CALIPER UNDERSTORY TREES		0	0	0
*TOTAL CALIPER IN. OF SPECIMEN REPLACEMENT TREE PROVIDED:				105
SPECIMEN TREE REPLACEMENT REQUIRED (TOTAL SITE):				1,576
REPLACEMENT CALIPER INCH DEFICIT:				-1,471

LANDSCAPE REQUIREMENTS (ACI)						
SITE AREA:	27.19	QUANTITY REQUIRED		QUANTITY PROVIDED		
REQUIRED OPEN SPACE:	0.82					
EXISTING TREES X PRESERVED DBH CREDIT:	847	PER ACRE	TOTAL	SECTION 1	SECTION 2	TOTAL
AGGREGATE CALIPER CANOPY INCHES		82	68	33	0	880
AGGREGATE CALIPER UNDERSTORY INCHES		21	18	6	0	6
SHRUBS		96	79	287	0	287

OPEN SPACE:
PER DEVELOPMENT PLAN SHEET C2.0, FORMAL OPEN SPACE TO BE PROVIDED IN FUTURE PHASES OF DEVELOPMENT.

LEGEND

- BUILDING
- TURF / PLANTING AREA
- SIDEWALK
- SPECIALTY PAVING A
- SPECIALTY PAVING B
- SPECIALTY PAVING C

X/XX SPECIMEN REPLACEMENT X/XX ACI

0' 30' 60' 90'

Kimley»Horn
214 Oceanside Drive, Nashville, TN 37204
Main: 615.564.2701 | www.kimley-horn.com
© 2018 Kimley-Horn and Associates, Inc.

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TENNESSEE

JEFFREY A. ROSIAK
TENNESSEE NO. 696
LANDSCAPE ARCHITECT

No.	REVISIONS	DATE	BY

DESIGNED BY:	PLD
DRAWN BY:	PLD
CHECKED BY:	JR
DATE:	05/11/2026
KIMLEY-HORN PROJECT NO. 118136007	

OVERALL LANDSCAPE

SHEET NUMBER
L3.0

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\FRA_LAP_GDC\development\embrey - aureum\section 2\01 site plan\CAD\Aureum_Sheets - Landscape.dwg L3.0 Jun 04, 2026 10:40am by: Paul.Delashaw

CITY OF FRANKLIN LANDSCAPE NOTES:

1. ANY PLANT MATERIAL THAT DIES, TURNS BROWN OR DEFOLIATES SHALL BE REPLACED WITHIN ONE YEAR OR BY THE NEXT GROWING SEASON, WHICH EVER COMES FIRST. OTHER DEFECTIVE LANDSCAPE MATERIAL SHALL BE REPLACED WITHIN THREE MONTHS.

2. ALL TREES SHALL MEET FRANKLIN'S MINIMUM SIZE AND QUALITY STANDARDS. ALL PLANTS SHALL BE HEALTHY, VIGOROUS MATERIAL, FREE OF PEST AND DISEASE. ALL ROOT BALLS, CONTAINERS, AND HEIGHT TO WIDTH RATIOS SHALL CONFORM TO THE SIZE STANDARDS SET FORTH IN THE AMERICAN STANDARDS FOR NURSERY STOCK, CURRENT EDITION.

3. ALL REQUIRED TREES AND SHRUBS SHALL MEET THE MINIMUM SIZE AND QUANTITY AS LISTED IN THE PLANT SCHEDULE.

4. PLANT MATERIAL SHALL NOT OBSCURE TRAFFIC OR PARKING SIGNS/SIGNALS OR VEHICULAR SIGHT LINES.

5. TREE TOPPING IS NOT PERMITTED.

6. ADDITIONAL SCREENING MAY BE REQUIRED IF THE INSPECTION FOR THE RELEASE OF THE PERFORMANCE SURETY REVEALS THAT THE REQUIRED SCREENING IS NOT EFFECTIVE.

7. ALL REQUIRED TREE PROTECTION FENCING SHALL BE INSTALLED AND INSPECTED BY THE CODES DEPARTMENT PRIOR TO LAND DISTURBING ACTIVITIES.

8. ANY SITE OR LANDSCAPE CHANGES (INCLUDING BUT NOT LIMITED TO A CHANGE IN DESIGN, A REDUCTION IN SIZE OR NUMBER OF PLANT MATERIAL, OR THE RELOCATION OF OVERHEAD OR UNDERGROUND UTILITIES) SHALL REQUIRE A REVISED LANDSCAPE PLAN TO BE SUBMITTED AND APPROVAL PRIOR TO THE LANDSCAPE INSTALLATION.

9. EXISTING TREES ACCEPTED IN PARTIAL COMPLIANCE OF THE LANDSCAPE REQUIREMENTS FOR THIS SITE SHALL BE ACCESSIBLE AND FLAGGED PRIOR TO ALL LANDSCAPE INSPECTIONS.

10. ANY EXISTING TREE, SHOWN AS BEING PRESERVED ON APPROVED PLANS THAT IS REMOVED, DIES OR IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AS REQUIRED IN THE ZONING ORDINANCE.

11. SCREENING PROPOSED AROUND ANY UTILITY BOX OR TRANSFORMER IS REQUIRED TO BE EVERGREEN AND ADEQUATELY SCREEN THE OBJECT. THE PROPOSED EVERGREEN PLANT MATERIAL SHALL BE REPLACED IF IT IS NOT OF A HEIGHT SUFFICIENT TO SCREEN THE OBJECT.

12. ALL PLANT MATERIAL SHALL BE FROM THE FRANKLIN PLANT LIST UNLESS PRIOR APPROVAL IS RECEIVED FROM THE CITY.

13. ALL TREE-PROTECTION FENCING SHALL BE IN PLACE PRIOR TO THE ISSUANCE OF A GRADING PERMIT AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETED. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.

14. TOP SOIL USED IN ALL LANDSCAPE AREAS SHALL BE SCREENED PRIOR TO DEPOSITION IN PLANTING AREAS AND ISLANDS.

15. ANY PLANT MATERIAL LOCATED ADJACENT TO A PARKING AREA SHALL BE PLANTED SO AS TO ALLOW FOR A TWO AND A HALF FOOT VEHICULAR BUMPER OVERHANG FROM THE FACE OF CURB TO THE EDGE OF THE MATURE ADJACENT PLAN MATERIAL.

16. THE OWNER ACKNOWLEDGES THAT PLANTING LANDSCAPE MATERIAL IN A DEDICATED EASEMENT DOES NOT WAIVE OR MODIFY THE CITY OF FRANKLIN'S RIGHTS AS THE EASEMENT HOLDER. THE OWNER UNDERSTANDS THAT THE CITY OF FRANKLIN, ITS AUTHORIZED CONTRACTOR OR APPLICABLE PRIVATE UTILITY MAY AT ANY TIME AND FOR ANY REASON PERFORM WORK WITHIN THE DEDICATED EASEMENT. THE CITY, ITS AUTHORIZED CONTRACTOR OR APPLICABLE PRIVATE UTILITY SHALL HAVE NO LIABILITY TO THE OWNER FOR ANY DAMAGE TO THE LANDSCAPE MATERIAL IN THE EASEMENT WHEN SAID DAMAGE IS DUE TO WORK WITHIN THE EASEMENT. THE OWNER MAY BE HELD RESPONSIBLE FOR THE REMOVAL OF THE LANDSCAPE MATERIAL TO ENABLE WORK TO BE DONE. THE OWNER SHALL BE SOLELY RESPONSIBLE FOR ANY COST INCURRED IN REPAIRING AND/OR REPLACING THE REQUIRED LANDSCAPE MATERIAL.

CITY OF FRANKLIN MINIMUM PLANT QUALITY AND SIZE STANDARDS

1. ALL NEWLY PLANTED LANDSCAPE PLANT MATERIALS SHALL CONFORM TO THE LATEST VERSIONS OF THE AMERICAN STANDARD OF NURSERY STOCK (ANSI Z60.

2. ALL TYPE 1, 2, AND 3 TREES (AS DEFINED IN ANSI Z60.1) USED TO MEET THE REQUIREMENTS OF THIS SUBSECTION SHALL HAVE THE FOLLOWING CHARACTERISTICS:

A. DECIDUOUS TREES SHALL HAVE ONE DOMINANT TRUNK WITH THE TIP OF THE LEADER ON THE MAIN TRUNK LEFT INTACT AND THE TERMINAL BUD ON THE CENTRAL LEADER AT THE HIGHEST POINT OF THE TREE.

B. TREES WITH FORKED TRUNKS ARE ACCEPTABLE IF ALL THE FOLLOWING CONDITIONS ARE MET:
1. THE FORK OCCURS IN THE UPPER ONE-THIRD OF THE TREE.
2. ONE FORK IS LESS THAN TWO-THIRDS OF THE TREE.
3. THE TOP ONE-THIRD OF THE SMALLER FORK IS REMOVED AT THE TIME OF PLANTING.

C. NO BRANCH IS GREATER THAN TWO-THIRDS THE DIAMETER OF THE TRUNK DIRECTLY ABOVE THE BRANCH.

D. SEVERAL BRANCHES ARE LAGER IN DIAMETER AND OBVIOUSLY MORE DOMINANT.

E. BRANCHING HABIT IS MORE HORIZONTAL THAN VERTICAL AND NO BRANCHES ARE ORIENTED NEARLY VERTICAL TO THE TRUNK.

F. BRANCHES ARE EVENLY DISTRIBUTED AROUND THE TRUNK WITH NO MORE THANK ONE MAJOR BRANCH LOCATED DIRECTLY ABOVE ANOTHER AND THE CROWN IS FULL OF FOLIAGE THAT IS EVENLY DISTRIBUTED AROUND THE TREE.

TREE PROTECTION GENERAL NOTES:

1. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL STAKE THE LIMITS OF THE TREE PRESERVATION AREAS AND ASSOCIATED TREE CANOPY.

2. TREE PROTECTION FENCING, ORANGE PLASTIC BARRIER CONSTRUCTION FENCING, SHALL BE INSTALLED AND MAINTAINED AT THE LIMITS OF THE TREE PRESERVATION AREAS PRIOR TO CONSTRUCTION. REVIEW AND APPROVAL OF THE FENCING BY THE CITY OF FRANKLIN IS REQUIRED PRIOR TO GRADING PERMIT.

3. ALL GRADING WITHIN THE ROOT ZONE OF TREES WITHIN THE TREE PRESERVATION AREAS SHALL BE DONE BY HAND OR WITH SMALL EQUIPMENT TO REDUCE DAMAGE TO THE TREE ROOTS.

4. EQUIPMENT STORAGE AND/OR MATERIALS STORAGE WITHIN THE TREE PRESERVATION AREA IS STRICTLY PROHIBITED.

5. ROOTS EXPOSED BY CONSTRUCTION ACTIVITIES SHALL BE PRUNED FLUSH WITH THE GROUND AND/OR BACKFILLED WITH TOP SOIL AS SOON AS POSSIBLE.

LANDSCAPE PLANTING GENERAL NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING THE QUANTITIES OF ALL MATERIALS. THE QUANTITIES ON THE PLAN SHALL TAKE PRECEDENCE OVER THE PLANT LIST.

2. SUBSTITUTIONS OF TYPE, SIZE, OR SPACING OF PLANTS MAY NOT BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER'S LANDSCAPE ARCHITECT, AND MAY RESULT IN THE RESUBMITTAL OF LANDSCAPE PLANS TO THE CITY OF FRANKLIN FOR APPROVAL PRIOR TO INSTALLATION.

3. ALL CONSTRUCTION ACTIVITY SHALL BE COORDINATED WITH TENNESSEE ONE CALL PRIOR TO DIGGING. ALL DAMAGE TO UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE PER UTILITY PROVIDER'S STANDARDS.

4. THE PLANT LIST SPECIFICATIONS PROVIDED WITHIN THE PLANT LIST FOR HEIGHT AND SIZE ARE MINIMUMS.

5. ALL PLANT BEDS SHALL BE RAKED AND CLEARED OF LARGE ROCKS. ALL LARGE DIRT CLODS SHALL BE PULVERIZED OR REMOVED PRIOR TO PLANTING.

6. ALL LARGE DIRT CLODS RESULTING FROM PLANTING SHALL BE PULVERIZED AND REMOVED PRIOR TO MULCHING.

7. PRE-EMERGENT HERBICIDE SHALL BE APPLIED AFTER INSTALLATION AND IMMEDIATELY PRIOR TO MULCHING.

8. ALL PLANT BEDS ARE TO BE MULCHED WITH A MINIMUM OF 4 INCHES OF SHREDDED PINE BARK. ALL ANNUAL BEDS SHALL BE MULCHED WITH A MINIMUM OF 2 INCHES OF SOIL CONDITIONER, PINE BARK FINES.

9. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL OR ANY DEFECTIVE WORKMANSHIP.

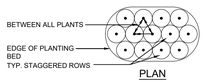
10. ALL SOD AREAS SHALL BE TILLED AND RAKED SMOOTH. WITH LARGE DIRT CLODS AND ROCKS REMOVED, PRIOR TO SOD INSTALLATION.

11. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL STAKING AND LAYOUT OF PLANT BEDS.

12. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE DRAINAGE OF ALL TREE AND SHRUB PITS. A PVC OR GRAVEL SUMP AT THE BASE OF THE TREE WELL MAY BE REQUIRED IN AREAS WHERE CLAY SOILS DO NOT ADEQUATELY DRAIN.

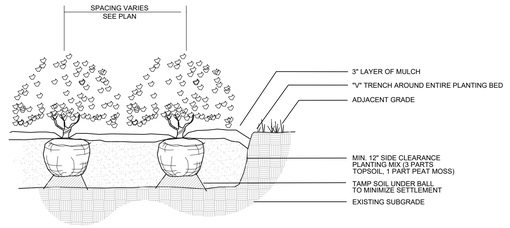
13. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT WHEN THE PLANT MATERIALS ARE AT THE JOB SITE FOR REVIEW PRIOR TO INSTALLATION.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

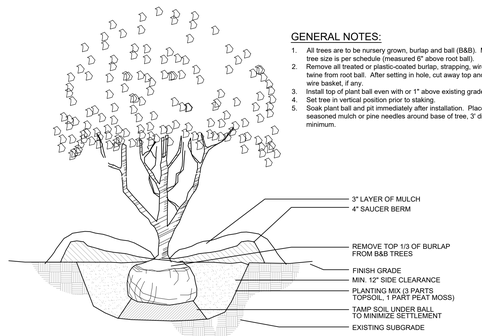


PLAN

GENERAL NOTES:
1. Install top of plant ball 2" above adjacent grade.
2. Tamp planting mix firmly as pit is filled around each plant ball.
3. Soak each plant ball and pit immediately after installation.



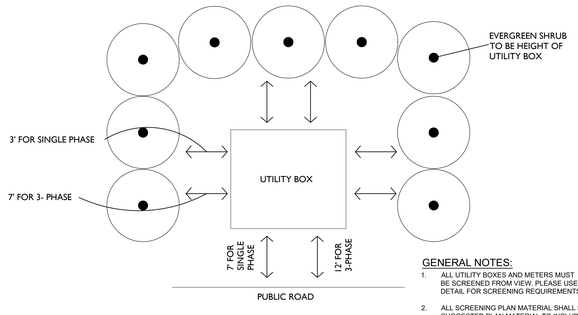
SHRUB PLANTING



GENERAL NOTES:
1. All trees are to be nursery grown, burlap and ball (B&B). Minimum tree size is per schedule (measured 6" above root ball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from root ball. After setting in hole, cut away top and sides of wire basket, if any.
3. Install top of plant ball even with or 1" above existing grade.
4. Set tree in vertical position prior to staking.
5. Soak plant ball and pit immediately after installation. Place 4-6" of seasoned mulch or pine needles around base of tree, 3' diameter minimum.

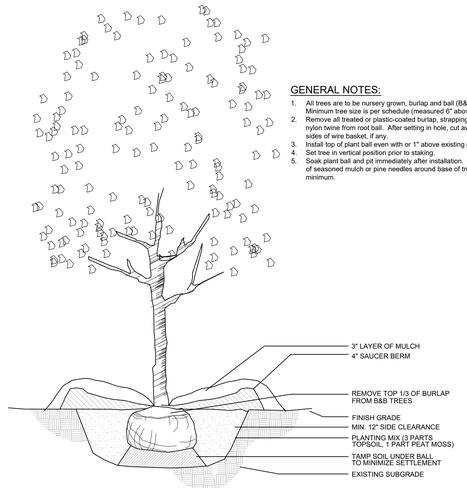
UNDERSTORY TREE

SECTION



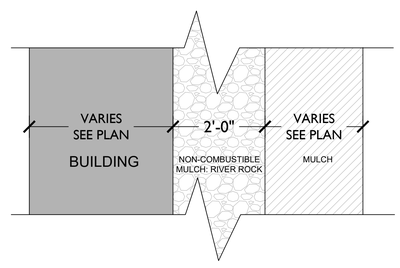
GENERAL NOTES:
1. ALL UTILITY BOXES AND METERS MUST BE SCREENED FROM VIEW. PLEASE USE THIS STANDARD DETAIL FOR SCREENING REQUIREMENTS.
2. ALL SCREENING PLAN MATERIAL SHALL BE EVERGREEN. SUGGESTED PLAN MATERIAL TO INCLUDE: INKBERRY HOLLY OR NEEDLEPOINT HOLLY.

UTILITY BOX SCREEN



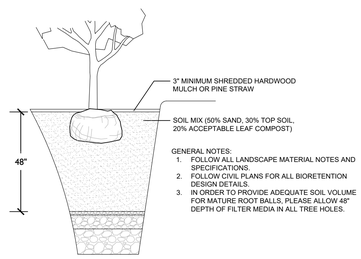
GENERAL NOTES:
1. All trees are to be nursery grown, burlap and ball (B&B). Minimum tree size is per schedule (measured 6" above root ball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from root ball. After setting in hole, cut away top and sides of wire basket, if any.
3. Install top of plant ball even with or 1" above existing grade.
4. Set tree in vertical position prior to staking.
5. Soak plant ball and pit immediately after installation. Place 4-6" of seasoned mulch or pine needles around base of tree, 3' diameter minimum.

SINGLE TRUNK DECIDUOUS TREE



Sec. 7-231. - Combustible mulch.
Combustible mulch shall not be applied or maintained within two feet of any building around entire exterior perimeter, except one and two family dwellings, buildings with exterior walls and exterior wall coverings constructed of noncombustible materials

NON-COMBUSTIBLE MULCH



GENERAL NOTES:
1. FOLLOW ALL LANDSCAPE MATERIAL NOTES AND SPECIFICATIONS.
2. FOLLOW CIVIL PLANS FOR ALL BIORETENTION DESIGN DETAILS.
3. IN ORDER TO PROVIDE ADEQUATE SOIL VOLUME FOR MATURE ROOT BALLS, PLEASE ALLOW 48" DEPTH OF FILTER MEDIA IN ALL TREE HOLES.

BIORETENTION TREE PLANTING

Kimley»Horn
214 Oceanside Drive, Nashville, TN 37204
Main: 615.564.2701 | www.kimley-horn.com
© 2018 Kimley-Horn and Associates, Inc.

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TENNESSEE

JEFFREY A. ROSA — REGISTERED LANDSCAPE ARCHITECT — STATE OF TENNESSEE — NO. 328

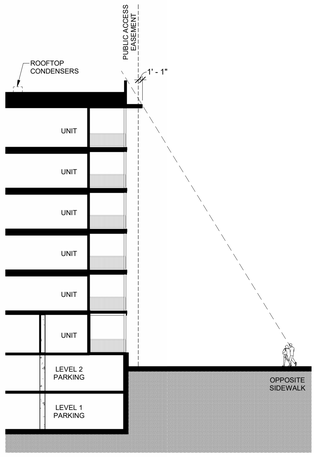
No.	REVISIONS	DATE	BY

DESIGNED BY:	PLD
DRAWN BY:	PLD
CHECKED BY:	JR
DATE:	05/11/2026

KIMLEY-HORN PROJECT NO. 118136007

LANDSCAPE DETAILS

SHEET NUMBER
L4.0

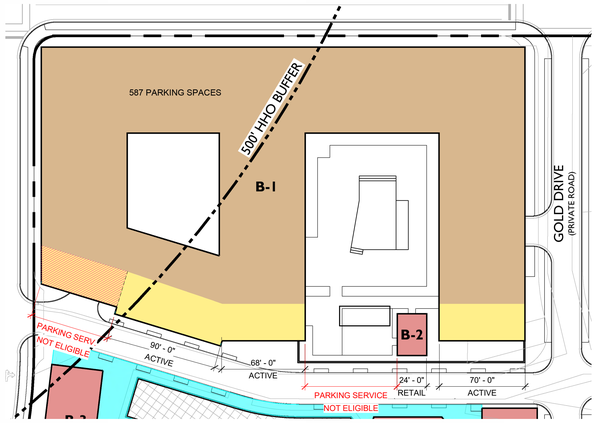


Site Section C

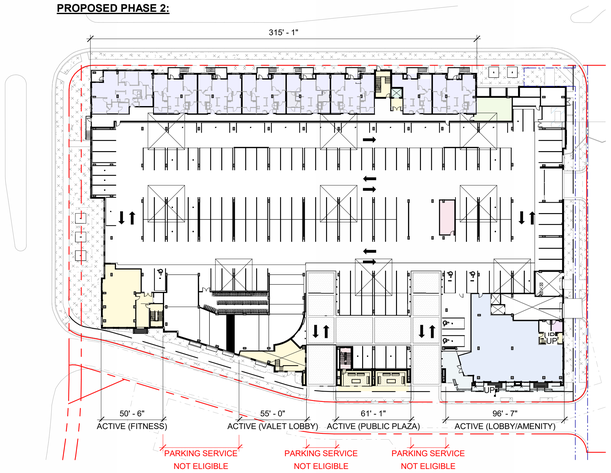
1/16" = 1'-0"

6

APPROVED PUD:



PROPOSED PHASE 2:



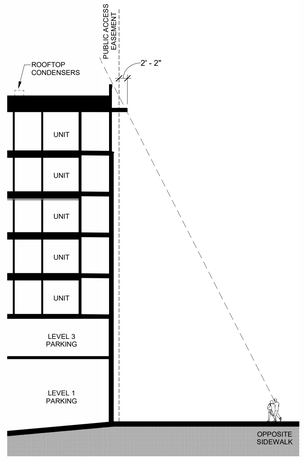
TOTAL ACTIVATED FRONTAGE: (LINEAR FEET)

APPROVED PUD	=	90'-0" + 68'-0" + 24'-0" + 70'-0"	=	252'-0" LF
PROPOSED PHASE 2	**=**	**50'-6" + 55'-0" + 61'-1" + 96'-7"**	**=**	**263'-2" LF** > 252 LF

GROUND LEVEL ACTIVATION DIAGRAM

1" = 50'-0"

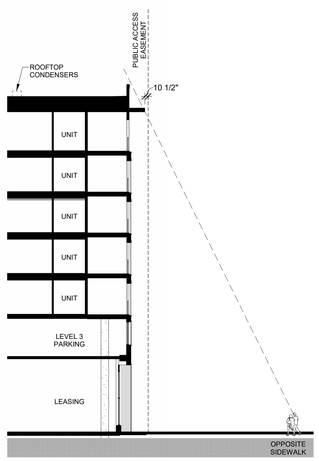
2



Site Section B

1/16" = 1'-0"

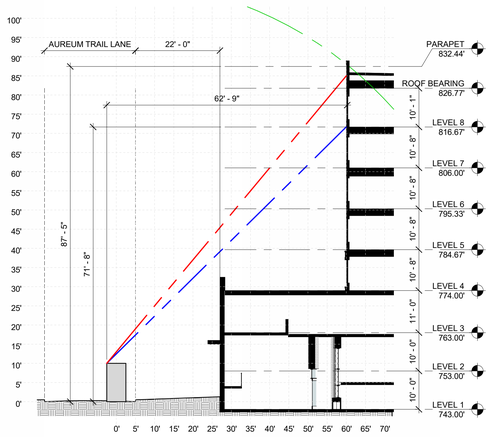
5



Site Section A

1/16" = 1'-0"

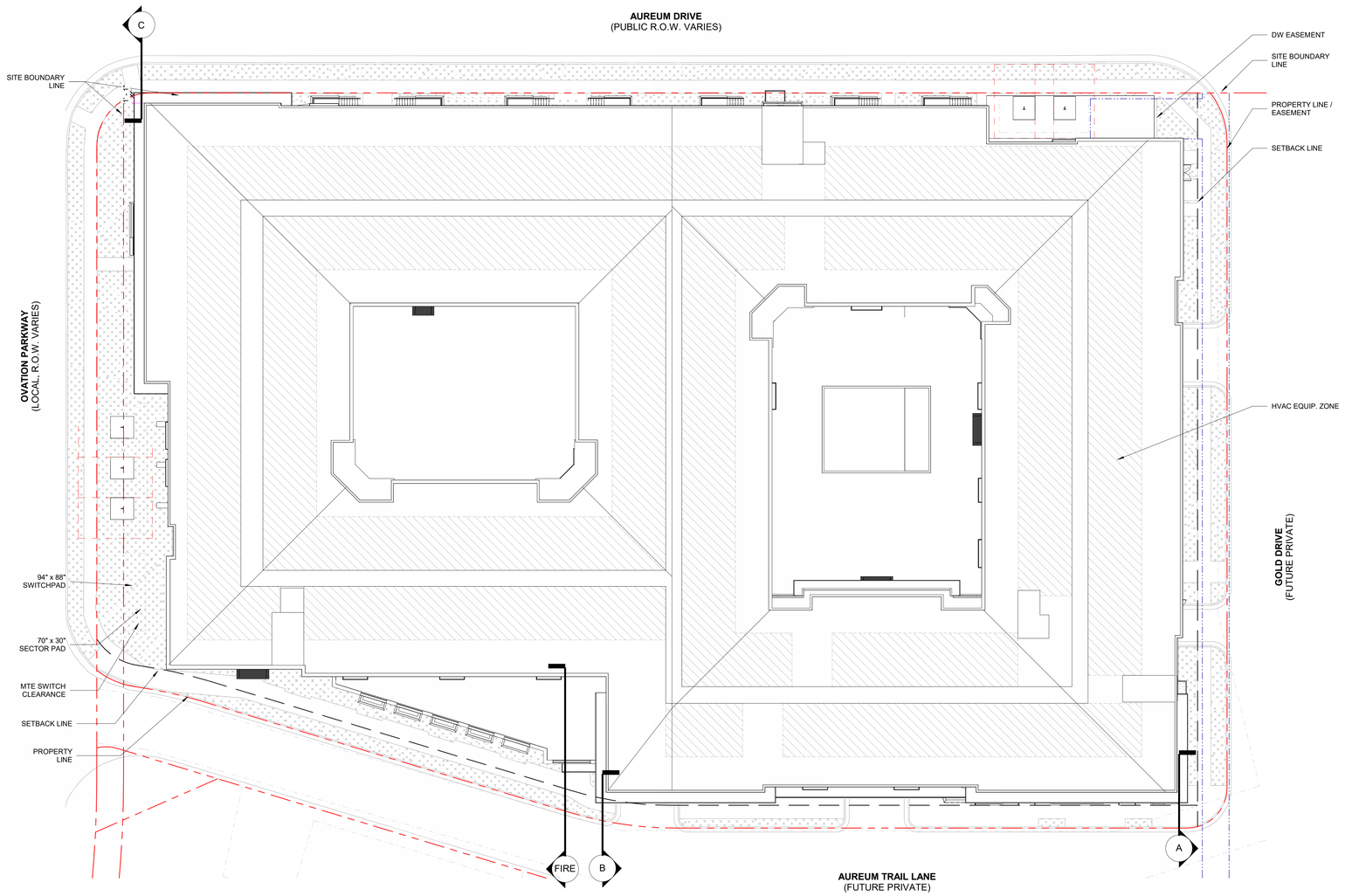
4



FIRE APPARATUS SECTION

1/16" = 1'-0"

3



SITE PLAN

1" = 20'-0"

1

cline

125 N. Harrington St.
Raleigh, NC 27603
919 / 833-6413
ClineDesignAssoc.com

EMBREY DEVELOPMENT COMPANY

AUREUM II

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TN

COF: 9142

NOT FOR CONSTRUCTION

MARK WARD REGISTERED ARCHITECT STATE OF TENNESSEE No. 108137 6/4/26

PROJECT:	225238
DATE:	06/04/2026
REVISIONS:	DATE
SDP PRE-APP	4/27/26
SDP	5/08/26
SDP 2	6/04/26

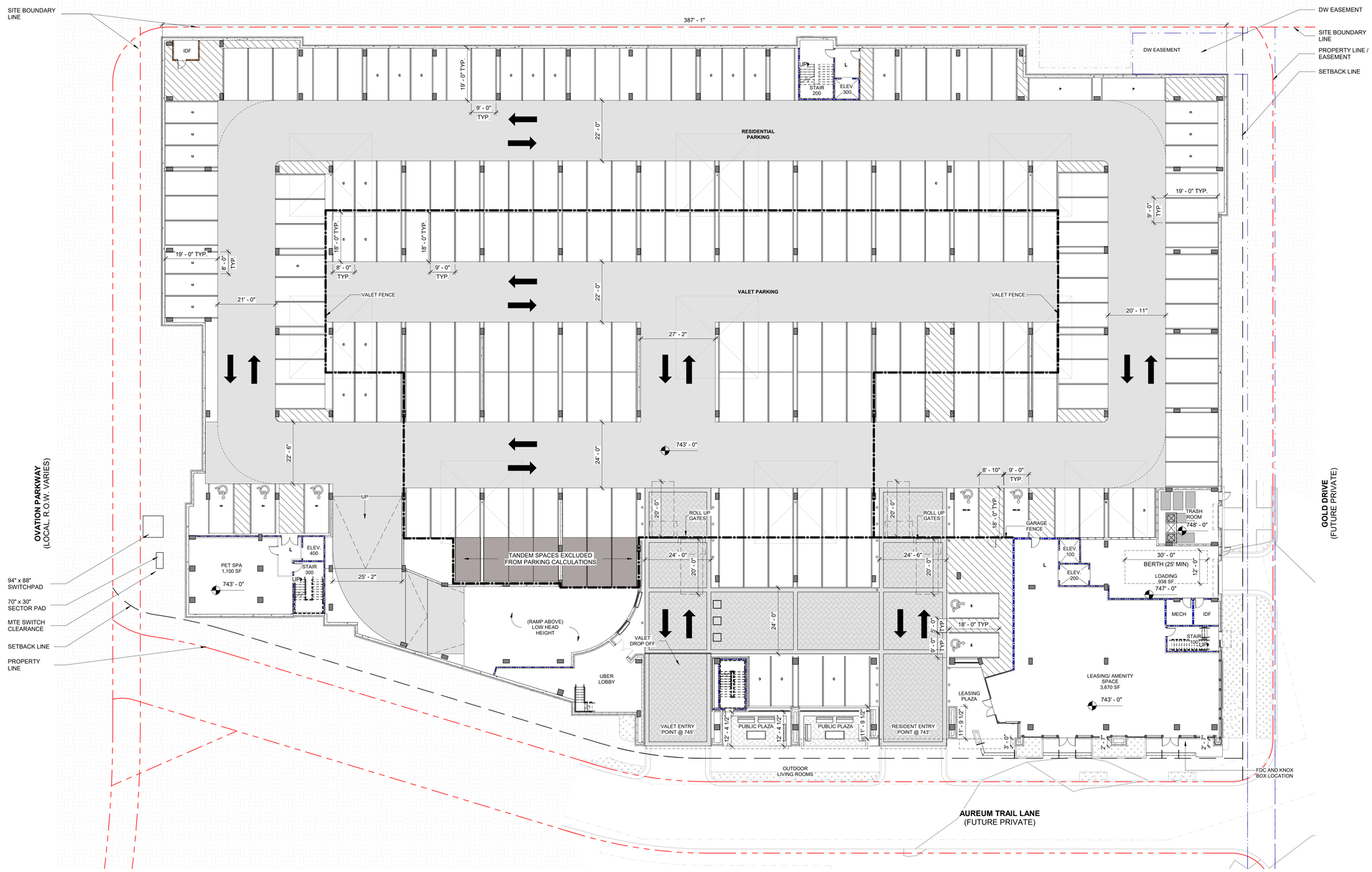
*P# = PERMIT, R# = RFI, # = REVISION

DRAWN BY: LP, MC
CHECKED BY: LG

SITE PLAN, GROUND LEVEL ACTIVATION, & AERIAL ENCROACHMENTS

A0

© 2026 CLINE DESIGN ASSOCIATES, P.A. ("CLINE") RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, P.A.



TOTAL PARKING	
LEVEL 1	
STANDARD	169
COMPACT	33
HANDICAP	5
HANDICAP VAN	2
PARALLEL	2
	211
LEVEL 2	
STANDARD	163
COMPACT	31
HANDICAP	3
	197
LEVEL 3	
STANDARD	148
COMPACT	17
HANDICAP	3
PARALLEL	12
	180
TOTAL	588 *

* PER ZONING ORDINANCE, TOTAL PARKING **EXCLUDES** TANDEM SPACES PROVIDED FOR VALET-SERVICE ONLY

LEVEL 1 FLOOR PLAN 1
1/16" = 1'-0"

cline
125 N. Harrington St.
Raleigh, NC 27603
919 / 833-6413
ClineDesignAssoc.com

EMBREY DEVELOPMENT COMPANY
AUREUM II
AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TN

COF: 9142

NOT FOR CONSTRUCTION

MARK WARD REGISTERED ARCHITECT AGRICULTURE COMMERCE No. 108139 STATE OF TENNESSEE 6/4/26

PROJECT:	225238
DATE:	06/04/2026
REVISIONS:	DATE
SDP PRE-APP	4/27/26
SDP	5/08/26
SDP 2	6/04/26

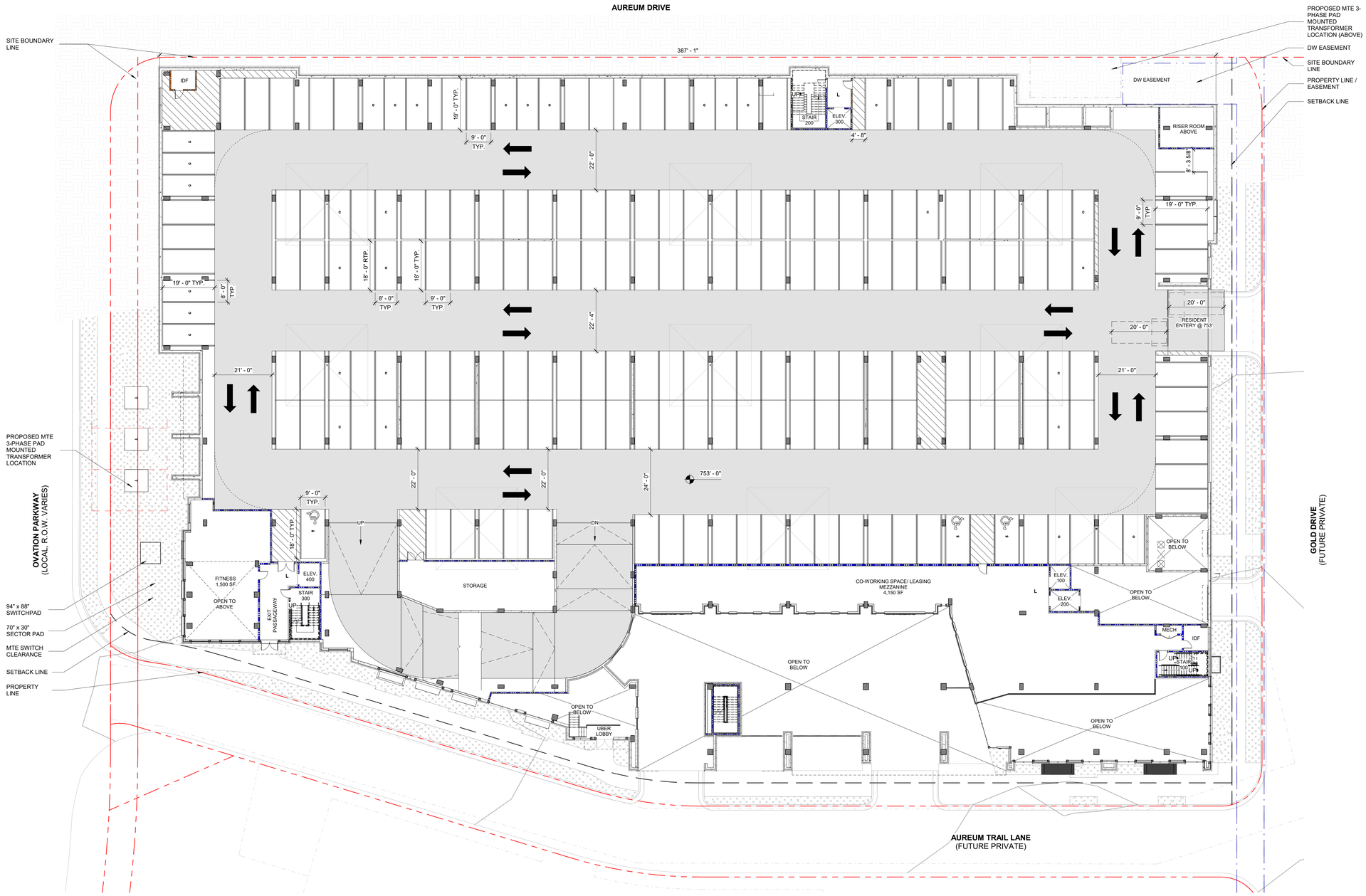
*P# = PERMIT, R# = RFI, # = REVISION

DRAWN BY: LP, MC
CHECKED BY: LG

PARKING LEVEL 1

A1

©2025 CLINE DESIGN ASSOCIATES, PA. EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, PA.



TOTAL PARKING	
LEVEL 1	
STANDARD	169
COMPACT	33
HANDICAP	5
HANDICAP VAN	2
PARALLEL	2
	211
LEVEL 2	
STANDARD	163
COMPACT	31
HANDICAP	3
	197
LEVEL 3	
STANDARD	148
COMPACT	17
HANDICAP	3
PARALLEL	12
	180
TOTAL	588

* PER ZONING ORDINANCE, TOTAL PARKING **EXCLUDES** TANDEM SPACES PROVIDED FOR VALET-SERVICE ONLY

LEVEL 2 FLOOR PLAN 1

1/16" = 1'-0"

cline

125 N. Harrington St.
Raleigh, NC 27603
919 / 833-6413
ClineDesignAssoc.com

EMBREY DEVELOPMENT COMPANY

AUREUM II

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TN

COF: 9142

NOT FOR CONSTRUCTION

MARK WARD REGISTERED LANDSCAPE ARCHITECT No. 108139 STATE OF TENNESSEE 6/4/26

PROJECT:	225238
DATE:	06/04/2026
REVISIONS:	DATE
SDP PRE-APP	4/27/26
SDP	5/08/26
SDP 2	6/04/26

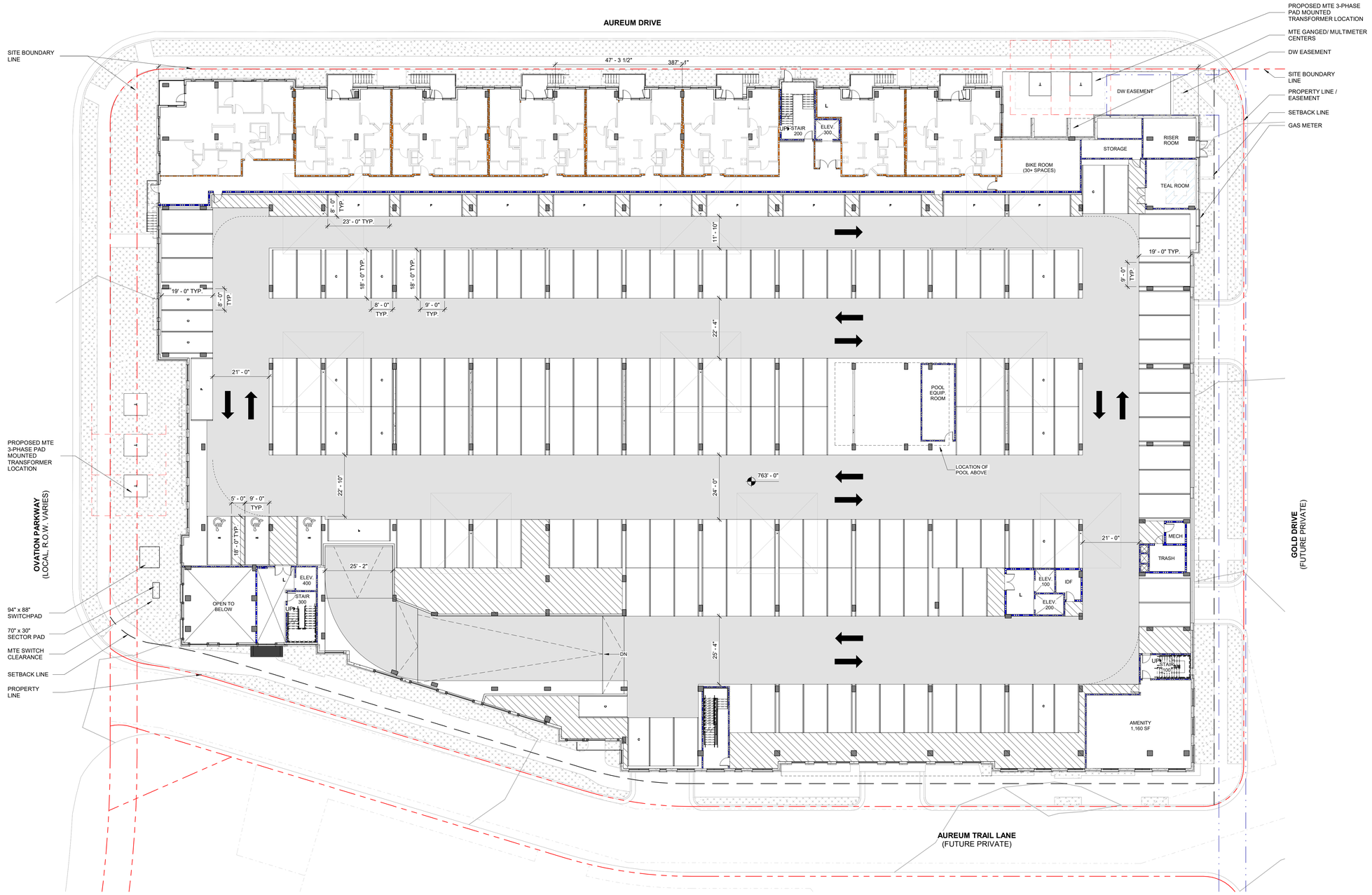
*P# = PERMIT, R# = RFI, # = REVISION

DRAWN BY: LP, MC
CHECKED BY: LG

PARKING LEVEL 2

A2

© 2025 CLINE DESIGN ASSOCIATES, PA. EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, PA.



TOTAL PARKING	
LEVEL 1	
STANDARD	169
COMPACT	33
HANDICAP	5
HANDICAP VAN	2
PARALLEL	2
	211
LEVEL 2	
STANDARD	163
COMPACT	31
HANDICAP	3
	197
LEVEL 3	
STANDARD	148
COMPACT	17
HANDICAP	3
PARALLEL	12
	180
TOTAL	588

* PER ZONING ORDINANCE, TOTAL PARKING **EXCLUDES** TANDEM SPACES PROVIDED FOR VALET-SERVICE ONLY

LEVEL 3 FLOOR PLAN
1/16" = 1'-0"

1

A3

cline
125 N. Harrington St.
Raleigh, NC 27603
919 / 833-6413
ClineDesignAssoc.com

EMBREY DEVELOPMENT COMPANY

AUREUM II

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TN

COF: 9142

NOT FOR CONSTRUCTION

MARK WARD REGISTERED ARCHITECT No. 108139 STATE OF TENNESSEE 6/4/26

PROJECT:	225238
DATE:	06/04/2026
REVISIONS:	DATE
SDP PRE-APP	4/27/26
SDP	5/08/26
SDP 2	6/04/26

*P# = PERMIT, R# = RFI, # = REVISION

DRAWN BY: LP, MC
CHECKED BY: LG

PARKING LEVEL 3

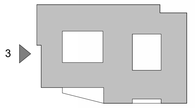
© 2025 CLINE DESIGN ASSOCIATES, P.A. EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, P.A.

GLAZING PERCENTAGE	
	%
GROUND FLOOR	32%
UPPER FLOORS	36%

SOUTH ELEVATION		
	SURFACE AREA (SF)	PERCENT OF NET*
GROSS OF WALL	19,557	
NET* OF WALL	12,244	
NET* OF BRICK	7,318	60%
NET* OF STUCCO	112	1%
NET* OF SIDING	4,814	39%
NET* OF PANEL	0	0%

*EXCLUDES ROOF FORMS, WINDOWS, DOORS, AWNINGS, & SIMILAR FEATURES





OVERALL SOUTH ELEVATION (OVATION PARKWAY) 2

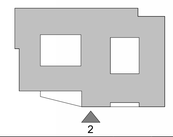
1/16" = 1'-0"

GLAZING PERCENTAGE	
	%
GROUND FLOOR	36%
UPPER FLOORS	35%

EAST ELEVATION		
	SURFACE AREA (SF)	PERCENT OF NET*
GROSS OF WALL	30,658	
NET* OF WALL	18,955	
NET* OF BRICK	10,402	55%
NET* OF STUCCO	1,998	11%
NET* OF SIDING	5,855	31%
NET* OF PANEL	700	12%

*EXCLUDES ROOF FORMS, WINDOWS, DOORS, AWNINGS, & SIMILAR FEATURES





OVERALL EAST ELEVATION (AUREUM TRAIL LANE) 1

1/16" = 1'-0"

THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION / CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE BNS DIRECTOR OR THE PLANNING COMMISSION.

THE CONTRACTOR SHALL ENSURE THAT ALL ROOFTOP MECHANICAL EQUIPMENT IS COMPLETELY SCREENED BY THE PROPOSED BUILDING PARAPET FROM ALL DIRECTIONS AND OFF SITE VIEWS. THE CHANGE OUT OF ANY EQUIPMENT TO A LARGER DIMENSIONAL HEIGHT OR MOUNTING HEIGHT WILL REQUIRE THE BUILDING PARAPET BE RAISED TO MEET CITY OF FRANKLIN SCREENING REQUIREMENTS.

MATERIAL LEGEND

- BRICK (RUNNING BOND, DARK BROWN)
- BRICK (RUNNING BOND, LIGHT BROWN)
- STUCCO W/ CONTROL JOINTS
- FIBER CEMENT SIDING (10" EXPOSURE, WHITE)
- FIBER CEMENT SIDING (10" EXPOSURE, LIGHT GRAY)
- FIBER CEMENT SIDING (6" EXPOSURE, LIGHT GRAY)
- FIBER CEMENT SIDING (6" EXPOSURE, WOODTONE)

cline

125 N. Harrington St.
Raleigh, NC 27603
919 / 833-6413
ClineDesignAssoc.com

© 2025 CLINE DESIGN ASSOCIATES, P.A. ("CLINE") RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, P.A.

EMBREY DEVELOPMENT COMPANY

AUREUM II

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TN

COF: 9142

NOT FOR CONSTRUCTION

MARK WARD REGISTERED ARCHITECT AGRICULTURE STATE OF TENNESSEE No. 108139 6/4/26

PROJECT:	225238
DATE:	06/04/2026
REVISIONS:	DATE
SDP PRE-APP	4/27/26
SDP	5/08/26
SDP 2	6/04/26

*P# = PERMIT, R# = RFI, # = REVISION

DRAWN BY: LP, MC
CHECKED BY: LG

EAST & SOUTH ELEVATIONS

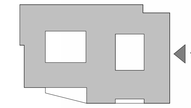
A4

GLAZING PERCENTAGE	
	%
GROUND FLOOR	20%
UPPER FLOORS	35%

NORTH ELEVATION		
	SURFACE AREA (SF)	PERCENT OF NET*
GROSS OF WALL	20,803	
NET* OF WALL	13,223	
NET* OF BRICK	6,322	48%
NET* OF STUCCO	2,842	21%
NET* OF SIDING	4,059	31%
NET* OF PANEL	0	0%

*EXCLUDES ROOF FORMS, WINDOWS, DOORS, AWNINGS, & SIMILAR FEATURES





OVERALL NORTH ELEVATION (GOLD DRIVE) 2

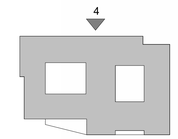
1/16" = 1'-0"

GLAZING PERCENTAGE	
	%
GROUND FLOOR	24%
UPPER FLOORS	35%

WEST ELEVATION		
	SURFACE AREA (SF)	PERCENT OF NET*
GROSS OF WALL	29,041	
NET* OF WALL	18,556	
NET* OF BRICK	6,551	35%
NET* OF STUCCO	5,604	30%
NET* OF SIDING	6,401	34%
NET* OF PANEL	0	0%

*EXCLUDES ROOF FORMS, WINDOWS, DOORS, AWNINGS, & SIMILAR FEATURES





OVERALL WEST ELEVATION (AUREUM DRIVE) 1

1/16" = 1'-0"

THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION / CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE BNS DIRECTOR OR THE PLANNING COMMISSION.

THE CONTRACTOR SHALL ENSURE THAT ALL ROOFTOP MECHANICAL EQUIPMENT IS COMPLETELY SCREENED BY THE PROPOSED BUILDING PARAPET FROM ALL DIRECTIONS AND OFF SITE VIEWS. THE CHANGE OUT OF ANY EQUIPMENT TO A LARGER DIMENSIONAL HEIGHT OR MOUNTING HEIGHT WILL REQUIRE THE BUILDING PARAPET BE RAISED TO MEET CITY OF FRANKLIN SCREENING REQUIREMENTS.

MATERIAL LEGEND

- BRICK (RUNNING BOND, DARK BROWN)
- BRICK (RUNNING BOND, LIGHT BROWN)
- STUCCO W/ CONTROL JOINTS
- FIBER CEMENT SIDING (10" EXPOSURE, WHITE)
- FIBER CEMENT SIDING (10" EXPOSURE, LIGHT GRAY)
- FIBER CEMENT SIDING (6" EXPOSURE, LIGHT GRAY)
- FIBER CEMENT SIDING (6" EXPOSURE, WOODTONE)

cline

125 N. Harrington St.
Raleigh, NC 27603
919 / 833-6413
ClineDesignAssoc.com

© 2025 CLINE DESIGN ASSOCIATES, P.A. ("CLINE") RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, P.A.

EMBREY DEVELOPMENT COMPANY

AUREUM II

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TN

COF: 9142

NOT FOR CONSTRUCTION

MARK WARD REGISTERED ARCHITECT STATE OF TENNESSEE No. 108139 6/4/26

PROJECT:	225238
DATE:	06/04/2026
REVISIONS:	DATE
SDP PRE-APP	4/27/26
SDP	5/08/26
SDP 2	6/04/26

*P# = PERMIT, R# = RFI, # = REVISION

DRAWN BY: LP, MC
CHECKED BY: LG

WEST & NORTH ELEVATIONS

A5



GROUND LEVEL ACTIVATION AXON 6



VIEW FROM GOLD DR AND AUREUM TRAIL 5



VIEW FROM GOLD DRIVE AND AUREUM DRIVE 4



VIEW FROM OVATION AND AUREUM DRIVE 3



VIEW OF AUREUM DRIVE FROM OVATION 2

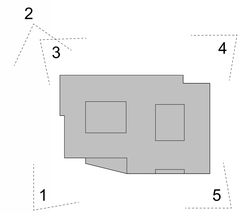


VIEW FROM OVATION AND AUREUM TRAIL 1

THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF FRANKLIN'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION / CITY OF FRANKLIN. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE BNS DIRECTOR OR THE PLANNING COMMISSION.

THE CONTRACTOR SHALL ENSURE THAT ALL ROOFTOP MECHANICAL EQUIPMENT IS COMPLETELY SCREENED BY THE PROPOSED BUILDING PARAPET FROM ALL DIRECTIONS AND OFF SITE VIEWS. THE CHANGE OUT OF ANY EQUIPMENT TO A LARGER DIMENSIONAL HEIGHT OR MOUNTING HEIGHT WILL REQUIRE THE BUILDING PARAPET BE RAISED TO MEET CITY OF FRANKLIN SCREENING REQUIREMENTS.

VIEWSHED LEGEND



cline
125 N. Harrington St.
Raleigh, NC 27603
919 / 833-6413
ClineDesignAssoc.com

© 2025 CLINE DESIGN ASSOCIATES, PA EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, PA.

EMBREY DEVELOPMENT COMPANY

AUREUM II

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TN

COF: 9142

NOT FOR CONSTRUCTION

MARK WARD
REGISTERED ARCHITECT
2
ARCHITECTURE
CORPORATE SEAL
STATE OF TENNESSEE
No. 108139
6/4/26

PROJECT:	225238
DATE:	06/04/2026
REVISIONS:	DATE
SDP PRE-APP	4/27/26
SDP	5/08/26
SDP 2	6/04/26

*P# = PERMIT, R# = RFI, # = REVISION

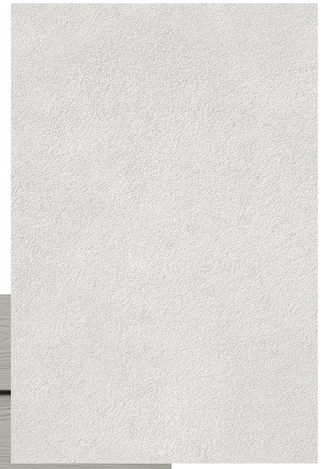
DRAWN BY: Author
CHECKED BY: Checker

VIEWSHED VIEWS

A10



CHEROKEE BRICK, RUNNING BOND
VELOUR LIGHT GRAY



STUCCO WITH CONTROL JOINTS
WHITE -SHERWIN WILLIAMS NEBULOUS WHITE OR EXTRA WHITE



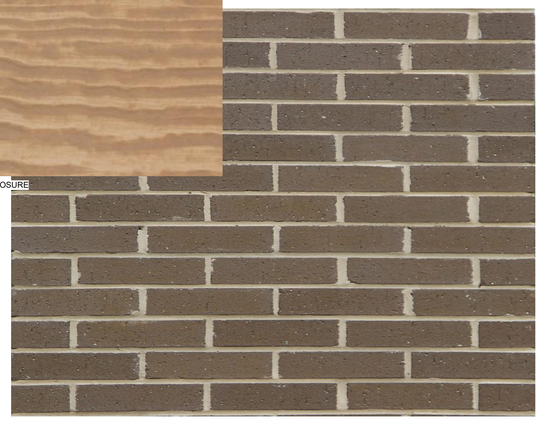
FIBER CEMENT LAP SIDING, 6" & 10" EXPOSURE
LIGHT GRAY -SHERWIN WILLIAMS FRONT PORCH,
KNITTING NEEDLES, SILVERPLATE, OR TINSMITH



WOODTONE FIBER CEMENT LAP SIDING, 6" EXPOSURE
SAND CASTLE OR AMBER DUSK



FIBER CEMENT LAP SIDING, 10" EXPOSURE
WHITE - SHERWIN WILLIAMS NEBULOUS WHITE OR EXTRA WHITE



CHEROKEE BRICK, RUNNING BOND
VELOUR DARK GRAY

MATERIAL LEGEND

- BRICK (RUNNING BOND, DARK BROWN)
- BRICK (RUNNING BOND, LIGHT BROWN)
- STUCCO W/ CONTROL JOINTS
- FIBER CEMENT SIDING (10" EXPOSURE, WHITE)
- FIBER CEMENT SIDING (10" EXPOSURE, LIGHT GRAY)
- FIBER CEMENT SIDING (6" EXPOSURE, LIGHT GRAY)
- FIBER CEMENT SIDING (6" EXPOSURE, WOODTONE)

cline

125 N. Harrington St.
Raleigh, NC 27603
919 / 833-6413
ClineDesignAssoc.com

© 2025 CLINE DESIGN ASSOCIATES, P.A. ("CLINE") RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, P.A.

EMBREY DEVELOPMENT COMPANY

AUREUM II

AUREUM PUD SUBDIVISION
SITE PLAN, SECTION 2 (LOT 7)
FRANKLIN, TN

COF: 9142

NOT FOR CONSTRUCTION

MARK WARD
REGISTERED ARCHITECT
No. 108139
STATE OF TENNESSEE
6/4/26

PROJECT:	225238
DATE:	06/04/2026
REVISIONS:	DATE
SDP PRE-APP	4/27/26
SDP	5/08/26
SDP 2	6/04/26

*P# = PERMIT, R# = RFI, # = REVISION

DRAWN BY: LP, MC
CHECKED BY: LG

MATERIALS

A11

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
BLDG 1 EXTERIOR	+	0.7 fc	4.0 fc	0.0 fc	N/A	N/A

Description										
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Filename	Lumens per Lamp	LLF	Wattage
○	D	16	Landscape Forms	DZXXX-30-SO-30K-T3-CLR	Cast aluminum housing, ribbed black plastic reflector, clear plastic enclosure.	30 white LEDs, each with clear plastic optics	DZXXX-30-SO-30K-T3-CLR.ies	2446	1	20.42



GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

PHOTOMETRIC SITE PLAN
SCALE: 1" = 20'-0"
1
XX.XX.2026

760 FLORIDA CENTRAL PKWY
SUITE 214
LONGWOOD, FL 32750
PH: 407.636.7999
PROJECT #: 26024

MiGre Engineers LLC

cline

220 East Peterson Dr.
Charlotte, NC 28217
704 / 333-7272
ClineDesignAssoc.com

CLINE DESIGN
EMBREY - AUREUM II
FRANKLIN, TN

NOT FOR CONSTRUCTION

DD PROGRESS SET

PROJECT:	225238
DATE:	05.15.2026
REVISIONS*:	DATE

*PM = PERMIT, R# = REV, # = REVISON

DRAWN BY: MLD
CHECKED BY: MLD

PHOTOMETRIC SITE PLAN

E002

© 2026 CLINE DESIGN ASSOCIATES, P.A. EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, PA.

To the best of the engineer's knowledge, the plans and specifications comply with the applicable minimum building codes and the applicable fire-safety standards.

Filename: X:\26024\26024-E-SITE.dwg Plotted by: TJOHNSTON 6/4/26 7:09

Moment

landscapeforms

Specification Sheet | DZ 100/200



The streamlined profile of the Moment collection exemplifies a masterful blend of design purity and functional adaptability. Its minimalist aesthetic, focused on essential geometric forms, achieves a harmonious balance from base to luminaire. Seamless transitions between elements further enhance the design. Fasteners linking base to pole, pole to arm, and arm to luminaire are concealed within the housing, enhancing its sleek modernity.

Moment area light merges sleek minimalism with enhanced performance. Luminaires can tilt up to 50 degrees and lock in 10-degree increments with a range of available pole heights, making it suitable for a wide variety of applications. Options include a selection of roadway and accent distribution types, up to 10,000lm delivered, a deep-set light engine, and an optional hexcell louvre that ensure precise illumination with minimal glare.

Housing & Materials

Cast Aluminum and cast Stainless Steel construction. Factory sealed and replaceable light engine cartridge with UV stable, impact modified clear or diffused acrylic lens. With a 'fastener free' look, all hardware is magni-coated for optimum corrosion and 'anti-seize' protection. Assembly is IP66 rated.

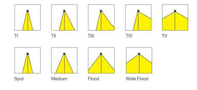
Electrical

Surge protected 120V - 277V 50/60Hz electronic driver located internal to luminaire arm, 0-10V dimmable. Optional pole mounted ANSI C136.41 twist lock receptacle and GFCI outlet (with 'in-use' cover) are available.

Light Engine

Moment features a replaceable LED cartridge with die-cast aluminum heatsink, high power LEDs on a RoHS compliant circuit board with secondary optics in either Roadway or Accent distribution types. Accent distributions feature a 3° recessed depth, and optional hexcell louvre. All configurations are available in 2700K, 3000K, and 4000K, >80CRI across all available color temperatures. Luminaires meet or exceed TM21 L70; >60,000 hrs.

Distributions



Warranty

Luminaires are warranted for six years.

Certification

UL Listed for Wet Location, International Dark Sky Approved, Buy America Compliant, RoHS Compliant, cUL

Designed by Yonoh Creative Studio

Click here for patent information related to this product.

Moment

landscapeforms

Specification Sheet | DZ 100/200

Specification

Luminaire #1

Luminaire #2
If applicable

Luminaire #3
If applicable

Pole
May include arms, base covers, GFCI, NEMA7 socket, etc.

Luminaire and Mounting Configurations – Roadway/Area Optic – 100 Series

Product	LED Configuration	Drive Current	Color Temp	Distribution	Lens	Powdercoat
DZ101 *(Single Luminaire)* **DZ102** *(2 Luminaires - back to back)*	**30** *(30 LED)* **50** *(50 LED)*	**SO** *(Standard Output)* **HO** *(High Output)*	**27K** *(2700K)* **30K** *(3000K)* **40K** *(4000K)*	**T1** *(Type I)* **T2** *(Type II)* **T3** *(Type III)* **T4** *(Type IV)* **T5** *(Type V)*	**CLR** *(Clear)* **FRS** *(Frosted)*	**See powdercoat color options on the Material / Colors Sheet.**

Example: DZ102 – 50 – HO – 30K – TIII – CLR – MBK

Luminaire and Mounting Configurations – Accent Optic – 200 Series

Product	LED Configuration	Drive Current	Color Temp	Distribution	Louvre	Lens	Powdercoat
DZ201 *(Single Luminaire)* **DZ202** *(2 Luminaires - back to back)*	**30** *(30 LED)* **50** *(50 LED)*	**SO** *(Standard Output)* **HO** *(High Output)*	**27K** *(2700K)* **30K** *(3000K)* **40K** *(4000K)*	**SP** *(Spot (20°))* **ME** *(Medium (25°))* **FL** *(Flood (45°))* **WF** *(Wide Flood (75°))*	**LV1** *(Louvre-With)* **NLV** *(Louvre-Without)*	**CLR** *(Clear)* **FRS** *(Frosted)*	**See powdercoat color options on the Material / Colors Sheet.**

Example: DZ202 – 50 – HO – 30K – ME – LV1 – CLR – MBK

Moment

landscapeforms

Specification Sheet | DZ 100/200

Pole and Luminaire Configuration

Product	Lens height and mounting configuration	Base Cover Option	Twist Lock Receptacle	GFCI with 'in use' cover	Photo / Motion Sensor	Powdercoat
DZP *(Pole)*	**12-A** *(Single 12')* **14-A** *(Single 14')* **16-A** *(Single 16')* **20-A** *(Single 20')* **25-A** *(Single 25')* **12-B** *(Back to back 12')* **14-B** *(Back to back 14')* **16-B** *(Back to back 16')* **20-B** *(Back to back 20')* **25-B** *(Back to back 25')* **16-C** *(Staggered 16')* **20-C** *(Staggered 20')* **25-C** *(Staggered 25')* **25-D** *(Spine 25')*	**BC** *(Base Cover)* **NUT** *(Nut Covers)*	**NTW** *(No Twist Lock)* **TW1** *(With Twist Lock)*	**R** *(With Power Receptacle)* **NR** *(Without Power Receptacle)*	**MS1** *(With Motion Sensor)* **NMS** *(No Motion Sensor)*	**See powdercoat color options on the Material / Colors Sheet.**

Example: DZP – 12-A – BC – TW1 – R – MS1 – MBK

Pole Modifications

Part Number	Modification	Description
CAM	Camera	
SPE	Speaker	
WAP	WiFi Access Point	
BAN	Banner Arms	
VIB	Vibration Dampener	
CPH	Custom Pole Height	
CLH	Custom Lens Height	
CPC	Custom Powdercoat Color	
---	Other	

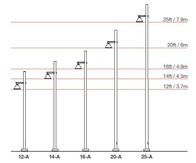
Modifications listed are the most common changes/additions requested. If your requirements aren't shown here, select 'other' and write in the modification needed. Please provide as much detail as possible to streamline the quoting process. All modifications to standard products will require evaluation and quoting approved by Landscape Forms prior to order placement.

Moment

landscapeforms

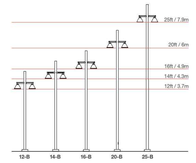
Specification Sheet | DZ 100/200

Lens Height and Pole Configuration Selection Guide



Compatible Luminaires

	100 Series	200 Series
Single	DZ101	DZ201



Compatible Luminaires

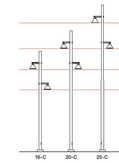
	100 Series	200 Series
Single	DZ102	DZ202

Moment

landscapeforms

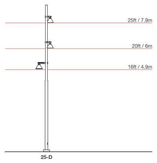
Specification Sheet | DZ 100/200

Lens Height and Pole Configuration Selection Guide



Compatible Luminaires

	100 Series	200 Series
Single	DZ101	DZ201



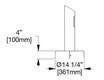
	100 Series	200 Series
Single	DZ101	DZ201

Pole & Base Cover

Poles are manufactured from seamless aluminum alloy with a flush mounted hand hole cover. Base plate is cast aluminum and includes either a two-piece cast aluminum decorative base cover, or four cast aluminum nut covers. Mounting template and anchor hardware included. Anchor bolts conform to ASTM F1554 Grade 55 and are provided with two hex nuts and two flat washers. Bolts have an "L" bend on one end and are galvanized a minimum of 12" on the threaded end. Poles are pre-drilled to suit the specified mounting conditions prior to powdercoating, and include flush top pole cap, configured to support installation of ANSI C136.41 twist-lock receptacle when specified, configured to support installation of ANSI C136.41 twist-lock receptacle when specified.

Mounting

Cast stainless steel mounting brackets attach to a pre-drilled 5" diameter section of pole via a through-bolt arrangement. Single luminaire or back to back arrangement, Luminaire arm attaches to bracket via 4 bolts internal to the driver housing/arm. All hardware made from stainless steel.



Moment

landscapeforms

Specification Sheet | DZ 100/200

Wind Load Chart

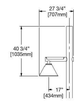
Part Number	Description	Wall Thickness [in]	# of Luminaires	Total Weight of Luminaire(s) [lbs]	Total Luminaire(s) EPA [ft2]	Max Wind Speed						
						Max EPA at 90 MPH [ft2]	Max EPA at 100 MPH [ft2]	Max EPA at 110 MPH [ft2]	Max EPA at 120 MPH [ft2]	Max EPA at 130 MPH [ft2]	Max Wind Speed (MPH)	Base Shear [lbf]
DZP-12-A	5"x12ft pole, single luminaire	0.188	1	31.75	0.568	10.3	8	6.4	5.3	4.4	337	4643
DZP-12-B	5"x12ft pole, back to back luminaires	0.188	2	62.02	1.111	10.3	8	6.4	5.3	4.4	337	4593
DZP-14-A	5"x14ft pole, single luminaire	0.188	1	31.75	0.568	8.2	6.3	5	4	3.3	213	4631
DZP-14-B	5"x14ft pole, back to back luminaires	0.188	2	62.02	1.111	8.2	6.3	5	4	3.3	198	4595
DZP-16-A	5"x16ft pole, single luminaire	0.188	1	31.75	0.568	6.3	4.7	3.6	2.9	2.3	165	4630
DZP-16-B	5"x16ft pole, back to back luminaires	0.188	2	62.02	1.111	6.3	4.7	3.6	2.9	2.3	161	4596
DZP-16-C	5"x16ft pole, staggered height luminaire	0.188	2	63.50	1.135	6.3	4.7	3.6	2.9	2.3	172	4607
DZP-20-A	5"x20ft pole, single luminaire	0.188	1	31.75	0.568	3.3	2.1	1.5	1	0.7	137	4577
DZP-20-B	5"x20ft pole, back to back luminaires	0.188	2	62.02	1.111	3.3	2.1	1.5	1	0.7	117	4529
DZP-25-A	6" to 5" 25ft step pole, single luminaire	0.188	1	31.75	0.568	4.2	3.1	2.3	1.7	1.3	158	4653
DZP-25-B	6" to 5" 25ft pole, back to back luminaires	0.188	2	62.02	1.111	4.2	3.1	2.3	1.7	1.3	135	4550
DZP-25-C	6in dia to 5in dia x 25ft pole, staggered height luminaires	0.188	2	63.50	1.135	4.2	3.1	2.3	1.7	1.3	143	4572
DZP-25-D	6" to 5" 25ft step pole, 5-luminaire spine	0.188	3	95.25	1.703	4.2	3.1	2.3	1.7	1.3	133	6597

Moment

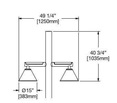
landscapeforms

Specification Sheet | DZ 100/200

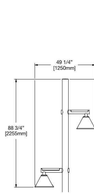
100 Series Luminaire Dimensions, Weights and EPA's



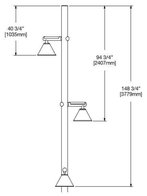
DZ101
Weight: 28.5lbs
EPA: 0.5675ft²



DZ102
Weight: 52.1 lbs
EPA: 1.1107ft²



DZ101
Weight: 57lbs
EPA: 1.1358ft²



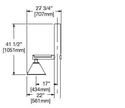
DZ102
Weight: 85.5lbs
EPA: 1.7025ft²

Moment

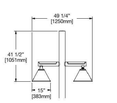
landscapeforms

Specification Sheet | DZ 100/200

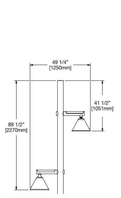
200 Series Luminaire Dimensions, Weights and EPA's



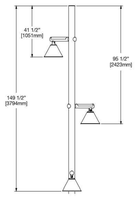
DZ201
Weight without Louvre: 30lbs
Weight with Louvre: 31.75lbs
EPA: 0.5675ft²



DZ202
Weight without Louvre: 58.62lbs
Weight with Louvre: 62.02lbs
EPA: 1.1107ft²



DZ201
Weight without Louvre: 60lbs
Weight with Louvre: 63.5lbs
EPA: 1.1358ft²



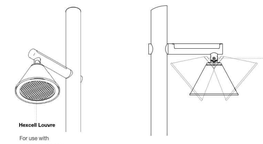
DZ201
Weight without Louvre: 90lbs
Weight with Louvre: 95.25lbs
EPA: 1.7025ft²

Moment

landscapeforms

Specification Sheet | DZ 100/200

Luminaire & Pole Accessories



Hexcell Louvre
For use with accent optics only.

Tilt adjustable luminaire for accent lighting
Up to 50° tilt in 10° increments.



GFCI Outlet with In-use Cover
Placement approx 3' above grade and 180° from handhole.

Twist Lock Location



Single Luminaire PIR Photo/motion Sensor
Placement approx 12' above grade on all heights and 180° from handhole, except 10' above grade on the 12' lens height version.

Moment

landscapeforms

Specification Sheet | DZ 100/200

Luminaire Performance Data – Roadway/Area Optic 100 Series

LED Quantity	Drive Current	Lens	Distribution Type	Lumen Output	Efficacy	Input Power (W)	BUG Rating
30	SO	Clear	T1	2553	128	20	B1-UG-G1
			T2	2550	128	20	B1-UG-G1
			T3	2406	120	20	B1-UG-G1
			T4	2275	114	20	B1-UG-G1
			T5	2493	125	20	B1-UG-G1
		Frosted	T1	2291	115	20	B1-UG-G1
			T2	2288	114	20	B1-UG-G1
			T3	2169	108	20	B1-UG-G1
			T4	2005	100	20	B1-UG-G1
			T5	2210	111	20	B1-UG-G1
	HO	Clear	T1	5121	116	44	B2-UG-G2
			T2	5116	116	44	B1-UG-G1
			T3	4827	110	44	B1-UG-G1
			T4	4565	104	44	B2-UG-G2
			T5	5002	114	44	B2-UG-G1
		Frosted	T1	4605	105	44	B2-UG-G1
			T2	4599	105	44	B1-UG-G1
			T3	4352	99	44	B1-UG-G1
			T4	4029	92	44	B1-UG-G1
			T5	4442	101	44	B2-UG-G1
50	SO	Clear	T1	7501	123	61	B2-UG-G2
			T2	7493	123	61	B2-UG-G2
			T3	7071	116	61	B2-UG-G2
			T4	6686	110	61	B2-UG-G2
			T5	7326	120	61	B3-UG-G1
		Frosted	T1	6734	110	61	B2-UG-G2
			T2	6724	110	61	B2-UG-G1
			T3	6364	104	61	B1-UG-G1
			T4	5892	97	61	B2-UG-G1
			T5	6494	106	61	B2-UG-G1
	HO	Clear	T1	9747	117	83	B3-UG-G3
			T2	9737	117	83	B2-UG-G2
			T3	9188	111	83	B2-UG-G2
			T4	8688	105	83	B2-UG-G2
			T5	9520	115	83	B3-UG-G1
		Frosted	T1	8751	105	83	B3-UG-G2
			T2	8738	105	83	B2-UG-G2
			T3	8270	100	83	B2-UG-G1
			T4	7656	92	83	B2-UG-G1
			T5	8439	102	83	B3-UG-G1

Lumen output scaling factors: 2700K (0.947), 3500K (1.046), 4000K (1.053)

Moment

landscapeforms

Specification Sheet | DZ 100/200

Luminaire Performance Data – Accent Optic 200 Series

LED Quantity	Drive Current	Lens	Beam Angle	Lumen Output	Efficacy	Input Power (W)	Peak Intensity (cd)
30	SO	Clear	SP	2477	118	21	13001
			SP+LV1	1352	64	21	10845
			ME	2351	112	21	8755
			FL	2349	112	21	4099
			WF	2473	118	21	1598
		Frosted	SP	2429	116	21	8765
			ME	2297	109	21	6194
			FL	2316	110	21	4090
			WF	2268	108	21	1521
	HO	Clear	SP	4953	113	44	26001
			SP+LV1	2703	61	44	21690
			ME	4701	107	44	17510
			FL	4697	107	44	9225
			WF	4945	112	44	3196
		Frosted	SP	4861	110	44	17563
			ME	4596	104	44	12411
			FL	4629	105	44	8179
			WF	4539	103	44	3047
50	SO	Clear	SP	7095	114	62	37285
			SP+LV1	3872	62	62	31102
			ME	6734	109	62	25109
			FL	6729	109	62	13645
			WF	7084	114	62	4583
		Frosted	SP	6957	112	62	25139
			ME	6579	106	62	17763
			FL	6626	107	62	12003
			WF	6496	105	62	4361
	HO	Clear	SP	9338	113	83	49059
			SP+LV1	5096	61	83	40924
			ME	8863	107	83	33038
			FL	8856	107	83	17730
			WF	9324	112	83	6030
		Frosted	SP	9157	110	83	33077
			ME	8659	104	83	23373
			FL	8721	105	83	15794
			WF	8550	103	83	5738

Lumen output scaling factors: 2700K (0.947), 3500K (1.046), 4000K (1.053)

cline
760 FLORIDA CENTRAL PKWY
LONGWOOD, FL 32750
PH: 407.636.7999
PROJECT #: 26024

MiGre Engineers LLC

220 East Peterson Dr.
Charlotte, NC 28217
704 / 333-7272
ClineDesignAssoc.com

CLINE DESIGN
EMBREY - AUREUM II
FRANKLIN, TN

© 2026 CLINE DESIGN ASSOCIATES, P.A. EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, PA.

NOT FOR CONSTRUCTION

DD PROGRESS SET

PROJECT:	225238
DATE:	05.15.2026
REVISIONS*:	DATE

*[#]# = PERMIT, R[#] = REF, # = REVISON

DRAWN BY: MLD

CHECKED BY: MLD

SITE LIGHTING FIXTURE SPECIFICATIONS

E003

XX.XX.2026

To the best of the engineer's knowledge, the plans and specifications comply with the applicable minimum building codes and the applicable fire-safety standards.

Filename: X:\26024\26024-E-SITE.dwg Plotted by: HARRY 6/3/26 15:31

City of Franklin

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

File #: 26-0796

DATE: 6/25/2026

TO: Board of Mayor and Aldermen

FROM: Paul Holzen, Director of Engineering
Max Baker, Multi-Modal Coordinator

SUBJECT:

Consideration Of Resolution 2026-26, A Resolution To Adopt The 2026 Transit Master Plan.

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Resolution 2026-26.

BACKGROUND/STAFF COMMENTS:

Developed to provide recommendations and a vision-based guide for the Franklin Transit Authority, the Franklin Transit Master Plan includes a 10-year plan for capital investments and recommendations for serving the transportation mobility needs of the population served by the Authority. The Plan includes analysis of a variety of service delivery options and scenarios for consideration by the public, users of the system, and community stakeholders in selecting the preferred scenario. Analysis of costs and revenues along with ridership-based performance metrics are used to evaluate the performance and development of a fiscally constrained plan that includes strategies to address inter-regional travel needs, regional travel needs, and local travel needs alike. The Franklin Transit Authority has contracted outside consultant support from Benesch in partnership with Varallo Public Relations to provide these transportation planning services. The Plan was recommended by the Franklin Transit Authority.

FINANCIAL IMPACT:

No impact at this time.

RECOMMENDATION:

Staff recommends that the Franklin Municipal Planning Commission approve Resolution 2026-26.

FRANKLIN TRANSIT

Franklin Transit Master Plan

Franklin Municipal Planning Commission

June 25, 2026



benesch

Agenda

- Recap of Activities
- Recap of Key Recommendations
- Financial Plan
- Timeline

10-Year Transit Master Plan

Develop a 10-year, vision-based Transit Master Plan

Analyze and address local and regional mobility needs

Respond to growth-related challenges

Use public input, data analysis, and fiscal considerations to shape recommendations

Guide capital investment and service delivery via financial and implementation plans

Recap of Activities

Coordinate
- Project Management

Engage (TM2)
- Public Outreach
- Stakeholder Interviews & Discussion Groups

Analyze (TM3)
- Existing Conditions Analysis

Set Direction (TM4)
- Vision & Mission
- Goals Workshop
- Goals & Objectives

Develop Plan (TM5)
- Transit Plan Development
- Phased Recommendations

Finalize Plan









Public Outreach



Completed Outreach

97 fixed route rider surveys	**400+** public input surveys	**22** TODD rider surveys
24 transit operator and staff surveys	**12** Stakeholder interviews	**30** discussion groups attendees
6 public workshops/ meetings	**1,300+** virtual room visits	**63,000+** social media interactions



Recommendations & Implementation Guidance



Key Recommendations

Outreach & Communications Improvements

- Launch structured outreach strategy
- Transition microtransit branding
- Strengthen local & regional partnerships

Planning & Policy Development

- Develop service design & performance standards
- Complete ADA transition plan
- Conduct comprehensive operational analysis

Capital & Technology Improvements

- Conduct transit technology assessment
- Implement mobile fare payment
- Upgrade AVL, APCs, scheduling & dispatch
- Improve bus stops & infrastructure

Key Recommendations

Transparency & Performance Monitoring

- Implement KPIs & performance dashboards
- Establish routine reporting for data-driven decision-making
- Improve internal & public-facing performance reporting

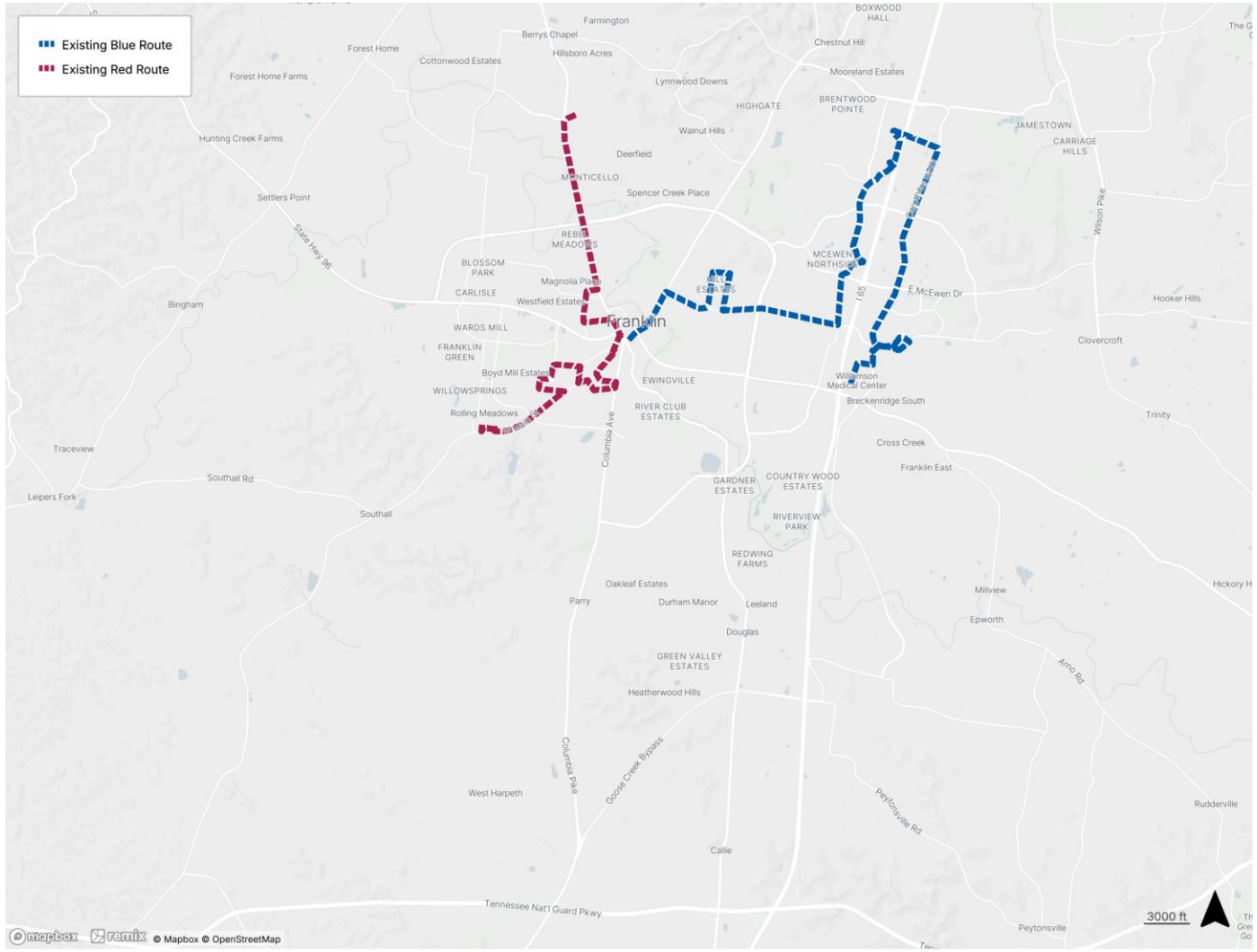
Service Improvements

- Launch Cool Springs microtransit pilot
- Modify existing fixed routes using enhanced data
- Expand service hours incrementally based on demand
- Plan future service expansion based on performance/demand

Conceptual Service Improvements

Current Services

- Excluding TODD

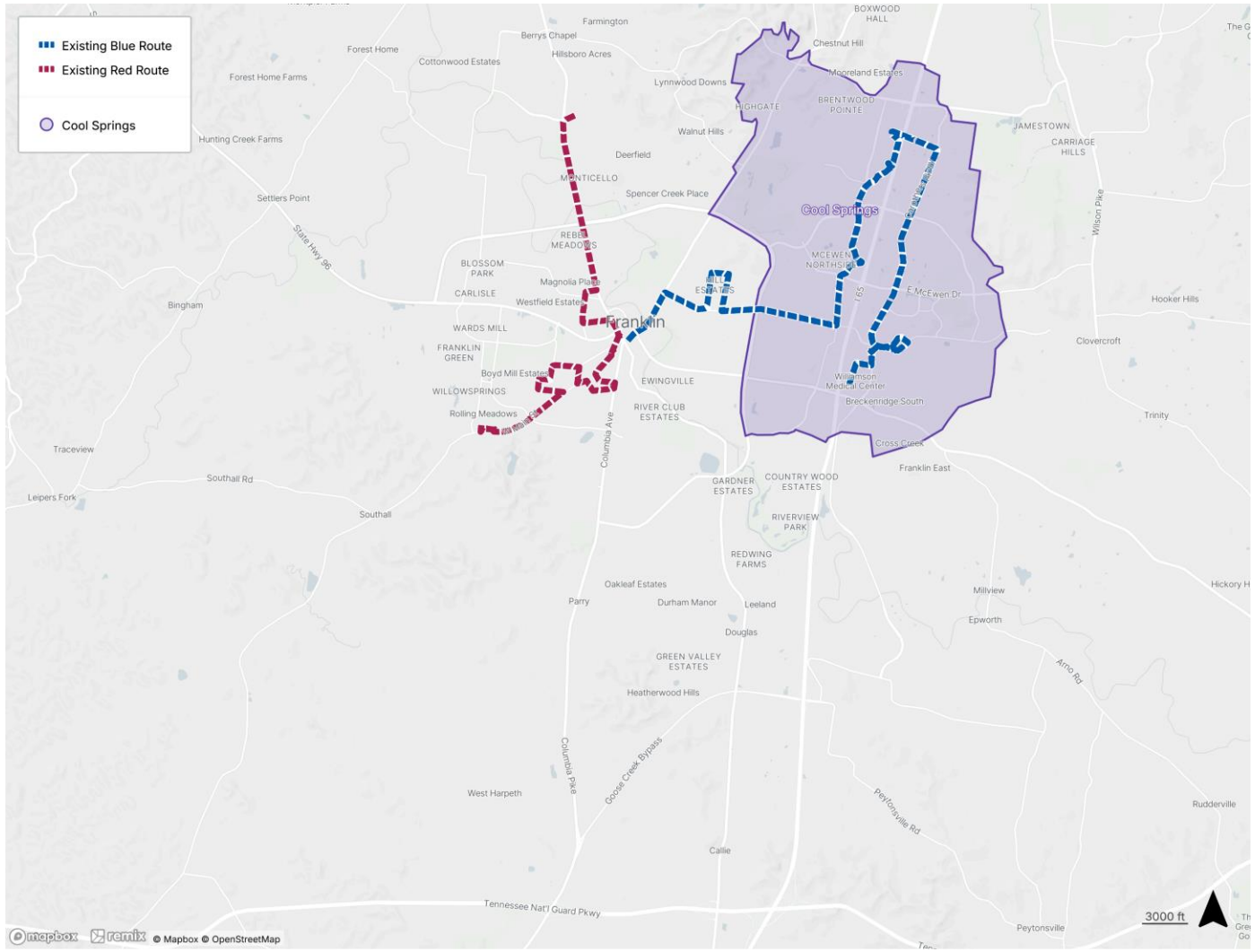


Conceptual Service Improvements

1

FRANKLIN TRANSIT

Pilot microtransit in Cool Springs



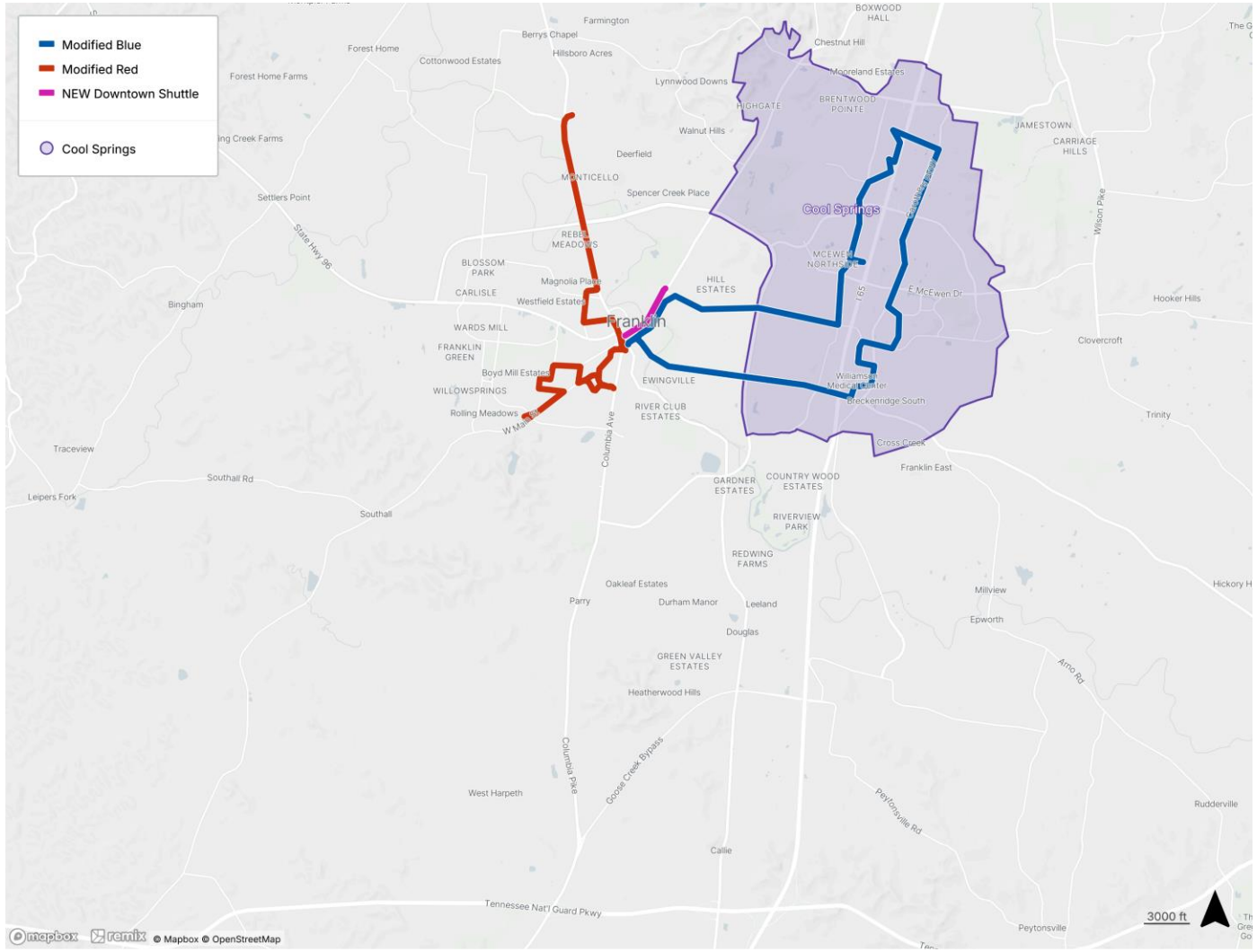
Conceptual Service Improvements

3

FRANKLIN TRANSIT

Modify existing routes

Add downtown shuttles

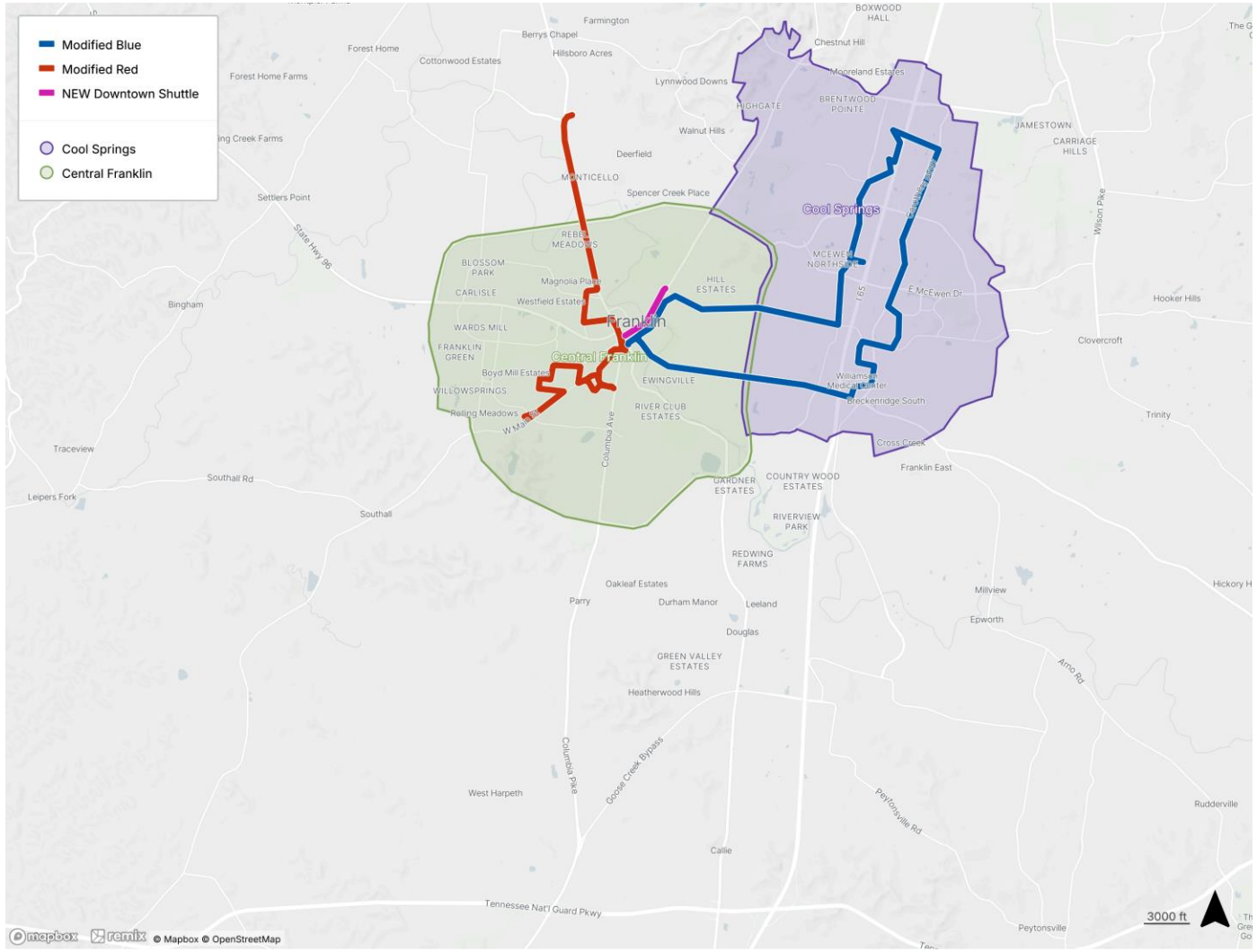


Conceptual Service Improvements

4

FRANKLIN TRANSIT

Add Central Franklin microtransit



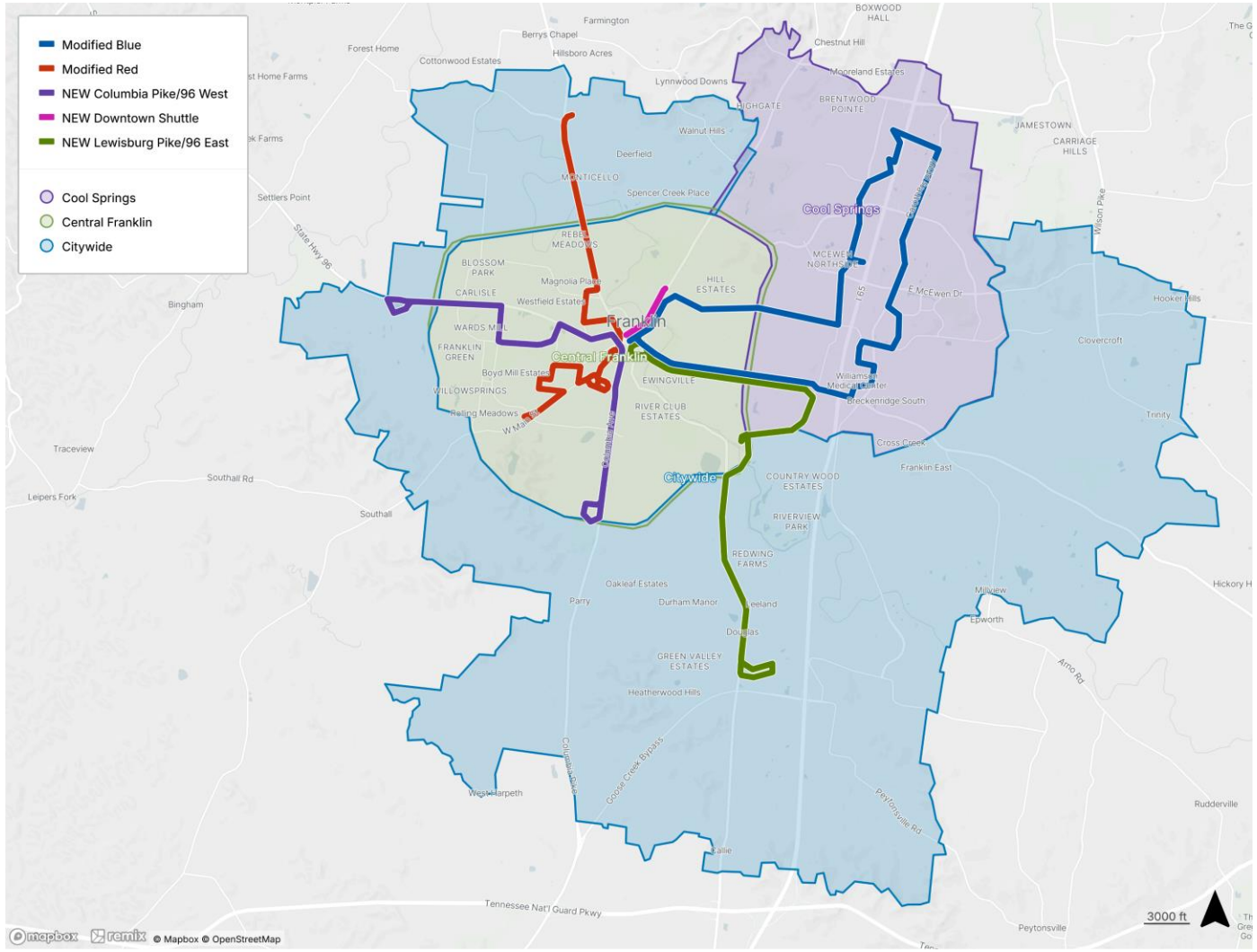
Conceptual Service Improvements

6

FRANKLIN TRANSIT

Add local fixed routes

Add citywide microtransit



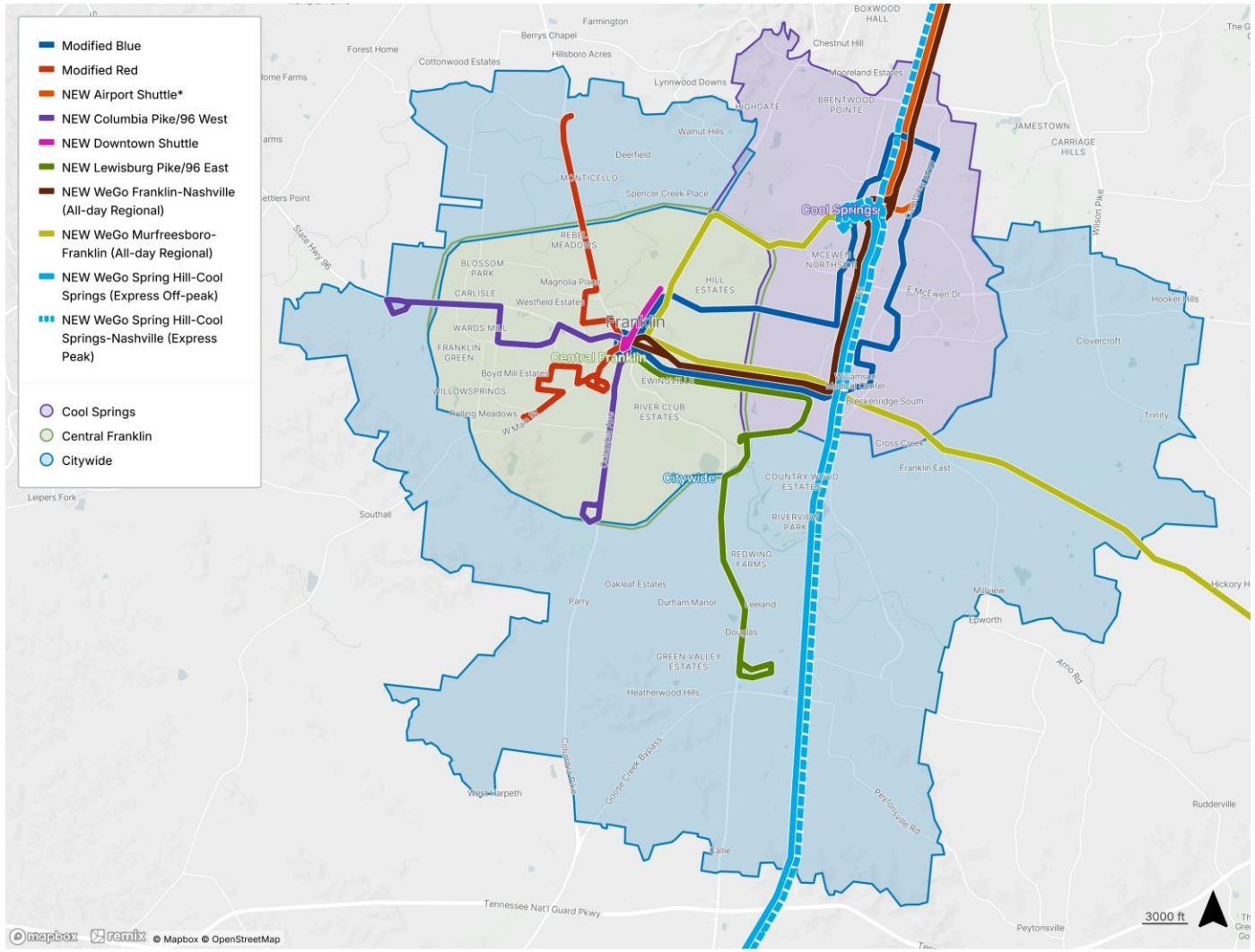
Conceptual Service Improvements

9

FRANKLIN TRANSIT

Add WeGo regional fixed routes

- *Airport Shuttle is a regional route not identified by WeGo



Implementation Roadmap & Sequencing

Initiate

Establish planning, policy, funding & readiness actions needed to support implementation.

- Planning Studies
- Feasibility Studies
- Technology Assessment
- ADA Transition Plan
- Service Design Standards

Implement

Advance service, capital, technology, & customer-facing improvements based on identified priorities.

- Launch Mobile Fare Payment
- Procure APCs
- Deploy AVL
- Upgrade Dispatch & Scheduling Tools
- Bus Stop Improvements
- Pilot Cool Springs Microtransit

Monitor

Track performance, evaluate outcomes & assess operational needs, customer response & service effectiveness.

- Performance Dashboards
- KPI Tracking
- Ridership Monitoring
- Customer Feedback
- On-Time Performance
- Service Evaluation

Refresh

Update priorities, refine actions & incorporate performance findings into the next round of planning & decision-making.

- Update Priorities
- Refine Service Plan
- Adjust Investment Timing
- Incorporate Findings
- Prepare Next Plan Update

Some actions can proceed in parallel, while others depend on funding, procurement & implementation readiness.

FRANKLIN TRANSIT

Financial Plan



Financial Plan Overview

- Costs out 10-year phased recommendations
- Incorporates planning-level estimates of expenses associated with current and future service
- Identifies unfunded expenses based on anticipated funding



Funded & Unfunded Recommendations

Item	Fiscal Years	Ten-Year Cost
Operations		
Existing Blue and Red routes	2027-2036	$14,818,000
Existing special services	2027-2036	$5,596,000
Traditional TODD service (assuming full Mobility on Demand implementation)	2027-2036	$16,137,000
Cool Springs microtransit	2027-2036	$5,739,000
Downtown shuttle/circulator	2028-2036	$2,194,000
Extended fixed route service span*	2029-2036	$3,281,000
Central Franklin microtransit*	2030-2036	$6,566,000
Citywide microtransit*	2032-2036	$6,521,000
New local fixed routes*	2032-2036	$5,193,000
Increased fixed route frequency*	2034-2036	$5,417,000
Sunday fixed route service*	2034-2036	$1,313,000
Capital		
Upgrade real-time information and tracking, scheduling, and dispatch tools	2027	$15,000
Install Automatic Passenger Counters (APCs) across the entire fixed route fleet	2027	$115,000
Launch mobile fare payment	2027	$3,000
Vehicle Purchases	2027-2036	$11,394,000
Bus stop improvements	2027-2036	$397,000
Bus stop shelters	2027-2036	$1,918,000
Implement Wi-Fi across the entire fleet	2028	$25,000
Open-loop payment	2029	$54,000
Planning		
ADA Transition Plan	2027	$40,000
Microtransit feasibility and technology assessment	2027	$200,000
Development of design standards	2027	$60,000
Development of bus stop guidelines	2028	$72,000
Comprehensive Operations Analysis (COA)	2029	$159,000
Integrated Capital Improvement Plan and Transit Asset Management Plan	2029 and 2033	$91,000
Refresh Transit Master Plan	2031	$134,000
Update Transit Master Plan	2036	$312,000

*Unfunded

Timeline

Task	May	June	July	August
BOMA Work Session Present: *Draft Transit Master Plan*		6/23		
Franklin Municipal Planning Commission Adoption: *Transit Master Plan*		6/25		
BOMA Meeting Adoption: *Transit Master Plan*			07/14	
FTA Board Meeting Adoption: *Draft Transit Master Plan*				8/4



Questions?



RESOLUTION 2026-26

A RESOLUTION OF THE FRANKLIN MUNICIPAL PLANNING COMMISSION TO ADOPT THE 2026 TRANSIT MASTER PLAN

WHEREAS, the City of Franklin is one of the fastest growing communities in the State of Tennessee and has experienced continual growth and development since the 1980s; and

WHEREAS, this growth pattern is expected to continue and to place increasing demands on the City's transportation network; and

WHEREAS, pursuant to *Tennessee Code Annotated* (T.C.A.) § 13-4-201, it is the function and duty of the Franklin Municipal Planning Commission (FMPC) to adopt an official general plan for the physical development of the City of Franklin; and

WHEREAS, the FMPC may from time to time amend, extend or add to the plan or carry any part of subject matter into greater detail; and

WHEREAS, the Transit Master Plan serves as a long-range plan for the transit system based on existing and proposed land uses; and

WHEREAS, the 2026 Transit Master Plan provides recommendations and a vision-based guide for the Franklin Transit Authority, including a 10-year plan for capital investments and recommendations for serving transportation mobility needs of Franklin; and

WHEREAS, the Franklin Municipal Planning Commission believes it is in the best interest of the City of Franklin to adopt the 2026 Transit Master Plan

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

The 2026 Transit Master Plan, entitled "Franklin Transit Master Plan," is hereby adopted as recommended by the Franklin Transit Authority in BAI-8-4-26A, along with the accompanying maps, exhibits, policies, and proposed projects listing.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 20__.

ATTEST:

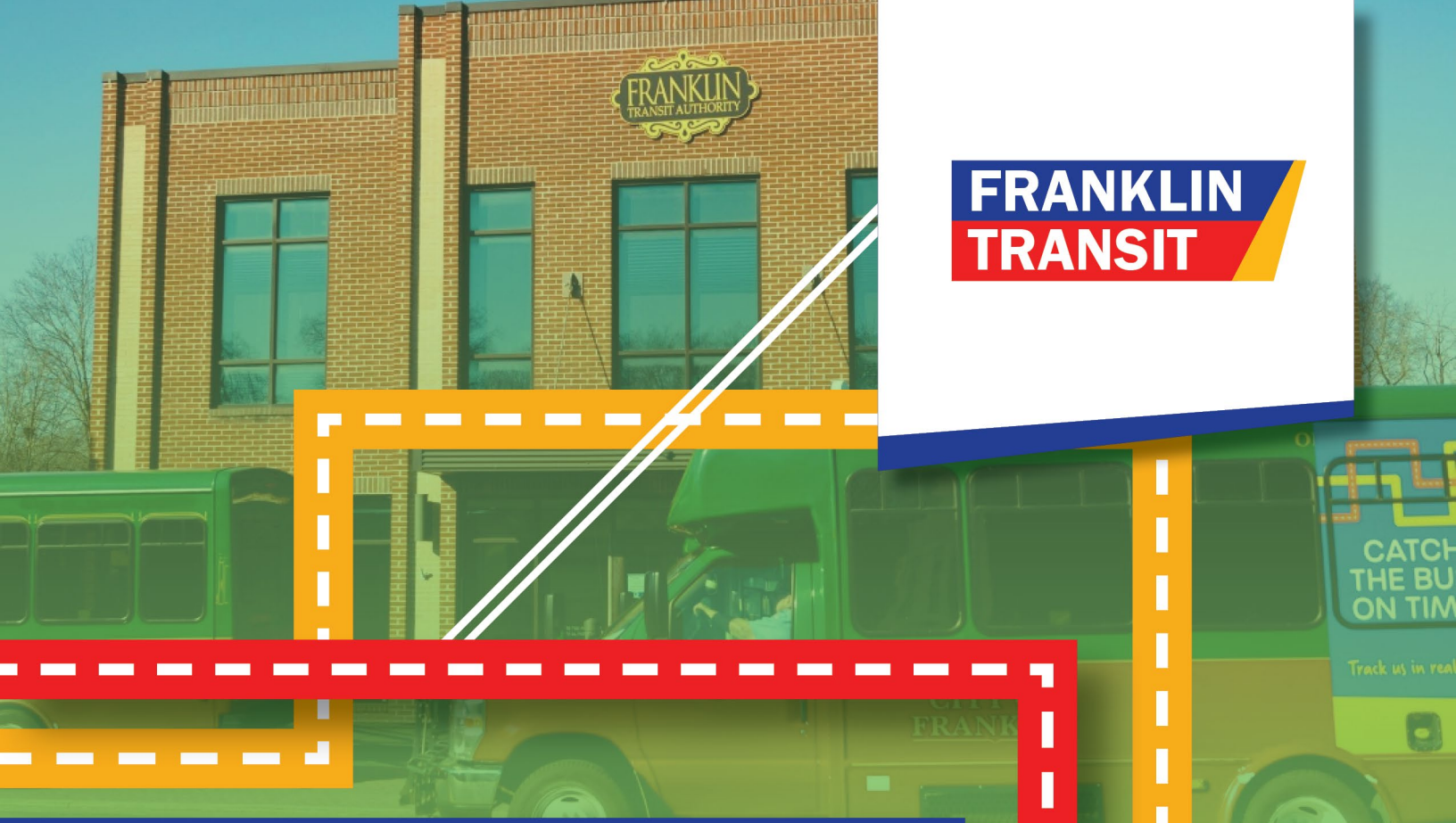
By:_____
Emily Wright
Secretary

CITY OF FRANKLIN, TENNESSEE:

By:_____
Roger Lindsey
Chair

Approved as to Form:

By: _____
Shauna R. Billingsley
City Attorney



FRANKLIN TRANSIT

Franklin Transit Master Plan

June 2026

TABLE OF CONTENTS

1 INTRODUCTION 3

2 SUMMARY OF PUBLIC INVOLVEMENT 4

2.1 Public Involvement Plan 4

2.2 Technical Advisory Group (TAG) 4

2.3 Stakeholder Interviews 6

2.4 Discussion Group Workshops 9

2.5 Community Workshops 11

2.6 Social Media and Online Project Materials 14

2.7 Fixed Route Rider Survey 16

2.8 TODD Rider Survey 25

2.9 Virtual Public Input Survey 28

2.10 Transit Staff Surveys 39

2.11 Public Meetings for Input on Transit Improvement Alternatives 41

3 INVENTORY & ASSESSMENT OF EXISTING CONDITIONS 46

3.1 Existing Operating Environment Analysis 46

3.2 Latent Demand Analysis 70

3.3 Local Plans & Policies Analysis 80

3.4 Existing Services Analysis 92

3.5 Trend Analysis and Peer Review 101

3.6 Summary 106

4 GOALS, OBJECTIVES & PERFORMANCE METRICS 108

4.1 Development of Goals and Objectives 108

4.2 Transit Goals and Objectives 111

4.3 Strategies and Tactics for Objectives 112

4.4 Key Performance Indicators and Performance Monitoring Program 114

DRAFT

5 TRANSIT PLAN DEVELOPMENT 117
5.1 Transit Needs Identification 117
5.2 Transit Improvement Alternatives 121
5.3 Phased Recommendations 122
5.4 Existing Transit Budget Review 130
5.5 Funding Sources Assessment 132
5.6 Implementation Plan 136
5.7 Financial Plan 138
6 CONCLUSION 142

DRAFT

1 INTRODUCTION

The Franklin Transit Master Plan establishes a 10-year framework for improving public transportation in the City of Franklin. The study evaluates existing transit service, identifies mobility needs, develops improvement alternatives, and phases recommended actions into an implementation program supported by a financial plan. The project scope directs the study to produce a vision-based guide for Franklin Transit Authority, evaluate service delivery options and scenarios, and develop a fiscally constrained plan that addresses local, regional, and inter-regional travel needs.

Franklin continues to grow as both a residential community and a major employment center within the greater Nashville region. The city's population in 2025 was estimated to be 93,921 and is projected to grow to 102,996 by 2030 and 122,266 by 2040. Employment remains concentrated in Downtown Franklin, Cool Springs, and other major corridors. These trends increase travel demand and strengthen the need for a transit system that improves access to jobs, schools, medical services, shopping, and regional destinations.

The Transit Master Plan was built from four main inputs. First, the project team conducted prolific public outreach to understand rider experience, unmet mobility needs, and community priorities. Second, the team evaluated existing conditions, including demographics, employment, land use, major activity centers, travel demand, multimodal conditions, and current transit service. Third, the team worked with the Transit Master Plan's Technical Advisory Group and the Franklin Transit Authority Board to define goals, objectives, and performance measures. Fourth, the team used those findings to identify transit needs, develop alternatives, phase recommendations, and prepare the implementation and financial plans.

Franklin Transit already provides important local mobility, but the current system does not fully match the city's growth, travel patterns, or public expectations. Current riders depend on the service for essential trips. Many non-riders know transit exists but do not see the current system as easy to use or relevant to the trips they make. The Plan therefore focuses on practical improvements that strengthen the existing system, reduce barriers to use, improve customer understanding, and support better service decisions over time.

DRAFT

2 SUMMARY OF PUBLIC INVOLVEMENT

Public outreach and engagement are essential to the success of any master plan. For the Franklin Transit Master Plan, these efforts were especially important because they ensured that community voices were heard and that public input meaningfully shaped the project. Effective engagement helps confirm that residents and stakeholders feel valued, and it strengthens the overall planning process.

A thorough understanding of Franklin's mobility needs and current transit services requires outreach that is intentional, inclusive, and reflective of the community. By engaging riders, non-riders, stakeholders, community partners, and elected officials, a wide range of perspectives were gathered. This input helped identify how the existing system is performing, what mobility needs remain unmet, and what residents hope transit will become in the future.

The qualitative input from local stakeholders provides essential context that complements the quantitative data analysis. This input offers insight that numbers alone cannot capture. Local stakeholders have direct knowledge of streets, corridors, and travel patterns; familiarity with past plans and ongoing initiatives; and an understanding of how the Transit Master Plan can integrate with other efforts already in progress. This information serves as a critical foundation before developing recommendations. It ensures the plan reflects local priorities, aligns with previous work, and builds on the momentum already established within the City of Franklin.

The following sections provide an overview of the public involvement activities conducted for the Franklin transit Master Plan. It summarizes the engagement methods used, describes key events, and highlights major findings from each. Collectively, these outreach efforts helped chape a clearer picture of how transit currently supports the community and how it can better serve Franklin in the years ahead.

2.1 Public Involvement Plan

In order to best execute outreach for this plan, the project team developed and implemented the Public Involvement Plan (PIP), which includes proven methods and a "menu of activities" that ensure sufficient opportunities for engagement and participation. The PIP functions as the blueprint for all outreach efforts throughout the planning process, guiding when, where, and how engagement activities are carried out. The feedback collected through these activities is then incorporated into the analysis and used to shape solutions that respond directly to community needs and priorities. This plan can be found in Appendix A.

2.2 Technical Advisory Group (TAG)

A Technical Advisory Group was convened to help oversee the Study process, provide guidance and input throughout the effort, and review all deliverables. Working with city staff, a list of key individuals was invited to participate and formalized as the TAG for the duration of the study.

2.2.1 TAG Members

The TAG is composed of representatives from multiple local and regional agencies, departments, and stakeholder groups. This structure ensures that all concepts and potential solutions are reviewed from a variety of perspectives, including operations, planning, policy, funding, land use, and community impacts. Bringing these viewpoints together allows the project team to identify opportunities, surface potential challenges early, and confirm that recommendations are practical, coordinated, and aligned with the City's broader goals.

The TAG plays a critical role in grounding the plan in local context and institutional knowledge. Members provide insights into existing conditions, previous plans, ongoing initiatives, and operational realities that inform the analysis. Their input helps validate assumptions, strengthen methodologies, and ensure that the final recommendations reflect a shared understanding across participating partners.

The complete list of members is included below in Table 2-1.

TABLE 2-1: TECHNICAL ADVISORY GROUP (TAG) MEMBERS

Name	Agency	Title
Max Baker	City of Franklin	Multi-Modal Coordinator
Felix Castrodad	WeGo	Director of Planning & Grants
Jessica Dauphin	Transit Alliance	President and CEO
Walter Denton	City of Franklin	Assistant City Administrator
Jerry Hatcher	City of Franklin	Street Director
Debbie Henry	The TMA Group	President and CEO
Stanton Higgs	The TMA Group	Chief Operating Officer
Lee Kirkpatrick	Franklin Special School District	Supervisor
Mike Matteson	Williamson County	Director of Community Development
Kaitlyn McClanahan	TDOT	Public Transportation Section Manager
Andrew Orr	City of Franklin	Long Range Planning Supervisor
Sharmila Patel	The TMA Group	Grants and Procurement Director
John Schroer	Franklin Transit Authority	FTA Chair
Michael Skipper	GNRC	Executive Director
Daniel McDonnell	GNRC	Director of Transportation and Infrastructure
Tom Fox	GNRC	Public Transportation Coordinator
Yvette Taylor	Federal Transit Administration	Region 4 Regional Administrator
Micah Wood	Thompson's Station	Town Administrator and Town Planner
Wally Blain	Benesch	Project Manager
Yash Nagal	Benesch	Deputy Project Manager
Joel Rey	Benesch	Senior Transit Advisor
Elizabeth Howe	Varallo Public Relations	Outreach Specialist
Deb Varallo	Varallo Public Relations	Outreach Director

2.2.2 Meetings

There are four TAG meetings held during the study. The first meeting of the TAG served as a project orientation meeting designed to introduce the group to the study. The second meeting reviewed early outreach efforts and initial findings from the existing conditions and trend & peer analyses. Following the second meeting, a workshop was held to develop goals and objectives for Franklin Transit to better inform what the recommendations for this plan should be. The third meeting reviewed the existing conditions analysis, the finalized goals and objectives, and the discussion of transit needs and alternatives. The fourth and final meeting focused on recommendations and the final report preparation. The dates of the TAG meetings are listed below.

- Kickoff meeting: 09/08/2025
- Meeting #2: 11/10/2025
- Goals and Objectives workshop: 12/02/2025
- Meeting #3: 03/05/2026
- Meeting #4: 04/07/2026

The TAG meeting structure was intentionally designed to align with the major phases of the study and to ensure coordinated input at each step. Each meeting corresponds to an important decision point in the planning process. This approach allows the project team to present findings, gather feedback, and refine the analysis before advancing to the next phase. It ensures that the TAG's guidance is incorporated when it is most useful, such as during goal development, evaluation of alternatives, and formation of recommendations.

Organizing the meetings around specific milestones also supports transparency and collaboration. TAG members can track progress, understand how each task builds on previous work, and confirm that the analysis remains consistent with local priorities and operational realities. The dedicated Goals and Objectives workshop provides an additional opportunity for focused discussion and consensus-building, ensuring that the framework guiding the recommendations reflects shared priorities across stakeholder groups.

This structure allows the TAG to contribute throughout the study instead of only at one point in time, which strengthens the final Transit Master Plan and improves coordination among local and regional partners.

2.3 Stakeholder Interviews

As part of the Franklin Transit Master Plan, Individual and small group stakeholder interviews were conducted to obtain in-depth input from representatives across the public, private, and institutional sectors. These discussions provided qualitative insight into the community's mobility priorities and helped identify opportunities for collaboration, service refinement, and system growth. Stakeholder engagement complemented the rider and public surveys by highlighting operational and policy considerations from organizations that regularly interact with Franklin transit and its customers.

City staff broadened the interview effort to include additional partners and community voices. This expanded outreach strengthened the analysis by incorporating perspectives that were not originally

DRAFT

anticipated and ensured that the plan reflects a more complete understanding of local needs, concerns, and expectations.

Capturing stakeholder perspectives is essential because many interview participants work directly with residents, operate services, or manage facilities that depend on transit access. Their familiarity with day-to-day mobility challenges, development trends, and community expectations helps verify assumptions, identify issues not evident in data, and highlight opportunities for coordination across agencies, employers, and service providers. Incorporating this insight ensures the plan reflects actual conditions and aligns with Franklin's long-term goals.

Input from community leaders and organizational partners also matters because the final recommendations must be workable and supported by the individuals who will help communicate and advance them. Transit improvements are more likely to succeed when they resonate with advocates who understand local priorities and can explain the benefits to constituents. Early engagement with these champions helps build support for implementation and results in recommendations that are practical and widely accepted.

Strong engagement also creates a pathway for ongoing communication after new services are introduced. Stakeholders who are involved from the beginning are more likely to provide feedback on performance, identify areas for adjustment, and help guide refinements long after the study concludes. This continued dialogue promotes trust between the community and the transit system and supports a long-term culture of improvement.

2.3.1 Participants

Participants in the stakeholder interview process included representatives from:

- City of Franklin
- Williamson County
- WeGo
- Metro Nashville and Davidson County
- Tennessee Department of Transportation (TDOT)

Each participant offered perspectives on how transit supports community goals such as workforce access, economic development, and mobility for older adults and individuals with disabilities. The diversity of interview participants ensures that both policy level and user-oriented perspectives were incorporated into the planning process.

2.3.2 Stakeholder Insights

The stakeholder interviews revealed strong recognition of Franklin Transit's value within the community, particularly as a reliable transportation option for those without access to a private vehicle. Several stakeholders emphasized that transit contributes to local economic vitality by connecting workers to employment centers and supporting access to educational and healthcare facilities.

While overall sentiment toward Franklin Transit was positive, stakeholders identified several areas for improvement. The most frequently noted needs included expanding the service area to match growth

patterns, enhancing regional connectivity, and extending service hours to accommodate shift workers. Some participants also underscored the importance of improving public awareness and promoting the system as a convenient option for a wider range of users. Collectively, the interviews highlighted a shared vision for a more visible, flexible, and regionally integrated transit system that continues to serve Franklin's evolving mobility needs. A more detailed summary of stakeholder insights is depicted in Figure 2-1.

FIGURE 2-1: SUMMARY OF STAKEHOLDER INTERVIEWS

Awareness and perception of transit should be improved

- High awareness among stakeholders, but limited offerings and low convenience/connectivity.
- Transit seen as essential for equity and accessibility, though underutilized and perceived as only for those without cars.
- Public perception: car-centric culture, lack of respect for riders, limited visibility of services.
- Need for rebranding & education to build broader community buy-in.

Perception of lack of service beyond essential trips

- Most stakeholders have not personally used Franklin Transit mainly due to limited routes, schedules, and convenience.
- Franklin Transit generally serves basic needs but not everyday trips.
- The lunch shuttle helped raise awareness of Franklin Transit, but the systems reliability and coverage remain issues.

Strong desire for more local and regional transit options

- Strong consensus for more transit and mobility options including:
  - Circulators in downtown and Cool Springs
  - Microtransit
  - Micromobility
  - Local connections to parks, schools, and special events
  - Regional connectivity (I-65 corridor, Spring Hill, Nashville, BNA)

Stakeholders are looking into the future to plan for changing mobility needs

- There is an expectation of continued growth and increased traffic congestion.
- Work-from-home, an aging population, and mixed-use development (Berry Farms, Goose Creek, Cool Springs) will reshape demand.
- Transit should utilize emerging technologies and promote multimodal integration.

Numerous ideas to market transit

- Improve visibility and branding through social media and physical ads.
- Partner with employers, schools and other local organizations.
- Market with a viable and successful project.
- Focus messaging on reliability, convenience, and community value.

2.4 Discussion Group Workshops

The project team hosted two fifteen-person discussion group workshops at the Eastern Flank Event Facility in Franklin on September 30 and October 1 in 2025. Select Franklin Transit users and advocates were invited to participate. These small setting workshops permit more in-depth discussion about transit needs and issues compared to a survey. Table 2-2 lists the discussion group workshop attendees.

The workshops played an important role in the engagement process by creating space for detailed conversations with individuals and organizations that understand Franklin's mobility needs firsthand. The format encouraged open dialogue, allowed participants to share real experiences using the system, and helped the project team explore issues in greater depth than broader outreach tools allow. These discussions provided insight into daily mobility challenges, unmet needs, service expectations, and opportunities for coordination with local partners. They also allowed the team to test ideas directly with users, validate themes emerging from the data analysis, and ensure the recommendations reflect practical, user-focused perspectives. The relationships formed through these sessions support a long-term feedback loop between the community and decision makers, helping services evolve beyond the life of this study and strengthening trust in the transit network.

Key takeaways from the discussion group workshop are summarized in Figure 2-2. Discussion group participants have experience using Franklin Transit but still highlighted that the public awareness of the service is low. They asserted that transit is an essential service for the community and believed that Franklin Transit should focus on improving the service's accessibility, service span, and its regional connections.

TABLE 2-2: LIST OF DISCUSSION GROUP ATTENDEES

Name	Agency / Company	Date
Ned Dannenberg	Bike Walk Franklin	September 30
Paul Holzer	City of Franklin	September 30
Debbie Henry	TMA Group	September 30
Sterling Ains	TMA Group	September 30
Lee Rose	Brightstone	September 30
Brooke Tanner	The ARC of Williamson County	September 30
Ryan N. Hall	Airport Authority / BNA	September 30
Kevin Riggs	Williamson County Homeless Alliance	September 30
Debbie Henry	TMA Group	October 1
Sharmila Patel	TMA Group	October 1
Bryan Pogue	GraceWorks	October 1
Brad Runn	TMA Group	October 1
Mindy Tate	Franklin Tomorrow	October 1
Jessica Dauphin	TMA Group	October 1
Kel McDowell	Williamson, Inc.	October 1
Staci Davis	Waves, Inc.	October 1
Carter Napier	City of Spring Hill, TN	October 1

FIGURE 2-2: DISCUSSION GROUP WORKSHOP SUMMARY

Participants had prior experience with both fixed route and TODD services.

- Most used transit for special events, work programs, or occasional trips
- Barriers for use included:
  - Limited service span
  - Lack of regional connections
  - Confusion about TODD vs. Shuttle
  - Few visible stops or shelters

Awareness of Franklin Transit was described as low among residents and visitors.

- Suggested outreach included short social media videos, mailed neighborhood flyers, and better digital tools such as apps and websites.
- Collaboration with schools, the visitor bureau, and community organizations could broaden visibility.

Transit was viewed as essential for connecting people, jobs, and destinations.

- Participants valued its role in affordability, independence, and reducing downtown parking demand.
- FTA was seen as responsive and community-focused, with courteous drivers and clean vehicles.
- Participants encouraged clearer communication about available services and eligibility differences.

Priorities for improvement focused on service span, regional connections, and accessibility.

- Strong interest was expressed in linking to WeGo routes.
- Suggestions included adding microtransit or on-demand zones and creating shuttles for events including sports.
- Better biking access, flexible fares, and rider orientation programs were also mentioned.

Participants identified several underserved areas:

- Murfreesboro Road
- McEwen Northside
- Community healthcare facilities
- Westhaven
- Berry Farms
- McKay's Mill

Success was defined as a system that is easy to use, visible, and reliable.

- Participants emphasized safe sidewalks and accessibility to reach stops.
- Circulator or microtransit loops linking Cool Springs, the Factory, and Downtown were widely supported.
- Many favored balancing coverage and frequency to focus service where demand is strongest.

2.5 Community Workshops

Supporting the plan's outreach efforts, the community workshops held at the Franklin Special District, Williamson County Library, and Columbia State Community College drew approximately 30 to 35 attendees. Participants represented a range of perspectives, including frequent riders, local employees, and residents. Feedback during these sessions consistently highlighted the reliability and courteous nature of Franklin Transit's service. However, participants emphasized that the existing network does not adequately serve their full range of travel needs.

The workshops allowed the project team to engage with individuals who experience mobility challenges firsthand and who may not participate in more formal or technical outreach settings. These sessions provided direct insight into how residents navigate the current system, what barriers limit their use of transit, and which improvements would make the greatest impact on daily travel. The discussions also helped validate findings from surveys and data analysis, ensuring that the plan reflects both quantitative evidence and real community experience. By drawing from multiple locations and venues, the workshops captured a diverse cross-section of perspectives across the city, strengthening the relevance and applicability of the recommendations.

The community workshops functioned as interactive, discussion-driven sessions rather than formal presentations. Participants were encouraged to share travel experiences, identify areas with limited service, and propose improvements directly on maps and worksheets provided. Attendance was modest yet engaged, allowing for detailed conversation about daily mobility challenges in Franklin. Each venue attracted slightly different participant profiles which provided a variety of inputs. This ensured that community feedback represented a cross-section of transit perspectives across the city.

2.5.1 Community Workshop Insights

When presented with interactive exercises asking participants to choose between two options in a set of preference questions, the participants were largely split in their decisions. When asked if they preferred expanding fixed route service or expanding on demand transit, the results were nearly evenly split, although nearly a quarter of participants indicated they were neutral (Figure 2-3). When asked about preferring increasing frequency or expanding coverage, there was a slight favor of expanding coverage, while approximately a quarter of participants remained neutral on the topic (Figure 2-4).

DRAFT

FIGURE 2-3: COMMUNITY WORKSHOP INPUT | EXPANDING FIXED ROUTE VERSUS EXPANDING ON-DEMAND

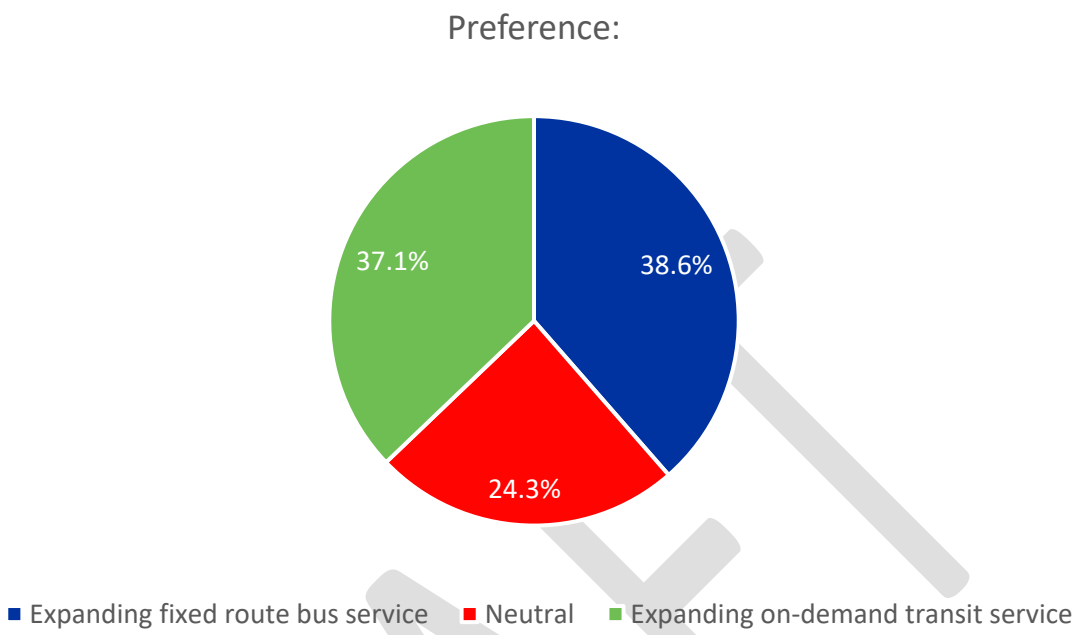
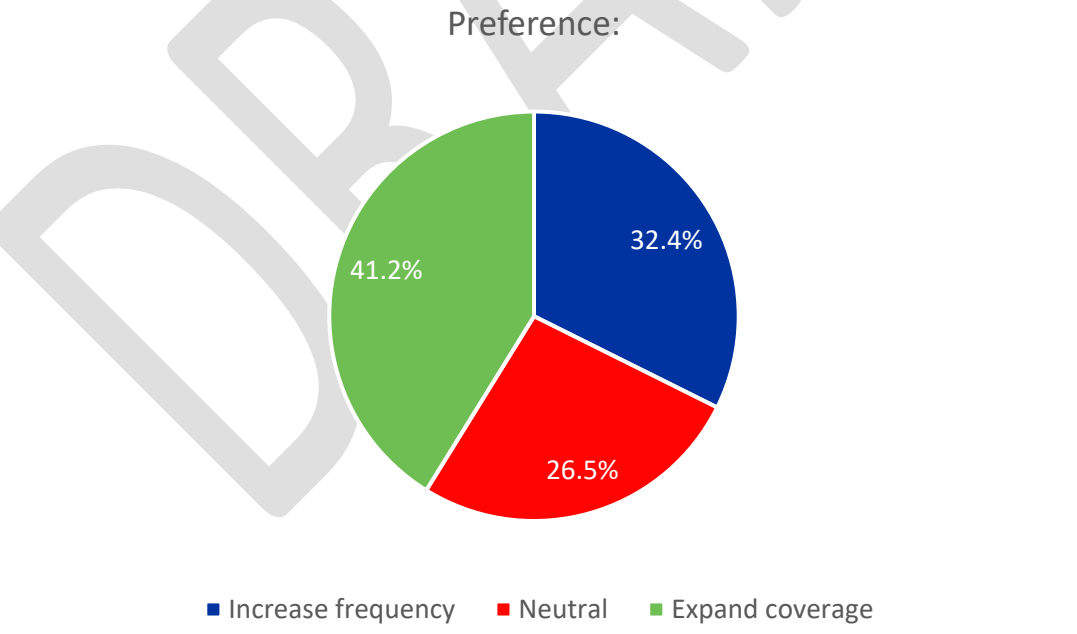


FIGURE 2-4: COMMUNITY WORKSHOP INPUT | INCREASING FREQUENCY VERSUS EXPANDING COVERAGE

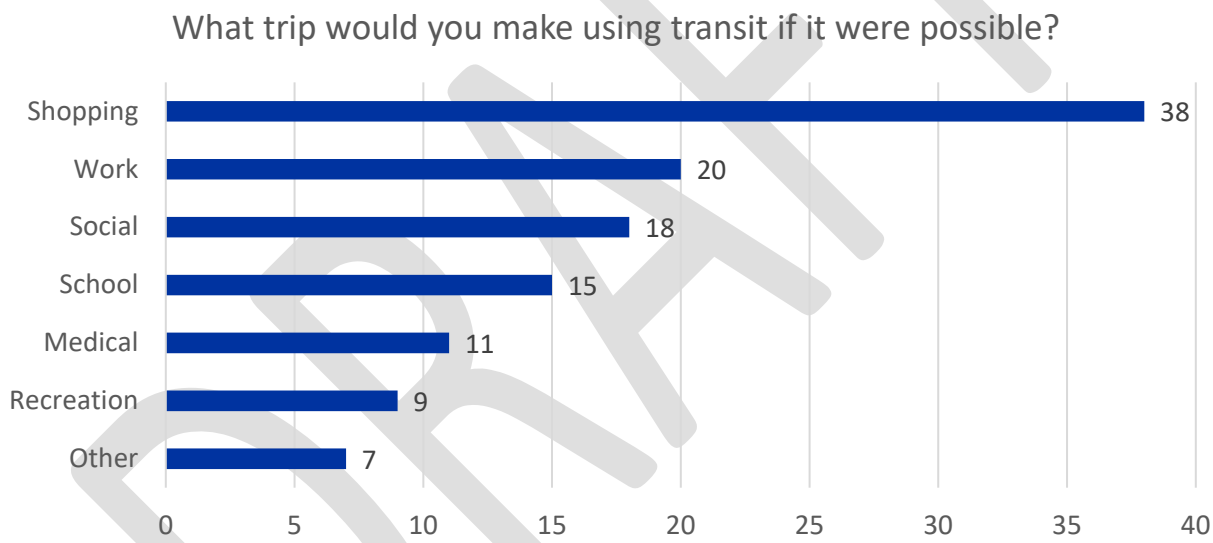


The preference results shown in Figures 2-3 and 2-4 are meaningful for the study because they reveal that residents place value on different aspects of the transit network, and no single direction overwhelmingly dominates. The near-even split between expanding fixed-route service and expanding

on-demand service indicates that the community sees benefits in both service models. Similarly, the slight preference toward expanding coverage, paired with a sizeable share of neutral responses, shows that many participants are weighing trade-offs and may not have strong preferences without additional information. Understanding this distribution of perspectives is important for the planning effort because it demonstrates the need to evaluate multiple service scenarios rather than relying on a single approach. The results support a balanced strategy that considers fixed-route enhancements alongside targeted on-demand improvements, while also exploring ways to expand access without compromising reliability. This insight helps ensure that the final recommendations reflect the diverse priorities of Franklin's residents and that the plan responds to the varied mobility needs identified during the workshops.

Community workshop participants were also able to indicate which types of trips they would like to make using transit. Shopping was the number one trip type preferred, although many participants indicated they would like to use transit for other types of trips as well (Figure 2-5).

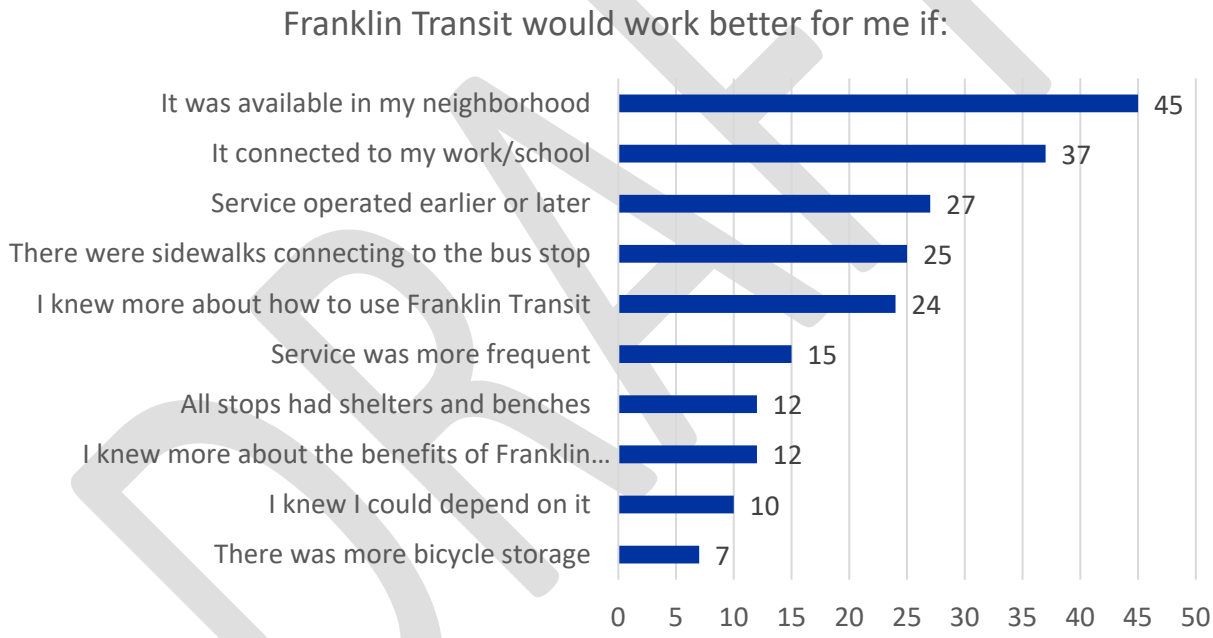
FIGURE 2-5: COMMUNITY WORKSHOP INPUT | "WHAT TRIP WOULD YOU MAKE USING TRANSIT IF POSSIBLE?"



The trip-type results shown in Figure 2-5 are important because they help clarify the kinds of travel needs that transit must be able to support in Franklin. The strong interest in using transit for shopping and work trips indicates a need for services that connect major commercial areas, employment centers, and retail destinations throughout the city. Interest in social, school, and medical trips highlights the importance of reliable midday and off-peak service, as well as connections to community facilities and essential services. Although recreation and "other" trips ranked lower, their presence shows that residents view transit as a tool for a broad set of daily activities rather than only work-based travel. Understanding these preferences help guide the design of future service scenarios by identifying the destinations, trip purposes, and time periods that are most important to the community. This insight supports recommendations that focus on improving access to key activity centers and expanding mobility options for a wider range of trip types.

A crucial component of the interactive exercises was to understand what improvements to Franklin Transit they desire the most and would make it easier for them to use the service. The results shown in Figure 2-6 help clarify the specific conditions that would make Franklin Transit more usable for residents. Strong interest in having service available within neighborhoods and in creating direct links to work or school shows that access and convenience are central factors in whether people choose to ride. Requests for earlier or later service, better sidewalk connections, and clearer information about how to use the system point to both operational and infrastructure needs that shape the overall travel experience. Lower, but still meaningful, responses related to shelters, reliability, and bicycle storage indicate that comfort and ease of connecting to transit also play a role. Together, these insights guide the design of service options that respond directly to what residents say they need in order to use transit more often, helping the plan focus on changes that can strengthen ridership and expand mobility across the city.

FIGURE 2-6: COMMUNITY WORKSHOP INPUT | "FRANKLIN TRANSIT WOULD WORK BETTER FOR ME IF"



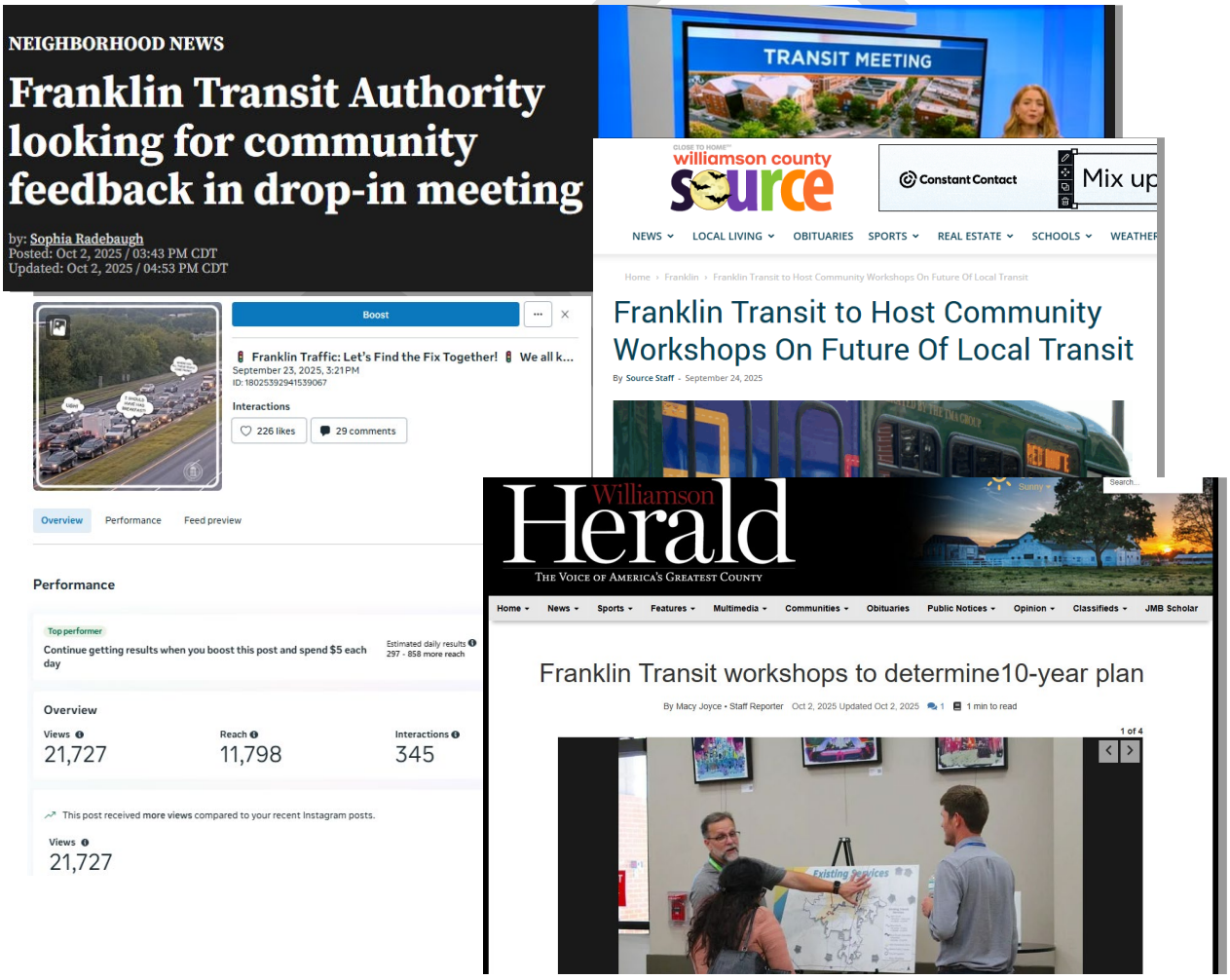
2.6 Social Media and Online Project Materials

The Franklin Transit Master Plan employed a digital engagement strategy and outreach efforts through social media, online materials, and video testimonials. These tools were developed to expand public awareness, increase accessibility to project information, and encourage participation beyond in-person events and surveys previously outlined in this section. Social media posts and online content provided regular project updates, links to surveys, and opportunities for the community to share feedback. Collectively, these online tools ensured a broad and inclusive approach to public engagement, reaching audiences who may not have participated or been aware of the project via traditional means.

City staff made a deliberate effort to extend the reach of these materials by actively promoting the project across multiple platforms, coordinating with community partners, and responding to questions submitted online. Their work ensured that residents who could not attend workshops, discussion groups, or meetings still had clear pathways to learn about the plan and contribute their perspectives. This extra level of commitment helped the project team hear from a wider segment of the community, strengthened transparency, and demonstrated a strong desire to keep residents informed throughout the planning process. The City's proactive approach also supported ongoing awareness of the study and reinforced trust by showing that public input was welcomed at every stage.

Figure 2-7 highlights some of the social media posts and news articles that were shared in order to educate the public about the plan and encourage them to provide feedback about Franklin Transit.

FIGURE 2-7: SAMPLE OF SOCIAL MEDIA POSTS AND NEWS ARTICLES ABOUT THE FRANKLIN TRANSIT MASTER PLAN



2.7 Fixed Route Rider Survey

The fixed route rider survey was conducted to better understand the characteristics, experiences, and needs of current Franklin transit users. Since fixed route riders rely on transit more heavily than the general population, their input is critical for identifying operational improvements, service gaps, and priorities for investment. The survey results provide statistically meaningful insights that help explain who the system currently serves and how well it functions from the rider's perspective.

The survey was administered from September 29 to October 1, 2025. Responses were collected on board the Red and Blue Routes and at the Franklin Transit Center. A total of 97 responses were collected. The survey was comprised of 24 questions related to travel behavior, daily trip needs, satisfaction with service, demographic characteristics, and potential improvements.

2.7.1 Fixed Route Rider Survey Results

Key takeaways from the fixed route rider survey are highlighted in the section below, while a full list of all results from the survey are included in Appendix B.

Fixed Route Rider Demographics

Fixed route rider survey results indicate that riders represent a distinct segment of Franklin's population. Riders tend to have lower household incomes than the citywide average and are more likely to lack access to a personal vehicle. Two thirds of riders reported having no vehicle available in their household. The age distribution also skews older with many riders aged 55 or above, as seen in Figure 2-8. The racial and ethnic composition of fixed route users is also much more diverse than the general population of the city, as only 38% of riders identify as White (Figure 2-9).

FIGURE 2-8: FIXED ROUTE RIDER SURVEY | AGE

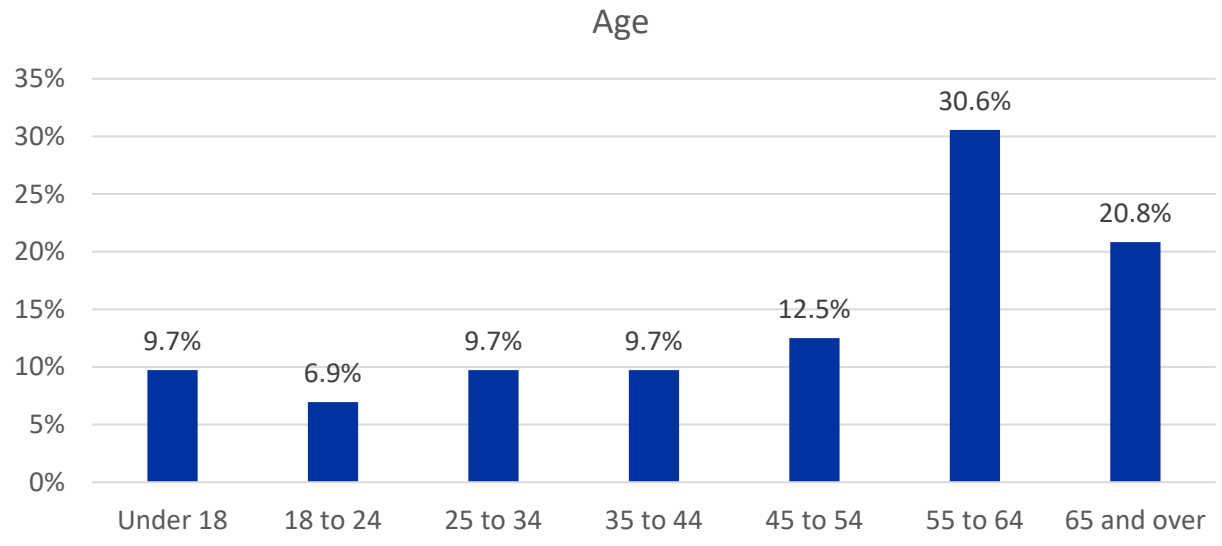
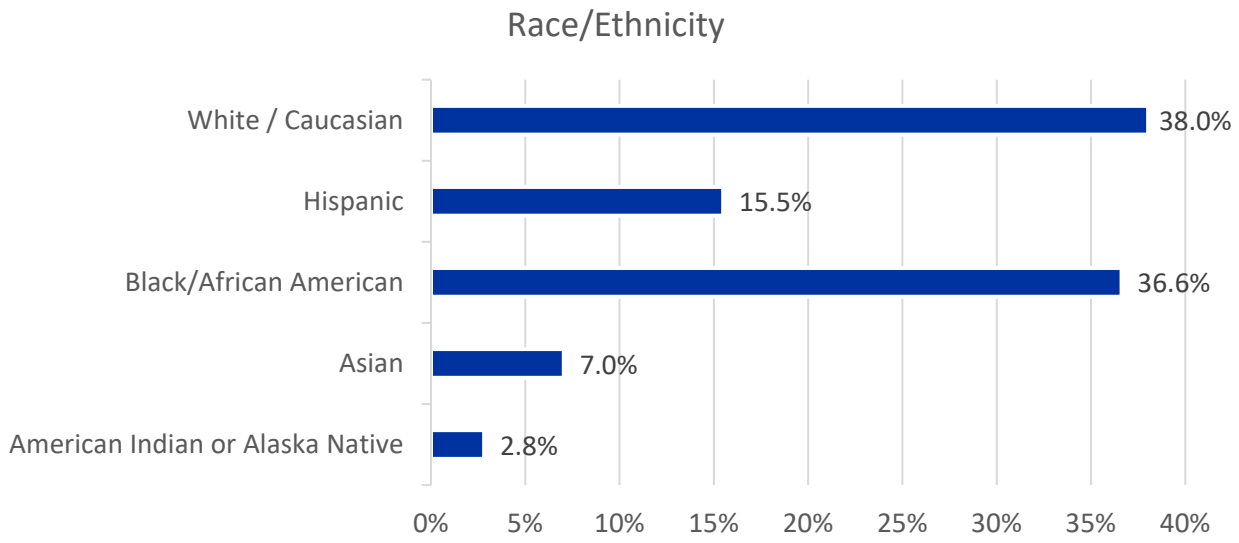
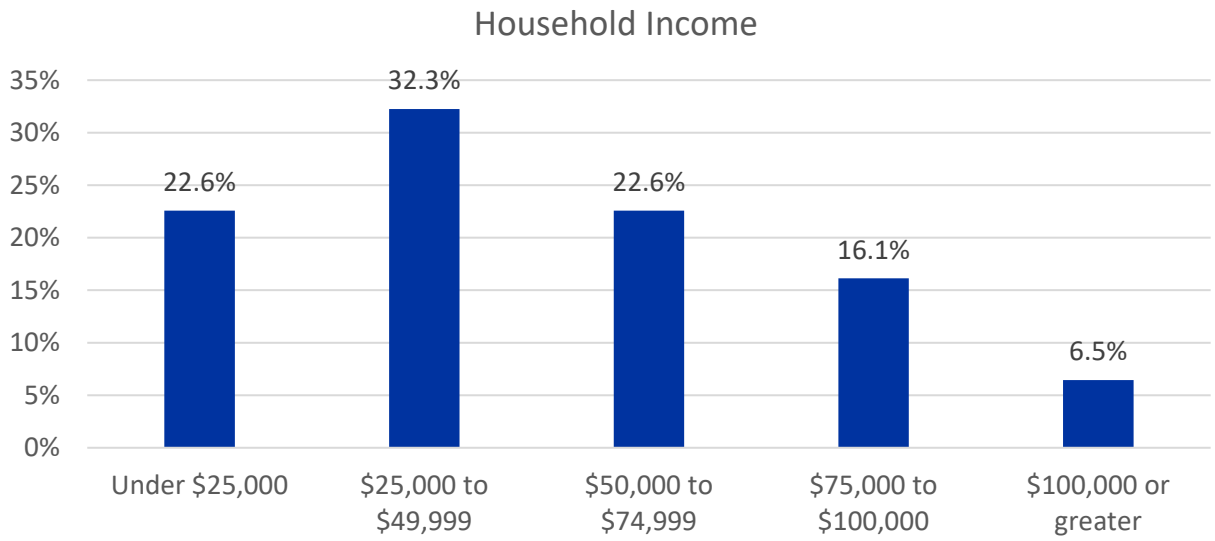


FIGURE 2-9: FIXED ROUTE SURVEY | RACE/ETHNICITY



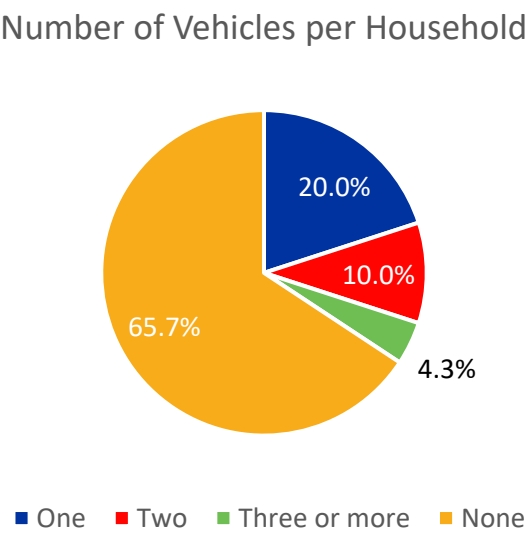
The demographic profile also differs notably from Franklin's general population in terms of income and access to transportation. Evident in Figure 2-10, over 90 percent of surveyed riders reported household incomes below the city's median, and more than half earn less than $50,000 annually.

FIGURE 2-10: FIXED ROUTE RIDER SURVEY | HOUSEHOLD INCOME



Additionally, approximately two-thirds of riders do not have access to a personal or shared vehicle, underscoring the essential nature of fixed route service for their daily mobility (Figure 2-11). Collectively these findings demonstrate that Franklin Trasnit's fixed route system serves a distinct population segment with limited transportation alternatives, reaffirming the agency's critical function as a lifeline service for many in the community.

FIGURE 2-11: FIXED ROUTE RIDER SURVEY | NUMBER OF VEHICLES PER HOUSEHOLD



Fixed Route Rider Usage of Franklin Transit

Most riders use Franklin transit frequently and for essential travel. Most respondents reported using the service for at least one year, and more than one-third have been regular riders for over five years (Figure 2-12). Indicated in Figure 2-13, the vast majority ride multiple days per week, indicating that transit plays a central role in their daily routines for commuting, errands, and other essential trips. These trip purposes highlight the importance of reliable service spans, dependable schedules, and clear connections to major destinations.

FIGURE 2-12: FIXED ROUTE RIDER SURVEY | "HOW LONG HAVE YOU BEEN USING FRANKLIN TRANSIT?"

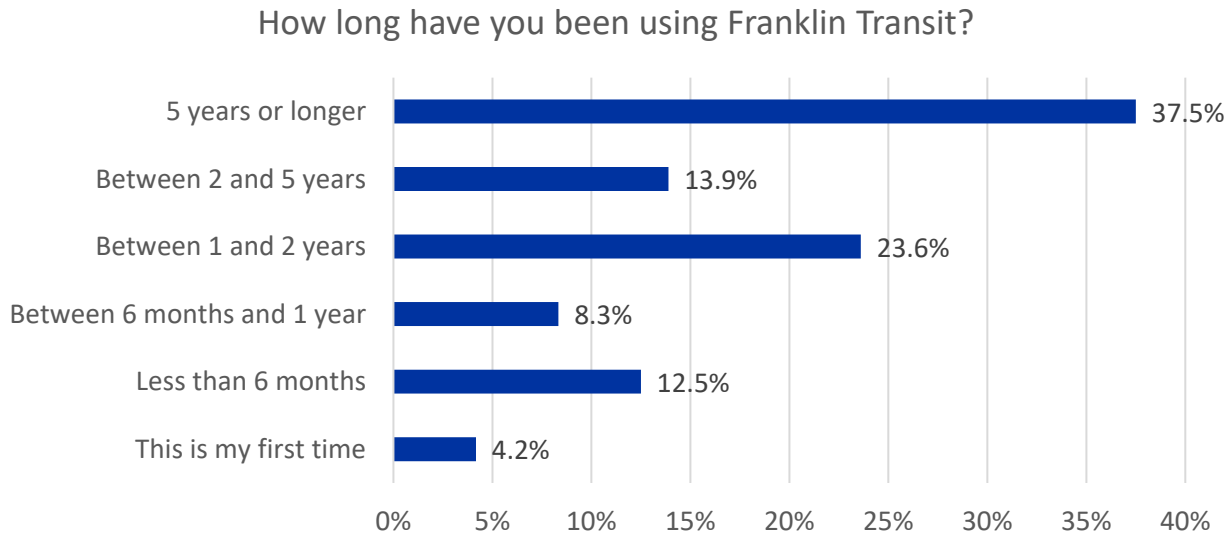
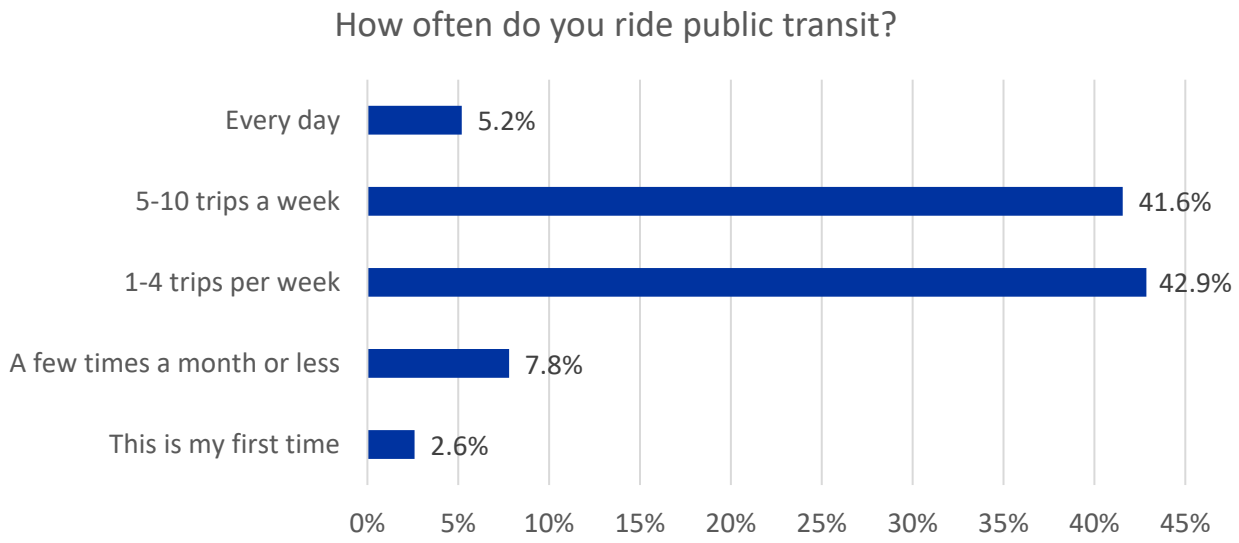


FIGURE 2-13: FIXED ROUTE RIDER SURVEY | "HOW OFTEN DO YOU RIDE PUBLIC TRANSIT?"



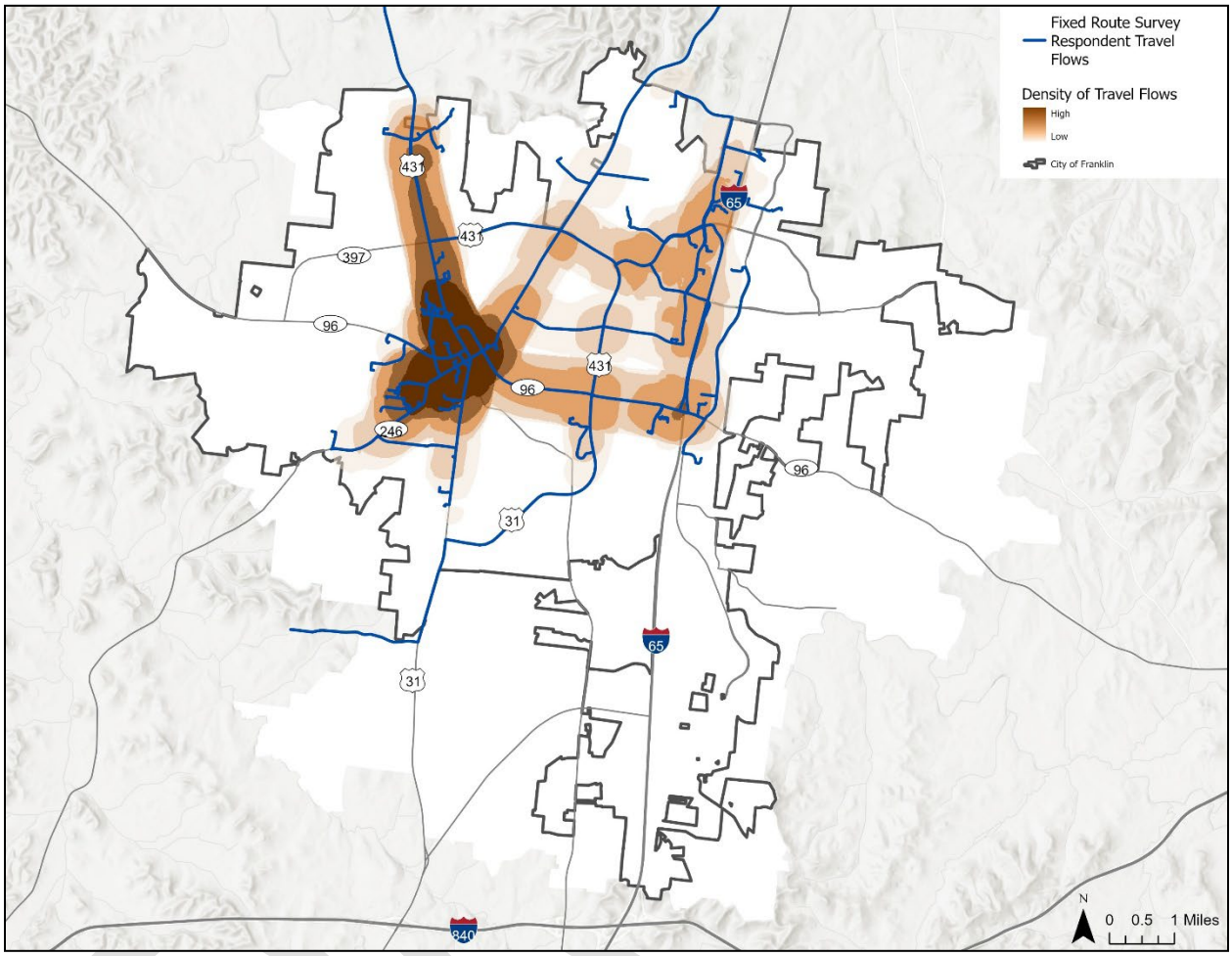
Fixed Route Rider Travel Flows

Map 2-1 illustrates the travel flows of the reported trips taken by fixed route riders, according to their survey responses. Based on the reported typical origins and destinations, most riders' trips cluster around downtown Franklin and corridors served by the Red route. Some additional flows occur along major arterials and the Cool Springs area. The concentration of trips around the Franklin Transit Center reinforces its role as the transit network's primary hub.

These travel flow patterns show that the existing service is capturing important corridors but also suggest opportunities to better align routes with growing destinations, especially where travel demand is high but fixed route service is limited.

DRAFT

MAP 2-1: FIXED ROUTE SURVEY RESPONDENT TRAVEL FLOWS



Fixed Route Rider Reliance on Franklin Transit

The fixed route rider survey underscored how heavily riders heavily rely on the service to meet their needs, as about three-quarters of respondents deemed Franklin Transit "very critical" in their ability to get around (Figure 2-14). The reasoning for this is clarified in Figure 2-15, which attributes riders' critical reliance on the service because it is their only transportation option, because they can't drive, or because they prefer it to their alternatives.

FIGURE 2-14: FIXED ROUTE RIDER SURVEY | "HOW CRITICAL IS FRANKLIN TRANSIT IN YOUR ABILITY TO GET AROUND?"

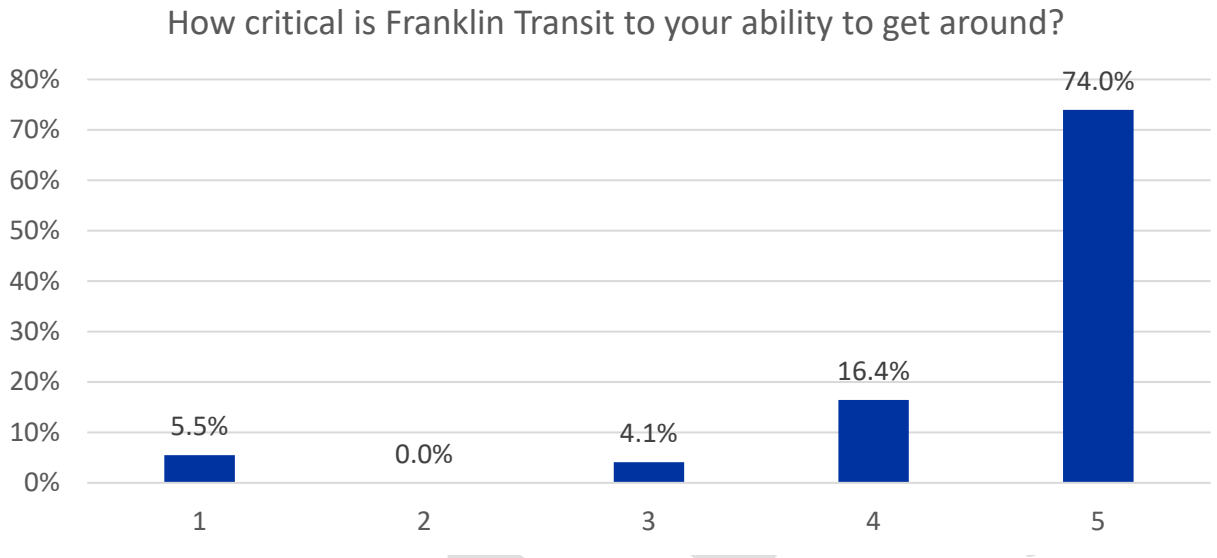


FIGURE 2-15: FIXED ROUTE RIDER SURVEY | "WHAT IS THE MOST IMPORTANT REASON YOU RIDE THE BUS?"

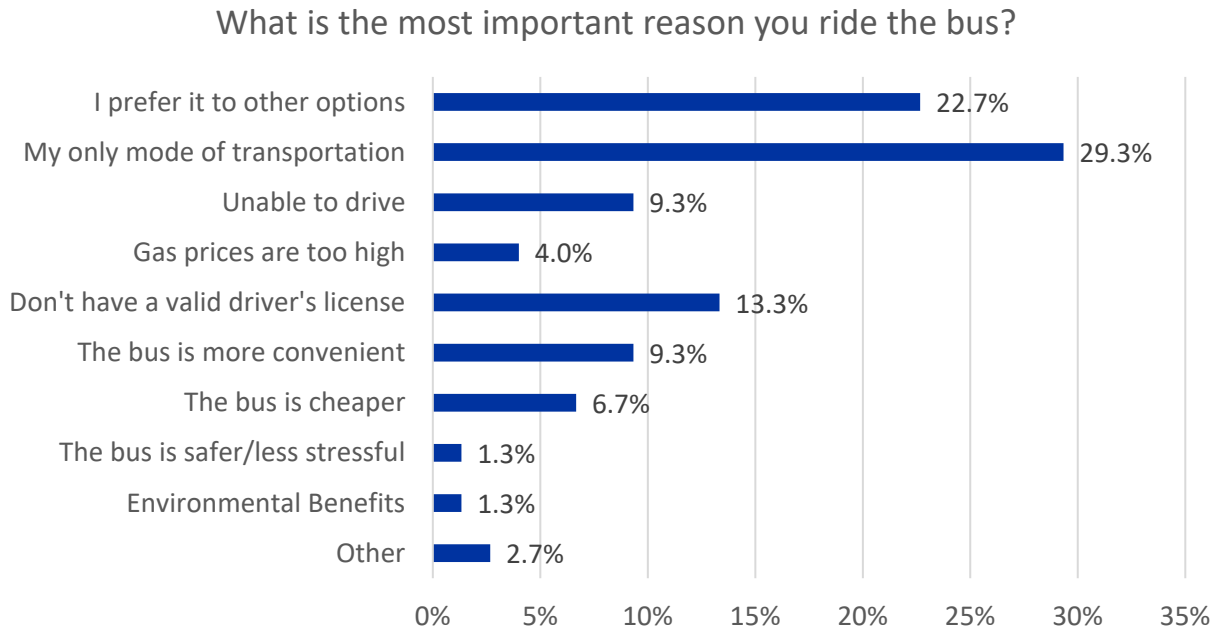
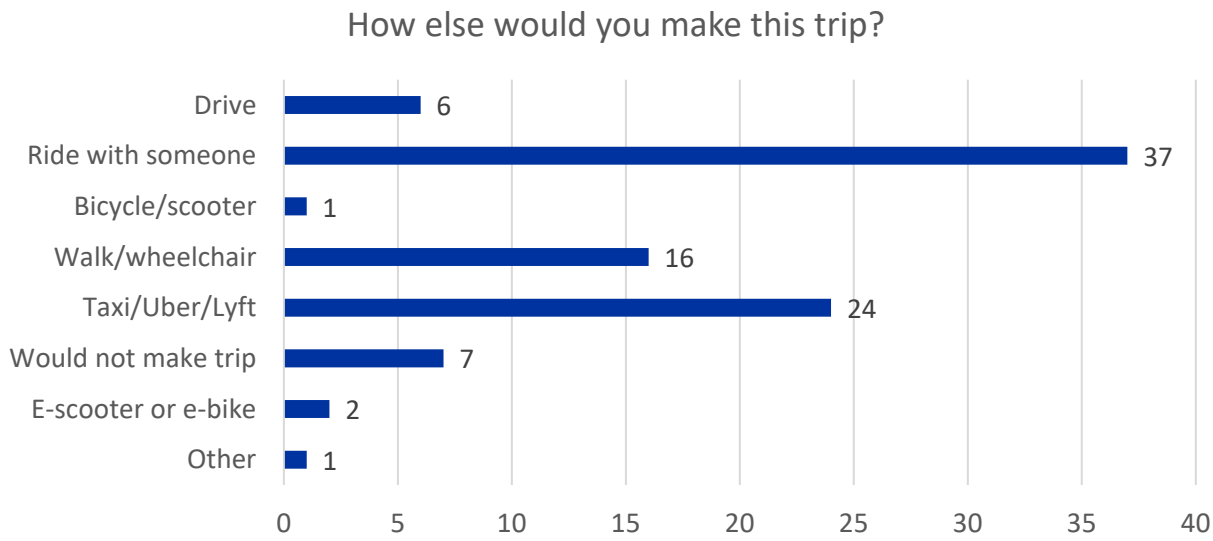


FIGURE 2-16: FIXED ROUTE RIDER SURVEY | "HOW ELSE WOULD YOU MAKE THIS TRIP?"



Fixed Route Rider Satisfaction

Overall, fixed route riders are very satisfied with all aspects of the service. Figure 2-17 depicts most survey respondents as very likely to recommend Franklin Transit to friends or family. However, the survey also highlighted unmet needs, evident in Figure 2-18 and Figure 2-19, respectively. Riders expressed interest in:

- More routes so that more destinations can be reached
- Longer service hours, especially earlier in the morning and later in the evening
- More frequent buses
- Additional shelters, benches, and bus stop amenities

These desired improvements align closely with the demographic patterns and rider usage data. Riders depend heavily on the system, and expanded service would materially improve their access to daily necessities.

DRAFT

FIGURE 2-17: FIXED ROUTE RIDER SURVEY | "HOW LIKELY ARE YOU TO RECOMMEND FRANKLIN TRANSIT?"

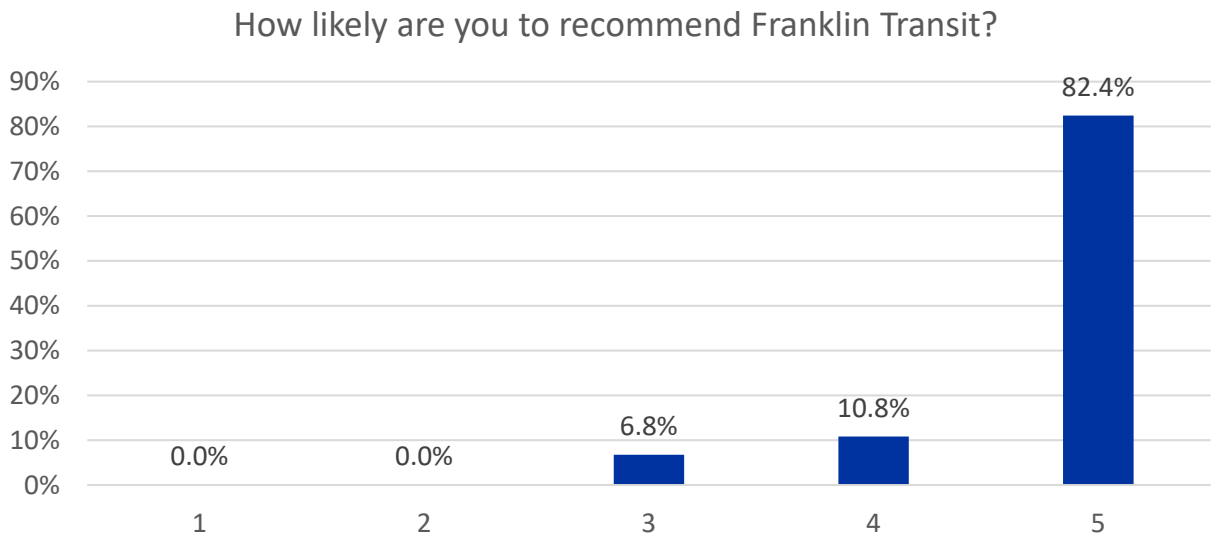


FIGURE 2-18: FIXED ROUTE RIDER SURVEY | SATISFACTION OF CONNECTIONS TO REGIONAL TRANSIT SERVICES

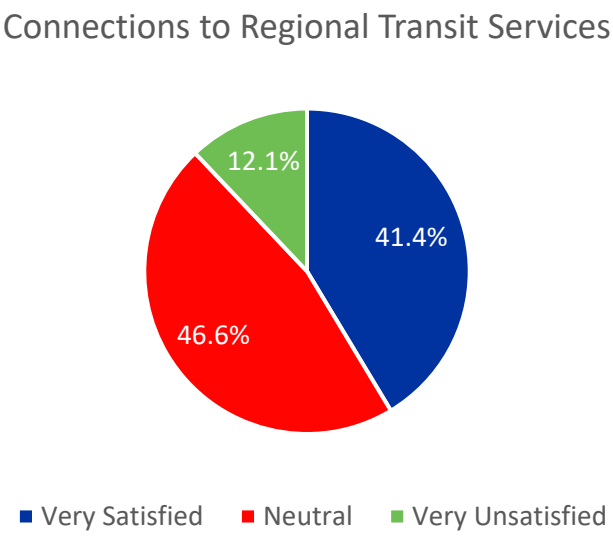
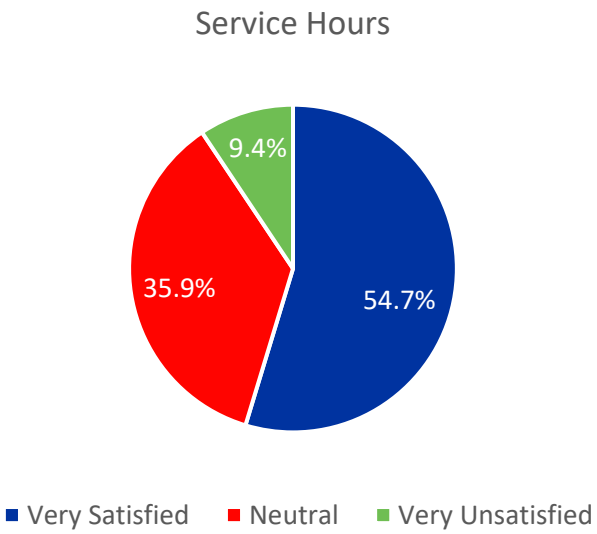


FIGURE 2-19: FIXED ROUTE RIDER SURVEY | SATISFACTION OF SERVICE HOURS

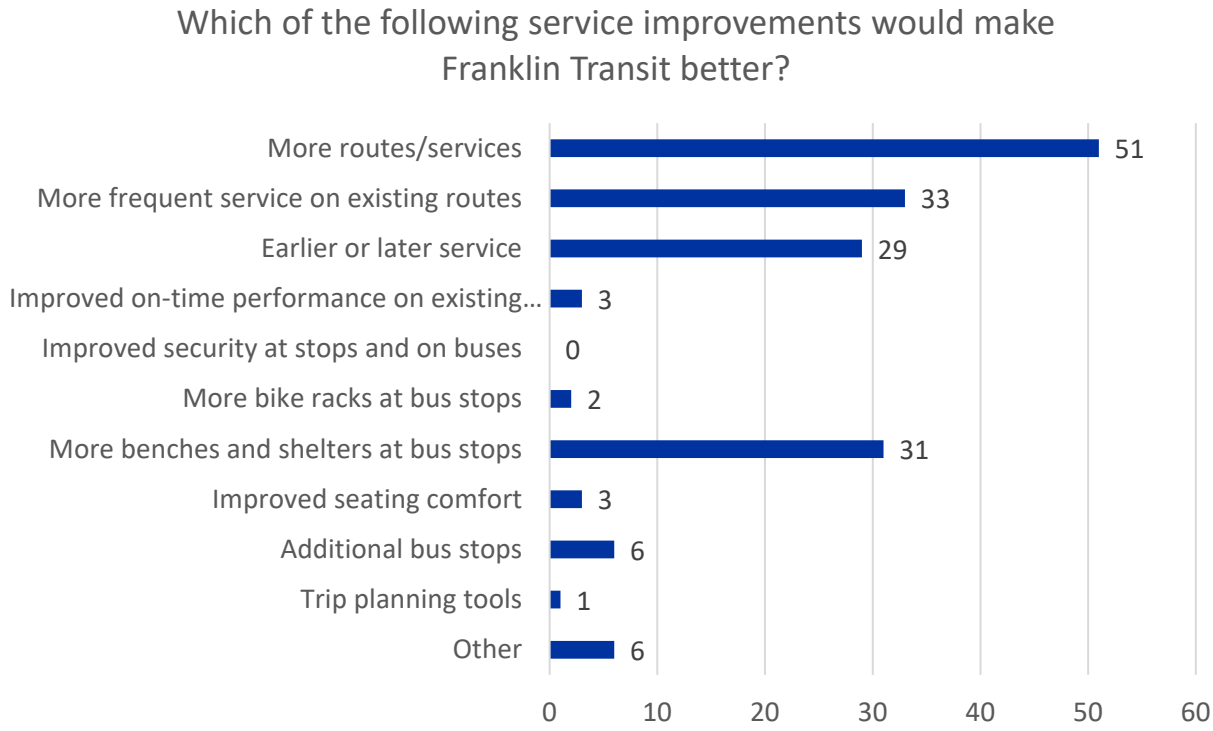


Fixed Route Rider Desired Improvements

There are a variety of improvements to Franklin Transit that its fixed route riders desire, listed in Figure 2-20. Fixed route riders overwhelmingly want more routes and services. The current two routes leave many destinations unserved except by TODD, which they might not prefer its flexibility and its higher fares. Many riders also request improved frequency, increased service span, and more bus stop benches and shelters.

DRAFT

FIGURE 2-20: FIXED ROUTE RIDER SURVEY | "WHICH OF THE FOLLOWING SERVICE IMPROVEMENTS WOULD MAKE FRANKLIN TRANSIT BETTER?"



2.8 TODD Rider Survey

A telephone survey of Franklin Transit's TODD riders was conducted to collect direct feedback from users of the agency's demand-response service. This survey provided valuable insight into how TODD supports mobility for residents with limited access to fixed route service and those requiring more flexible trip scheduling. The results offer a deeper understanding of rider characteristics, satisfaction levels, and areas for improvement specific to this service type.

2.8.1 Survey Instruments

The TODD rider survey was administered via structured telephone interviews, allowing participants to respond at their convenience while maintaining consistent data collection across respondents. The survey instrument was designed to mirror the structure of the fixed route rider questionnaire, focusing on trip purpose, service satisfaction, frequency of use, and demographic information. Questions also addressed operational aspects unique to the TODD program, including the booking and scheduling process, customer service experience, and overall service reliability. This format provided a balanced combination of quantitative data and qualitative feedback which captures the user experience in more detail.

2.8.2 Survey Efforts

A total of 22 TODD rider surveys were completed. Respondents generally represented older adults and individuals with disabilities, reflecting the program's role in serving riders with specialized mobility needs. Most participants reported being frequent and long- time users who rely on TODD primarily for work and medical-related trips. Satisfaction with the service was generally high; however, respondents consistently identified challenges related to the scheduling process and occasional delays in trip coordination. These responses highlight the importance of operational efficiency and communication in maintaining service reliability for TODD riders. Overall, the survey confirms that the TODD service provides an essential mobility option for residents who depend on it, yet opportunities exist to refine scheduling and improve overall user convenience.

2.8.3 TODD Rider Survey Results

Results from the TODD rider survey reveal that users of Franklin Transit's demand-response service share similar characteristics with fixed route riders but are, on average, older and more likely to have a disability (Figure 2-21). Most respondents identified as frequent and longtime users who rely on TODD primarily for essential trips such as work and medical appointments (Figure 2-22 and Figure 2-23).

Rider feedback from the TODD rider survey highlighted the need for a more efficient and predictable scheduling experience, with several respondents noting challenges in booking trips and long wait times. To address these concerns, the study will evaluate modern technology solutions built on Software as a Service (SaaS) platforms. SaaS refers to cloud-based software that enables real-time booking, automated scheduling, and streamlined communication between riders and dispatch. Such systems can reduce uncertainty for riders, shorten waiting times, and support a more flexible and reliable TODD experience. Aligning the evaluation of these tools with rider feedback ensures that improvements directly respond to the issues raised by those who use the service most.

Overall satisfaction with the service was high, particularly regarding reliability and driver courtesy; however, respondents identified the scheduling process as an area in need of improvements. Several participants expressed challenges with booking and waiting times, indicating a desire for a more efficient and flexible reservation system (Figure 2-24). These findings confirm that the TODD program plays a critical role in meeting the mobility needs of residents with limited transportation options. A full summary of all TODD rider survey results is provided in Appendix C.

DRAFT

FIGURE 2-21: TODD RIDER SURVEY | "WHICH FARE DID YOU PAY FOR YOUR LAST ONE-WAY TRIP?"

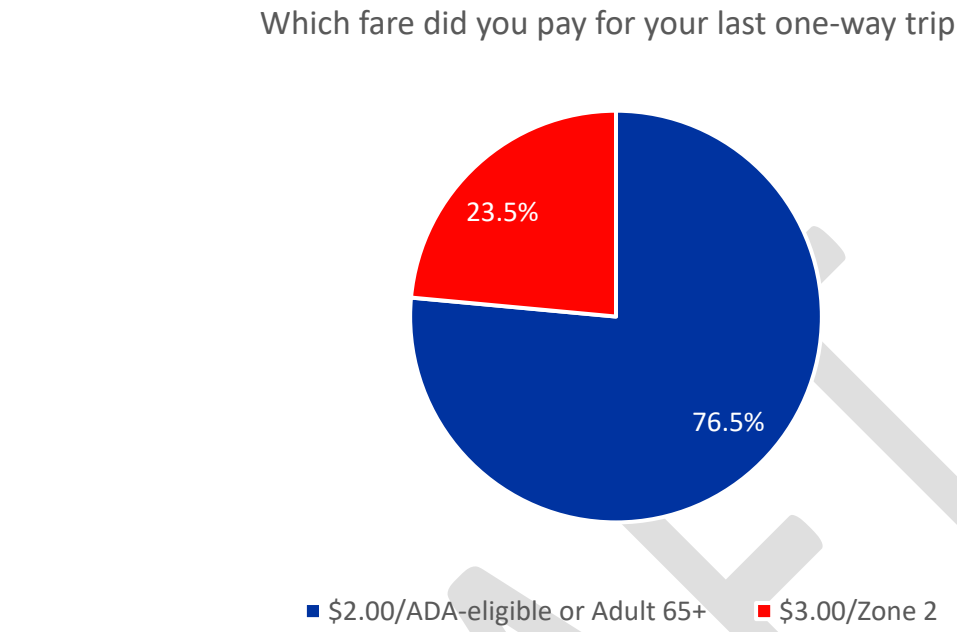
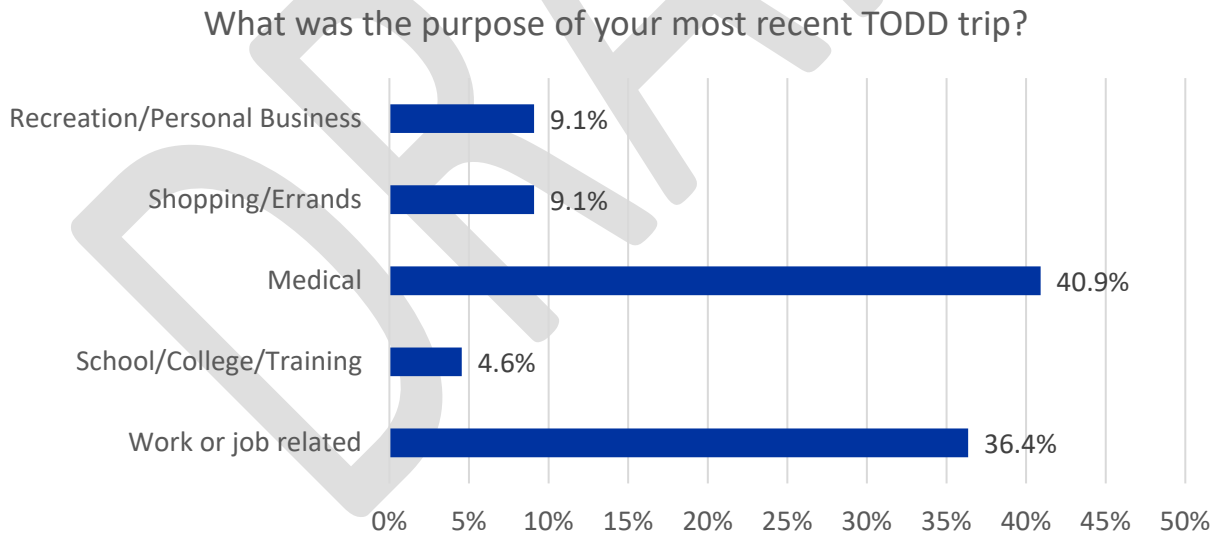


FIGURE 2-22: TODD RIDER SURVEY | "WHAT WAS THE PURPOSE OF YOUR MOST RECENT TODD TRIP?"



DRAFT

FIGURE 2-23: TODD RIDER SURVEY | "WHAT IS THE MOST IMPORTANT REASON YOU RIDE TODD?"

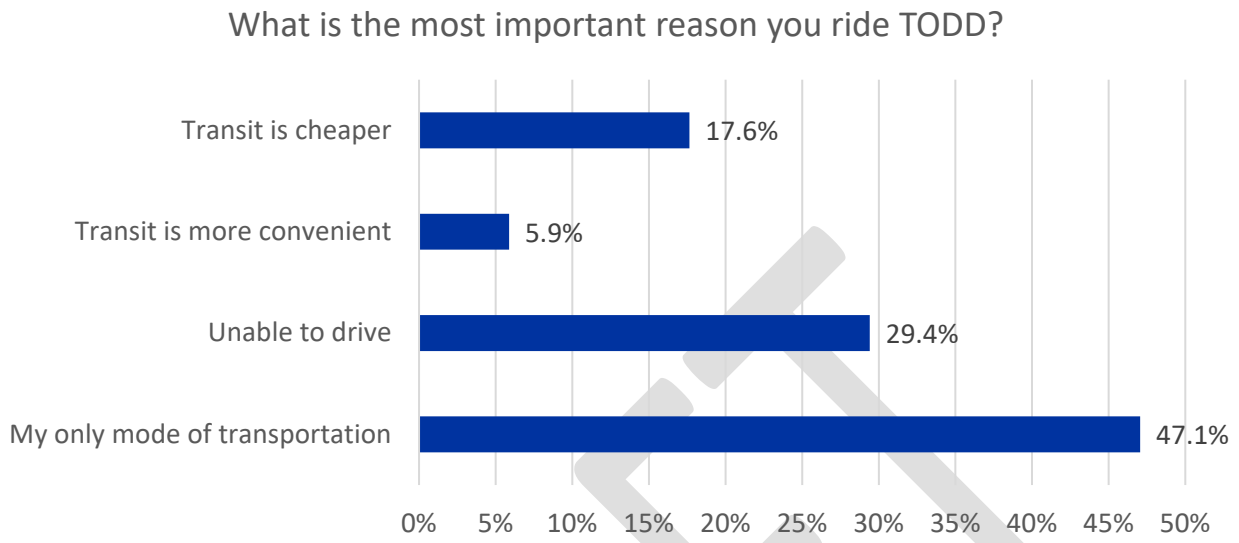
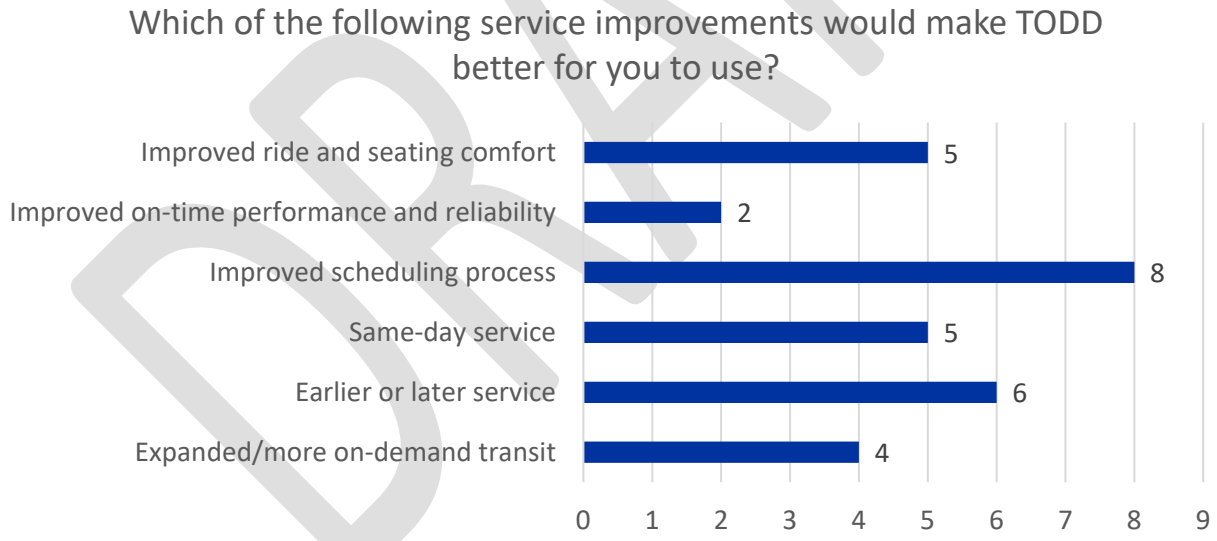


FIGURE 2-24: TODD RIDER SURVEY | "WHICH OF THE FOLLOWING SERVICE IMPROVEMENTS WOULD MAKE TODD BETTER FOR YOU TO USE?"



2.9 Virtual Public Input Survey

To better understand the needs and concerns of the general public, and specifically people who do not use transit currently and/or cannot participate in other outreach events, the project team conducted a virtual public input survey. Digital engagement options are essential for capturing voices that traditional meetings often miss. Virtual tools allow people to participate on their own time, from any device, and without the barriers that limit many residents from attending in person. This helps ensure feedback

reflects the full community, including people who do not use transit currently, work non-traditional hours, have mobility or transportation constraints, or prefer online communication.

The public input survey was developed with its primary focus on identifying mobility needs in the community. The survey was administered via the plan's virtual meeting room that served as a project webpage linked to the City of Franklin and Franklin Transit Authority's webpage. The public was made aware of the virtual room and the survey opportunity through various means and outlets, such as notices on the buses, press releases, social media blasts, etc.

2.9.1 Virtual Room

The virtual meeting room was developed as a method for providing continual communication to the public regarding the Franklin Transit Master Plan. Project materials, such as PowerPoint presentations, fact sheets, informational boards, technical reports, surveys, and sign-in sheets were accessible to the public in this on-demand format. Figure 2-25 is a screenshot of the plan's virtual room, depicting some materials explaining existing conditions in Franklin, interactive public input exercises, and a link to the public input survey.

FIGURE 2-25: SCREENSHOT OF THE VIRTUAL ROOM



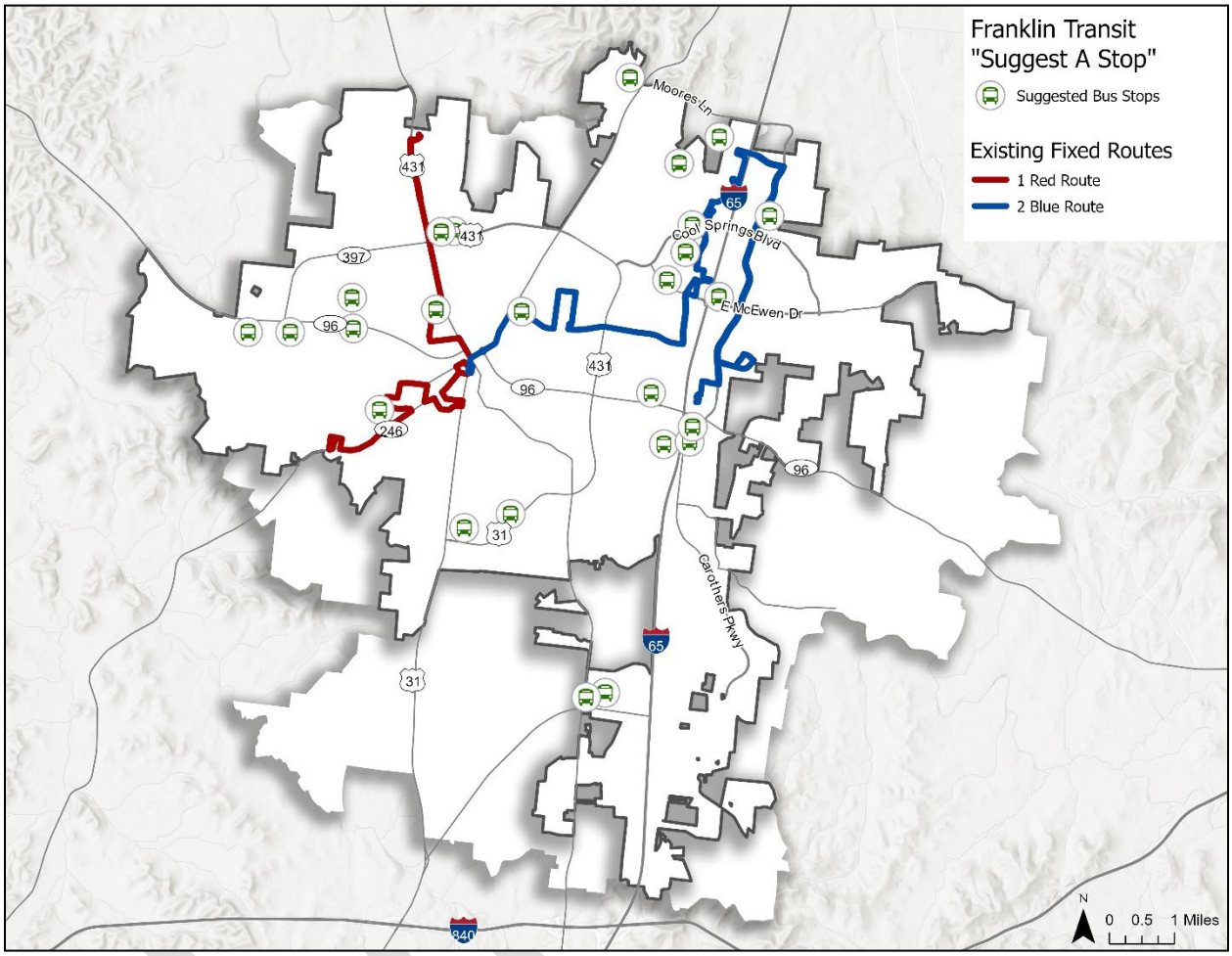
2.9.2 "Suggest A Stop" Survey

In tandem with the Franklin Transit Master Plan, Franklin Transit launched "Suggest A Stop" virtual form on its website, where people could suggest a location they believe should be served by transit that was not already served. The form received dozens of responses, of which the locations for new bus stop suggestions were mapped in Map 2-2.

New bus stop locations were suggested all across Franklin, and most are not close to either of the existing fixed routes. The suggested locations include social services and recreation centers, shopping centers, residential neighborhoods, and mixed-use centers. There were multiple requests for

Westhaven, a large and fast-growing community on the far west side of the city, and for Reid Hill Commons, a neighborhood west of Downtown where a significant number of residents do not drive.

MAP 2-2: INPUT FROM "SUGGEST A STOP" FORM



2.9.3 Public Input Survey

Through November 17, 2025, 306 responses were received from the public input survey. In contrast to the rider survey, this outreach effort reflected a broader segment of the Franklin community, including many individuals who do not currently use transit. The results indicate that while most respondents are aware of Franklin transit, they often choose not to ride because currently routes do not reach their desired destinations or because they prefer to drive themselves.

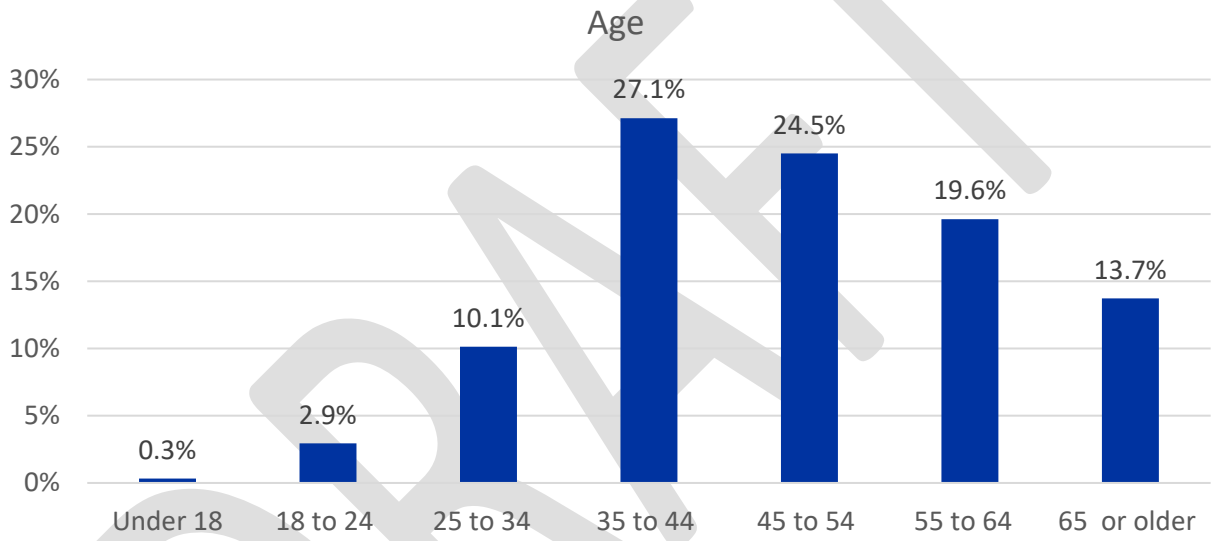
Despite this, there is strong public interest in expanding and improving transit services. Most respondents indicated that additional routes, longer service hours, and more frequent buses would make the system more appealing. The data also suggests that residents value the presence of transit in Franklin and recognize its importance, even if they are not active users. This combination of awareness.

Limited utilization, and strong support for service enhancement reflects an opportunity for the agency to broaden its reach through strategic expansion and improved accessibility.

Public Input Survey Demographics

The demographic makeup of the public input survey respondents closely aligns with Census data representing the entire population of Franklin and differs significantly from that of the fixed route riders. Shown in Figure 2-26, the age of public input survey respondents loosely resembles a normal distribution, with the 35 to 44 age range representing the plurality of respondents. This contrasts with the fixed route rider survey, where the age of respondents skews older, likely due to senior citizens having less of an ability to drive themselves where they need to go.

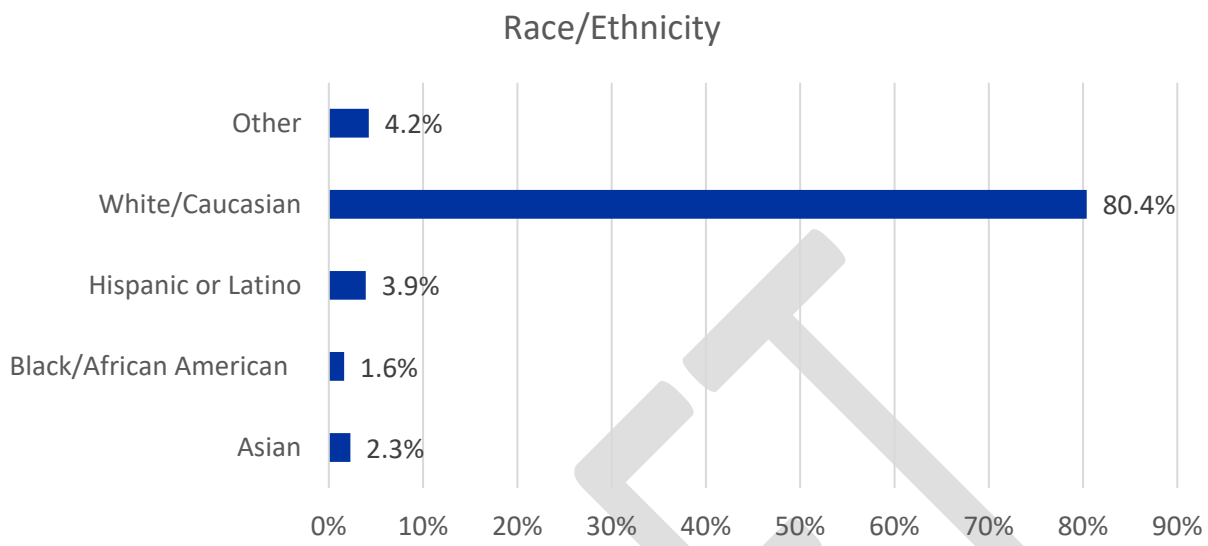
FIGURE 2-26: PUBLIC INPUT SURVEY | AGE



The racial and ethnic composition of public input survey respondents is largely White, in contrast to the more diverse group of fixed route riders (Figure 2-27).

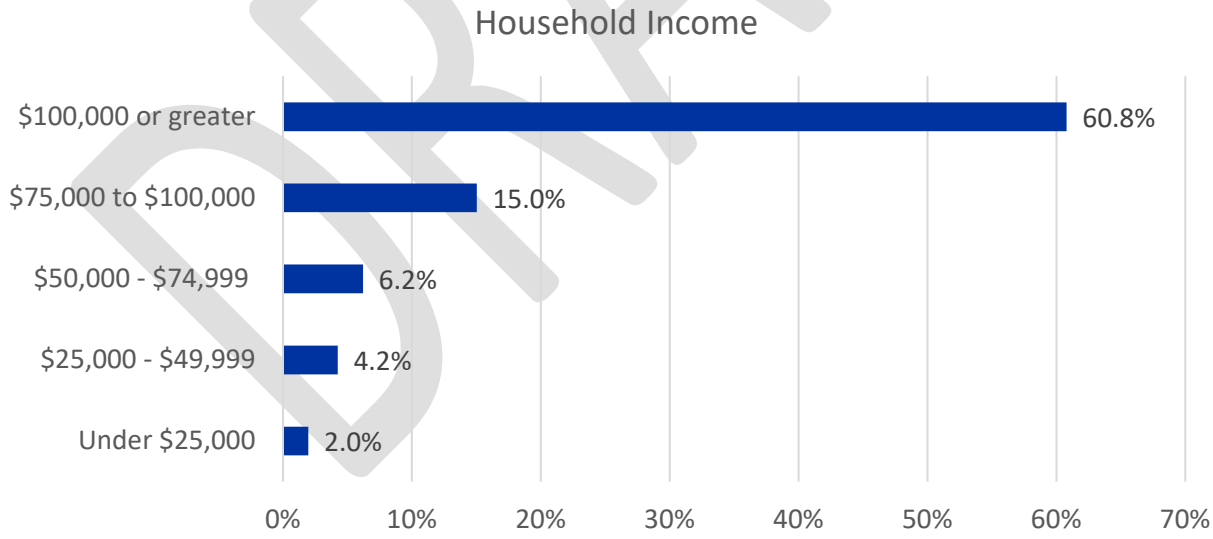
DRAFT

FIGURE 2-27: PUBLIC INPUT SURVEY | RACE/ETHNICITY



Most public input survey respondents report a high household income, with over 60% reporting an annual household income greater than $100,000 as seen in Figure 2-28. These households have a much greater capability to front personal transportation costs than a typical fixed route rider household.

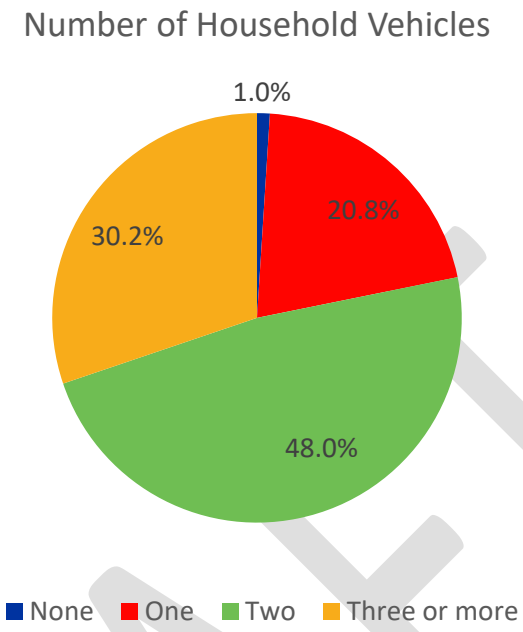
FIGURE 2-28: PUBLIC INPUT SURVEY | HOUSEHOLD INCOME



Virtually all public input survey respondents reported that they have access to a personal vehicle (Figure 2-29). This indicates that public transit is not a necessity for these respondents, as they typically have more transportation options than a typical current fixed route rider.

DRAFT

FIGURE 2-29: PUBLIC INPUT SURVEY | NUMBER OF HOUSEHOLD VEHICLES



Collectively, these demographic findings demonstrate that the public input survey reached a large enough sample size representing the population of Franklin as a whole, and that most respondents are able to meet their mobility needs without using public transit, unlike the fixed route rider survey respondents. While they do not currently depend on transit, public input overall indicates a desire for better service and expanded mobility options in the area.

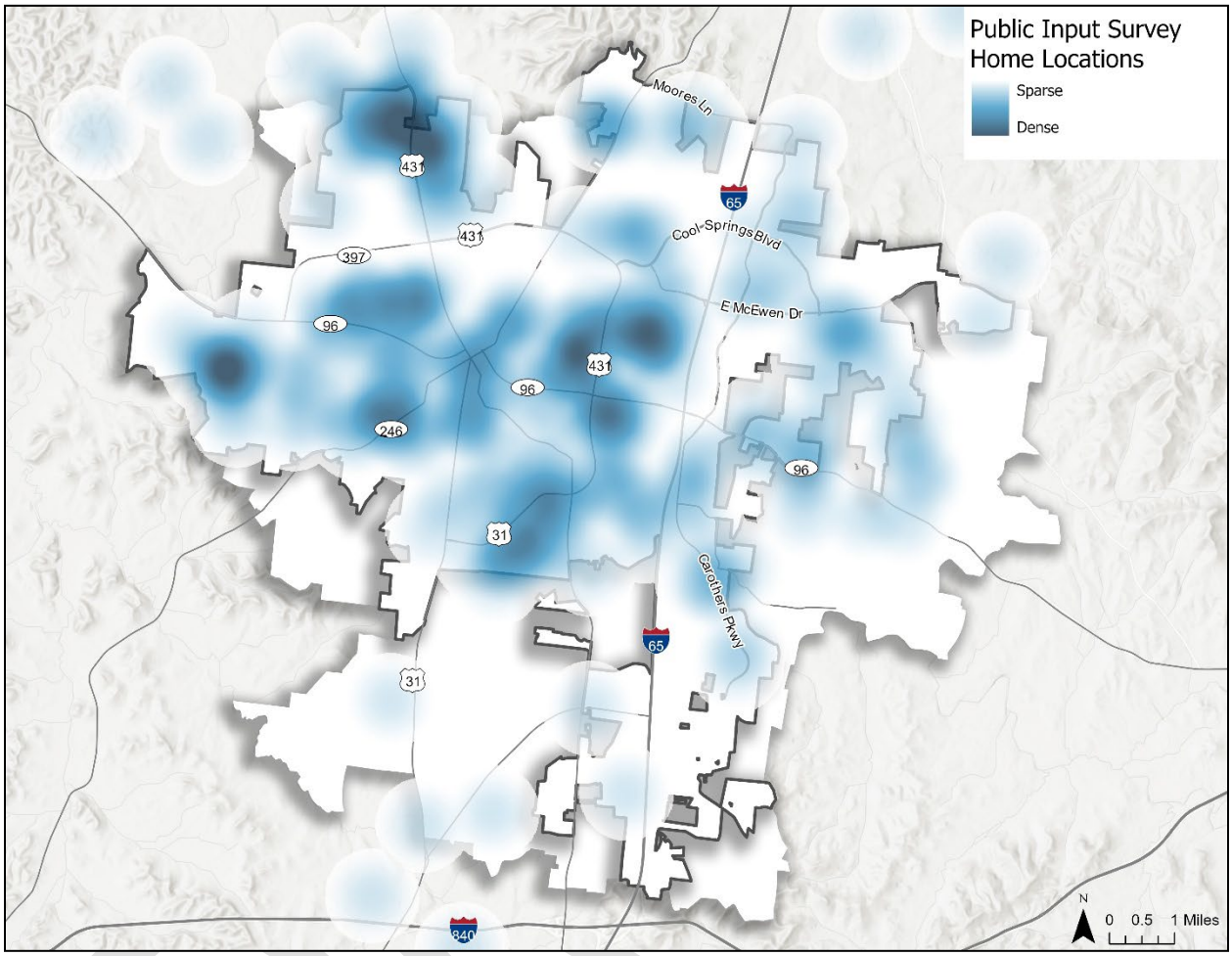
Public Input Survey Respondent Travel Flows

To understand typical trips taken by Franklin residents and workers, public input survey participants were asked to point out their home locations and their work/school locations on a map. This dataset reveals where people who generally do not currently take transit live and work, but more importantly reveals the specific commuting travel flows they make and how that aligns with the general public's desired routes and destinations to be served.

Map 2-3 documents clusters of home locations of public input survey respondents. The largest clusters of respondent residences are found west of Interstate 65 and north of the southern end of Mack Hatcher Parkway, which includes many established residential areas of the city, and excludes largely commercial areas like Cool Springs and Carothers Parkway.

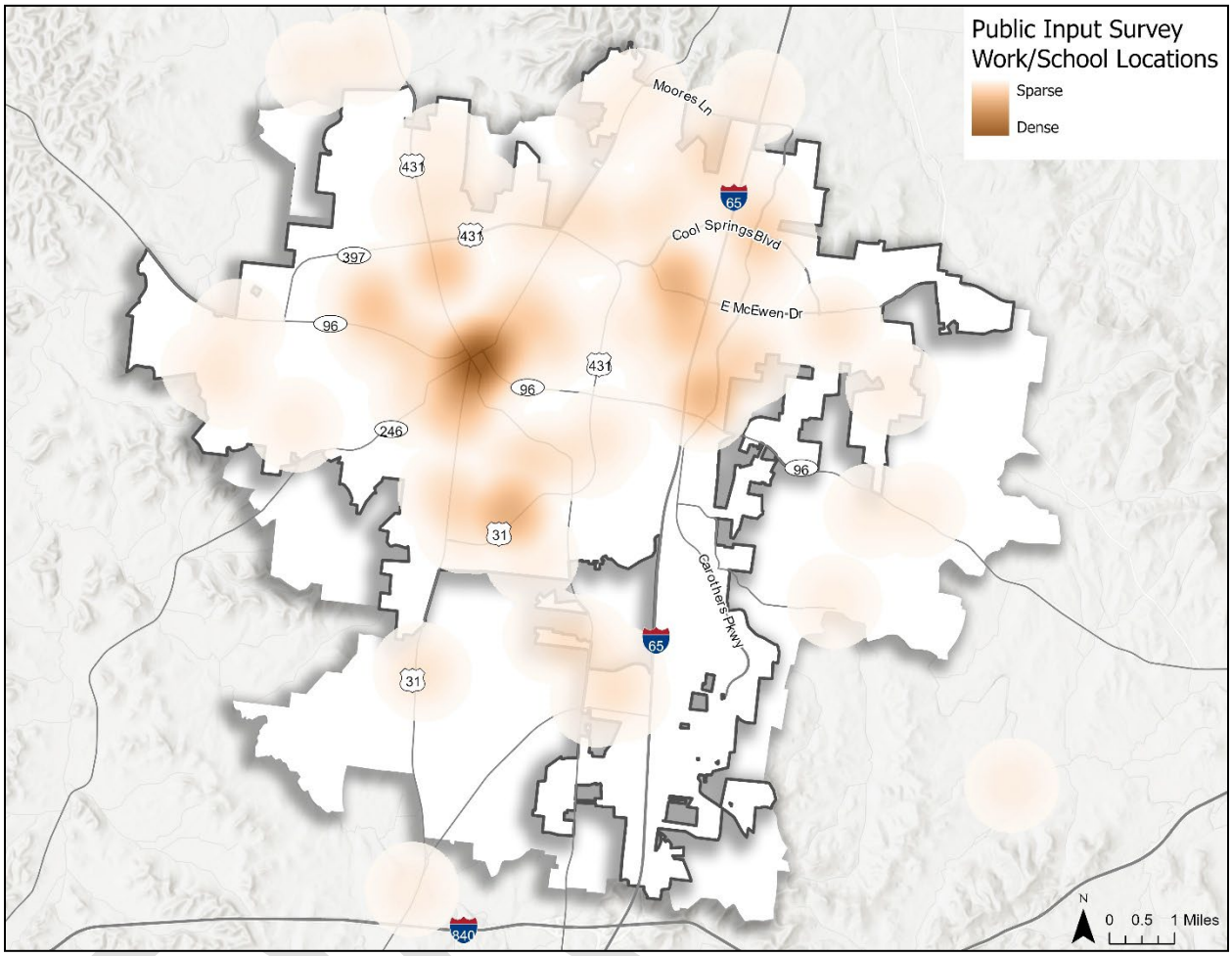
DRAFT

MAP 2-3: PUBLIC INPUT SURVEY | RESPONDENT HOME LOCATIONS



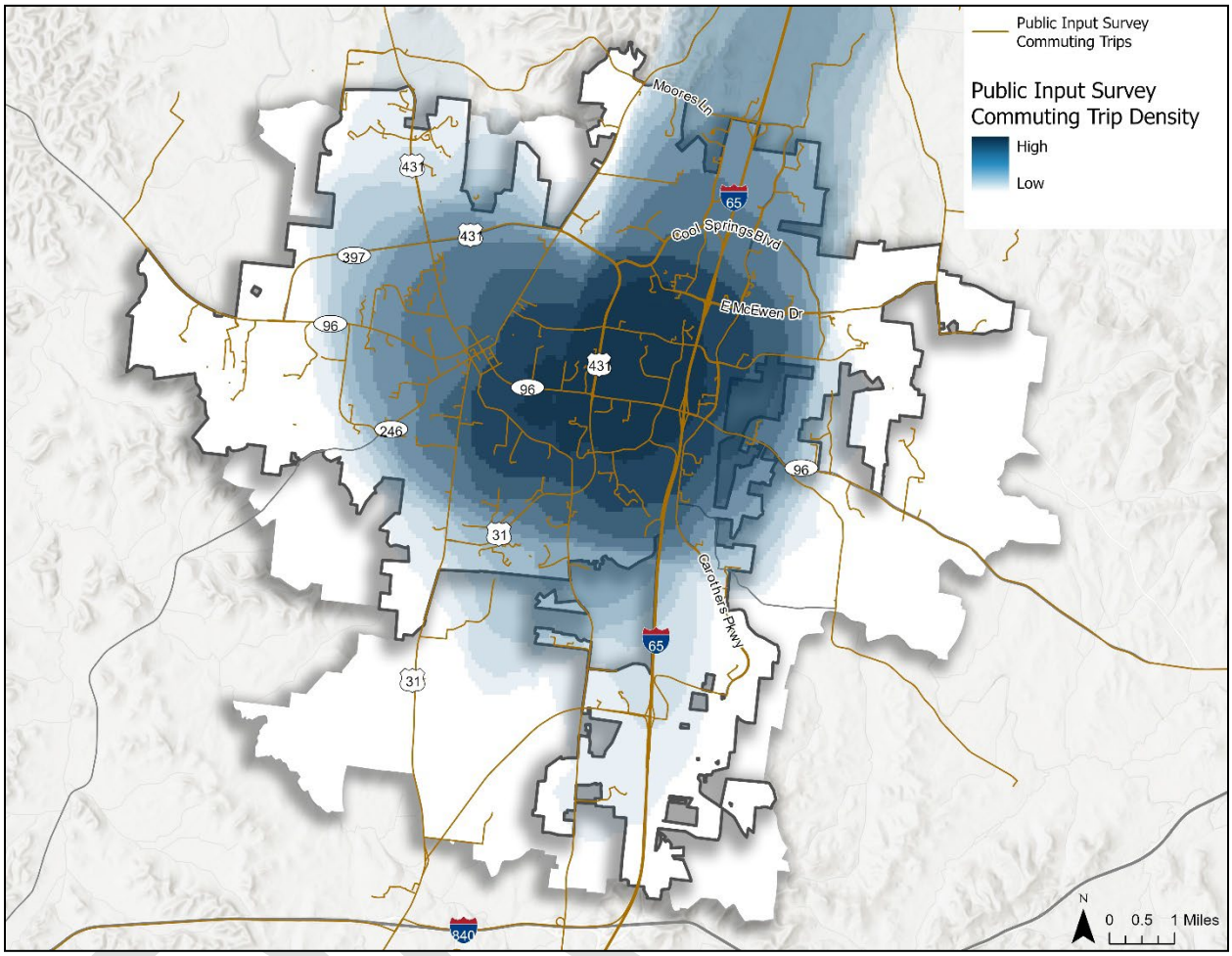
Similarly, Map 2-4 depicts the clusters of work and school locations of public input survey respondents. Unlike the home locations, the work and schools locations are not as uniformly distributed. By far, the highest concentration of workers and students travel to Downtown Franklin, while a smaller cluster is found in the Cool Springs area. This data underscores the importance of those two locations as commercial anchors in the city that can support transit relatively well.

MAP 2-4: PUBLIC INPUT SURVEY | RESPONDENT WORK/SCHOOL LOCATIONS



Connecting the respondents' home and work/school locations as individual trip pairs, Map 2-5 shows each public input survey respondent's commuting travel flow as well as the density of all respondents' commuting travel flows. While the public input survey respondents travel throughout the entire city for work and school, most commuting trips are concentrated between Downtown Franklin and Cool Springs, indicating that the plurality of commuting trips to or from the City of Franklin begin, end, or pass through those two areas, again suggesting the demand for transit in those areas.

MAP 2-5: PUBLIC INPUT SURVEY | RESPONDENT COMMUTING TRIPS



Public Input Awareness of Franklin Transit

According to responses shown in Figure 2-30, the vast majority of residents are aware of the existence of transit in Franklin, but only a third of respondents know about Franklin Transit and where it goes. Some of the lack of awareness of Franklin Transit can be contextualized by the data presented in Figure 2-31, which explains that a significant number of non-riders do not use Franklin Transit because they prefer to drive or because the service does not serve the destinations they want to go to, among other reasons. Taken together, these findings indicate a dual need: improving and expanding transit services to better match travel patterns in Franklin, and significantly strengthening outreach and marketing so more residents understand what Franklin Transit offers and how it can meet their mobility needs.

FIGURE 2-30: PUBLIC INPUT SURVEY | "WHAT IS YOUR LEVEL OF AWARENESS OF TRANSIT/PUBLIC TRANSPORTATION SERVICES IN THE CITY OF FRANKLIN?"

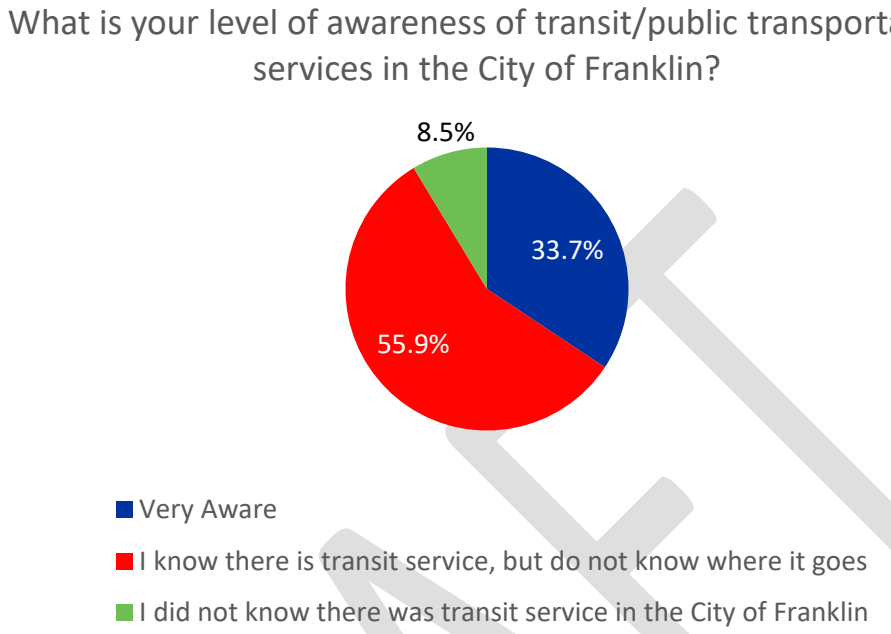
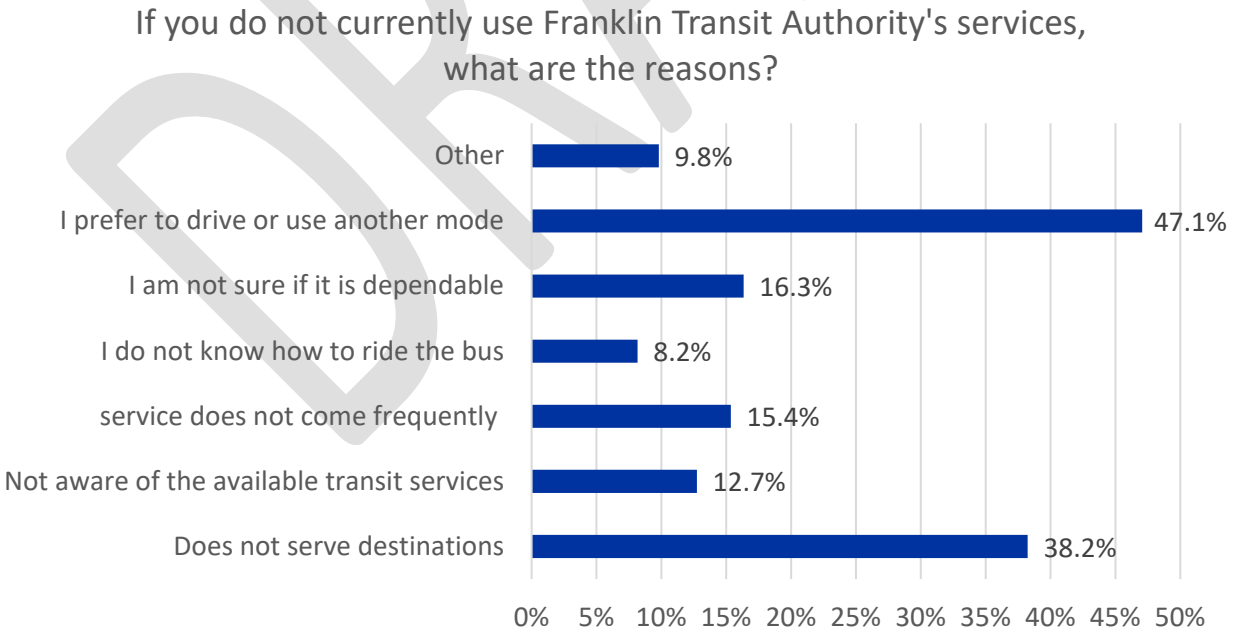


FIGURE 2-31: PUBLIC INPUT SURVEY | "IF YOU DO NOT CURRENTLY USE FRANKLIN TRANSIT AUTHORITY'S SERVICES, WHAT ARE THE REASONS?"

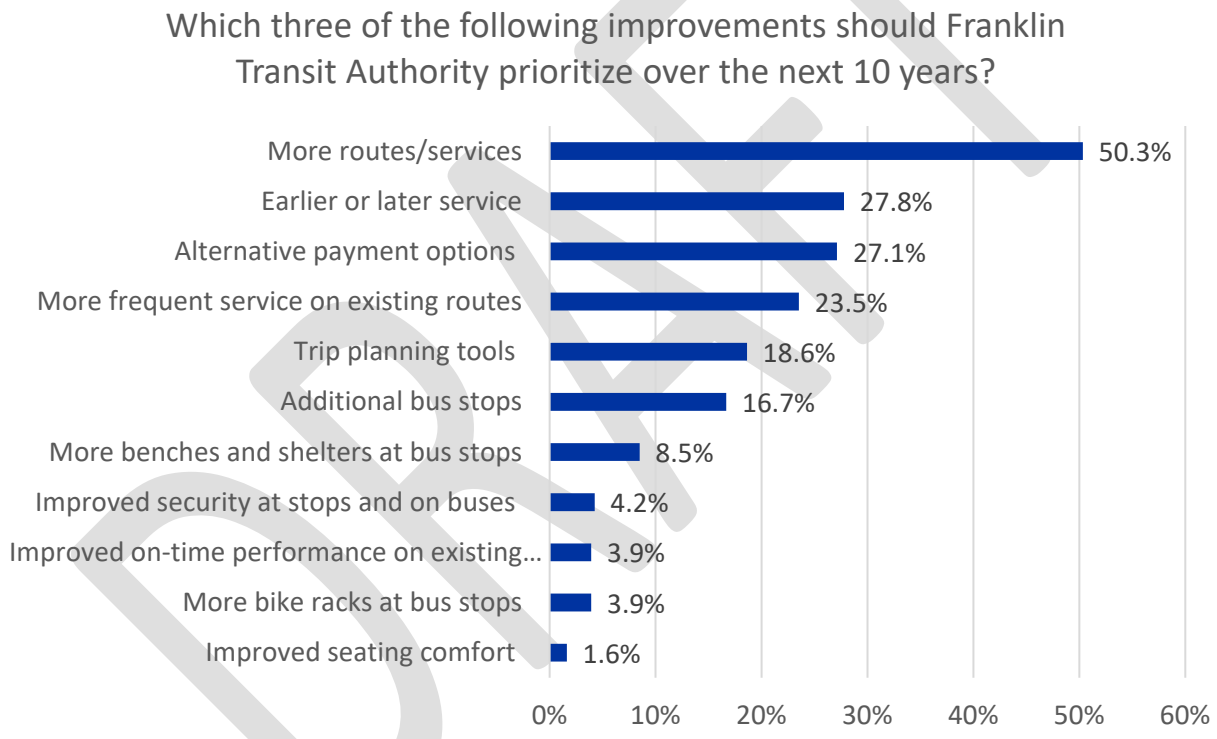


DRAFT

Public Input Desired Improvements

Similar to fixed route riders, there are a variety of improvements to Franklin Transit that public survey respondents desire, listed in Figure 2-32. The general public overwhelmingly want more routes and services. The current two routes leave many destinations unserved except by TODD, which they might not prefer the wait time associated with the service relative to driving a personal vehicle. Many respondents also request improved frequency, increased service span, and fare payment options other than cash and tickets. These preferences will directly shape the service recommendations presented later in this study, ensuring that proposed improvements respond to what residents say they need most and align with the gaps identified through this input.

FIGURE 2-32: PUBLIC INPUT SURVEY | "WHICH OF THE FOLLOWING IMPROVEMENTS SHOULD FRANKLIN TRANSIT AUTHORITY PRIORITIZE OVER THE NEXT 10 YEARS?"



Additional Comments from Public Input Survey

The open-ended comments in the public input survey revealed strong opinions about transportation priorities in Franklin. The most common sentiment was a preference for roadway improvements rather than expanding transit. Many residents felt that public transit would not significantly reduce congestion and expressed concerns that development has outpaced existing road infrastructure. Comments frequently called for widening major corridors, addressing bottlenecks, and improving traffic flow before further transit investment is considered.

DRAFT

Although roadway concerns dominated the feedback, several residents highlighted the need for better walking and biking infrastructure. Requests included safer sidewalks, improved bike lanes, and more connected greenways. Some respondents shared that they would prefer to walk or bike for certain trips if facilities were safer and more convenient.

There were also comments that pointed to confusion about how the existing transit system works. Several residents noted that routes, maps, and payment information are not clear. Others said that they might use transit if they understood the service better. A smaller set of comments focused on specific transit improvements, such as later service hours, weekend service, and expanded coverage to destinations like Cool Springs, Berry Farms, and medical facilities.

A minority of respondents voiced interest in regional rail, park and ride options, and additional commuter choices. A few residents also shared positive experiences with current services such as the downtown shuttle and special event transit. Overall, the comments reflect a community that strongly prioritizes roadway investment but also recognizes the value of improved mobility options for pedestrians, cyclists, and residents who cannot or prefer not to drive.

2.10 Transit Staff Surveys

In addition to gathering input from users and potential users of Franklin Transit, valuable insight was collected from Franklin Transit's bus operators and administrative staff. Transit operators and staff offer insight that often does not appear in data alone. Bus operators interact with passengers daily, hear concerns firsthand, observe challenges in real time, and serve as the face of the organization. Their on-the-ground experience provides context about how riders actually use the system and where improvements are needed. Administrative employees also carry important institutional knowledge about scheduling, operations, and customer service, giving them a clear view of how internal processes and external factors shape overall performance.

The information provided by 23 of the Franklin Transit staff members pertains to their perspective on what does and does not work well for Franklin Transit, perception of user perception of the service, and what improvements should be made. These unique perspectives from staff involved with Franklin Transit on a daily basis are especially valuable due to their intimate knowledge of the service and how the public interacts with Franklin Transit. Figure 2-33 highlights key takeaways from this survey effort, noting the strengths and weaknesses of the current operation of Franklin Transit as well the perspectives on customer satisfaction and concerns. Complete responses to the transit operator and administrative staff surveys can be found in Appendix D.

DRAFT

FIGURE 2-33: SUMMARY OF FRANKLIN TRANSIT OPERATOR AND STAFF SURVEYS

What is working well

- Drivers consistently cite a great group staff and a dependable fleet
- The convenience and usefulness of the service for passengers
- Timely transfers between the Blue and Red routes

What needs improvement

- The most common concerns center on scheduling, dispatch availability and responsiveness, and communication among operators and staff
- Requests for more training, especially for wheelchair lift procedures, appear more than once
- The implementation of tools that improve scheduling

Staff and operator reports of passenger concerns

- Long wait times and late buses are the most frequently mentioned
- Some passengers struggle with the ride scheduling process
- A few drivers note minimal complains

DRAFT

2.11 Public Meetings for Input on Transit Improvement Alternatives

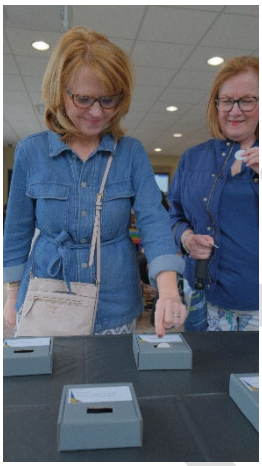
Similar to the community workshops held earlier in the planning process, public meetings occurred later in the planning process, after development of the transit improvement alternatives, to gather input on those proposed alternatives included in the draft plan. These meetings included a variety of activities and methods to appropriately engage attendees. The draft plan was made available online in the project's virtual meeting room for public review prior to the meetings.

To maximize opportunities for citizen participation, these public meetings were coordinated to piggyback on other community events to ensure turnout. The meetings were also held at different times (day and evening) to accommodate a variety of work and personal schedules. City staff also coordinated the advertising and promoting the meetings.

2.11.1 Summary of Meetings

Let's Taco 'Bout Transit (05/05/2026)

Participants enjoyed a free taco bar while reviewing information about the Transit Master Plan and sharing their thoughts. Specifically, the transit improvement alternatives were presented, and participants were asked to indicate which of those three improvements they would prioritize.





Touch A Truck (05/15/2026)

Trucks, equipment, and vehicles of all shapes and sizes were on display at Jim Warren Park where children were able to touch, climb-on, and explore the vehicles such as fire trucks, police cars, tractors, back hoes, and tow trucks. Franklin Transit brought a trolley to the event, where participants were able to board the trolley and review the proposed transit improvement alternatives with staff.



State of the City (05/20/2026)

For Franklin's annual State of the City address, Mayor Dr. Ken Moore rode a Franklin Transit Trolley highlighting transportation and infrastructure improvements around town. His talking points focused on managing traffic congestion, expanding route services, and investing in technology.

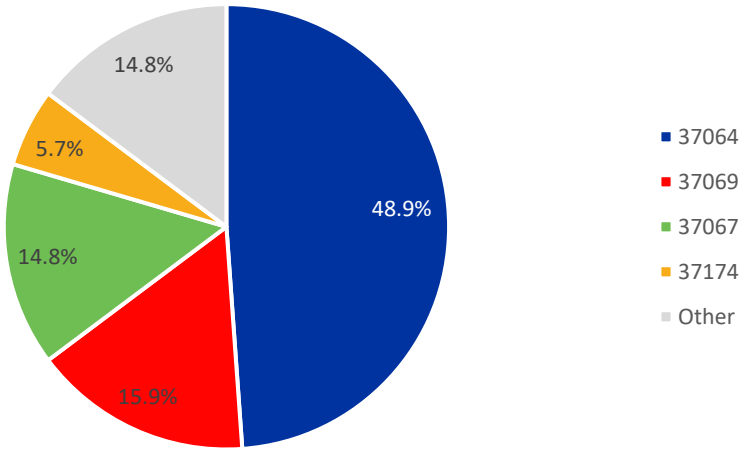
2.11.2 Public Input Results

Published online and advertised through the City of Franklin's and Franklin Transit Authority's social media outlets, a survey was administered to document and analyze feedback on the proposed transit improvement alternatives. The survey asked respondents some identifying information, their level of agreement with the alternatives, and their top three prioritized alternatives. There were 90 responses recorded. Additionally, 85 people indicated there top three prioritized alternatives at the "Let's Taco 'Bout Transit" event.

Evident in Figure 2-34, about half of all survey respondents reside in the 37064 ZIP code, which generally covers all areas inside of Mack Hatcher Parkway, as well as most areas south of Highway 96. About fifteen percent of respondents each live in the 37067 and 37069 ZIP codes. 37067 represents areas outside of Mack Hatcher Parkway, north of Carothers Road, and east of Franklin Road. 37069 represent areas north of Marck Hatcher Parkway and west of Franklin Road. About 20 percent of respondents indicated they lived in another ZIP code.

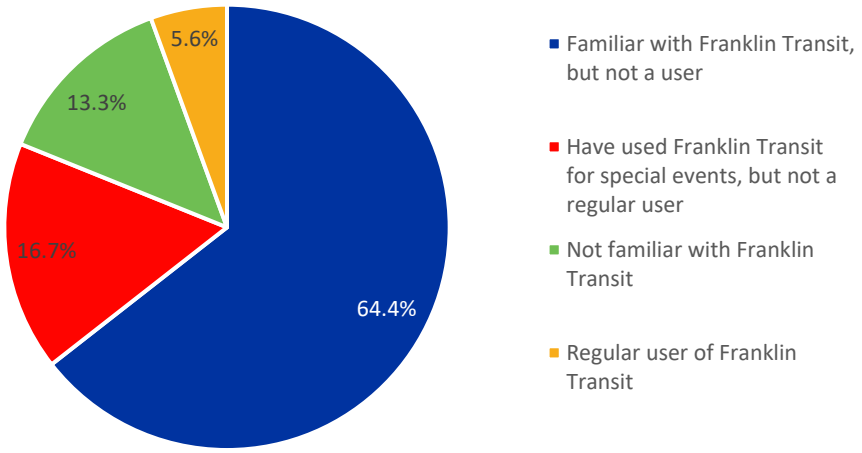
DRAFT

FIGURE 2-34: ZIP CODES OF PUBLIC FEEDBACK SURVEY RESPONDENTS



Nearly two-thirds of respondents have heard of Franklin Transit but do not use it (Figure 2-35). Only about 6% of respondents actually regularly use Franklin Transit. However, only about 13% have never heard of Franklin Transit.

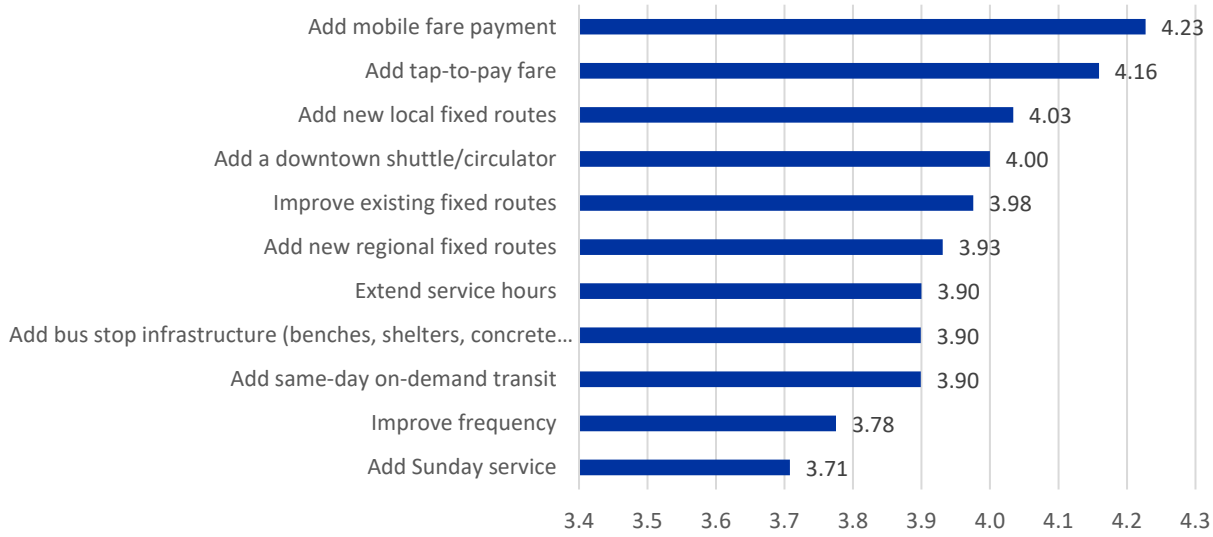
FIGURE 2-35: LEVEL OF FAMILIARITY WITH FRANKLIN TRANSIT



When asked how strongly they agree with each alternative, respondents on average agreed with each alternative. Respondents were asked to rate their level of agreement on a five-point Likert scale ranging from "strongly disagree" (scored as 1) to "strongly agree" (scored as 5). Shown in Figure 2-36, adding and improving fare payments emerged as the most universally agreed upon alternatives, signifying that a majority of people who took the survey (non-riders) would be more

likely to ride the service if fare payment options were expanded. On the other hand, the most neutral or negative sentiments were associated with adding Sunday service and improving frequency, improvements that are not the most appealing to those who do not currently use the service.

FIGURE 2-36: LEVEL OF AGREEMENT WITH TRANSIT IMPROVEMENT ALTERNATIVES

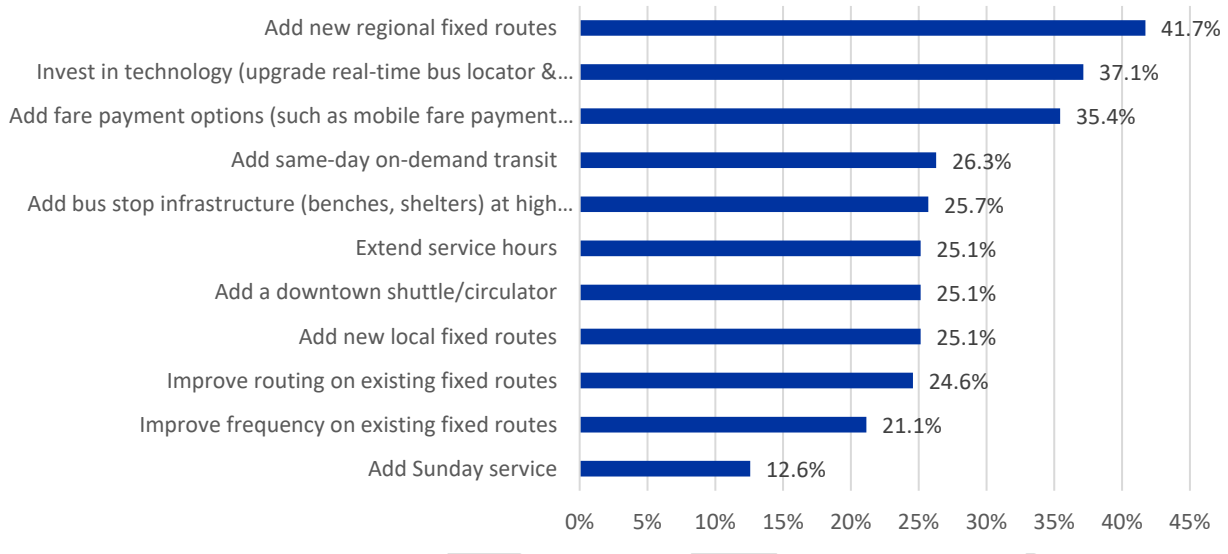


Expanding upon their views of the proposed alternatives, survey respondents were finally asked to prioritize their top three transit alternatives, so that the public's most desired transit improvements could be revealed. The results are documented in Figure 2-37. With over 40% of respondents placing it in their top three, adding new regional fixed routes was the most frequently prioritized alternative in the survey. This emphasizes the general public's desire for regional connectivity to Franklin and throughout Middle Tennessee, especially for non-riders whose commuting, medical, or recreational needs are not exclusively satisfied through intracity transit.

Technology and fare payment upgrades were also highly prioritized, signifying the desire for added convenience to create a more streamlined travel experience when using Franklin Transit. In line with rating each alternatives, adding Sunday service and improving frequency on existing routes were the least prioritized alternatives. This reiterates the desire for new services and features instead of building upon existing services.

DRAFT

FIGURE 2-37: PERCENT OF PUBLIC FEEDBACK SURVEY RESPONDENTS WHO MADE EACH ALTERNATIVE A TOP-THREE PRIORITY



DRAFT

3 INVENTORY & ASSESSMENT OF EXISTING CONDITIONS

A critical first step in a transit planning and analysis effort is to gain an understanding of two key factors: how transit is performing and the context in which the services are operating. This inventory and assessment of existing conditions focuses on examining the demographic, socioeconomic, and operating contexts of Franklin Transit Authority's service area, the current performance of its services, and the planning and policy framework within which it functions. It also seeks to highlight a peer and trend performance analysis for the Authority and several of its peer agencies.

3.1 Existing Operating Environment Analysis

This subsection introduces the demographic and employment patterns that influence how people travel within Franklin. Understanding these conditions is significant because they shape transit demand and reveal the communities and locations that may need enhanced services.

A clear understanding of the current urban and transit environment is essential for effective transit planning. This section outlines the geographic and demographic context of Franklin Transit Authority's (FTA) service area within the City's state-mandated Urban Growth Boundary (UGB), which is comprised of currently unincorporated and undeveloped areas area that could be annexed and developed in the future. Official data is referenced to inform service planning and future decision making. The trends identified here will inform later steps in the plan by helping determine which areas may require new connections, service adjustments, or targeted investments.

3.1.1 Description of Service Area

Franklin Transit serves the City of Franklin, located in central Williamson County, Tennessee. As a growing county in the state, Williamson County presents a unique blend of historic character, and emerging regional importance. City of Franklin is situated approximately 20 miles south of downtown Nashville and acts as both a residential hub and economic center in the southern portion of the greater Nashville area.

Franklin Transit Authority's primary service area includes the City of Franklin with key destinations including its historic downtown, the Cool Springs commercial district, major medical facilities, educational institutions, and residential neighborhoods.

Williamson County's strategic location along Interstate 65 contributes to its rapid growth and high levels of regional connectivity. The area is also served by major roads such as Columbia Avenue, Franklin Road, Murfreesboro Road, and Mack Hatcher Parkway, which influences travel patterns and transit accessibility across the city.

Population

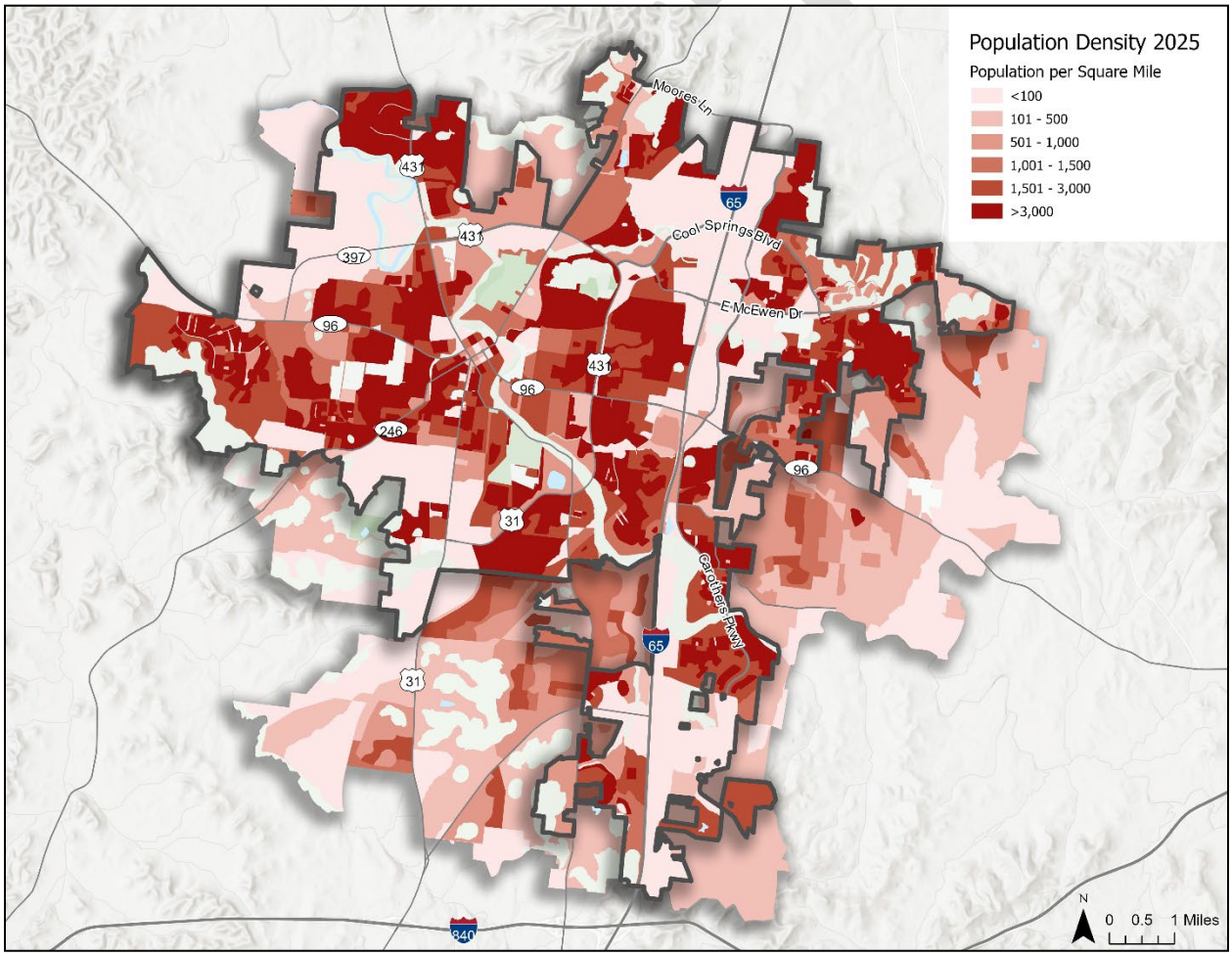
Population is a critical consideration in transit planning, as it often correlates with the demand for public transportation services. In Williamson County, the City of Franklin serves as the primary urbanized area and accounts for a substantial share of transit demand. Franklin's population is 92,230 according to the

City of Franklin 2024 Development Report, and is projected to continue to grow, reaching 103,792 by 2030 and 123,062 by 2040 according to the report.

Population Density

Map 3-1 portrays that the City of Franklin's highest population densities are concentrated in many of the established developed areas along major corridors. Surrounding these areas are medium density areas, while much of the east and south areas within the UGB remain in lower density categories of fewer than 1,500 residents per square mile. This pattern reflects a concentration of population near established commercial centers and major transportation routes, with more dispersed developments in outlying neighborhoods.

MAP 3-1: POPULATION DENSITY 2025 | CITY OF FRANKLIN

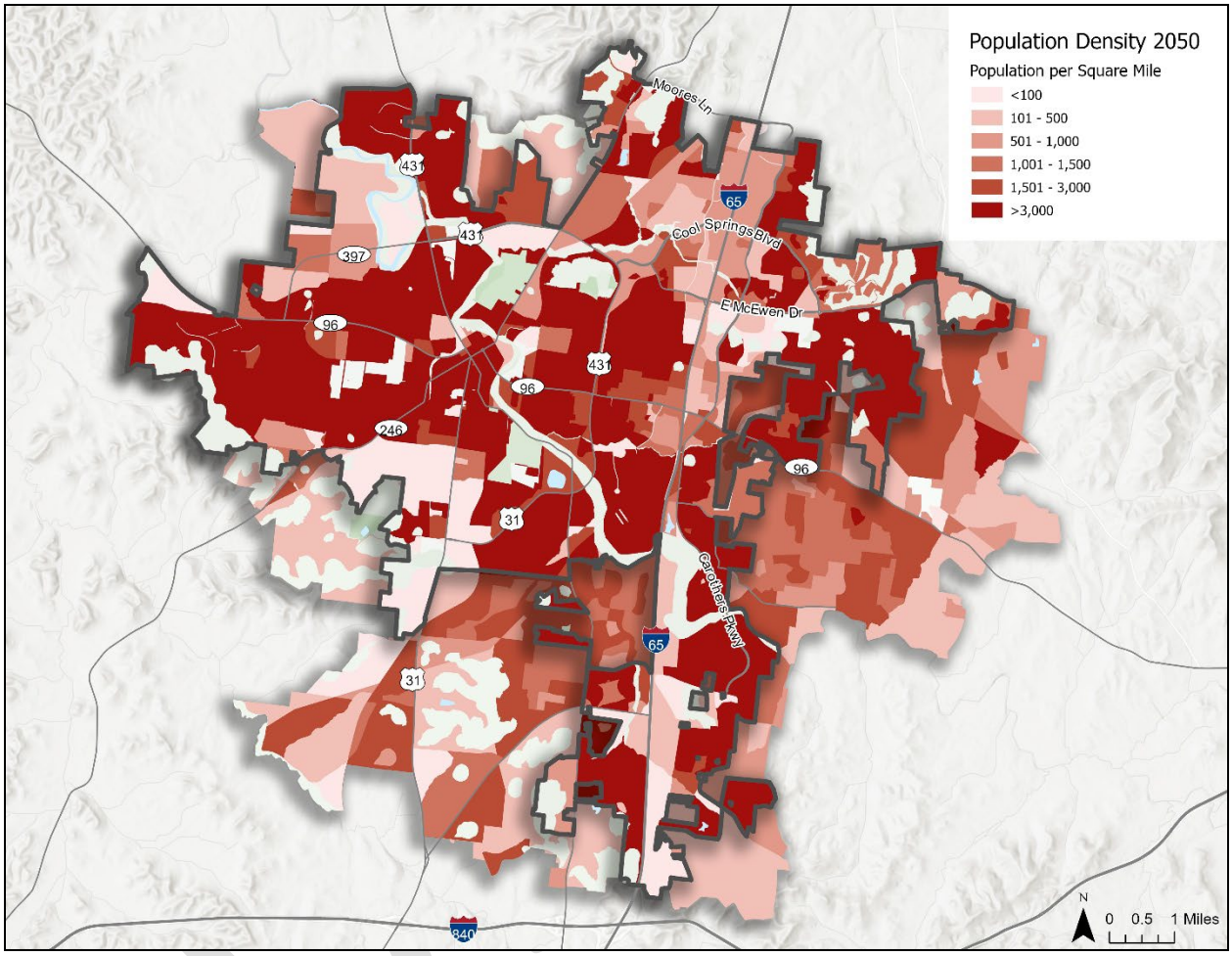


Source: Greater Nashville Regional Council Regional Growth Allocation Model

Map 3-2 shows that by 2050, the projected population growth is projected to extend beyond the current high-density core, creating a broader and more continuous band of medium to high density areas across the city. Nearly all areas within the city limits will experience significant increases, as will southern and

eastern portions outside the city limits. These shifts indicate that future transit demand will not only intensify in existing corridors but also potentially emerge in currently underserved areas, emphasizing the need for long term infrastructure and service planning.

MAP 3-2: POPULATION DENSITY 2050 | CITY OF FRANKLIN

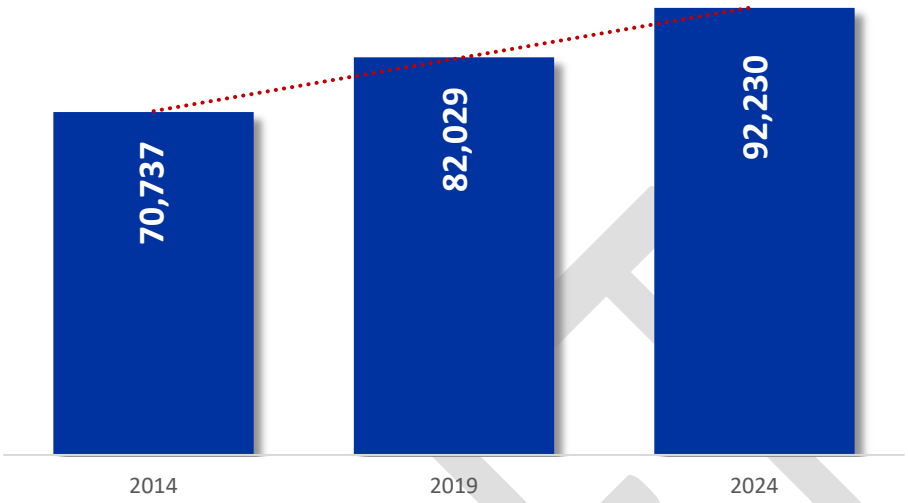


Source: Greater Nashville Regional Council Regional Growth Allocation Model

Figure 3-1 presents City of Franklin's population over the past decade. The City of Franklin has experienced steady and substantial population growth since 2014, when the city's population was approximately 70,737. By 2019, that number had risen to around 82,029 (an increase of nearly 16% in just five years). Growth has continued, reaching around 92,230 residents in 2024, representing an overall increase of 30% since 2014.

This consistent pace of growth places increasing demands on transportation infrastructure and transit services, making proactive planning essential to accommodate future needs while preserving mobility and accessibility for all residents.

FIGURE 3-1: CITY OF FRANKLIN POPULATION | 2014-2024



Source: City of Franklin 2024 Development Report

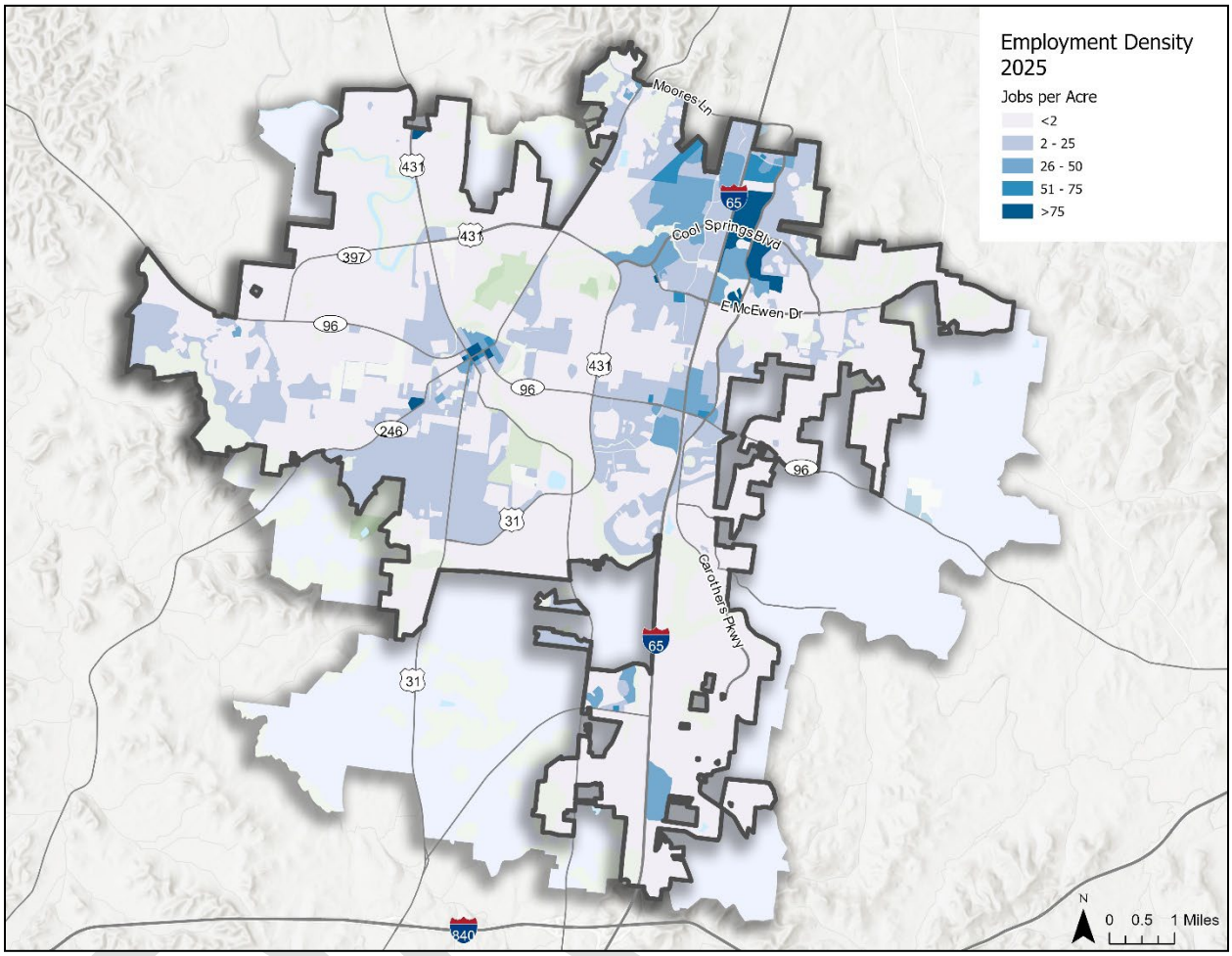
Employment Density

Employment density projections illustrate the distribution of jobs across the city and how employment centers are expected to grow overtime. These maps highlight the locations where transit service may be critical to support commuting patterns and economic activity between 2025 and 2050.

Map 3-3 shows employment density in the City of Franklin in 2025. Employment density is concentrated along major roadways (especially along Interstate 65) and within the city's central and eastern areas. Clusters of high job density appear near existing employment centers, while the southern and western areas remain relatively low in job density. This pattern indicates that connection between residential neighborhoods to these employment hubs is of high importance.

DRAFT

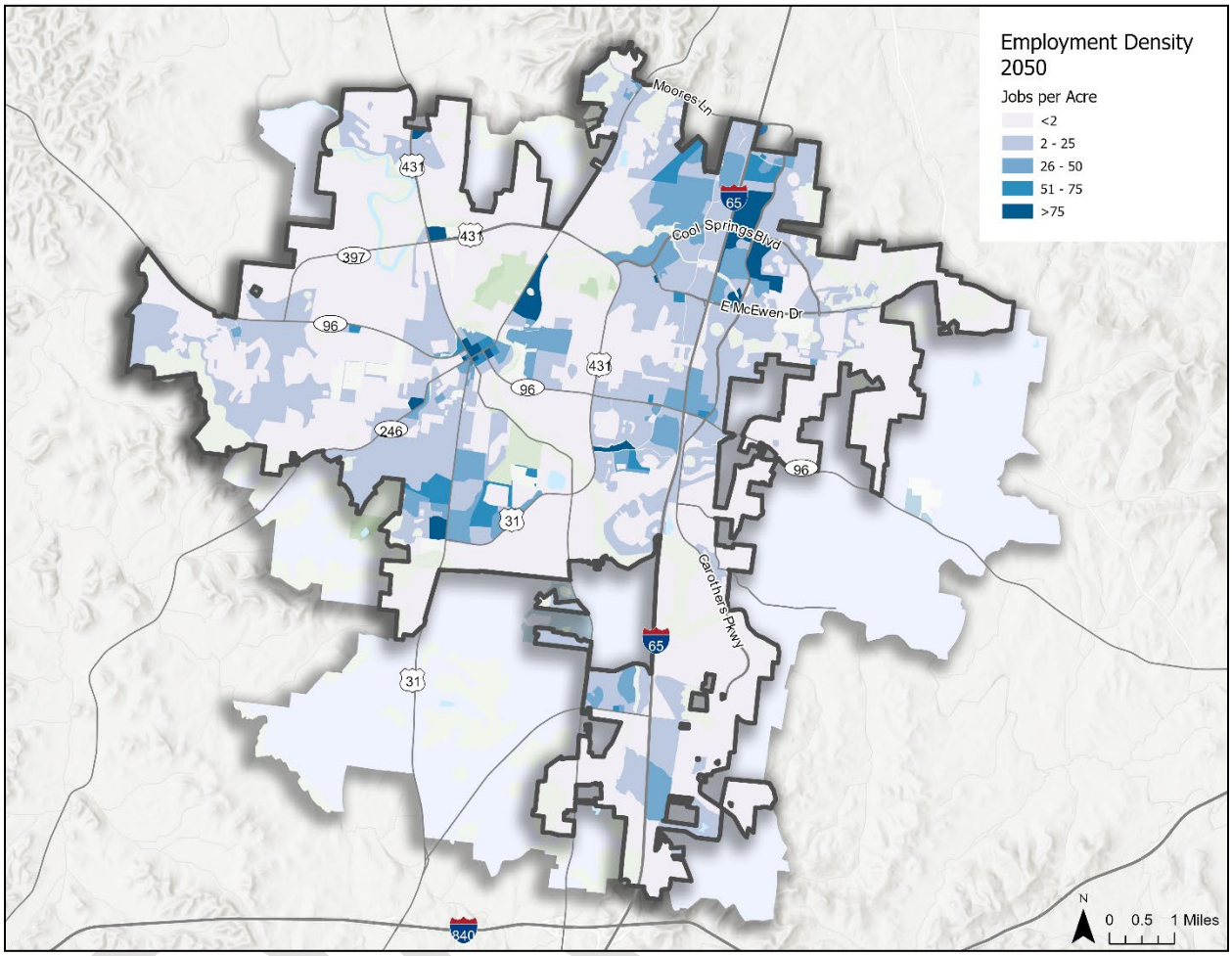
MAP 3-3: EMPLOYMENT DENSITY 2025 | CITY OF FRANKLIN



Source: Greater Nashville Regional Council Regional Growth Allocation Model

Map 3-4 shows the projected employment density in the City of Franklin by 2050, when employment density is projected to intensify and spread further across the city, especially along the north-south corridors (such as Columbia Avenue) and the central city. High density employment centers become more widespread, exceeding 75 jobs per acre in several locations. Pending major commercial developments are focused on the Carothers Parkway and Berry Farms areas, including Reams Fleming and In-N-Out Burger, as well as mixed-use developments including Ovation and McEwen Northside. This expansion supports the intention of stronger transit connectivity between growing residential areas and emerging job clusters to support workforce mobility.

MAP 3-4: EMPLOYMENT DENSITY 2050 | CITY OF FRANKLIN

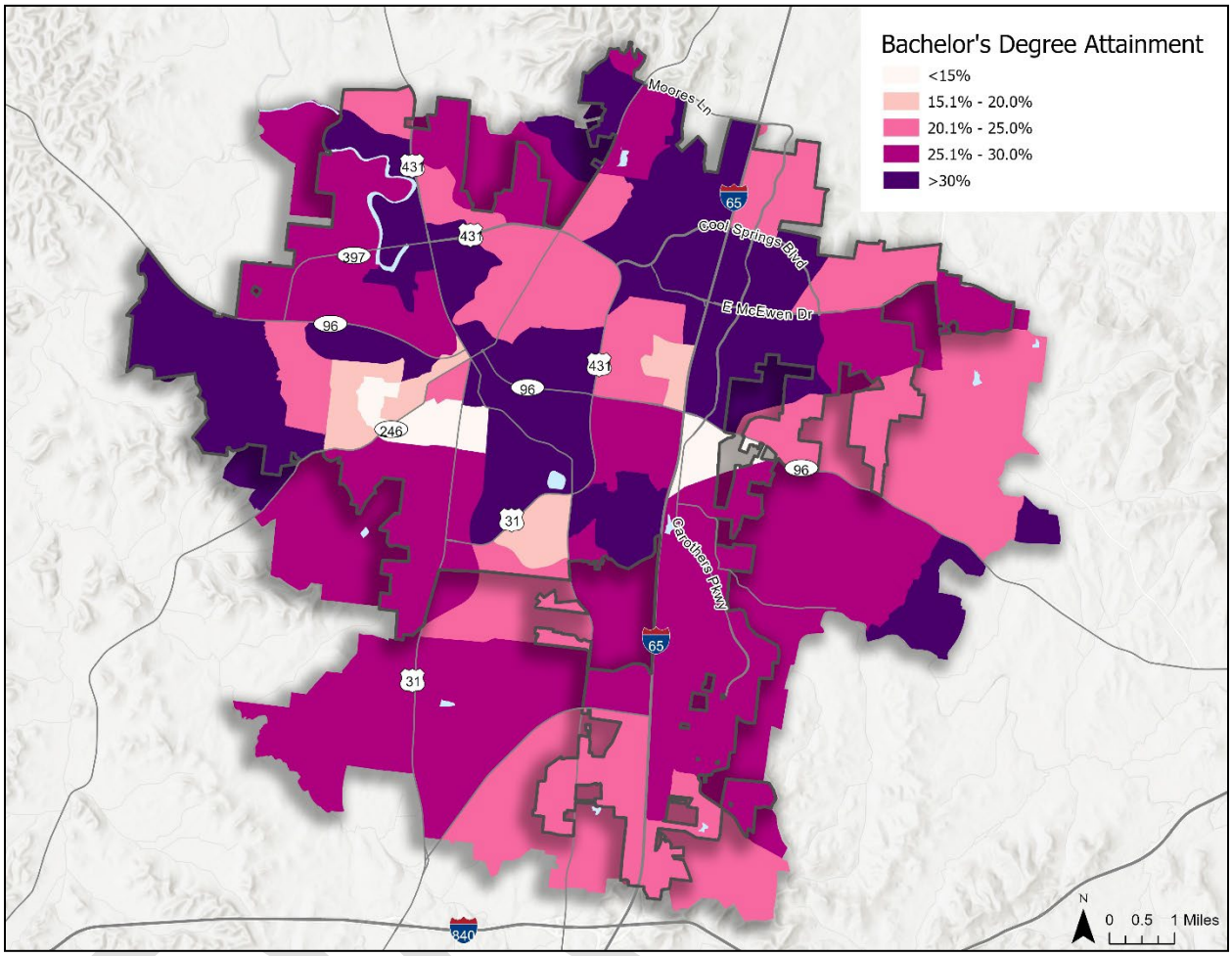


Source: Greater Nashville Regional Council Regional Growth Allocation Model

In relation to employment, a strong educational profile directly connects to employment and transit demand. Map 3-5 expresses the distribution of individuals with ana attained bachelor's degree. In the City of Franklin, approximately 36.6% of residents hold a bachelor's degree or higher. The map reveals that bachelor's degree attainment is most concentrated in central and northern Franklin, particularly around major corridors like Interstate 65 and in Cool Springs, where high employment density and professional job centers are also located.

These areas attract a large share of daily commuters, increasing the need for reliable, high-capacity transit connections. Additionally, residents wither higher education often work in regional job centers and may require countywide transit options. Ensuring accessibility may be critical for supporting workforce mobility.

MAP 3-5: BACHELOR'S DEGREE ATTAINMENT | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

Major Employers

With leading industries spanning healthcare, manufacturing, finance, and corporate services (as seen in Table 3-1), the largest employers include Community Health Systems, Williamson Medical Center, and Lee Company, highlighting the city's strong healthcare and service sector base. Other significant employers such as Nissan North America, Cigna Healthcare, and Mars Petcare reflect a mix of advanced manufacturing, corporate, and specialized industries.

Additional medium sized employers such as Schneider Electric, Ramsey Solutions, and eviCore Healthcare contribute to the city's economic diversity, alongside firms in financial services and technology, including Jackson National Life Insurance and MEDHOST. Several major companies such as Verizon Wireless, Optum, Ford Motor Credit, and Healthways also maintain operations in Franklin, further strengthening the employment base.

This concentration of large employers underscores the importance of transit connections between residential areas and job centers, High commuter volumes associated with healthcare campuses, manufacturing facilities and corporate offices reinforce the need for reliable transit services.

TABLE 3-1: TOP 10 MAJOR EMPLOYERS | CITY OF FRANKLIN | 2024

Employer	Employees	% of City total
Community Health Systems	3,923	7.68%
Williamson Medical Center	1,900	3.72%
Lee Company	1,616	3.16%
Nissan North America	1,550	3.03%
Cigna Healthcare	1,500	2.94%
Mars Petcare	1,240	2.43%
Schneider Electric	1,080	2.11%
Ramsey Solutions	1,054	2.06%
eviCore Healthcare	653	1.28%
Jackson National Life Insurance Co.	634	1.24%

Source: City of Franklin Annual Comprehensive Financial Report (2024)

3.1.2 Demographic Characteristics and Trends

The City of Franklin has experienced consistent population growth over the past decade. Alongside population increases, the city's demographic composition is evolving. Current demographic trends are expected to shape future transportation needs. These changes underscore the importance of aligning transit service planning with the communities shifting characteristics to ensure equitable, efficient, and accessible mobility for all residents. Demographic data was examined at the Census block group level, providing neighborhood-level granularity to highlight differences throughout the City of Franklin.

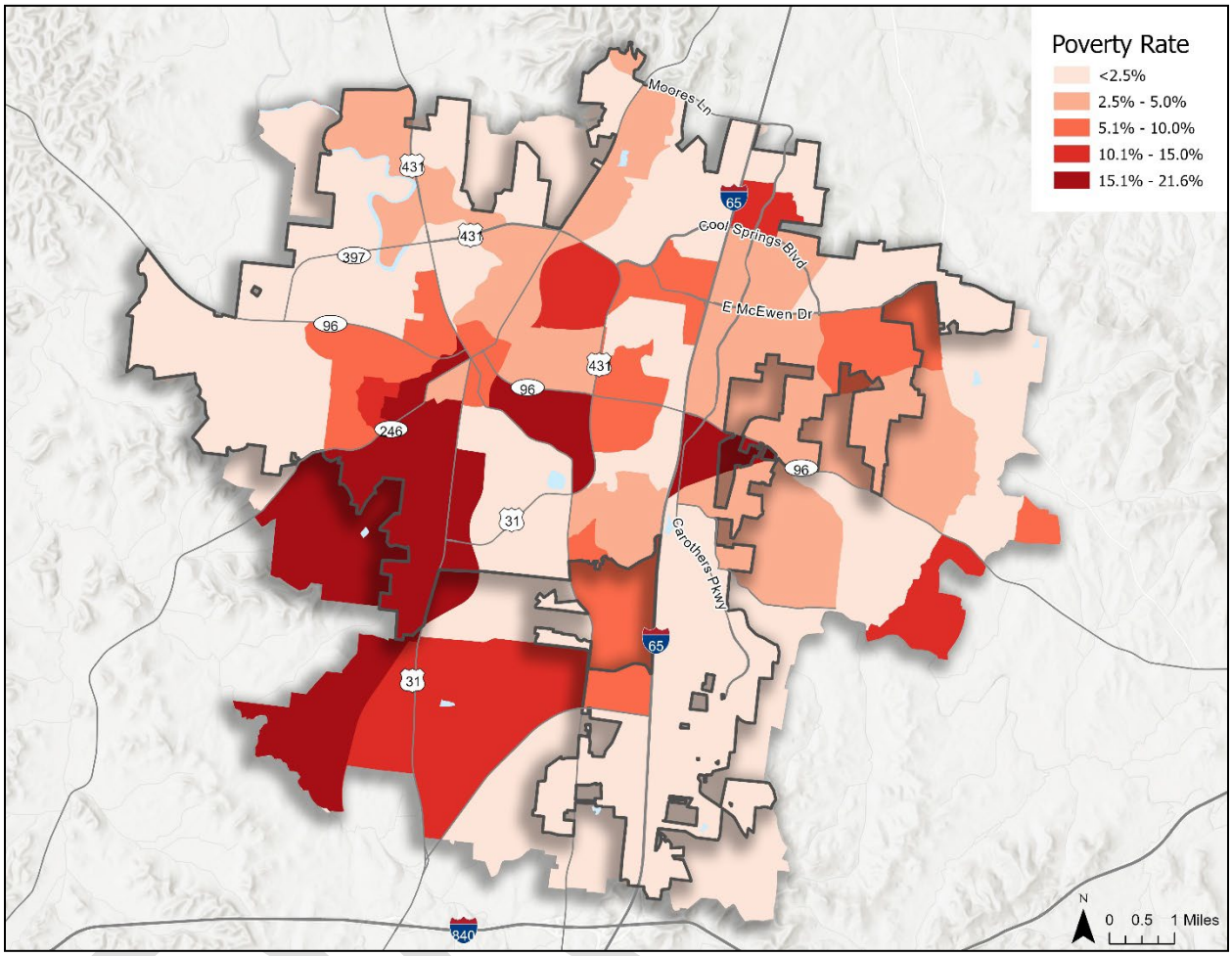
Income and Poverty

The City of Franklin is characterized by higher household incomes. The median household income in the city is approximately $115,000, while the United States only has a median household income of $78,538. However, block group data across Franklin reveals significant variation.

MAP 3-6 shows the distribution of individual living below the poverty level across the City of Franklin. The highest concentrations of individuals in poverty are largely clustered near the central and western portions of City of Franklin, particularly around Columbia Avenue and the downtown region. Moderate poverty levels extend outward in pockets along major corridors, which may coincide with higher concentrations or rental housing and more limited access to high income employment sectors.

DRAFT

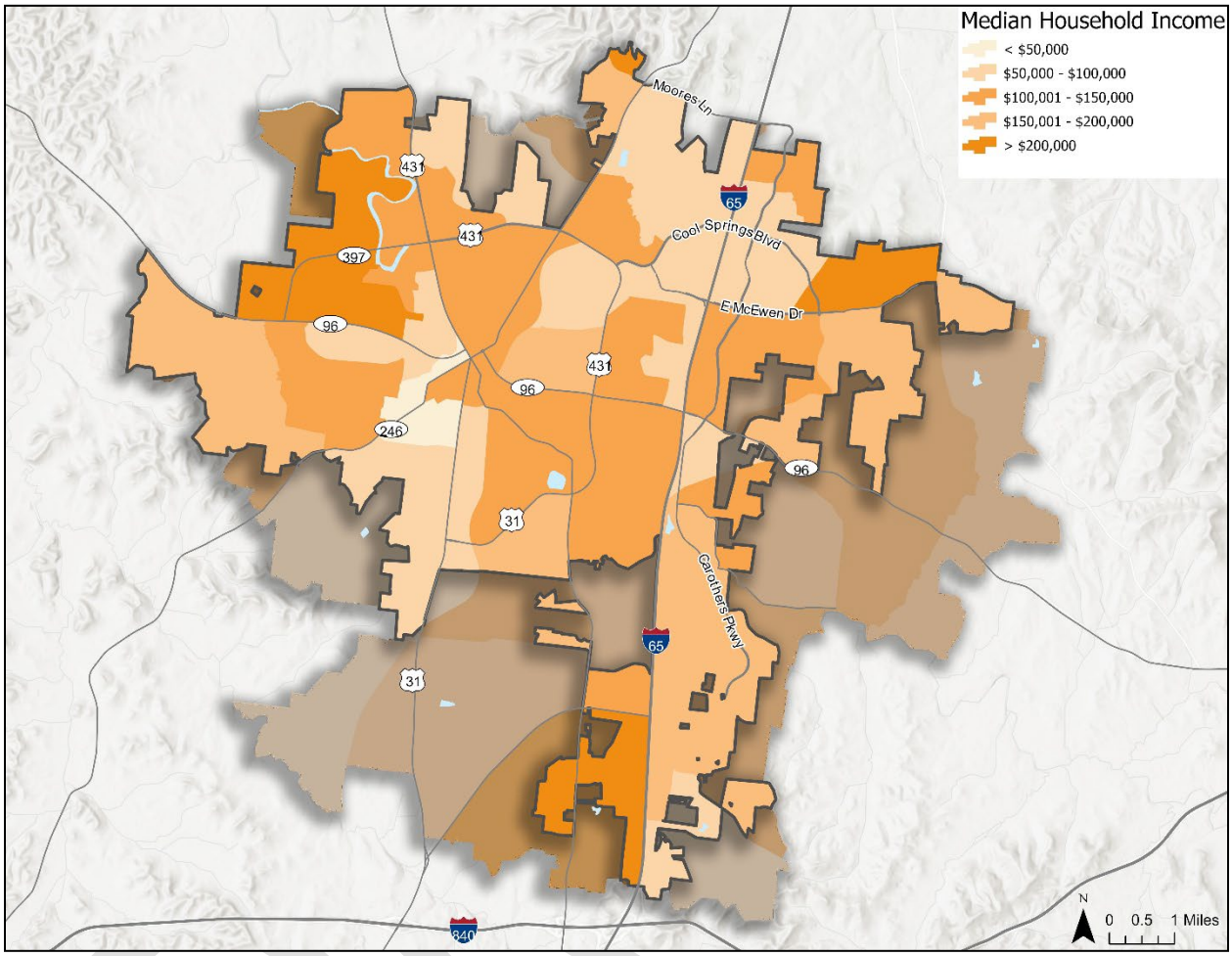
MAP 3-6: POVERTY DISTRIBUTION | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

Map 3-7 depicts the median household income distribution in City of Franklin. The map indicates that the highest income areas, with median household incomes exceeding $200,000, are located furthest from the center of the city. Central and western Franklin, including areas that overlap with higher poverty concentrations, show median incomes between $50,000 and $100,000. This spatial disparity highlights the city's economic diversity and points to potential gaps in access to wealth building opportunities, which may affect future housing, transportation, and community development strategies.

MAP 3-7: MEDIAN HOUSEHOLD INCOME | CITY OF FRANKLIN | 2023



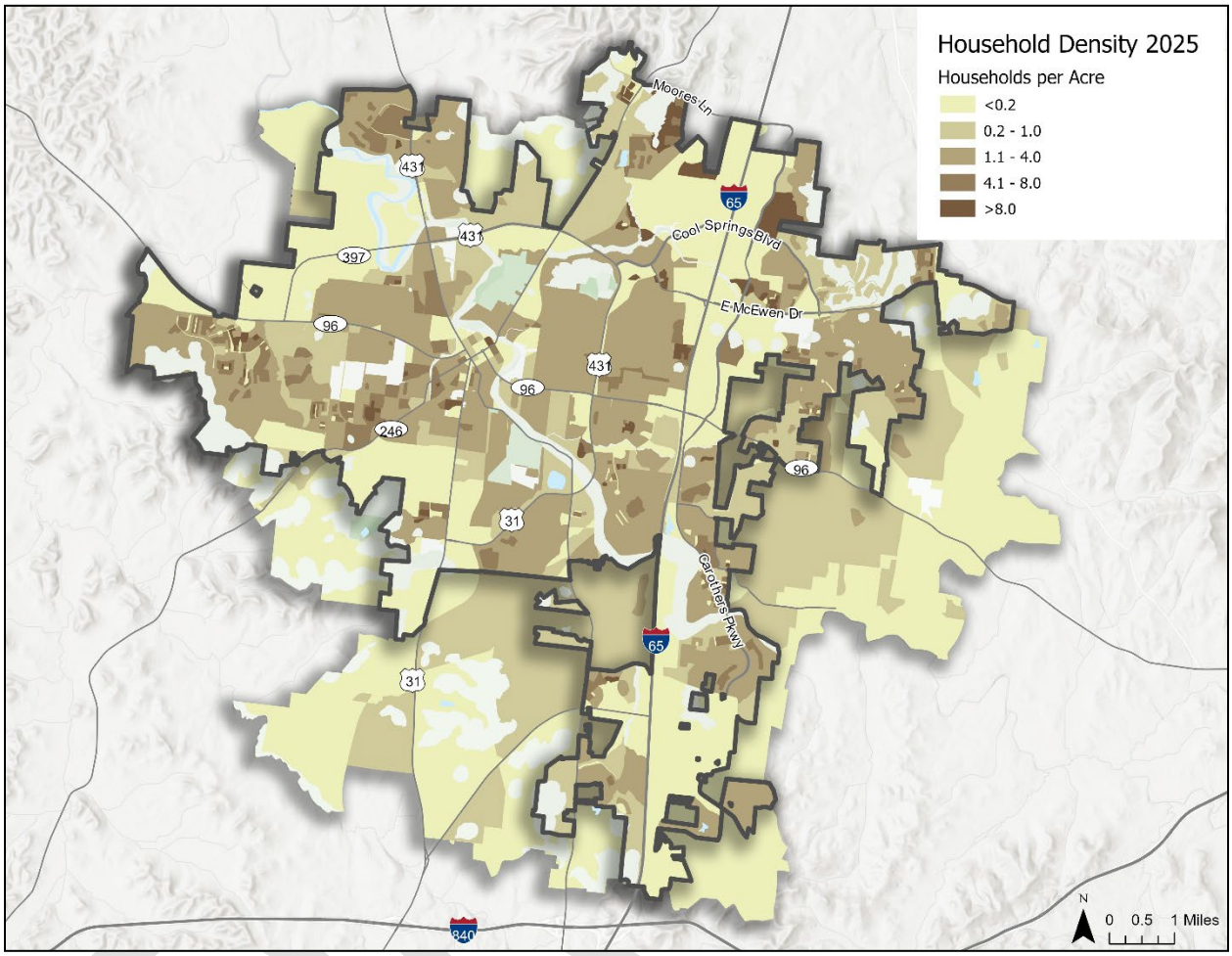
Source: ACS 5-Year Estimates (2019-2023)

Household Density

Household density projections highlight where housing growth is expected to occur in Franklin. Referencing projections from the Greater Nashville Regional Council's Regional Growth Allocation Model used for its 2026-2050 Regional Transportation Plan, the following maps show how household concentrations will shift between 2025 and 2050.

Map 3-8 shows household density in 2025. Household density is projected to be highest in the center of the city and along major city corridors. Lower household counts remain in non-residential areas and along the outer edges of the city, especially to the south and east, where development may be less dense.

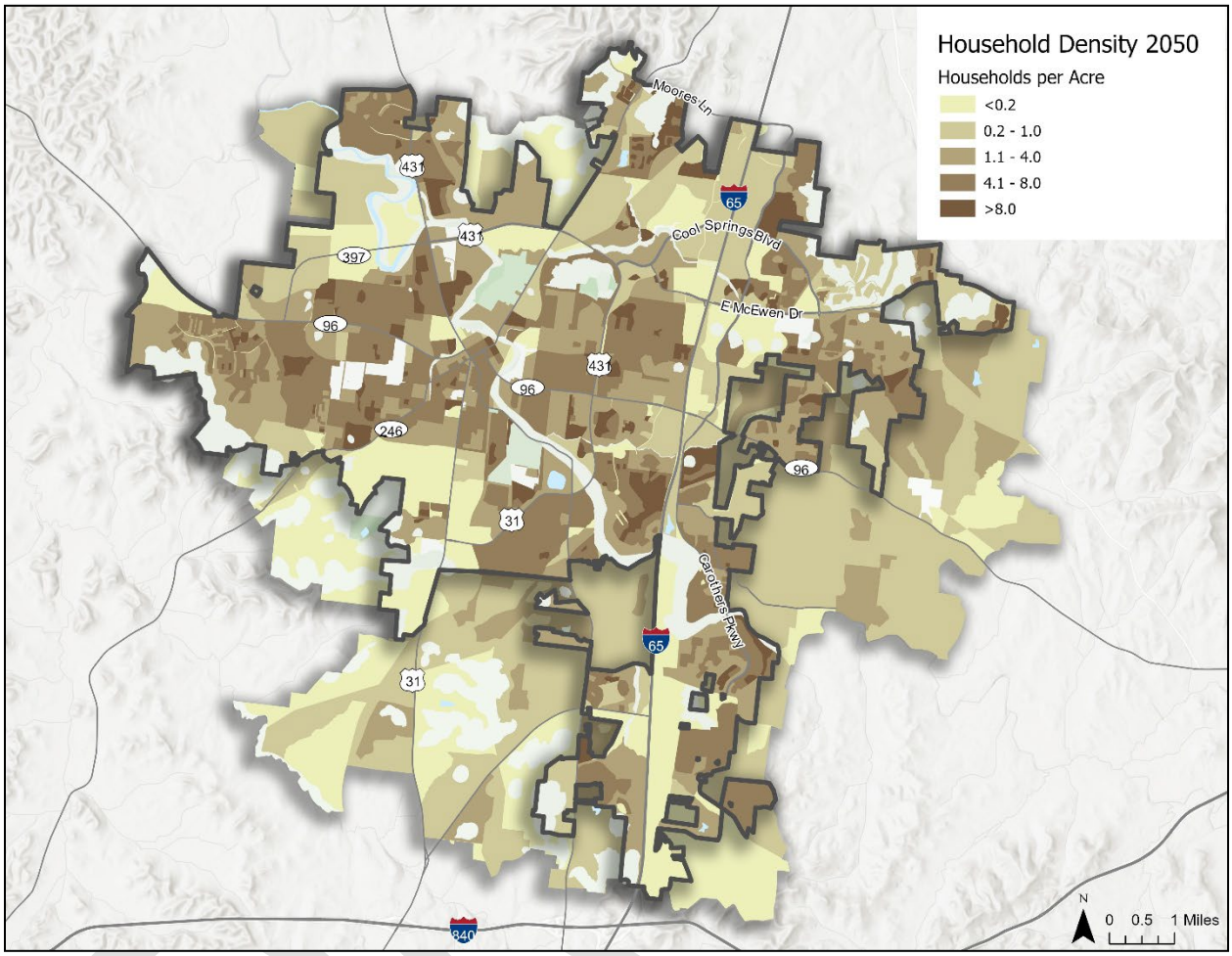
MAP 3-8: HOUSEHOLD DENSITY 2025 | CITY OF FRANKLIN



Source: Greater Nashville Regional Council Regional Growth Allocation Model

Map 3-9 showcases projected household density by 2050 in the City of Franklin. By 2050, household density is estimated to increase significantly across the city, with expansion of high-density areas spreading outward from the core. Many neighborhoods across the city show growth, reflecting continued suburban development and infill. This shift suggests increased demand for transit service not only in the urban core but also in growing suburban areas.

MAP 3-9: HOUSEHOLD DENSITY 2050 | CITY OF FRANKLIN



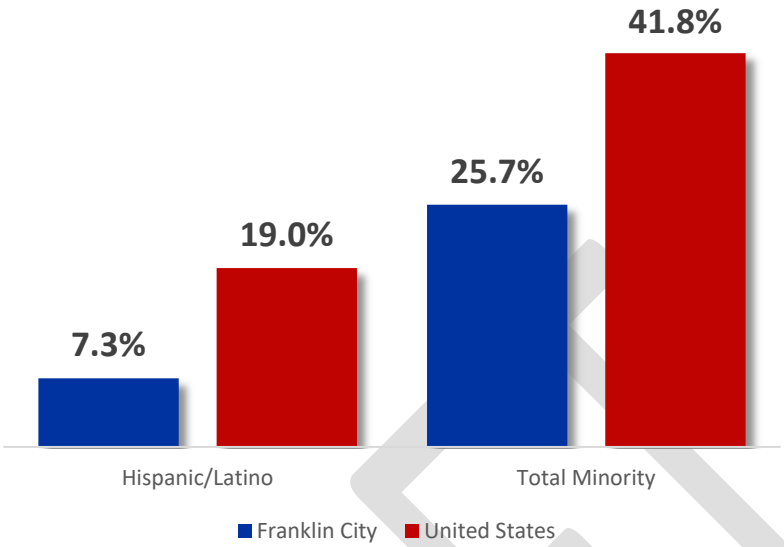
Source: Greater Nashville Regional Council Regional Growth Allocation Model

Minority Population

The City of Franklin has a higher proportion of minority residents compared to Williamson County as a whole. Minority groups make up 25.7% of the city's population, while the nationwide share is 41.8% as seen in Figure 3-2. This reflects a diverse demographic composition within the city relative to the surrounding suburban and rural areas in the county.

The Hispanic/Latino community represent a notable portion of this diversity. In the City of Franklin, 7.3% (around 6,236 people) of residents identify as Hispanic or Latino, compared to 19% nationwide also seen in Figure 3-2.

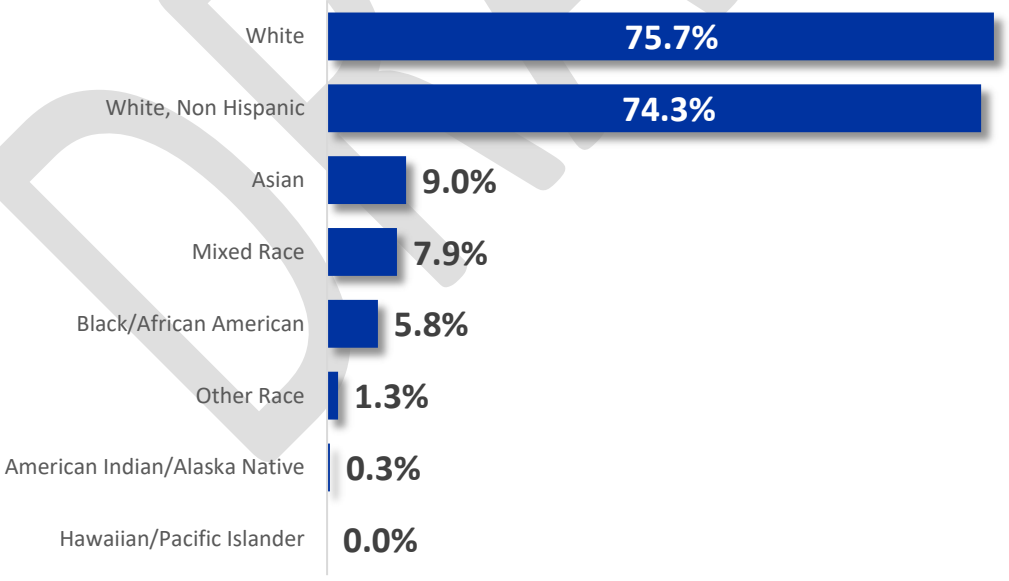
FIGURE 3-2: ETHNICITY AND TOTAL MINORITY | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

As presented in Figure 3-3, most of the city's racial composition includes around 5.8% Black or African American, 7.9% mixed race, 9.0% Asian and 74.3% of residents identifying as White, non-Hispanic.

FIGURE 3-3: RACIAL COMPOSITION | CITY OF FRANKLIN | 2023



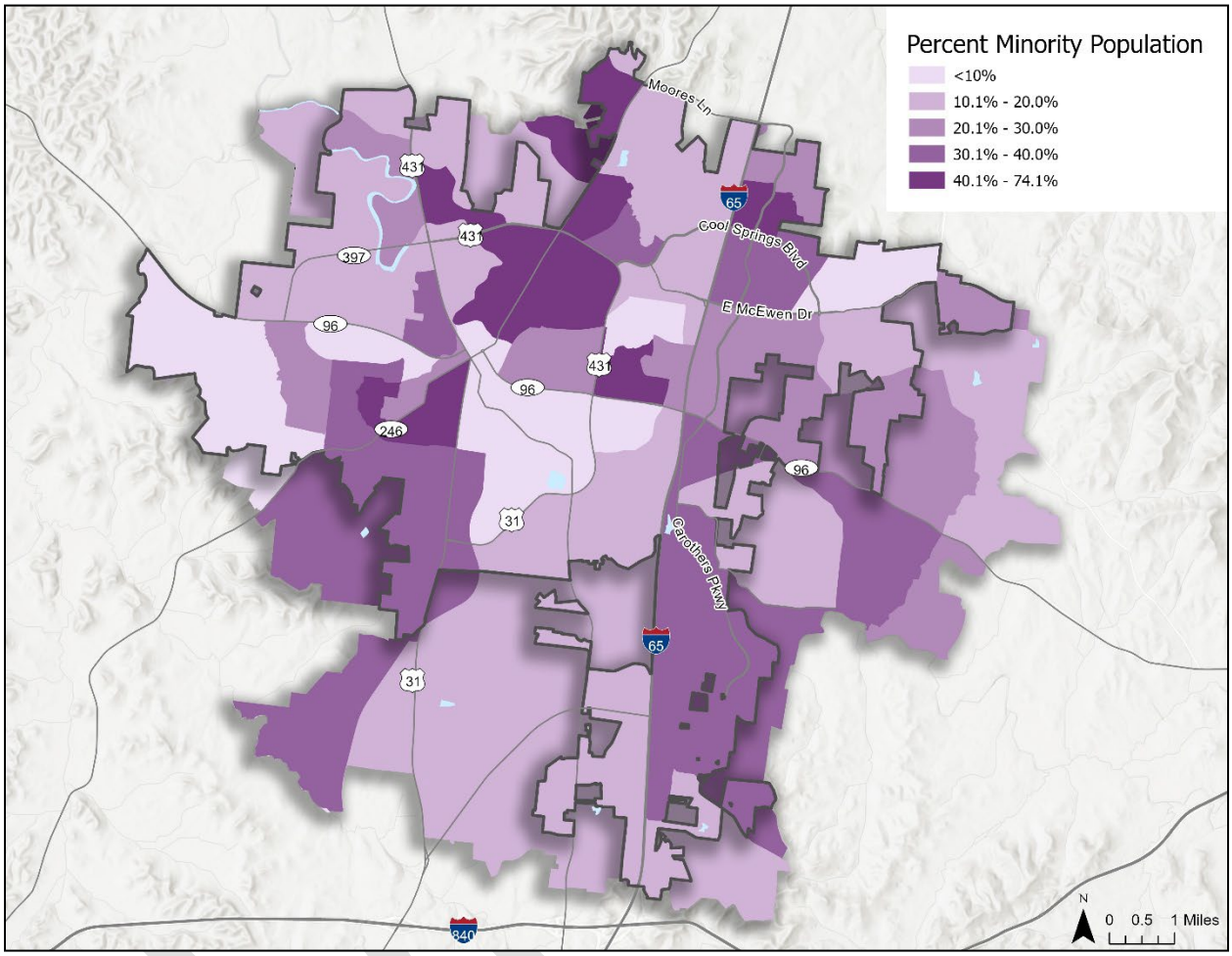
Source: ACS 5-Year Estimates (2019-2023)

Map 3-10 highlights that the highest concentrations of minority populations are located near the near center of the city, but lower concentrations of minority groups are found throughout Franklin. This

DRAFT

distribution indicates that minority communities are clustered near central neighborhoods and key employment corridors, which is important to consider for equitable transit access and service planning.

MAP 3-10: MINORITY DISTRIBUTION | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

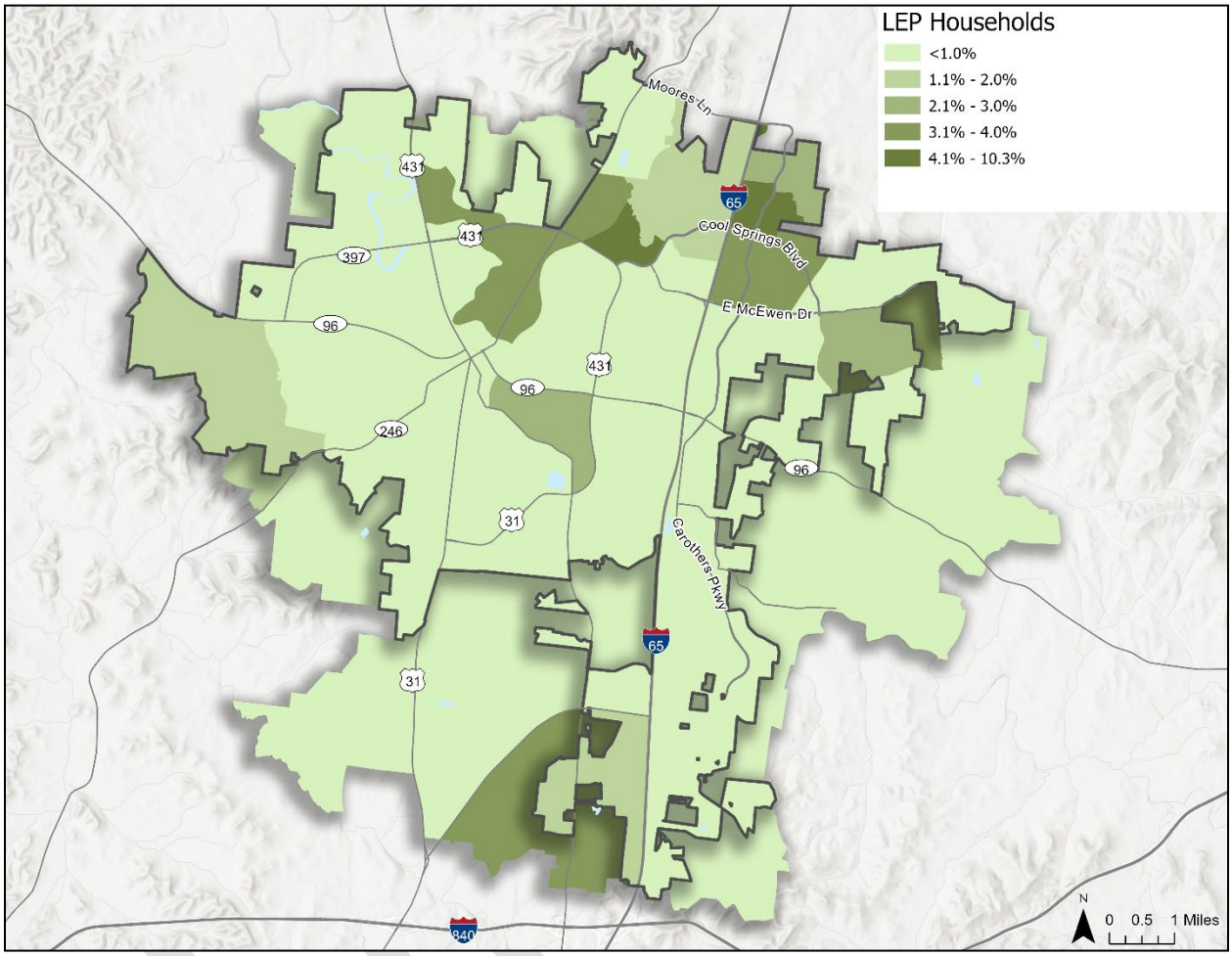
Language

In the City of Franklin, around one percent of the households have Limited English Proficiency (LEP), representing approximately 351 households out of around 35,730. This figure is much less than the national average of 8.4%. This indicates that language barriers are relatively rare across both areas but are slightly more prevalent in City of Franklin compared to the county.

Map 3-11 presents the distributions of LEP households in the City of Franklin. It can be inferred that while most areas of the city have very low rates of LEP (often fewer than 0.15% of households), there are concentrated pockets of higher LEP households towards the north end of the city, particularly in and around Cool Springs. There, some block groups reach up to 10% LEP households. These localized concentrations suggest that City of Franklin has an overall relatively small LEP population. Language

access and equity considerations are most relevant in these central and northeastern neighborhoods, where denser housing and proximity to employment centers likely shape these patterns.

MAP 3-11: LIMITED ENGLISH PROFICIENCY HOUSEHOLDS | CITY OF FRANKLIN | 2023



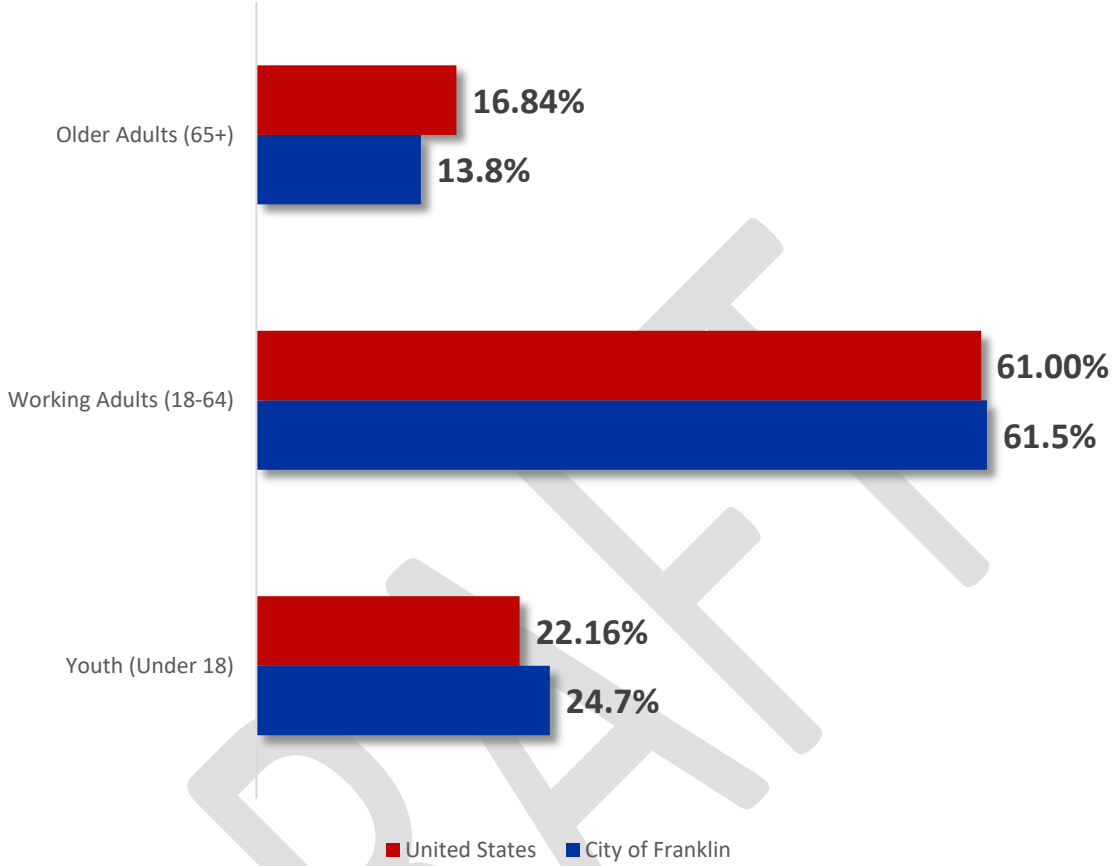
Source: ACS 5-Year Estimates (2019-2023)

Age

Age significantly influences individual transportation needs, as different age groups face unique challenges and requirements. Figure 3-4 shows that more than half of the City's residents are working age (18 to 64) while more than 1 in 5 residents are younger than 15 years old.

Young adults (15-24 years) represent around 13% of the population in both the City of Franklin and in the United States as a whole, while the youth (under 18 years) represent about a quarter of the population in the City of Franklin as seen in Figure 3-4. These groups often rely on transit because many are students or early-career workers without regular access to private vehicles.

FIGURE 3-4: AGE DISTRIBUTION IN THE CITY OF FRANKLIN AND WILLIAMSON COUNTY | 2023

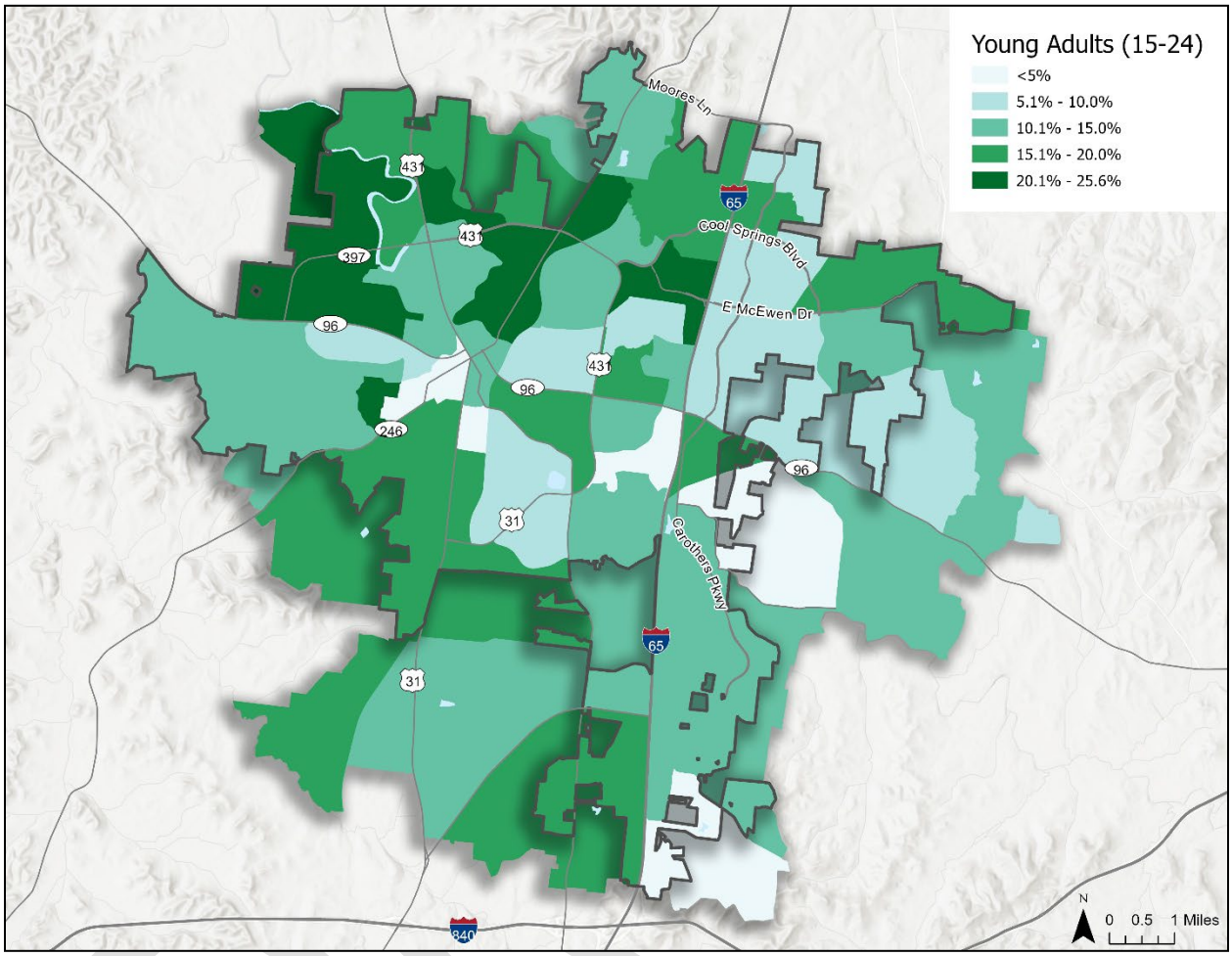


Source: ACS 5-Year Estimates (2019-2023)

Map 3-12 depicts the distribution of the young adult (15-24) population in the City of Franklin. The map shows that the young adult population is concentrated in the northern and central areas of Franklin, with some higher counts near major road corridors and closer to the city core. Lower concentrations appear in the southern and more suburban parts of the city, suggesting that younger residents are less prevalent in low density, automobile-dependent neighborhoods.

Working age (25-64 years) and older adults (65+ years) form another substantial portion of the population. In the City of Franklin around 61% of the population represent working age while approximately 14% represent an older adult population. Nationwide, around 61% of the population represent working age and approximately 17% represent older adults. Working adults may primarily use transit for commuting and access to commercial areas whereas older adults may depend on transit for healthcare services, shopping, and social engagement, emphasizing the need for accessible vehicles, reduced waiting times, and stops near essential services.

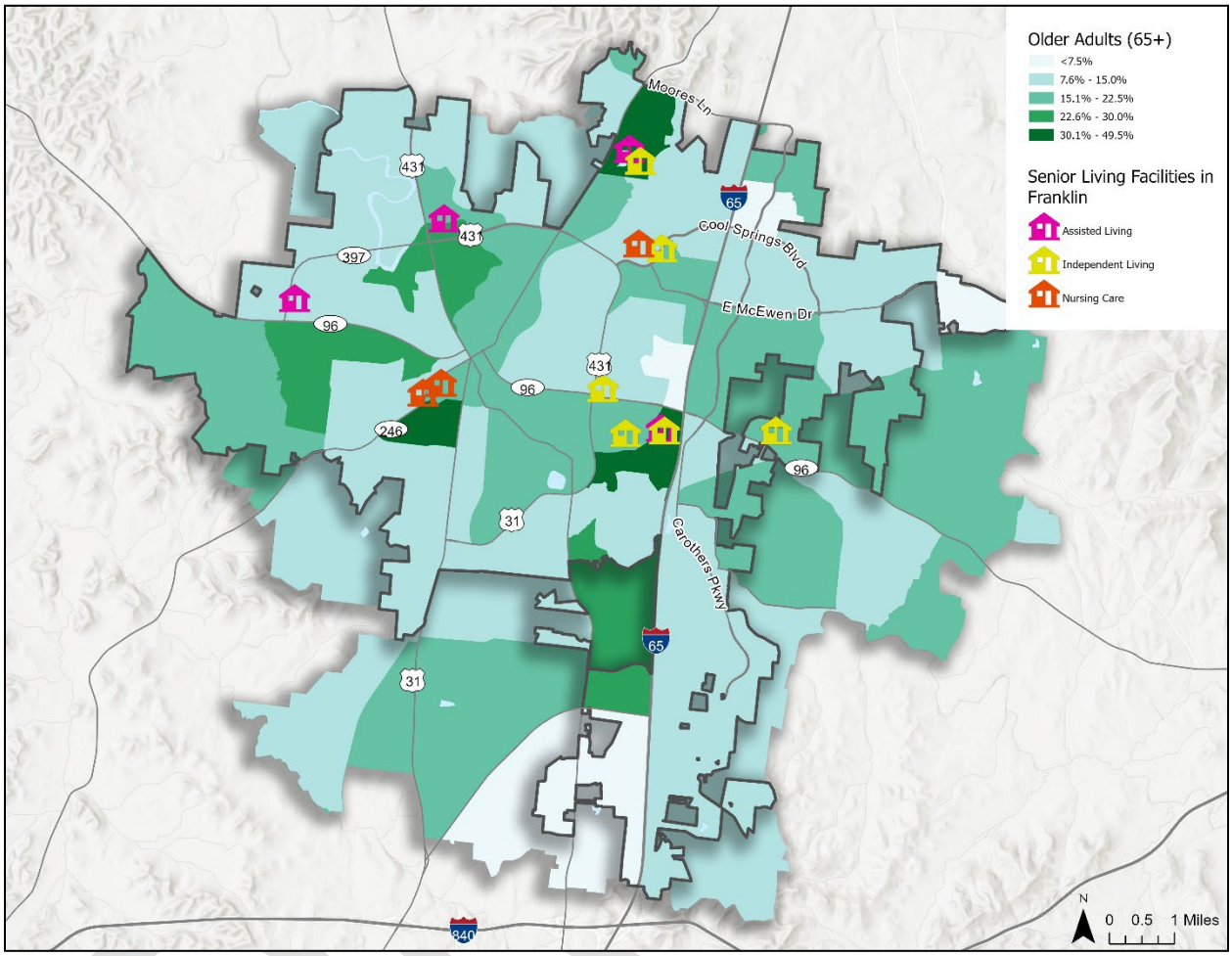
MAP 3-12: YOUNG ADULTS (15-24) | CITY OF FRANKLIN | 2023



Source: ACS 5-Year Estimates (2019-2023)

Map 3-13 depicts the older adult (65+) distribution within the City of Franklin. Stronger concentrations are portrayed in the western and eastern portions of Franklin, as well as some select central neighborhoods. The relatively broad spread of this distribution indicates that older residents are present throughout the city, emphasizing the importance of accessible transit across all areas rather than only in the core. However, the map also indicates the location of living facilities for older adults and suggests the high number of residents at these facilities contributes to the high rate of older adults living in those areas. Their presence near major corridors also suggests that the transit connections to healthcare, shopping, and community services should be prioritized.

MAP 3-13: OLDER ADULTS (65+) | CITY OF FRANKLIN | 2023



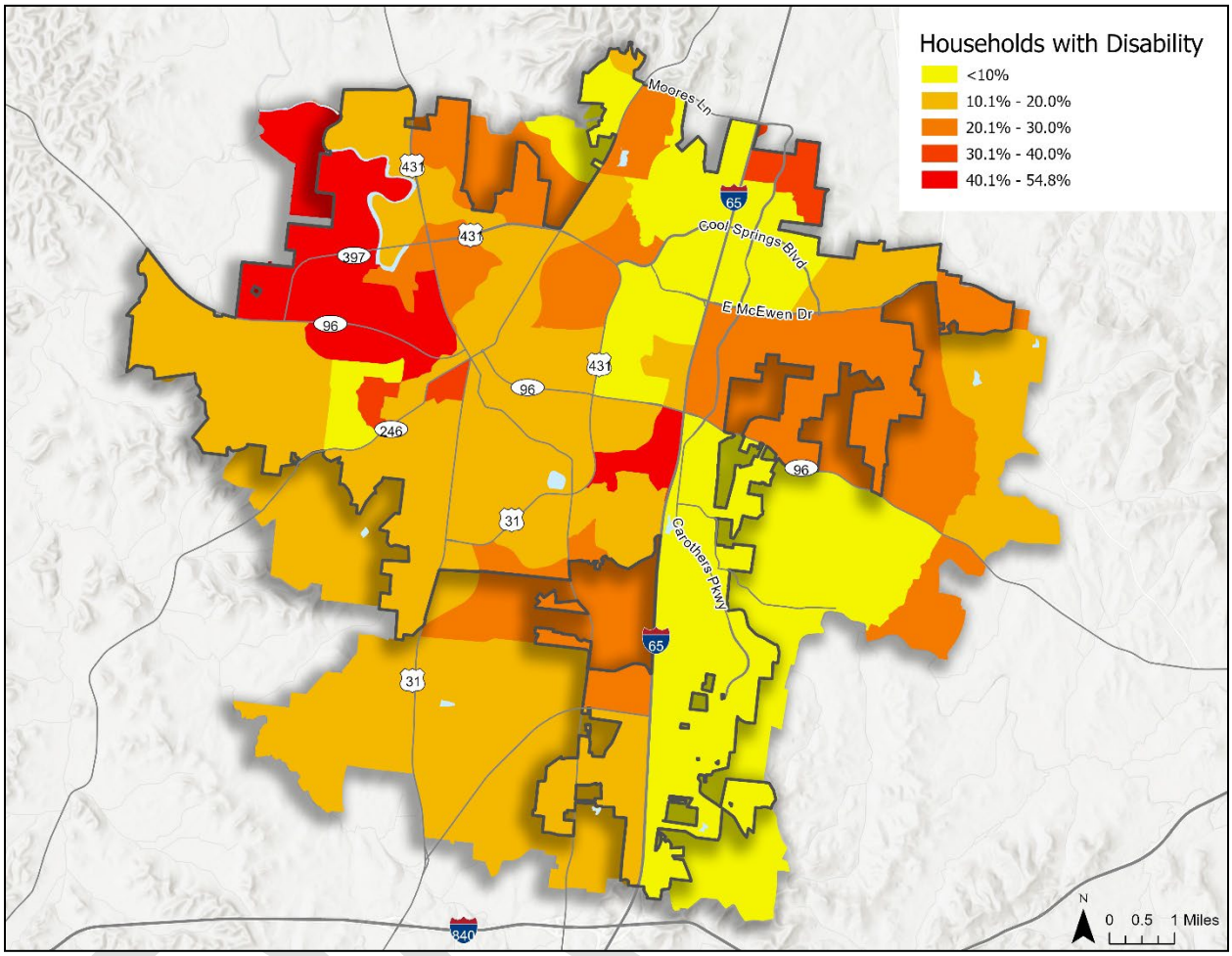
Sources: ACS 5-Year Estimates (2019-2023); Housing Needs Assessment for Franklin, Tennessee (2025)

Population with Disabilities

Around 16% of households in the City of Franklin include at least one person with a disability, lower than the national average of 26%. This highlights the importance of designing transit services that are fully accessible. Ensuring accessibility not only serves residents with mobility challenges but also benefits seniors and others who may require temporary assistance, making the system more equitable and usable for the entire community. Local organizations support individuals with intellectual and development disabilities, including the Arc of Williamson County, BrightStone, and Waves.

Map 3-14 shows that these households are more heavily clustered in northern and central parts of the city, with several areas exceeding 40% of households per block group. Moderate clusters extend to the western and southern portion of the city along major corridors, while the lowest counts are generally found along Interstate 65.

MAP 3-14: HOUSEHOLDS WITH DISABILITY | CITY OF FRANKLIN | 2023



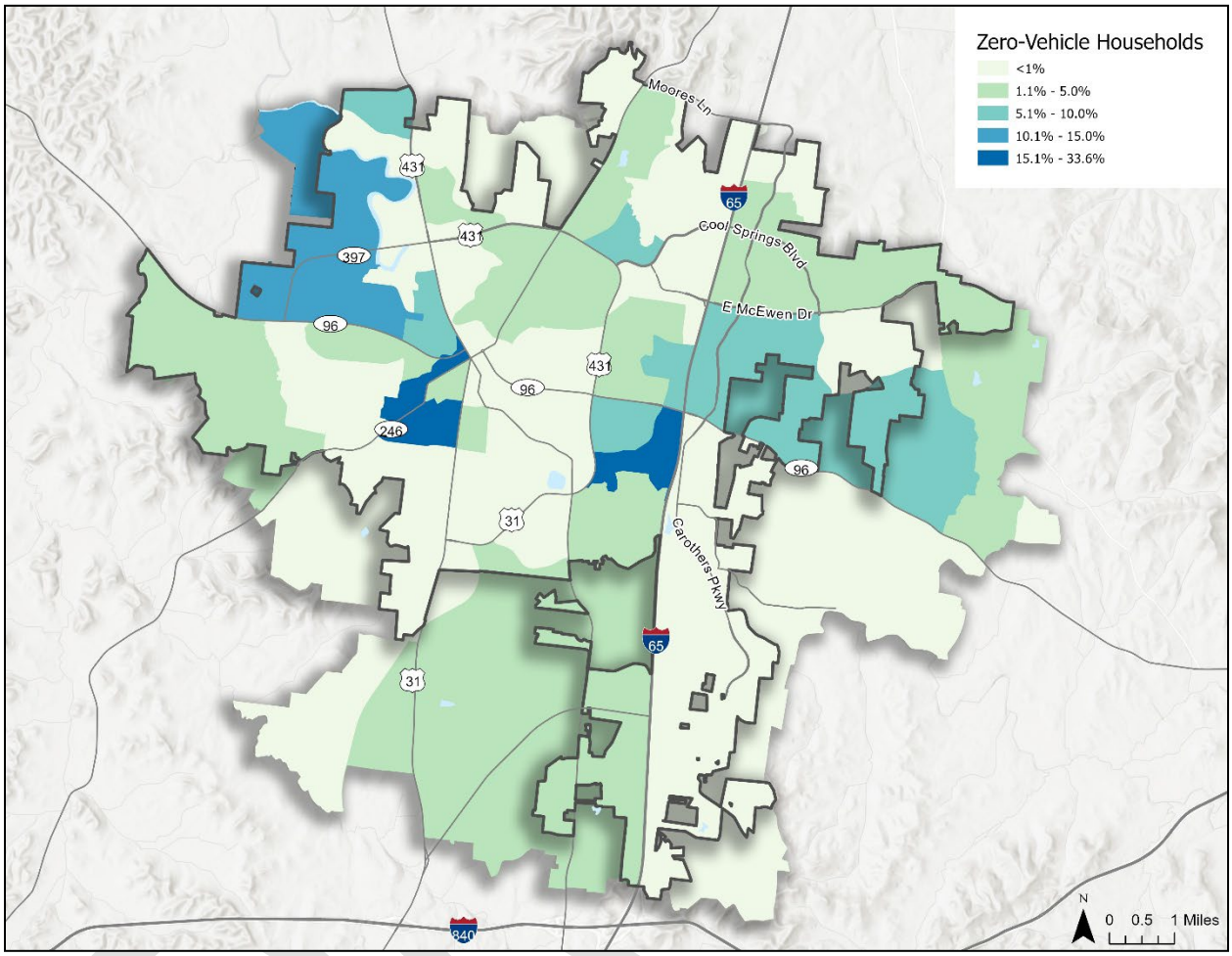
Source: ACS 5-Year Estimates (2019-2023)

Access to Personal Vehicles

Across Williamson County, around 2.5% of households report they do not own a vehicle. While this overall share is relatively small, especially in comparison to the national average of 8.3%, **MAP 3-15** of the City of Franklin helps portray the spatial distribution of where these zero-vehicle households are concentrated across the city.

In the City of Franklin, the zero-vehicle households tend to cluster near Downtown and the Cool Springs area, reflecting places where residents may rely more heavily on transit, walking, or shared rides. Since Franklin is a suburban city built largely around automobile use, even a small number of zero-vehicle households represent a population that is at greater risk of transportation barriers in accessing jobs, healthcare, and daily needs. Concentrations in specific areas, particularly along major corridors such as Interstate 65, Murfreesboro Road, and Cool Springs Boulevard are indicators of zero-vehicle households.

MAP 3-15: ZERO-VEHICLE HOUSEHOLDS | CITY OF FRANKLIN | 2023

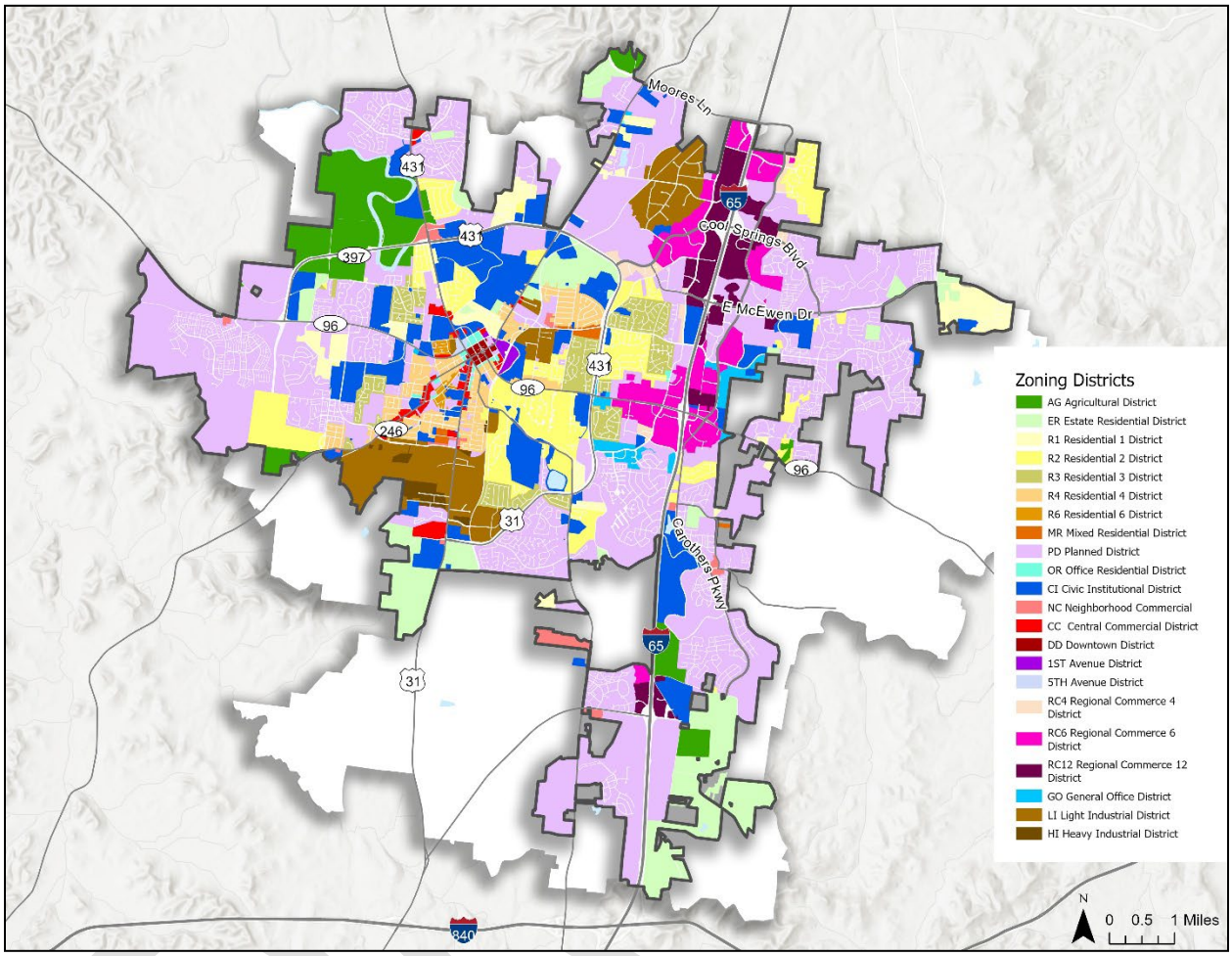


Source: ACS 5-Year Estimates (2019-2023)

3.1.3 Land Use

Map 3-16 visualizes the current zoning districts across the City of Franklin. The "Planned" District is the largest zoning district in the City of Franklin by land area, which is mostly found on the outskirts of the city. Other common types of land uses in Franklin include Residential (throughout Franklin), Mixed Residential (largely in the Cool Springs area), and Light Industrial and Civic and Industrial. The current land use signifies the significant growth and sprawl in Franklin that is largely suburban in nature but also indicates areas conducive to generating transit demand such as mixed uses in Downtown and the Cool Springs area.

MAP 3-16: CITY OF FRANKLIN ZONING DISTRICTS

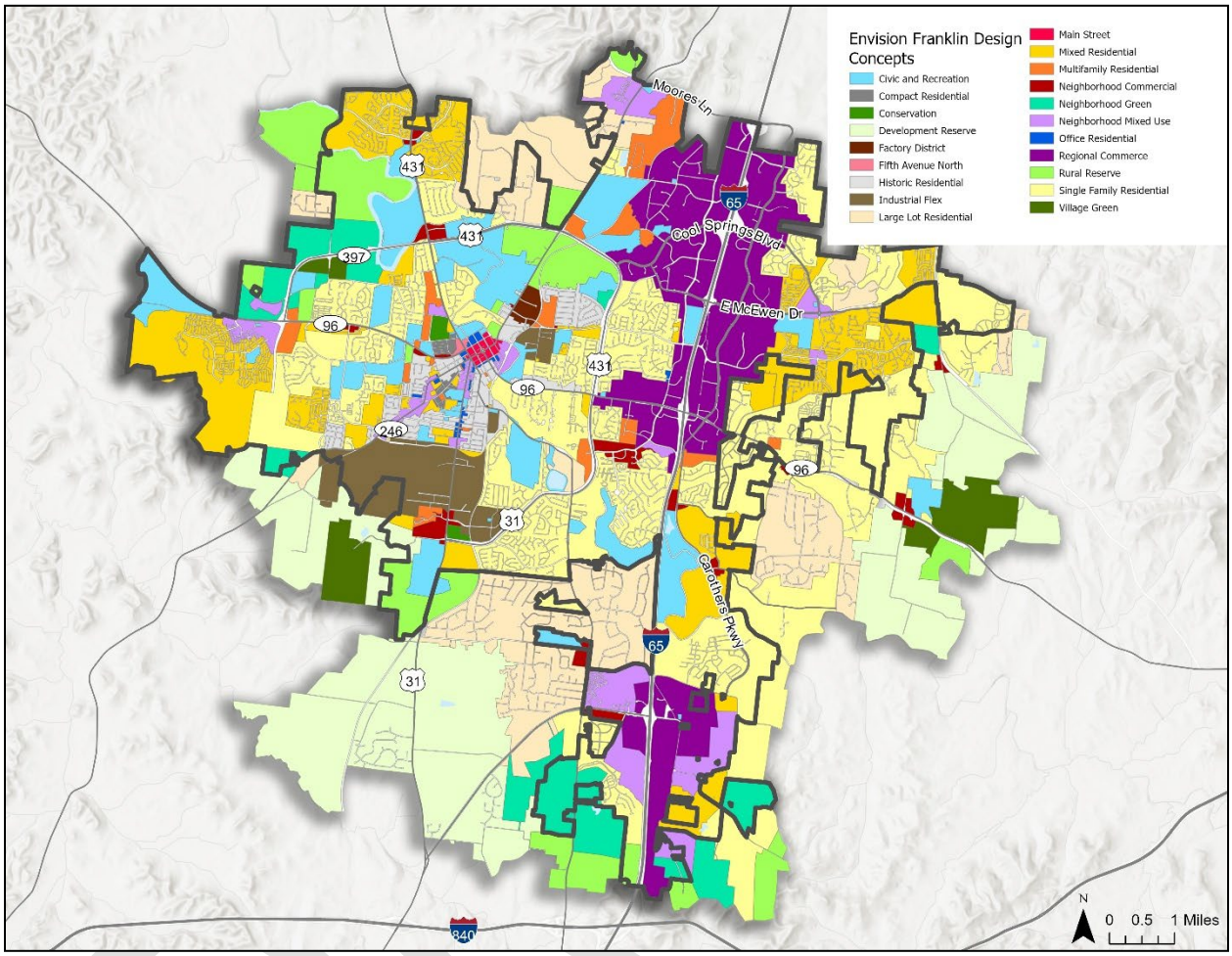


Source: City of Franklin Zoning Ordinance, 2025

Planning for future development, the City of Franklin adopted *Envision Franklin*, its comprehensive plan that establishes guidelines for the city's growth, land use, and development. The cornerstone of this plan is its design concepts assigned to each parcel in the city, defining future land use in Franklin. Each design concept dictates primary land uses, secondary land uses, and building form, character, and height.

There are a number of design concepts which can facilitate a significant transit rider base by generating high densities of population, jobs, and activities due to their densities. These include Factory District, Main Street, Neighborhood Mixed Use, and Regional Commerce. Similar to current land use, the locations where the aforementioned design concepts are permitted are at Franklin's largest developments, including Downtown Franklin, The Factory at Franklin, Cools Springs, Berry Farms, and Westhaven (Map 3-17).

MAP 3-17: ENVISION FRANKLIN DESIGN CONCEPTS



Source: Envision Franklin, 2024

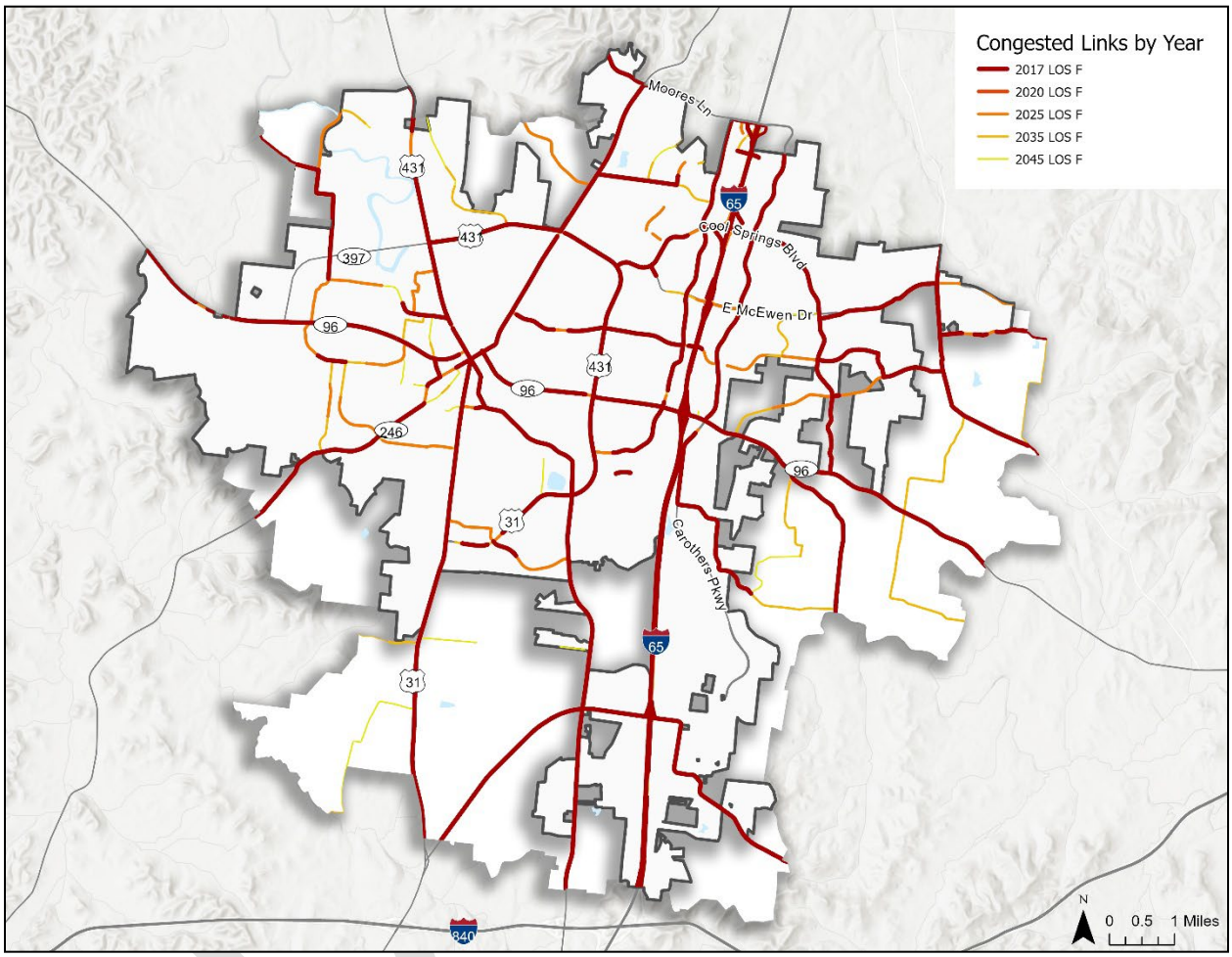
3.1.4 Roadway and Traffic Conditions

Franklin's roadway network already experiences significant congestion, particularly along major highways and core corridors. Portraying the Greater Nashville Regional Council's Activity-Based Travel Demand Model used for its 2026-2050 Regional Transportation Plan, Map 3-18 depicts roadways by the projected year they experience severe congestion in terms of Level of Service failure (LOS F). In 2017, all of Franklin's existing major arterial segments were identified as highly congested. By 2025, congestion patterns were projected to intensify and occur on additional corridors such as Liberty Pike, Del Rio Pike, Boyd Mill Avenue, and Clovercroft Road.

By 2035, congestion is projected to worsen across downtown and the east of the City of Franklin as additional segments of Carothers Parkway, Clovercroft Road, Downs Boulevard, Boyd Mill Avenue, and Horton Lane carry more vehicles. Spencer Creek Road and North Chapel Road are new additions to the list of corridors with significant congestion.

By 2050, much of East Franklin is expected to be severely impacted, with roads such as East McEwen Drive, Natchez Street, Magnolia Drive, Spencer Creek Road, Del Rio Pike, Liberty Pike, and Cedarview Lane projected to experience heavily congested conditions as well.

MAP 3-18: FRANKLIN ROADS BY YEAR OF LEVEL OF SERVICE FAILURE



Source: Greater Nashville Regional Council Activity Based Travel Demand Model

3.1.5 Multimodal Conditions

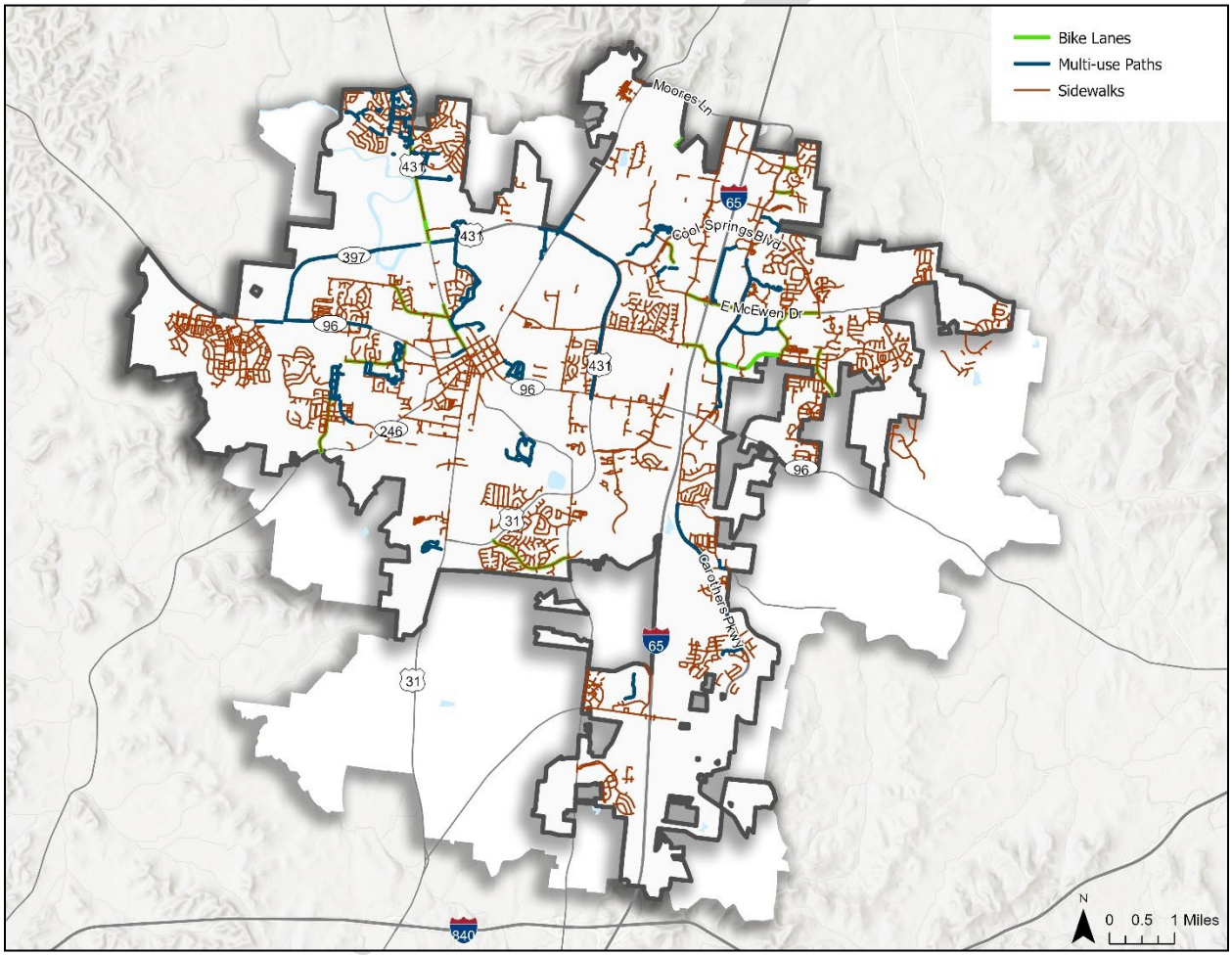
The multimodal conditions analysis evaluates how Franklin's transportation network supports safe, connected, and efficient movement across all modes including transit, walking, bicycling, and vehicular travel. This assessment considers infrastructure quality, connectivity between modes, and accessibility to key destinations.

Map 3-19 depicts the City's sidewalks, bike lanes, and multi-use paths which support multimodal transportation. Sidewalks are found in established areas such as Downtown but also in some new developments like Westhaven. Sidewalks are limited along major arterials, with only Carothers Parkway and Mallory Lane offering comprehensive and contiguous sidewalk coverage. On the other hand, bike

lanes are relatively scarce throughout the city, and there is no real pattern or connectivity of the existing bike lanes. Multi-use paths are a bit more prevalent than bike lanes, although many of those paths are designed for recreational use away from roads. However, there are multi-use paths along certain segments of major arterials like Carothers Parkway and Mack Hatcher Parkway.

Overall, Franklin's multimodal transportation network is limited in its ability to support transit. Only a handful of areas and corridors in Franklin are presently able to support first and last mile connections to existing transit stops.

MAP 3-19: SIDEWALKS, BIKE LANES, AND MULTI-USE PATHS IN THE CITY OF FRANKLIN



These population and employment trends show how Franklin is changing and where future travel demand is likely to grow. Understanding these dynamics is important because they shape the types of trips residents need to make and the areas that may require stronger connections. The information in section 3.1 will help guide the development of service strategies later in the plan and will support the next steps in the analysis and prepare the foundation for evaluating how well the current network meets the community's evolving needs.

3.2 Latent Demand Analysis

A latent demand analysis was conducted to address the possibility of unserved or underserved demand in the City of Franklin. This ensures that the resulting future vision for transit accommodates unserved or underserved areas within the operating environment that have latent ridership demand for transit service. The latent demand analysis will use several innovative and transit-specific planning and market analysis tools that assist in identifying transit-supportive populations and travel markets.

Latent demand refers to potential transit use that does not appear in current ridership data because service is limited, indirect, or not available at the times or places people need it. In other words, some residents may want to use transit but do not today because the system does not yet meet their travel needs. For example, a neighborhood with many workers, seniors, or households without access to a vehicle may show low transit ridership if buses do not operate early enough, frequently enough, or close enough to homes and destinations. In these cases, low ridership reflects service constraints rather than lack of interest in transit.

Two GIS analyses were utilized to supplement population and employment data. The Transit Orientation Index (TOI) measures levels of traditional rider markets, such as older adults, youth, low-income, and zero-vehicle households, compared to existing transit coverage, to gauge propensity for transit use. The Density Threshold Assessment (DTA) illustrates the relationship between the discretionary market (potential passengers living and/or working in higher-density areas who may choose to use transit) and the use of transit as a commuting alternative.

The insights from this analysis will carry forward into the next stages of the plan by informing where service alternatives should be explored and where unmet or emerging demand can be addressed through targeted recommendations.

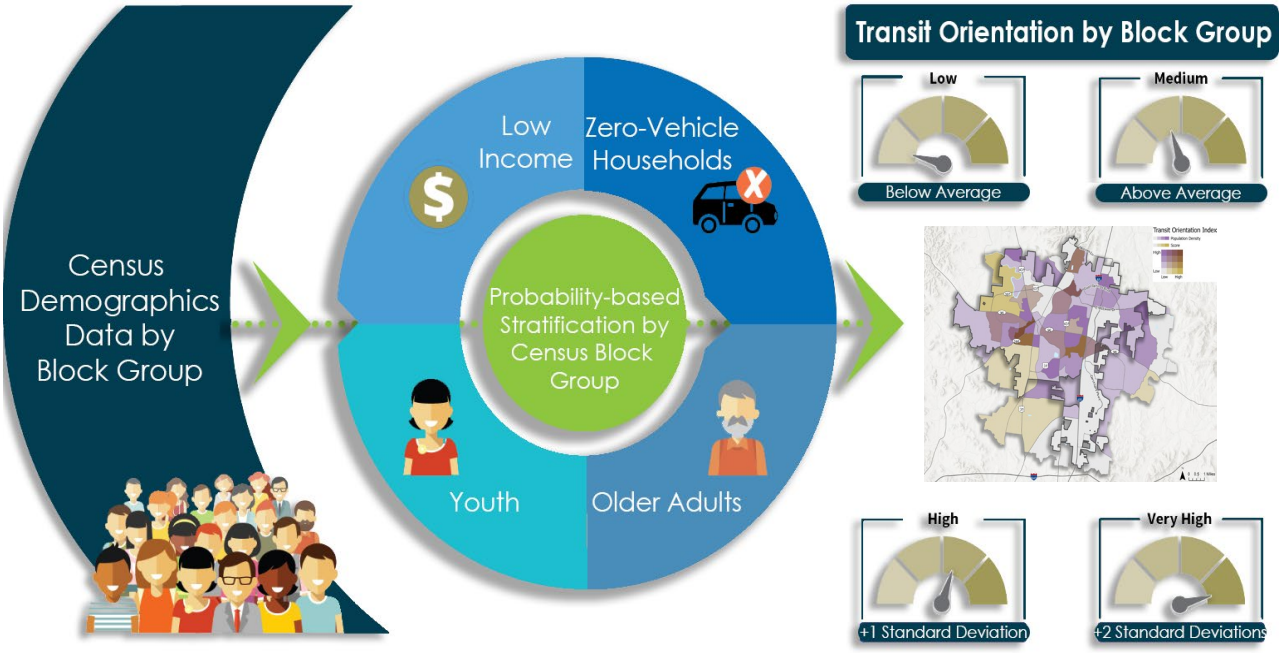
3.2.1 Transit Orientation Index (TOI)

A TOI assessment assists in identifying areas where a traditional transit market exists. To create the TOI for this analysis, demographic data from the 2023 American Community Survey (ACS) 5-Year Estimates were compiled at the census block group level and categorized according to each block group's relative ability to support transit based on the prevalence of four characteristics. These four socioeconomic and demographic characteristics are traditionally associated with support for transit and were used to develop the TOI:

- Proportion of population ages 15-24 (young adults)
- Proportion of population age 65 and over (older adults)
- Proportion of population below poverty level (low income)
- Proportion of households with no vehicles (zero-vehicle households)

Considering the prevalence of these four factors influencing tendency of transit use, the TOI categorizes transit propensity by block group as "low," "medium," "high," or "very high." This assessment improves the understanding of where transit in Franklin serves populations with typical transit rider demographics. The TOI process is summarized in Figure 3-5.

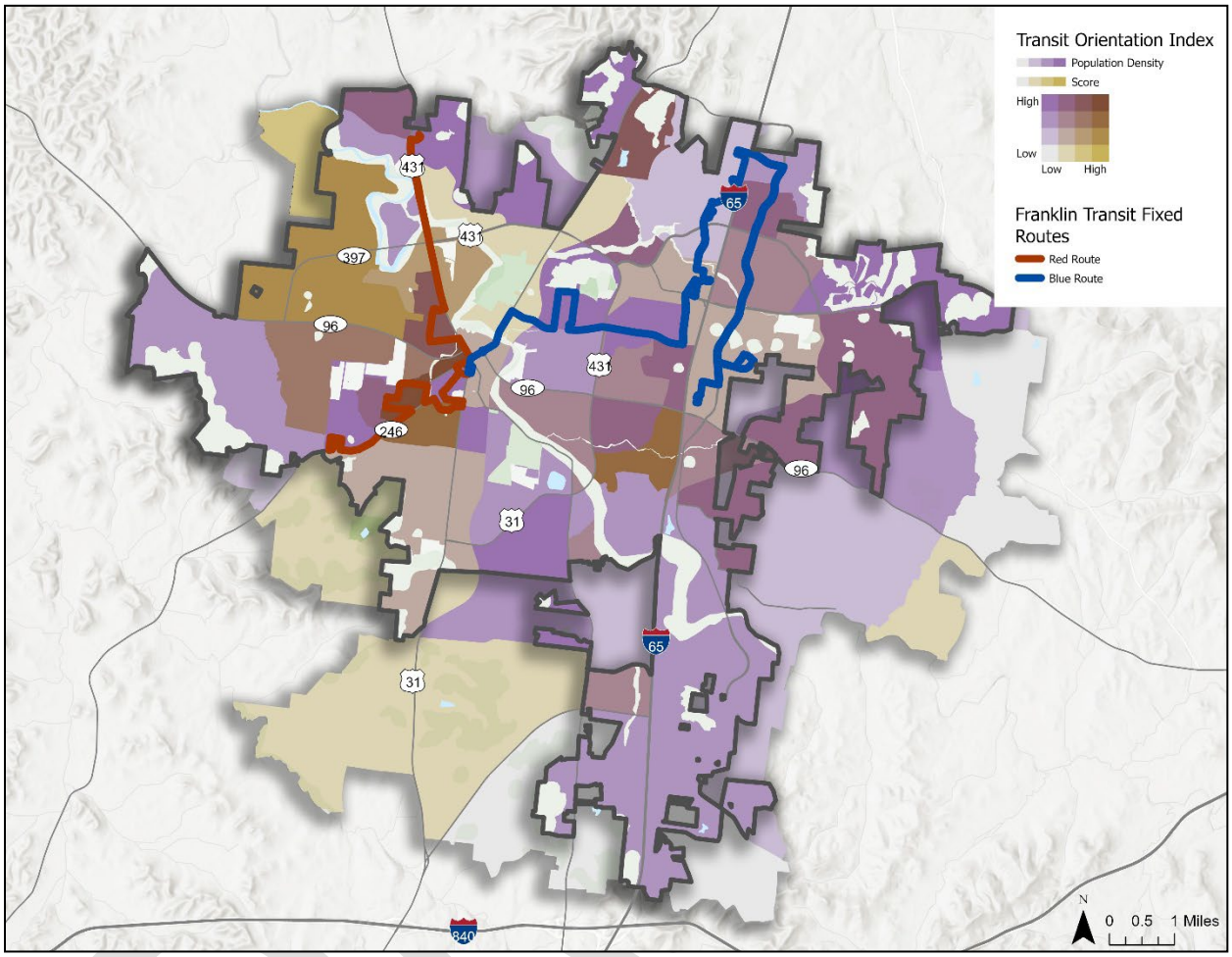
FIGURE 3-5: TRANSIT ORIENTATION INDEX METHODOLOGY



Map 3-20 shows that the highest transit propensity in the City of Franklin is focused around the central core and major corridors, particularly along Mack Hatcher Parkway, Columbia Avenue, and Cool Springs Boulevard. These areas score higher because they combine relatively denser housing with demographic factors such as a concentration of young adults (15-24), older adults (65+), lower income households and zero-vehicle households.

By contrast, peripheral neighborhoods and more suburban style developments, particularly toward the southern and western edges of the city, tend to have lower TOI scores. This reflects lower population density, higher vehicle ownership, and fewer residents in age or income groups traditionally associated with transit use.

MAP 3-20: TRANSIT ORIENTATION INDEX | CITY OF FRANKLIN | 2023



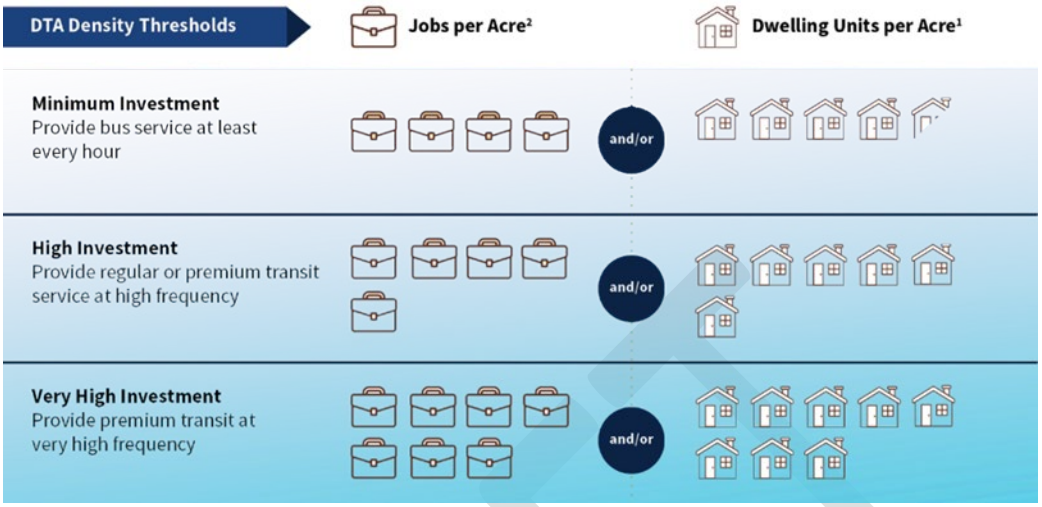
Source: ACS 5-Year Estimates (2019-2023)

3.2.2 Density Threshold Assessment (DTA)

The discretionary market refers to the potential riders living in higher-density areas served by transit who may choose to use it despite having other mobility options. To spatially represent and analyze the discretionary market, the DTA was conducted for the City of Franklin to identify areas that have transit-supportive residential and employment density levels. Areas with higher residential and employment density tend to generate more consistent transit use because more trips begin and end within a walkable distance of transit stops.

Employment and housing data was retrieved from the Greater Nashville Regional Council Regional Growth Allocation Model. Using the model's data outputs, traffic analysis zones are mapped to show dwelling units per acre and jobs per acre at a scale close to neighborhood level. Three density thresholds were developed to indicate whether an area may have sufficient density to sustain a level of fixed route transit operations. The analysis assesses an area's ability to support a "minimum," "high," or "very high" transit service level investment. These thresholds are detailed in Figure 3-6.

FIGURE 3-6: DTA DENSITY THRESHOLDS



[1] TRB, National Research Council, TCRP Report 16, Volume 1 (1996), "Transit and Land Use Form," November 2002, MTC Resolution 3434 TOD Policy for Regional Transit Expansion Projects.

[2] Based on review of research on relationship between transit technology and employment densities.

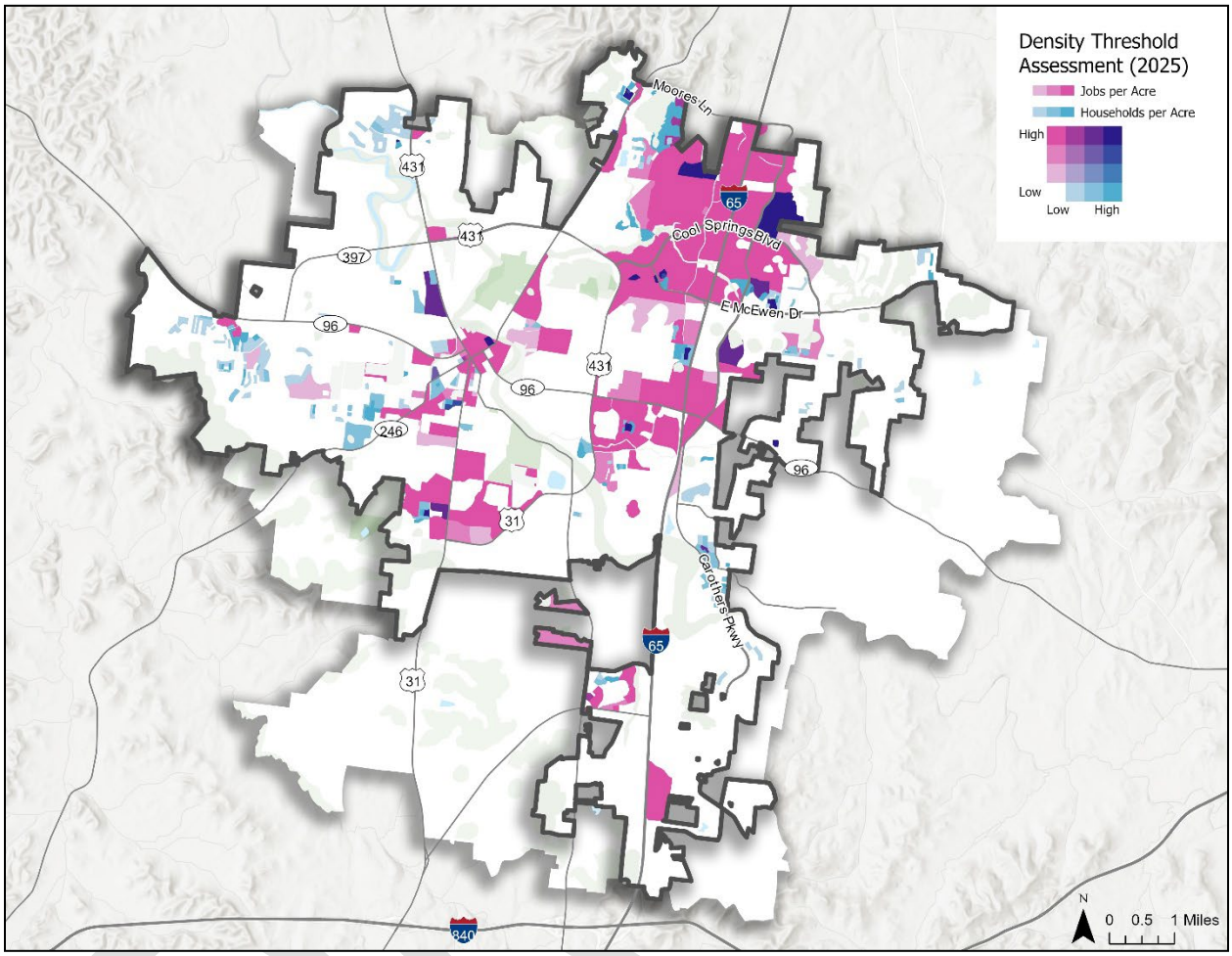
Map 3-21 expresses DTA for the City of Franklin in 2025. The map shows that transit supportive density is concentrated in near downtown Franklin and the Cool Springs area.

The Cool Springs area stands out as the city's largest employment hub, while residential density remains modest. Other areas exhibiting high densities of employment include the greater Murfreesboro Road corridor west of Mack Hatcher Memorial Parkway and the commercial and industrial areas along Columbia Avenue north of Mack Hatcher Memorial Parkway. Only a few clusters near Downtown Franklin and west of Interstate 65 exceed household density thresholds for investment in transit. This reflects an overall pattern that explains that the City of Franklin's housing stock is not especially dense and may limit the areas where transit is likely to thrive for discretionary riders.

The center of Franklin, including the historic downtown core, exhibits different density patterns. While densities are not as high as in Cool Springs, the downtown area emerges as a notable cluster which can generate a more localized pattern of trips.

DRAFT

MAP 3-21: DENSITY THRESHOLD ASSESSMENT (2025) | CITY OF FRANKLIN

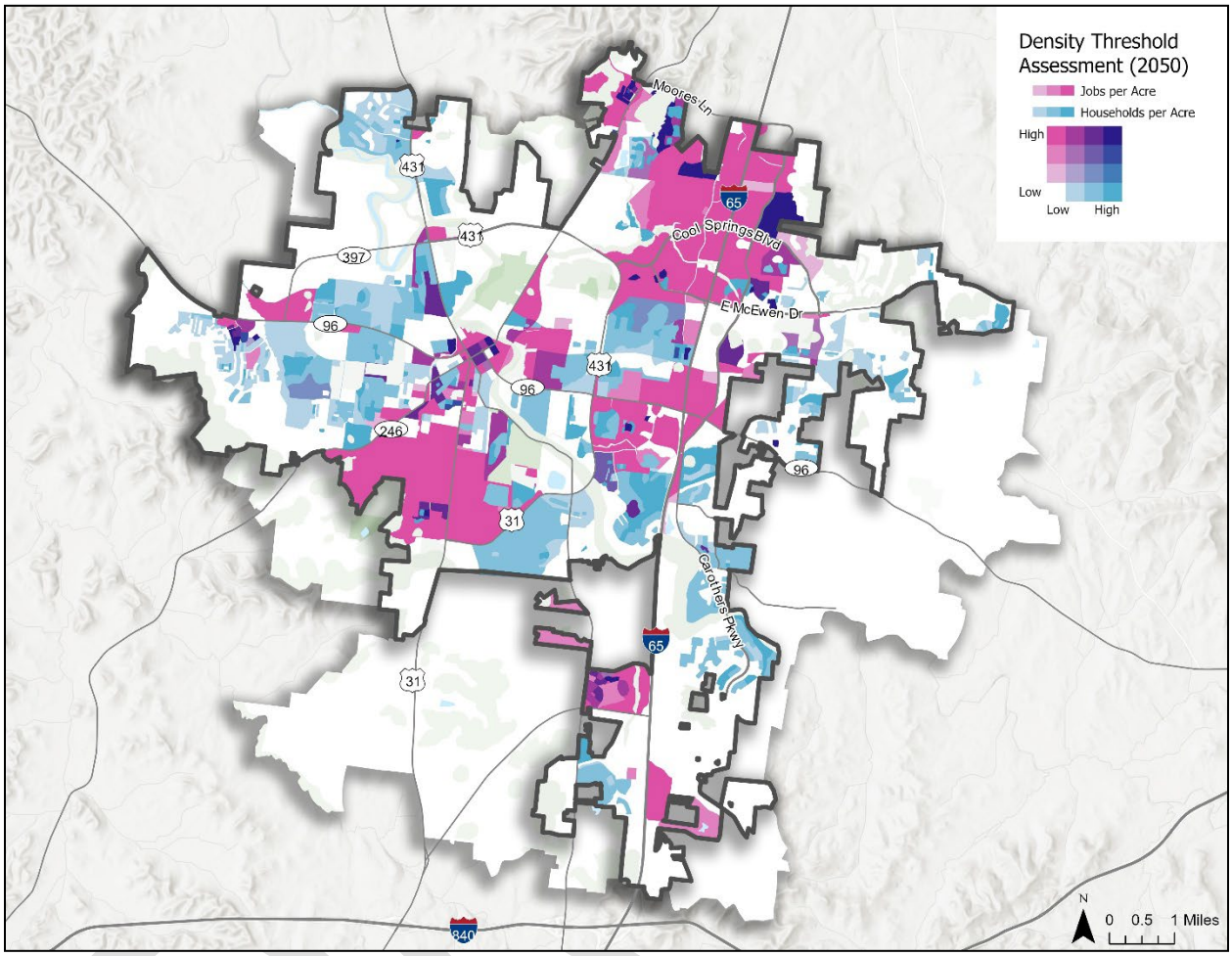


Source: Greater Nashville Regional Council Regional Growth Allocation Model

Looking 25 years into the future, Map 3-22 illustrates the projected 2050 DTA where incremental growth is depicted in both residential and employment density. Employment Density patterns continue to intensify along Cool Springs Boulevard and extend south toward McEwen Drive and portions of Interstate 65. Residential density is also projected to expand outward from central Franklin, with more areas crossing transit-supportive thresholds than in 2025. However, because Franklin is not a high-density housing market, these gains are relatively modest. The maps suggest a strengthening of existing nodes rather than the emergence of new ones.

To evaluate, the comparison between 2025 and 2050 conditions indicates that Cool Springs Boulevard and adjacent neighborhoods will remain the most promising areas for transit investment for the discretionary market. While employment growth is projected to significantly reinforce this corridor, residential density may continue to grow modestly.

MAP 3-22: DENSITY THRESHOLD ASSESSMENT (2050) | CITY OF FRANKLIN

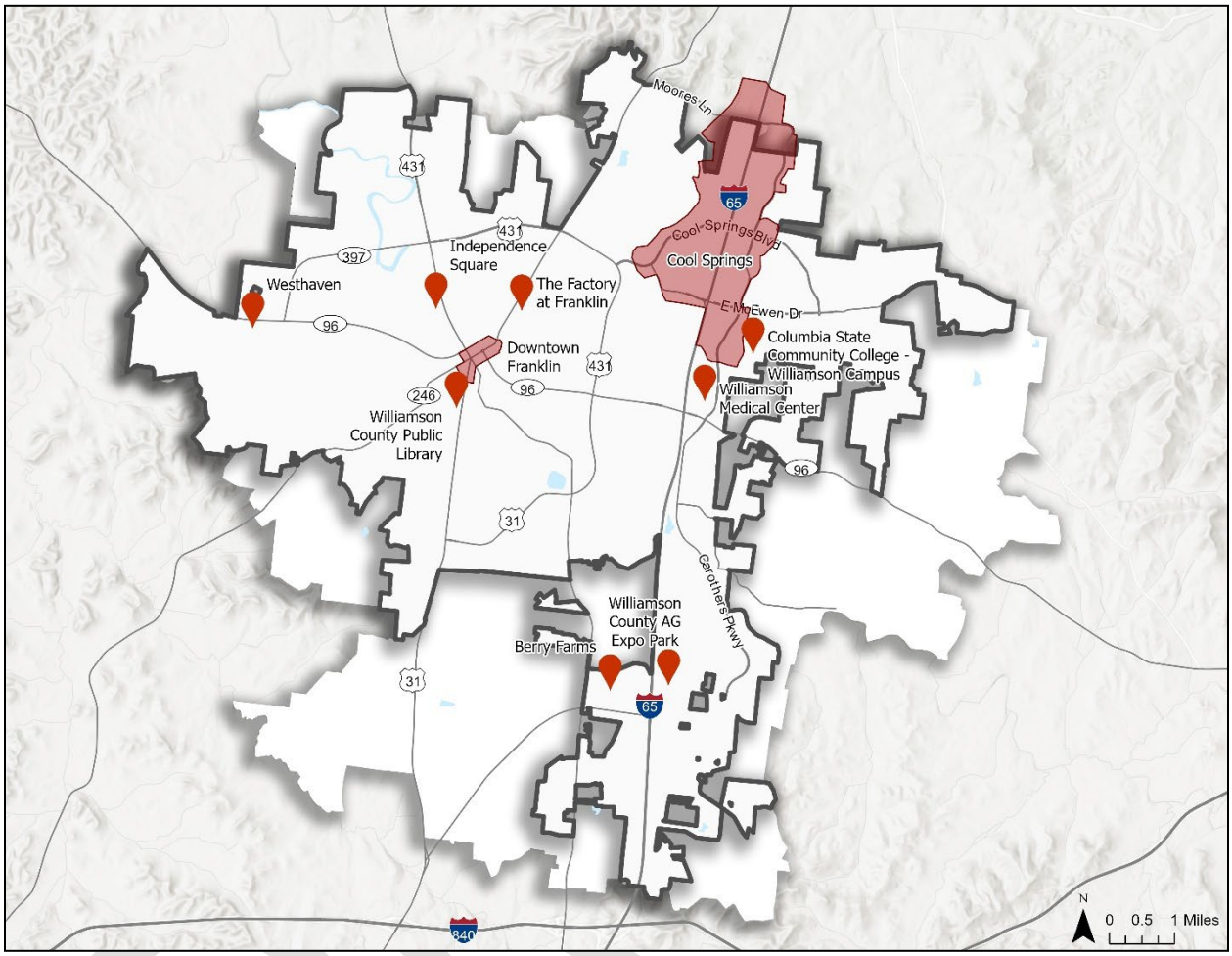


Source: Greater Nashville Regional Council Regional Growth Allocation Model

3.2.3 Major Activity Centers, Travel Demand Patterns, and Commute Patterns

Activity centers are critical for transit, as they effectively drive one end of most travel flows, including transit trips. An activity center analysis identifies these major trip generators throughout the City of Franklin to determine whether transit is serving key locations for users. Activity centers reviewed include major employment locations and other locations identified as transit generators, such as higher education institutions, health and medical facilities, government services, major shopping destinations, and other attractions and points of interest. The identified major activity centers are depicted in Map 3-23, and reflect locations in Franklin with high levels of transit demand, density, employment, and/or overall travel flows.

MAP 3-23: MAJOR ACTIVITY CENTERS IN FRANKLIN



Commuter Inflow and Outflow

In addition to analyzing local demographics and employment locations, examining commuter travel patterns helps clarify potential transit demand for work-related trips.

The commuter flow analysis highlights Franklin's role as both a regional employment center and a residential community for workers employed elsewhere in the Nashville metropolitan area. According to Longitudinal Employer-Household Dynamics (LEHD) data provided in Table 3-2, approximately 29.8% of Franklin residents work within the city itself, while 35.9% commute to Nashville, reflecting the city's proximity and strong regional employment linkage. Other notable outflow destinations include Brentwood (8.1%).

TABLE 3-2: WHERE FRANKLIN RESIDENTS WORK | 2022

Municipality	Count	Percentage
Nashville	13,870	35.9%
Franklin	11,497	29.8%
Brentwood	3,123	8.1%
Murfreesboro	749	1.9%
Memphis	726	1.9%
Smyrna	568	1.5%
Berry Hill	503	1.3%
Chattanooga	471	1.2%
Columbia	414	1.1%
Knoxville	400	1.0%
All other locations	6,316	16.3%

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2022

Conversely, Franklin attracts a substantial inbound workforce as only around 13.1% of people working in Franklin also reside within the city (portrayed in Table 3-3). Around 19.4% commute from Nashville, and smaller shares arrive from Spring Hill (around 7.4%), Murfreesboro (around 4.6%), and surrounding communities across neighboring counties. This flow illustrates Franklin's integration into the Nashville metropolitan area's labor market that supports a daytime population that exceeds its residential base.

TABLE 3-3: WHERE FRANKLIN WORKERS LIVE | 2022

Municipality	Count	Percentage
Nashville	17,076	19.4%
Franklin	11,497	13.1%
Spring Hill	6,482	7.4%
Murfreesboro	4,069	4.6%
Brentwood	3,075	3.5%
Columbia	2,203	2.5%
Smyrna	1,534	1.7%
Nolensville	1,243	1.4%
Clarksville	1,165	1.3%
Thompson's Station	1,012	1.1%
All other locations	38,674	43.9%

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2022

In addition to those who commute to work, the ACS reported that 11,752 Franklin residents work from home, representing about one-quarter of working Franklin residents. This signals that a significant portion of Franklin residents do not have work-related mobility needs.

These patterns reinforce the need for strong local services to accommodate local commuting and regional connectivity to major employment areas, particularly toward Nashville and Brentwood. Aligning future routes and park-and-ride facilities with these dominant flow patterns will enhance system efficiency and capture a larger share of daily commuter demand.

Personal Travel Flows

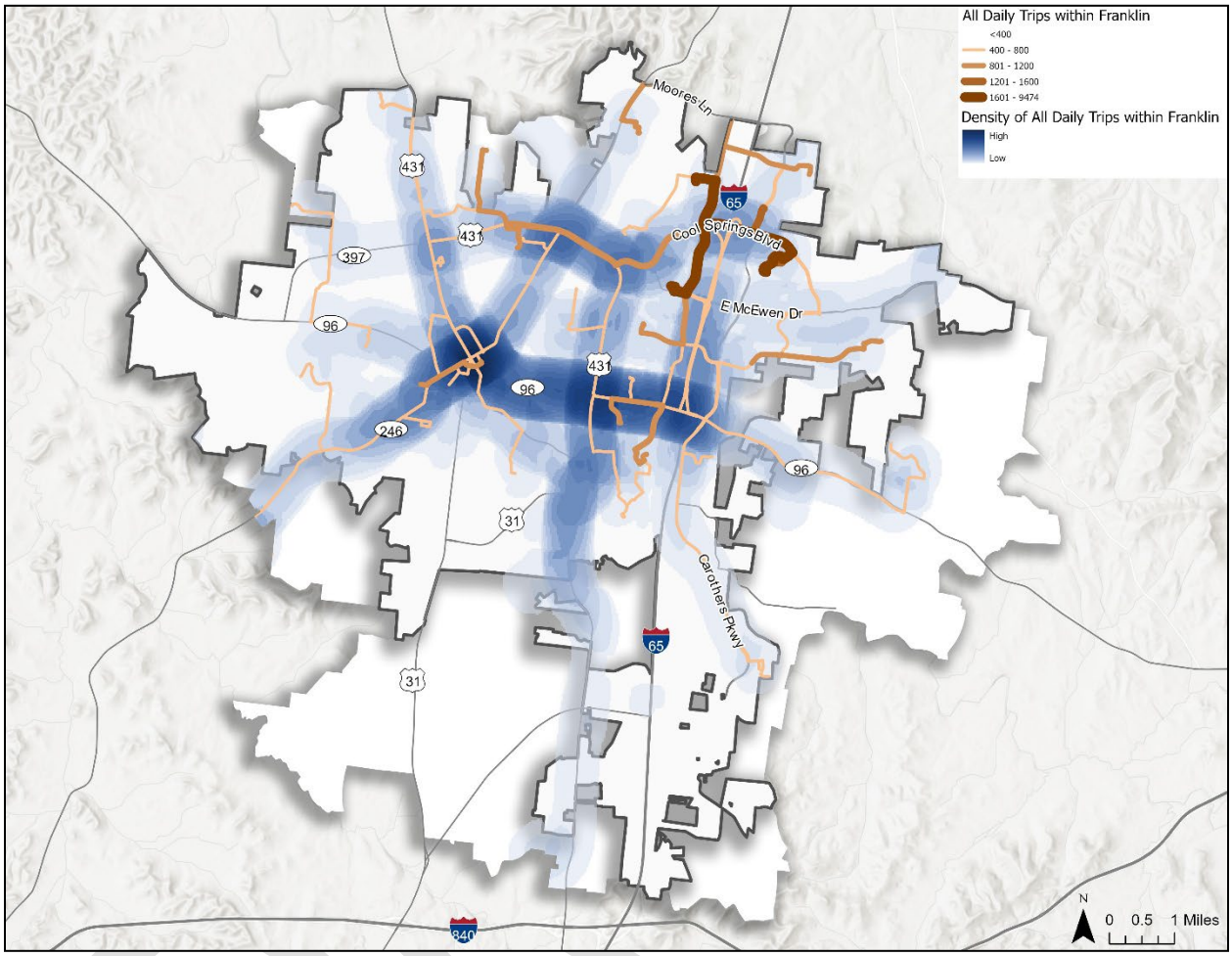
Map 3-24 illustrates the spatial distribution of estimated total daily personal trips within the City of Franklin for Fall 2024. Darker orange lines represent more trips between the ends of those lines while lighter orange lines represent less trips between the ends of those lines. These data are sourced from Replica, a mobility and economic activities data management tool. Replica estimates travel trends based on various data sources, including road traffic, mobile device location data, and financial transactions. These data are compiled and estimated to determine changes in mode and purpose, as well as socioeconomic and travel characteristics.

With areas shaded lighter blue representing lower trip densities and areas shaded darker blue representing higher trip densities, the highest daily trip densities occur within Downtown Franklin and the Cool Springs area, reflecting the concentration of employment, commercial, and institutional destinations that generate two-way travel throughout the day. Additional clusters of activity are evident along Columbia Avenue, Murfreesboro Road, Mack Hatcher Parkway, and adjacent neighborhoods, emphasizing these corridors as the city's primary commuting corridors.

Lower yet consistent levels of trip activity extend outward from these cores into residential neighborhoods, demonstrating Franklin's layered pattern of mobility where suburban areas rely on a few key arterial roads for access to retail, services, and employment. The map's gradient of trip density portrays the importance of maintaining frequent, well serviced transit along downtown and the Cool Springs area while enhancing first/last mile connectivity from surrounding neighborhoods. These patterns mirror Franklin's broader land use and commuting trends indicating that much of the travel demand can be effectively supported by strengthening the local transit network.

DRAFT

MAP 3-24: ESTIMATED TOTAL DAILY TRIPS WITHIN THE CITY OF FRANKLIN | FALL 2024



Source: Replica, Fall 2024

Together, the Transit Orientation Index (TOI) and Density Threshold Assessment (DTA) highlight the areas of Franklin most likely to support stronger, more productive transit service both today and in the future. These findings show that while transit-supportive characteristics are concentrated in the city's core and major employment corridors, pockets of unmet or emerging demand exist elsewhere as well. Understanding where latent demand clusters provide essential context for the service alternatives that follow, ensures that future recommendations directly respond to documented need rather than solely existing service patterns. As the plan progresses, these insights will guide the development of a transit network that aligns with demographic realities, land use conditions, and the city's projected growth.

3.3 Local Plans & Policies Analysis

Understanding the governance and financial structure of Franklin transit is essential for evaluating the agency's capacity to maintain and improve its services. This section provides context for how decisions are made, how services are funded, and the constraints and opportunities that shape day-to-day operations. Introducing this information here helps establish the institutional framework within which all future recommendations must realistically function.

Recent plans relevant to this study were reviewed to establish the planning and policy context in which Franklin Transit operates. This section summarizes each plan and highlights key takeaways to clearly convey their relevance and identify previously documented needs, gaps, or recommendations related to transit service, infrastructure, and mobility outcomes.

In addition to plan-level guidance, adopted zoning ordinances, street standards, and multimodal design policies provide a strong regulatory framework that supports pedestrian-oriented and transit-supportive development throughout the City of Franklin. These policies emphasize connected sidewalk networks, accessible pedestrian circulation, integration of multi-use paths and greenways, and the safe accommodation of pedestrians, bicyclists, and transit users within the public right-of-way. The City's regulations also establish development thresholds that trigger the provision of transit infrastructure and amenities when conditions warrant, reinforcing the role of land use and development decisions in shaping transit accessibility, stop placement, and operational viability.

The policy review in this section provides an initial baseline of how local jurisdictions reference transit within their planning frameworks. However, a full understanding of the relationship between transit and land use requires a more detailed, code-based analysis of municipal and neighboring jurisdictions' zoning ordinances, land development codes, and comprehensive plans. Future studies should apply a deeper methodological review to evaluate:

- Density and intensity allowances that influence transit productivity
- Mixed-use and transit-oriented development provisions
- Street design and access management standards that shape multimodal connectivity
- Alignment between future land-use designations and planned transit corridors
- Regulatory gaps or inconsistencies that affect transit-supportive development patterns

A similar approach was applied during the Palm Tran policy and code review effort, where comprehensive plan policies, zoning districts, and development regulations were evaluated to determine their impact on transit operations for the agency, which provides fixed route and paratransit service in Palm Beach County, Florida. That analysis revealed several key findings:

- Transit-Oriented Development (TOD) and mixed-use policies varied significantly across municipalities, creating uneven levels of transit support.
- Some zoning districts permitted densities that aligned with high-frequency service, while others imposed dimensional and parking standards that constrained transit viability.
- Multimodal requirements, such as sidewalk connectivity and right-of-way dedication standards, influenced access to Palm Tran stops and corridors.

- Many comprehensive plans included goals related to modal split or multimodal connectivity but lacked accompanying regulatory mechanisms in their land development codes.

This type of code-level review demonstrated how local planning frameworks directly shape service performance, stop spacing opportunities, corridor productivity, and long-term network expansion. Applying this depth of analysis within future phases of this study will provide a more complete understanding of how land-use systems support or hinder transit growth.

In addition, reviewing transit-related policies and plans in Franklin and neighboring jurisdictions provides essential context for understanding existing transportation conditions and anticipated service needs. These studies trace the progression of the City's efforts to respond to growing travel demand, improve mobility options, and support overall quality of life. They document how travel behavior, land use, employment patterns, and system performance have evolved, and they clarify where projected development or regional land-use decisions may generate future transit demand or warrant service expansion.

The insights drawn from these documents will be important inputs to the Transit Master Plan's recommendations, ensuring that proposed strategies build on previous work, respond to demonstrated needs, and align with ongoing regional initiatives.

The following summaries highlight key findings from each plan and study.

DRAFT

TABLE 3-4: PLANS REVIEW

Plan	Summary	Key Takeaways

Cool Springs Circulator	This is a white paper that provides information and research on a potential Cool Springs circulator, as well as information on existing conditions in the Cools Springs area. The paper outlines key points about case studies that provide "additional considerations regarding funding, simplicity of service, and markets served". Some key elements include that one cent of a tax increase has been allocated to multimodal transportation. Existing services are laid out, with the Franklin Transit Authority handling local services for the city of Franklin, and the Regional Transportation Authority running an express bus to Nashville.	• Increasing levels of suburb-to-suburb and reverse commuting.
		• Dedicated lanes and signal priority is important.
		• Connecting parking garages with downtown locations with a frequent bus offers a compelling "Park Once" option.
		• Ridership on a 15-minute frequency, one way loop line is very low at 150-200 on a day without an event at the convention center.
		• Many complementary services being investigated, including employer services, parking pricing, and queue jumps.
		• There are four main considerations for a potential circulator:
		  ○ Frequency - Frequent service is one key to success, with ideal frequency of 10 minutes or better.
		  ○ Primary market - Employees and visitors are the most common primary market for a circulator.
		  ○ Route design - A need to reconcile a desire for simple, easy to understand service with a desire to connect existing transit services and additional markets.
		  ○ Fare structure - Most circulators do not charge a fare.

DRAFT

Plan	Summary	Key Takeaways
Cool Springs Corridor Transit Study (2017)	This study summarizes the research conducted into opportunities to relieve traffic congestion in the Cool Springs area. The study consisted of quantitative surveys given to residents and commuters, as well as analyzing the discussions which took place at three town halls.	• Respondents traveled from as far away as 130 miles. Most commuters are from nearby places such as Franklin, Nashville and Spring Hill. • Age groups are evenly split, with a slight lean towards female over male. • Eight out of ten respondents leave their worksite at some point during the workday. • More than nine out of ten respondents say driving alone in their own vehicle is their primary mode of transportation. • Enthusiasm for a circulator bus or car on demand service is low at about 25 percent definitely or probably would consider using them, this is slightly lower than 33 percent for the same question for public transit in general. • Suggestions from the survey include adjusting traffic light timing, bike lanes, light rail, and a circulator. • Per feedback at the town halls, in order to reduce traffic congestion, it will require a combination of transportation modes, with attendees being very interested in light rail. • Nissan Americas and Ford Motor Credit are the two largest employers of respondents. • 88 percent of respondents do not telecommute • Cash incentives for carpooling, walking, or biking to work were the most appealing incentives to respondents. • Of students surveyed they primarily study in Cool Springs and have short commutes to school. • Cool Springs Boulevard is the most traveled route of respondents.

DRAFT

Plan	Summary	Key Takeaways
Cool Springs Multimodal Network Study (2015)	This is a write-up of the study focused on improving the mobility options in the Cool Springs area of Franklin. It gives an overview of the findings in relation to the purpose and need of transportation improvements, short-, medium- and long-term recommendations, costs, evaluation of options, funding, and public input.	• Cool Springs has seen rapid employment and residential growth. • The short-term focus is on increasing local mobility, with three options for adjusting the local transit network, alongside improved pedestrian and cyclist facilities. • The medium-term focus is on regional connectivity, with express buses and more infrastructure improvements. • In the long term, more off-peak service and investment in light rail or Bus Rapid Transit is recommended. • The first short term option of arterial bus routes scores the highest compared to the other two options but all 3 would allow for expansions into the medium and long term. • A small portion of the operating budget, and the majority of the capital budget comes from the federal government, proposals to raise funds include user fees, taxes, and value capture. • Barely any of the respondents have used transit in Franklin in the past 12 months. • In the open house, key takeaways include the need to find funding sources, land use density needs to increase, workforce housing, and the need to identify how to attract people to transit.

DRAFT

Plan	Summary	Key Takeaways
Franklin Transit Study (2017)	This is a report which reviews and makes "service recommendations for the existing Franklin Transit Authority bus service in Franklin, Tennessee." It provides options for new routes, revisions to existing routes, and on-demand transit service. Contents include demographics, travel patterns, existing transit services, service options, public meetings, operational changes, implementation plan, and future growth.	• 69,000 people live in Franklin, of whom 13.2 percent are minority residents. The highest number of jobs are government work, with a lot of manufacturing as well. • Most workers within the study area live within the study area. A significant amount of workers in the area carpool. Most households own a car, with some neighborhoods having a lower than usual amount of vehicle ownership. • TMA Group runs 3 fixed route bus routes in the city running on hourly frequencies. Demand response services are available. A peak direction express bus is run by WeGo. • Option 1 involves cutting back the southern end of the southbound route and rerouting it to Westhaven. Option 2 involves transforming the southbound route into a fixed route/flex route hybrid, with service past the Target being on demand. Option 3 would be cutting the southbound route entirely and using the freed-up resources to run more services on another route. Option 4 would eliminate the southbound route and make a new one serving Seaboard Lane. Option 5 would eliminate most of the southbound route with a bit remaining, and a new route to the Galleria would be run. • No consensus was reached at the public meetings. Most did not support Option 4 and favored increased service and new routes. Option 3 was compared with Option 5 based on equity, ridership, time, coverage, and future growth. Option 5 was determined to be the preferred alternative. • It is recommended that uniform stop spacing be implemented, to install stop pull cords, and to paint the fixed route buses a different color than the TODD vehicles. • With option 5 operating costs will increase from $1.9 million to $2.5 million. • Next steps include frequency, service span, coverage, and technology improvements.

DRAFT

Plan	Summary	Key Takeaways
Franklin Transit Authority Zero Emission Transition Plan	This is a series of technical analyses of the viability of transitioning Franklin Transit Authority from diesel-fueled buses to battery electric buses.	• Current service blocks could not be completed by contemporary electric cutaway vehicles. Adjustments could be made. • Grants from the state could be pursued to help fund the transition. • Upgrades to the facilities would be necessary to charge the battery buses • The workforce would need to be trained in new maintenance procedures. • The transition would be implemented in two phases, with each phase having two five-year sections within it. • Recommendations: use level 2 electric chargers, coordinate with MTE, apply for low or no emissions vehicle grant, run a pilot program, wait for market developments in cutaway vehicles. • Key lessons include being flexible, beginning with the end in mind, and have a good relationship with original equipment manufacturers. • Using larger vehicles with bigger batteries could address the problem of battery vehicles not being able to complete their assigned blocks. Adjusting the service blocks and increasing the number of vehicles could also address this. • There is no current statewide mandate to transition to zero emission vehicles (ZEVs), but there are many federal funding opportunities. • A variety of procurement scenarios were considered, with battery electric cutaways and battery electric 35-foot buses being advanced along with mixed fuel source cutaways, battery electric, and internal combustion engine. The first option is more expensive at $16.79 million, with the second option coming in at $9.11 million. • Different facility layouts are proposed for different levels of electrification. • A new utility service would be needed for electric vehicle service. Three charging scenarios were modelled, based around previously mentioned options. • It is recommended to keep the fleet as cutaway vehicles.

DRAFT

Plan	Summary	Key Takeaways
Downtown Franklin On- and Off-Street Parking Occupancy and Duration Study (2022)	In order to understand typical occupancy rates and parking dwell times of public and private parking in Downtown Franklin, a consultant collected data on the matter and analyzed the results. In general, parked vehicles strictly adhered to the posted time limits and occupancy was highest during the day on weekdays.	• There are a variety of parking options in Downtown Franklin, including free on-street parking, free public parking garages, free public parking lots, paid private parking lots, and paid private parking garages. • The maximum peak parking occupancy of 78% of parking occurred at midday on weekdays. At this time, the 4th Avenue parking garage was at capacity, other free parking in the heart of Downtown was near capacity, and parking further from the center downtown and all paid parking was not near capacity. • After late afternoon on weekdays, parking occupancy drops significantly, and does not return to peak levels until the following weekday morning. • In order to prevent parking occupancy from reaching or exceeding capacity, the City can increase parking capacity, convert some free public parking spaces to paid, or increase transit capacity in the Downtown area so that employees or visitors do not need to rely on parking their personal automobiles in the area. • In 2025, the City of Franklin issued a Request for Qualifications to conduct an updated parking occupancy study, focusing on the effects of increasing paid private parking supply in Downtown.

DRAFT

Plan	Summary	Key Takeaways
South Corridor Study: Technical Evaluation Report (2021)	This technical report, completed in 2021, analyzes the South Corridor of the Greater Nashville Regional Council's LRTP and WeGo Transit's Strategic Plan. This report goes over the goals and objectives of the South Corridor Study, the list of corridors and modes, the prescreening methodology, and the technical evaluation. Various modes of transit were analyzed, with their strengths and weaknesses for the given corridor being compared. This assessment was completed and the findings were planned to be used in the Final Report Document, moving towards a Locally Preferred Alternative.	• The study as a whole is intended to provide stakeholders a series of short-, mid-, and long-term plans for implementing rapid transit in the corridor. • Public input on transit modes heavily favors Bus Rapid Transit, Commuter Rail, and Light Rail Transit. These three options were advanced. • Commuter rail would run primarily alongside CSX trackage, likely using Diesel Multiple Units (DMUS). • Light rail would run primarily along I-65, with a potential diversion to freight ROW approaching Franklin. • Bus Rapid transit would follow an alignment along I-65 as well, with a possible diversion onto arterial and collector roads between Nashville and Berry Hill, and Cool Springs and Franklin. • The BRT Hybrid option was found to have the highest estimated ridership, and the lowest cost. • Station area readiness varies considerably, from already transit supportive, to some changes needed, to significant changes needed. • This report leads into a final report building towards a Locally Preferred Alternative. • The Mule Town Trolley that was mentioned in the study has since been shuttered.

DRAFT

Plan	Summary	Key Takeaways
Envision Franklin (2024)	Envision Franklin is the City's adopted land use and growth policy document that guides development within the city and its Urban Growth Boundary. The plan outlines the intended character of future development, land use categories, growth areas, transportation networks, and design expectations. It establishes guiding principles that promote connected street patterns, walkable mixed-use environments, housing diversity, coordinated infrastructure, and multimodal accessibility. The plan provides long-term direction for how land use and transportation investments should align to support quality of life and sustainable growth.	• Establishes the City's vision for growth, development, and land use patterns through 2040. • Defines guiding principles emphasizing connected networks, walkability, multimodal mobility, and high-quality urban design. • Identifies place types and development concepts that influence future transit demand and service viability. • Highlights the relationship between land use decisions, transportation capacity, and community character. • Supports transit by encouraging density, mixed uses, and pedestrian-oriented design in priority growth areas. • Provides a framework for aligning the Transit Master Plan with long-term development policy and infrastructure planning.

DRAFT

Plan	Summary	Key Takeaways
Scope of Services for the Nashville Multimodal Mobility Master Plan (3MP) [2025]	This scope of services describes the tasks to be performed by the consultant for the 3MP. The scope has been divided into eight tasks detailing the development and implementation of the 3MP.	• Task 1 includes project initiation and management: kickoff meeting and notes, project management plan, and coordination meetings with documentation. • Task 2 delivers community engagement materials, including the final engagement plan, TAC and CAC meetings, project identity and branding, communication and digital materials (e.g., videos), and stakeholder workshops. • Task 3 provides draft and final presentations on existing plans, transportation performance, land use and growth, and street networks, along with draft and final Transit State of the System and Transportation System Assessment reports. • Task 4 includes draft and final presentations for the service, operations, and agency capacity analyses; the technology integration SWOT analysis; and the Transit System Gaps & Opportunities reports. • Task 5 produces the layered network and street plan deliverables: draft layered networks (ArcGIS Online and memo), draft street plans (ArcGIS Online), workshop materials, the final street plan (ArcGIS Online and report), and revised street detail sheets. • Task 6 develops the project list (Excel and ArcGIS Online formats), planning-level cost estimates, the performance measures and scoring memo, the scored project list, and project summary sheets with an interactive ArcGIS Online map. • Task 7 delivers the transit financial analysis and draft transit implementation plan. • Task 8 includes scenario development and plan finalization: a scenario summit (up to three consultant attendees), the final scenario with model results, the final transit plan, the 3MP outline, the final Multimodal Mobility Master Plan, and up to six strategy papers.

DRAFT

Plan	Summary	Key Takeaways

Housing Needs Assessment – Franklin, Tennessee (2025)	This report evaluates the housing needs of Franklin, Tennessee. The analysis considered demographic characteristics and trends, economic conditions and initiatives, existing housing stock costs, performance, conditions and features, ancillary factors that impact the housing market, and community input. Housing gaps were identified by affordability and renting versus owning. It is intended by this study that local officials, stakeholders, and housing advocates can better understand the local housing market to drive housing policy decisions, attract growth, and enhance Franklin's housing market.	• The number of households in Franklin has grown rapidly and above the state average, while the age and wealth of new households skew higher.
		• The economy has grown notably, while unemployment remains low.
		• The housing stock is on average newer than other nearby areas, but numbers of renters are experiencing housing affordability issues. The sale price of homes has increased.
		• Franklin has a bus network and has several sites and buildings that could support further housing development. Costs may get in the way of new housing construction, and local zoning favors single family developments
		• The estimated total five-year housing gap (2025-2030) for Franklin is 10,036 units, with a gap of 3,798 rental units and 6,238 for-sale units.
		• Recommended housing strategies include:
		  ○ Setting housing goals and priorities and explore housing funding resources.
		  ○ Support the alignment of affordable housing alternatives with public transportation.
		  ○ Continue to support the development of a variety of high-end housing products to meet existing demand and demographic projections.
		  ○ Incentivize affordable workforce residential development.
		  ○ Consider implementing or modifying policies to encourage or support the development of higher-density housing.
		  ○ Explore efforts to encourage the development of senior-oriented housing to enable seniors to transition into more maintenance-free housing.
		  ○ Reorganize and reprioritize efforts of the Franklin Housing Commission.
		  ○ Consider implementing a proactive approach to attract and involve housing development partners.
		  ○ Support and expand education and outreach campaign to help support housing initiatives.

DRAFT

The studies reviewed in this section demonstrate how the City of Franklin has evaluated transportation needs from multiple perspectives over the past decade. Each document addresses a specific component of the mobility system, including parking management, transit service availability, multimodal network design, land use, housing market pressures, commuter travel patterns, and both short- and long-range planning efforts. Regional and neighboring jurisdiction plans further illustrate how external growth and travel patterns influence demand within the city. Collectively, these documents reflect a comprehensive and progressively more integrated approach to understanding mobility challenges and informing policy decisions that support community objectives.

Envision Franklin builds on this progression by establishing the City's long term land use and growth policy framework. Its guiding principles define expectations for development form, neighborhood character, infrastructure coordination, and the incorporation of multimodal accessibility within evolving growth areas. The plan's emphasis on connected street networks, walkable development patterns, and housing diversity provides essential direction for assessing future transit demand and determining where transit investments are most likely to be effective.

This combined body of work provides a robust foundation for identifying system gaps, evaluating future needs, and developing recommendations for the Transit Master Plan. The governance and funding review further clarifies the institutional and financial parameters within which Franklin Transit operates. Understanding these parameters is critical for ensuring that potential service improvements and capital investments are feasible, scalable, and sustainable over the long term. This framework will guide the next phase of analysis as candidate strategies and service alternatives are refined.

3.4 Existing Services Analysis

This section provides an overview of how Franklin Transit's current services function and establishes the operating baseline for the Franklin Master Plan. Introducing this information here helps clarify how well the system serves existing travel needs and where adjustments may be warranted as the city continues to grow.

A detailed assessment of existing transit services is essential to ensure they effectively meet the needs of the community. This evaluation examines key operational factors such as service span, frequency, runtimes, governance, and funding. By analyzing these elements, it can be determined how well services align with demand, areas for improvement can be identified, and overall efficiency can be enhanced. Understanding governance and funding is also critical, as they influence the sustainability and potential expansion of transit operations. This review will provide valuable insights to guide data-driven decisions that strengthen the rationale behind future recommendations, ensuring they are grounded in how the system operates today.

3.4.1 System Overview

Franklin Transit provides two primary services, which are the fixed route and demand response (TODD) services. The fixed route network consists of the Red Line and the Blue Line which operate along key corridors, connecting residential neighborhoods with Downtown Franklin, the Cool Springs area, and other employment and retail destinations. Complementing the fixed routes, the TODD service offers

flexible, curb-to-curb shared rides for passengers within the city limits, focusing on accessibility for seniors, individuals with disabilities, and areas not directly served by fixed routes. Together, these services create a multimodal transit system that balances scheduled and demand responsive mobility options to meet diverse community travel needs.

Fixed Route

Franklin Transit operates two fixed routes, the Red route and the Blue route, that function as the backbone of the city's public transit system. The Red route connects Fieldstone Farms with Bradford Drive at Davidson Drive, serving Independence Square, the Franklin Transit Center, and several key community destinations. It runs Monday through Friday from 6:40 AM to 6:02 PM and on Saturdays from 8:40 AM to 6:02 PM, with consistent 30-minute intervals. Saturday service is reduced from 9:00am to 5:51 PM with 30-minute intervals.

The Blue route links Williamson Medical Center, Columbia State College, CoolSprings Galleria, Walmart, and the Franklin Transit Center. Weekday service runs from 7:00 AM to 6:18 PM at 30-minute intervals, while Saturday service is reduced from 9:00 AM to 5:51 PM with 60-minute intervals and no service past CoolSprings Galleria. Together, these two fixed routes provide coverage to Franklin's primary activity centers, though reduced frequency on weekends limits access to some destinations.

TABLE 3-5: FIXED ROUTE SERVICE SPAN AND FREQUENCY

	Blue	Red
Weekday service span	7:00 AM to 6:18 PM	6:40 AM to 6:02 PM
Saturday service span	9:00 AM to 5:51 PM	8:40 AM to 6:02 PM
Weekday frequency	30 minutes	30 minutes
Saturday frequency	60 minutes	30 minutes

Source: Franklin Transit

Demand Response (TODD)

Complementing fixed route service, Franklin Transit operates on-demand curb-to-curb service, which expands mobility for residents living outside fixed route areas or those needing more flexible scheduling. Reservations must be completed 24 hours prior to the desired pickup time. This service is particularly important for seniors, people with disabilities, and households with no vehicles, as it helps connect them to work, healthcare, and shopping.

Persons who qualify under criteria established under the Americans with Disabilities Act (ADA) are eligible for reservation priority for door-to-door TODD service. Generally, individuals who reside within ¾ of a mile in all directions from a Franklin Transit published fixed route and demonstrate a barrier to using the fixed route service because they are unable to travel to and from the bus stops, board or exit the bus, or understand how to ride and use the fixed-route system will qualify for this service. This service is provided within ¾ of a mile of a fixed route to qualified individuals who completa an application.

Special Services

In addition to TODD and its two primary fixed routes operated six days per week, Franklin Transit Authority operates special fixed route shuttles for local events. At the time of writing, a fixed route shuttle is offered for the Franklin Farmers Market and the Franklin Art Crawl. The Farmers Market route operates every Saturday from 8:00 AM to 12:00 PM between the Farmers Market and Liberty Elementary School. The Art Crawl route operates every first Friday of the month from 6:00 PM to 9:00 PM between the Franklin Transit Center and the Factory at Franklin. Each of these routes charges the same fares as the Red and Blue routes.

On September 15, 2025, Franklin Transit Authority commenced a Lunchtime Shuttle six-month pilot program. The Lunchtime Shuttle operates every 15 minutes on every weekday from 11:00 AM to 2:00 PM between the Franklin Transit Center, Franklin Public Square, and the Factory at Franklin. The Lunchtime shuttle is fare-free.

Other Transit Services in Franklin

In addition to Franklin Transit Authority, WeGo and Gray Line Tennessee provide regional transportation services to Franklin. WeGo's Route 95 is a commuter route connecting Spring Hill, the Williamson County Ag Expo in Franklin, Vanderbilt University, and Downtown Nashville with four morning trips and four afternoon trips. Gray Line operates the airLINE airport shuttle between Nashville International Airport and the Marriott hotel in Cool Springs. It runs ten daily round trips and also connects to an extension of the route, the Franklin Connector, which stops at five additional hotels in Franklin as well as the Factory.

Fares

Franklin Transit's fixed route fares are structured to remain affordable as represented in Table 3-6 and Table 3-8. Standard adult rides are $1.00, while seniors and children under five rides for $0.50, with lap children riding free. Special packaged passes are available, including a 10-ride pass at $10.00 for adults or $5.00 for seniors and riders with disabilities. A 31-ride pass is available at $25.00 for adults or $12.50 for seniors and disabled riders. These options encourage frequent ridership and make the system more accessible for cost-sensitive households.

TODD fares vary based on rider classification and zone traveled, as charted in Table 3-7. Passengers who are designated as ADA or 65+ pay $2.00 for any one-way TODD trip. All other passengers pay $3.00 each way if the trip occurs within ¾ of a mile of a fixed route and pay $4.00 each way for trips to any other locations in Franklin.

TABLE 3-6: FIXED ROUTE FARE STRUCTURE

Fare Type	Standard Fare
Adult	$1.00
Senior	$0.50
Child (Under 5)	$0.50
Lap Children	Free

Source: Franklin Transit

DRAFT

TABLE 3-7: TODD FARE STRUCTURE

Fare Type	Standard Fare	ADA/65+ Fare
2- within ¾ of a mile of fixed route	$3.00	$2.00
3- all other locations in Franklin	$4.00	$2.00

Source: Franklin Transit

TABLE 3-8: PASS FARE STRUCTURE

Pass	Adult 10 Ride	Adult 31 Ride
Regular	$10.00	$25.00
Senior	$5.00	$12.50
Disabled	$5.00	$12.50

Source: Franklin Transit

3.4.2 System and Route-Level Operating Statistics

Understanding Franklin Transit Authority's operating statistics provides critical context for evaluating system performance, efficiency, and capacity. Key measures such as revenue hours and miles, vehicles operating in maximum service, operating expenses, and fare revenues highlight how the system allocates resources and delivers service across both fixed route and demand response modes of transit. These indicators, reported annually through the national Transit Database (NTD), establish a quantitative foundation for assessing service effectiveness, identifying strength and limitations, and informing future investment in the city's transit network.

Revenue Hours

In 2024, Franklin Transit Authority reported a total of 32,391 annual vehicle revenue hours across all services. This includes 17,981 revenue hours for fixed route service and 14,410 revenue hours for demand response service. These hours represent the time vehicles were actively available to pick up passengers and excluding non-revenue operations.

Revenue Miles

Franklin Transit Authority vehicles accumulated 407,867 annual vehicle revenue miles in 2024. Of this total, 229,897 miles were attributed to fixed route service, while 177,970 miles came from demand response operations. These figures reflect the actual distance between buses and vans traveled while available for passenger service.

Vehicles Operated in Maximum Service

At maximum service levels, Franklin Transit Authority operated 16 vehicles in maximum service in 2025. 6 vehicles were used for fixed route and 10 vehicles were used for TODD. The total fleet size was 19 revenue vehicles, including spares and those not actively used. This indicates the system's relatively small but balanced fleet distribution to meet both fixed route and demand response demand.

Financial Information

Franklin Transit Authority's annual operating expenses totaled around $3.34 million, with $1.79 million dedicated to fixed route service and $1.55 million for demand response. Passenger fares contributed

$81,707 to operating revenue, representing a modest share of costs, while most of the funding came from local, state, and federal sources. Notably, Franklin Transit Authority also invested $550,417 in capital expenses, primarily for motorbus service, funded largely through federal grants such as the Urbanized Area Formula Program (5307).

On-time Performance

Franklin Transit's buses generally run on time throughout the day, with only small delays during busy periods as observed during field review.

While Franklin Transit Authority (FTA) does not formally track on-time performance through automated systems, anecdotal data and field observations provide valuable insight into schedule reliability. Field observations and stakeholder feedback indicate that the Red Route frequently experiences schedule delays due to an actual run time that exceeds the scheduled run time, and deviations from the route requested by passengers that exacerbate delays. Adjusting the route's schedule to reflect actual conditions would improve on-time performance and operational reliability.

Despite not tracking on-time performance, Franklin Transit does employ real-time tracking technology, presented publicly on a monitor in the Franklin Transit Center and remotely via the free and publicly available Passio GO app. Dispatch and Riders are able to see the real-time location of fixed-route buses and the estimated time of arrival at a given bus stop.

3.4.3 Ridership Analysis

Ridership analysis provides critical insight into how Franklin Transit services are utilized across different modes and years, highlighting patterns of growth, productivity, and cost effectiveness. By examining annual totals, route and stop level distributions, and demand response activity, the analysis reveals how riders interact with the system and where travel demand is strongest. These indicators not only capture and summarize current service performance but also inform future planning by identifying which routes, destinations and service types play the largest role in meeting community mobility needs.

Annual Ridership

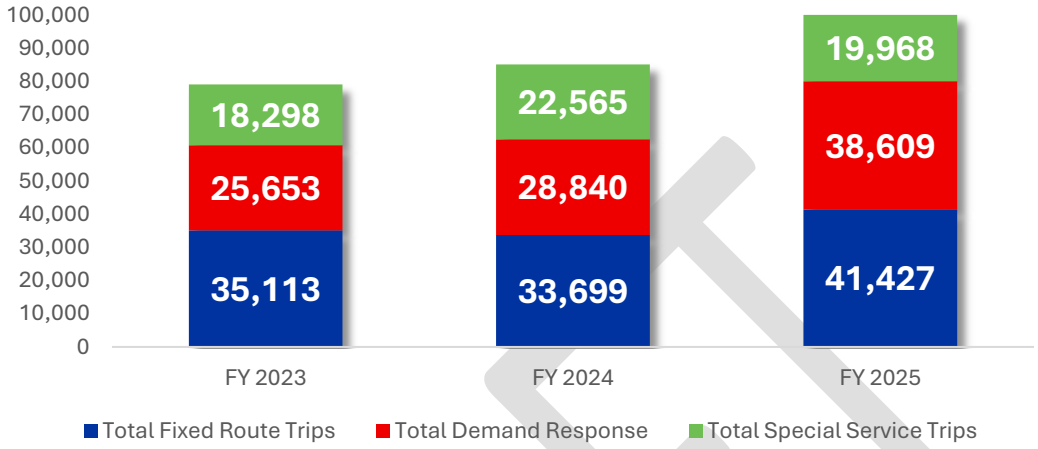
Franklin Transit has experienced steady ridership growth over the past three years (FY23 through FY25), with distinct patterns emerging between Fixed Route and TODD (demand response) services. In FY 2023, total system ridership reached 79,064 trips, made up of 35,113 Fixed Route trips and 25,653 TODD trips, supplemented by 18,398 special trips as seen in Figure 3-7.

By FY 2024, total ridership increased to 85,104 trips. While fixed route ridership dipped slightly to 33,699 trips, TODD expanded to 28,840 trips, signaling growing reliance on TODD as a flexible mobility option. Special service trips also rose to 22,565, reinforcing the role of tailored service offerings in overall system use.

Looking ahead, projections for FY 2025 anticipate total ridership reaching 100,004 trips. Fixed Route services are expected to rebound strongly to 41,427 trips, while TODD ridership is projected to continue climbing to 38,609 trips. Special service trips remain relatively stable at 19,968. This shift demonstrates a balanced growth pattern, with both fixed route and TODD contributing significantly to overall

ridership, reflecting the community's need for reliable scheduled routes as well as flexible demand response options.

FIGURE 3-7: FRANKLIN TRANSIT TOTAL ANNUAL RIDERSHIP | FY 2023-2025



Source: Franklin Transit

Stop-level Ridership

This study incorporated Automated Passenger Counter (APC) data to analyze boardings and load patterns at the individual bus stop level, providing a level of detail that was not previously available to Franklin Transit. Unlike traditional route-level ridership totals, which only show how a route performs overall, stop-level APC data reveals where passengers actually board, where activity drops off, and which segments may be overserved or underserved. This more granular dataset highlights variations in demand along each corridor that route-level reporting cannot capture, allowing the project team to pinpoint low-performing segments, identify strong activity clusters, and understand real-world travel behavior. By collecting stop-level APC data, this study gains the precision needed to evaluate route productivity, assess capacity needs, and frame future service recommendations, including where to reinforce fixed-route service, where routing adjustments may be appropriate, and where microtransit may offer a more efficient alternative.

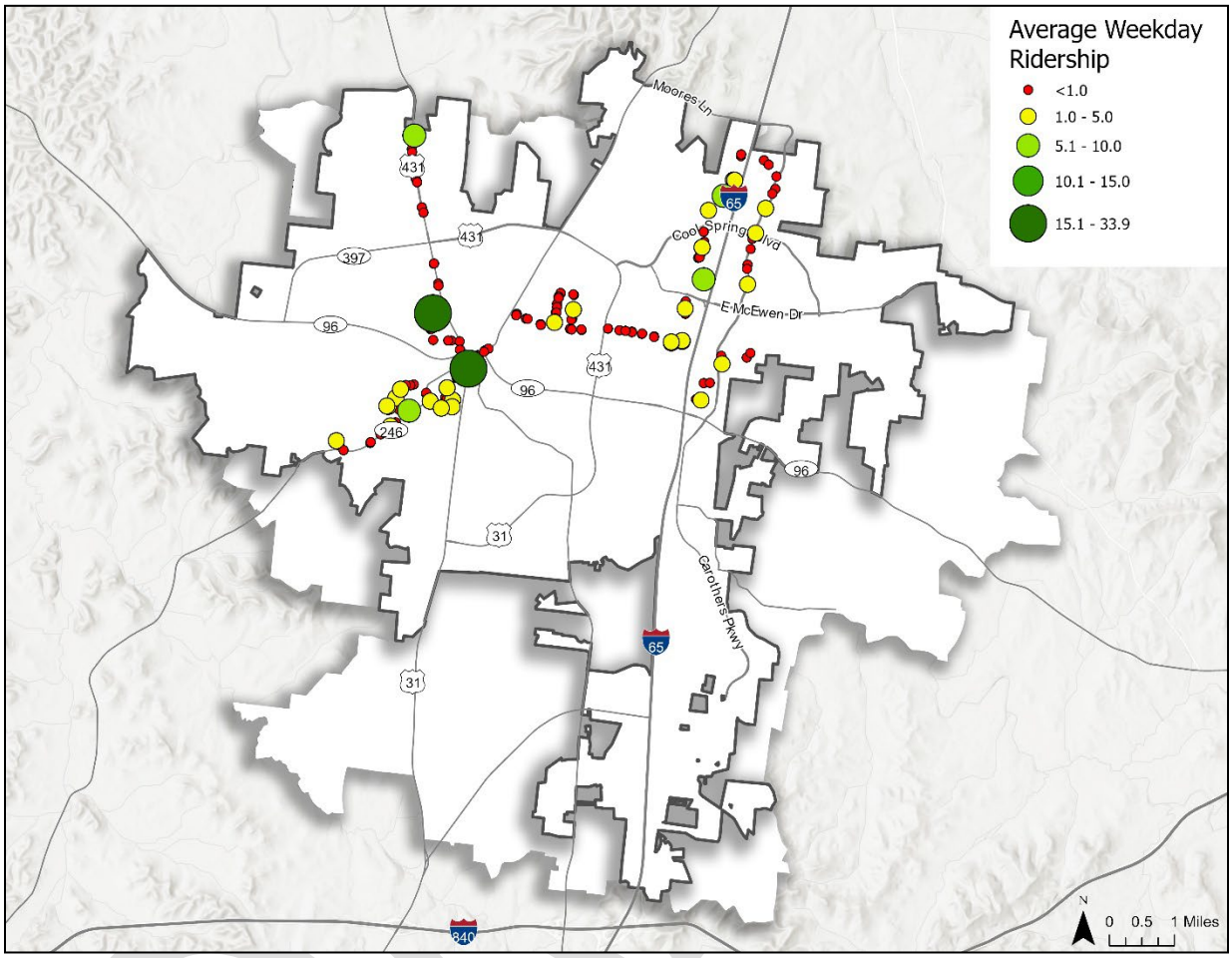
Analysis of stop-level ridership data shows that most passengers use a small number of major stops, while many neighborhood stops see light activity. These ridership patterns are symbolized in Map 3-25.

The Franklin Transit Center is the busiest location, followed by Independence Square. Other stops experiencing moderate ridership include Fieldstone Farms, Walmart, CVS on Liberty Pike, and the CoolSprings Galleria.

Aside from stops with moderate ridership, other clusters of significant ridership can be found along Mallory Lane, Carothers Parkway, and along the portion of the Red route southwest of the Franklin Transit Center. As ridership grows, Franklin Transit can improve efficiency by focusing service and amenities at its busiest stops and reconsidering how low-ridership stops are served.

DRAFT

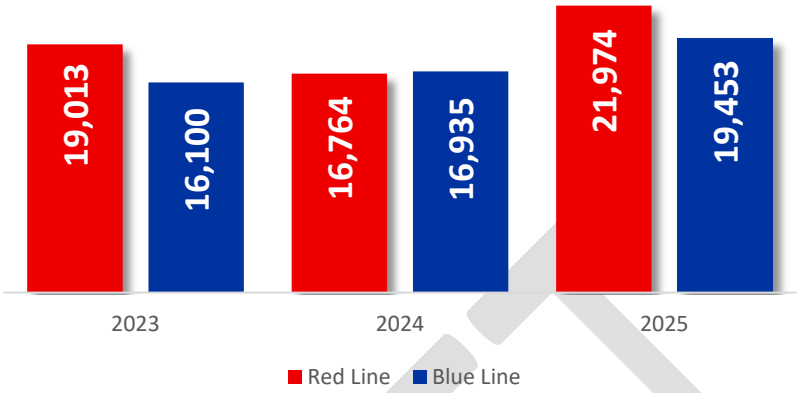
MAP 3-25: AVERAGE WEEKDAY FIXED ROUTE RIDERSHIP (SEPTEMBER AND OCTOBER 2025)



Route-level Ridership

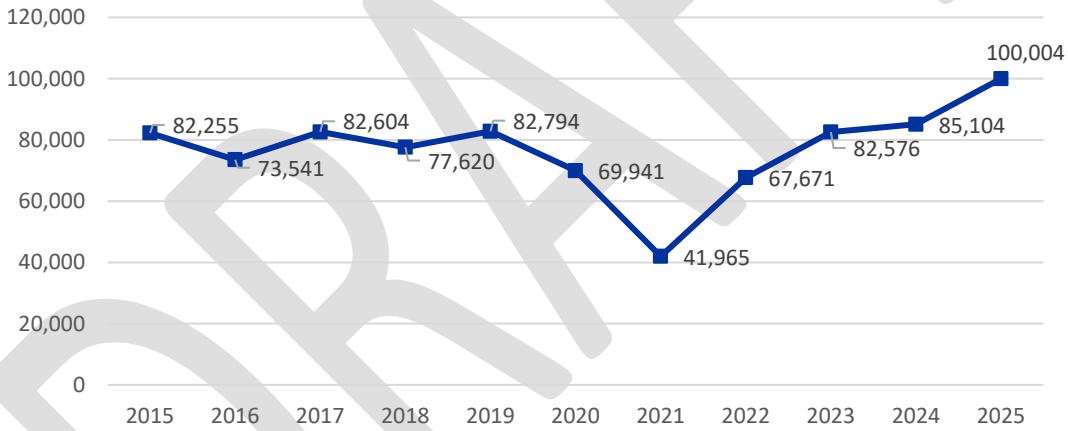
At the route level, seen in Figure 3-8, ridership patterns show the complementary role of Franklin's services. In 2023, the Red route carried approximately 19,013 riders, the Blue route served 16,100, and TODD carried the largest share at 25,653 trips. Special event services added another 18,298 riders. In 2024, ridership on the Red route declined slightly to 16,764 while the Blue route increased to 16,935, balancing the fixed route services. TODD ridership rose to 28,840 trips, and special services grew to 22,565 riders. By 2025, projections show growth across all services, with the Red route (21,974) and Blue route (19,453) both gaining riders, while TODD is expected to surge to 38,609, confirming its role as the dominant service. This steady growth throughout the years is showcased in Figure 3-9.

FIGURE 3-8: FIXED-ROUTE RIDERSHIP DISTRIBUTION | FY 2023-2025



Source: Franklin Transit

FIGURE 3-9: TOTAL ANNUAL RIDERSHIP | 2015-2025



Source: National Transit Database, Franklin Transit

Productivity

Franklin Transit averaged 3.15 fixed route passenger trips per revenue hour and 2.00 demand response passenger trips per revenue hour in 2024, reflecting the challenges of operating in a suburban, low-density environment. While fixed routes maintain stable service levels, TODD's strong growth demonstrates its role in improving efficiency by providing more flexible shared ride options compared to traditional paratransit.

Cost-efficiency

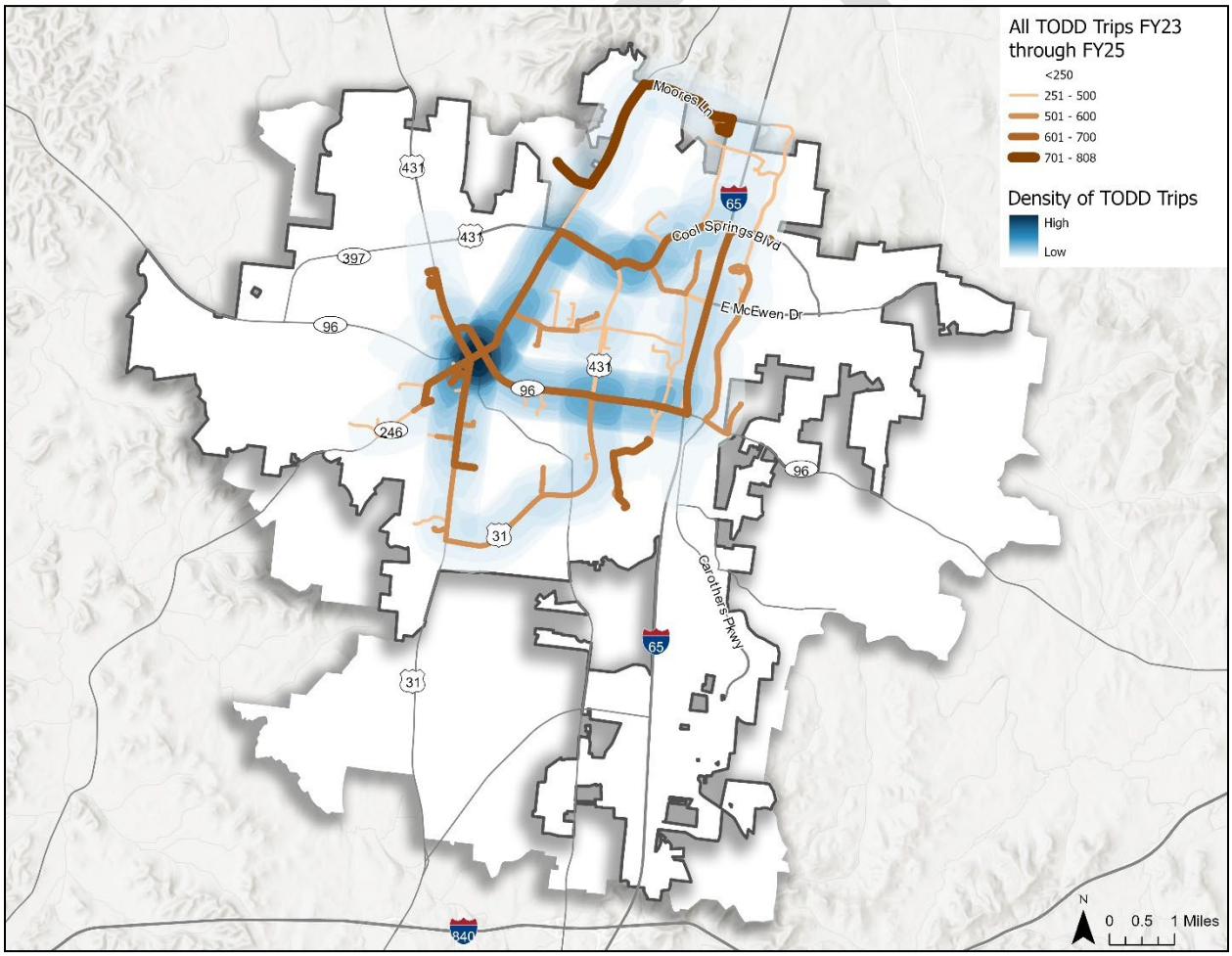
Franklin Transit averaged a cost of $31.56 per fixed route passenger trip and $53.90 per demand response trip in 2024. These figures are up from 2023, showing demand is falling slightly behind

increasing operating expenses. Along with productivity, cost-efficiency is a key indicator for how well a transit service is using their available resources.

TODD Destinations and Travel Flows

TODD travel patterns show strong demand for travel to Franklin's major destinations, evident in Map 3-26 and Table 3-9. Major concentrations of TODD trips include employment centers such as Cool Springs and Downtown Franklin, shopping centers like Independence Square and Murfreesboro Road, and civic and educational institutions including, Columbia State Community College, and the Williamson County Library. These clusters of TODD trips displayed in the map illustrate how TODD complements fixed routes by serving areas where fixed route service may not be available or feasible, while still supporting access to jobs, shopping, education, medical services, and social services.

MAP 3-26: TODD TRIPS FY23-25



Source: Franklin Transit

TABLE 3-9: TOP TODD DESTINATIONS IN FY 2025

Location	Number of Trips
Oak Cottage for Women #2	1,478
4085 Mallory Lane	1,385
Nashville Child & Family Wellness Center	1,205
Independence Square	1,095
Lasko Metal	1,092
USPS	858
Franklin Elementary School	721
Williamson County Animal Hospital	709
Franklin Family YMCA	705
4601 Carothers Parkway Tower	675

Source: Franklin Transit

The review of Franklin Transit's fixed routes, TODD service, special shuttles, fares, and operating performance provides a clear picture of how the system functions today. These findings reveal the strengths of the existing network, highlight operational challenges, and identify where the service may not fully align with current or emerging demand. This understanding is essential for shaping the next steps of the Master Plan, as it allows potential service alternatives to be evaluated against real operating conditions. The insights from this section will directly inform where adjustments, expansions, or new service concepts may be most effective as the plan moves toward developing recommendations.

3.5 Trend Analysis and Peer Review

This section evaluates Franklin Transit's performance overtime and compares it to similar transit agencies to understand how well the system is operating within its broader industry context. This provides critical insight into the effectiveness, efficiency, and sustainability of Franklin Transit's services and helps identify how operational outputs, ridership patterns, and financial indicators have evolved over time and how they compare with other transit agencies of similar size and service characteristics, By examining both internal trends and external peer data, the review establishes a factual basis for understanding Franklin Transit's current performance, highlighting strengths, areas for improvement, and opportunities to enhance service delivery and resource utilization.

Charts depicting the complete results of the trend analysis and peer review are located in Appendix E of this plan. Table 3-10, section 3.5.2, and section 3.5.3 provide a concise summary of the findings from this trend analysis and peer review. Green text represent trends that are improving and performance better than most peers, yellow text represents performance typical compared to peers, and red text represents trends that are worsening and performance worse than most peers.

TABLE 3-10: TREND ANALYSIS AND PEER REVIEW FINDINGS

Performance Measures	Trend (2019-2023)	Compared to Peers
Fixed Route (Motorbus)		
Passenger Trips	Increasing	Below Average
Passenger Trips per Capita	Increasing	Below Average
Passenger Trips per Revenue Mile	Increasing	Below Average
Passenger Trips per Revenue Hour	Increasing	Below Average
Operating Expense per Capita	Increasing	Below Average
Operating Expense per Passenger Trip	Decreasing	Below Average
Operating Expense per Revenue Mile	Increasing	Average
Operating Expense per Revenue Hour	Increasing	Average
Farebox Recovery	Increasing	Below Average
Average Fare	Increasing	Average
Total Operating Expense	Increasing	Average
Service Area Population Density	Increasing	Below Average
Demand Response (TODD)		
Passenger Trips	Increasing	Average
Passenger Trips per Capita	Increasing	Above Average
Passenger Trips per Revenue Mile	Increasing	Average
Passenger Trips per Revenue Hour	Increasing	Average
Operating Expense per Capita	Increasing	Below Average
Operating Expense per Passenger Trip	Decreasing	Average
Operating Expense per Revenue Mile	Increasing	Below Average
Operating Expense per Revenue Hour	Increasing	Below Average
Farebox Recovery	Decreasing	Below Average
Average Fare	Decreasing	Below Average
Total Operating Expense	Increasing	Below Average
Service Area Population Density	Increasing	Average

Source: Federal Transit Administration, National Transit Database (NTD), via FTIS

3.5.1 Peer Selection and Process

Using 2023 National Transit Database (NTD) data, the pool of potential peers (all agencies listed in NTD) was scored through an objective assessment of eight standard key variables:

- Average speed (revenue miles/revenue hours)
- Passenger trips
- Revenue miles
- Service area population
- Service area population density
- Total operating expense
- Vehicles operated in maximum service (VOMS)
- Revenue hours

Maintaining separation by mode type, each agency was scored on each variable. The scores are based on an agency's similarity to Franklin's value for that variable for that year. An agency received 1 point when its performance value for a variable was within one standard deviation of Franklin's performance value and 0.5 points for each variable that fell within two standard deviations of Franklin's performance value. If an agency's value fell outside of two standard deviations of Franklin's performance value, no points were given for that variable.

After each agency was scored on each variable, the agencies were ranked based on the total points received. Following input and review by the Franklin Transit Master Plan's Technical Advisory Group, a final list of peers was selected as indicated below in Table 3-11.

TABLE 3-11: PEER SELECTION

Peer	Reason
Round Rock, TX	Selected for a similar operating environment and types of service.
Greenville, SC	Selected as an aspirational peer with more robust service.
Cary, NC	Selected for a similar operating environment and rider demographic.
Murfreesboro, TN	Selected as an in-state peer with a similar operating environment.
Jackson, TN	Selected as an in-state peer that is also a transit authority.
Hamilton County, IN	Selected as an aspirational peer that operates only countywide microtransit.

DRAFT

The performance measures used in the trend analysis and peer review are listed below in Table 3-12.

TABLE 3-12: TREND ANALYSIS AND PEER REVIEW PERFORMANCE MEASURES

General	Effectiveness	Efficiency
Service Area Population Density	Passenger Trips per Capita	Operating Expense per Capita
Passenger Trips	Passenger Trips per Revenue Mile	Operating Expense per Passenger Trip
Total Operating Expense	Passenger Trips per Revenue Hour	Operating Expense per Revenue Mile
		Operating Expense per Revenue Hour
		Farebox Recovery
		Average Fare

Source: Federal Transit Administration, National Transit Database (NTD), via FTIS

Trend data (2019-2023) illustrates how Franklin's services have changed over time, while peer comparisons highlight how Franklin performs against similar transit systems.

3.5.2 Fixed Route (Motorbus) Service

Franklin's fixed route service performance has remained steady over the 2019-2023 review period, with gradual recovery following pandemic related ridership declines. The two-route system continues to serve the city's primary activity centers, employment hubs, and residential areas with dependable weekday service. Peer analysis suggests that Franklin's fixed route operations align closely with systems of similar size in terms of service area population, vehicle utilization, and operating expense, while maintaining efficient service coverage. Continued emphasis on frequency, stop-level accessibility, and connections to major trip generators will strengthen Franklin's fixed route performance relative to peers in the coming years.

General Performance Indicators

Franklin's fixed route service also experienced notable pandemic impacts. Ridership dropped to just over 27,000 in 2021 but rebounded to nearly 57,000 by 2023, surpassing levels before the pandemic. Service supply remained consistent, with revenue miles and hours showing minimal fluctuation, indicating Franklin's commitment to maintaining regular service availability. Operating expenses increased steadily from $1.08 million in 2019 to $1.57 million in 2023.

In comparison with peers, Franklin's fixed route service remains small in scale. Systems such as the Greenville Transit Authority and the Town of Cary operate significantly larger networks, while Franklin's ridership aligns more closely with the City of Murfreesboro and City of Round Rock.

Effectiveness Measures

Franklin's productivity improved substantially in recent years. Passenger trips per revenue hour reached 3.16 in 2023 (the highest in the past five years) while trips per revenue mile rose to 0.24. Passenger trips per capita also increased following the pandemic, reflecting the success of ridership recovery efforts.

The average service speed remained consistent at roughly 13 miles per hour, aligning with similar sized systems.

When compared to peers, Franklin's fixed route productivity trails larger systems such as Greenville and Jackson transit Authority, both of which record higher passenger activity per service unity. However, Franklin performs comparable to Murfreesboro and better than Round Rock, suggesting that service levels are effectively meeting community needs given the system's scale.

Efficiency Measures

Franklin's operating expense per passenger trip peaked at nearly $50 in 2021 but declined to $27.64 in 2023, returning to efficiency levels before the pandemic. Expenses per revenue mile ($6.67) and hour ($87.38) rose gradually over time, consistent with regional cost increases. In comparison, Franklin's per trip cost remains higher than Greenville and Jackson but lower than the town of Cary, placing it in a mid-range position among peers.

Franklin's relatively young fleet (averaging around 6 years) supports dependable service quality and helps mitigate maintenance expenses. Overall, Franklin's fixed route system shows positive momentum, with post pandemic ridership recovery levels driving improved productivity and cost efficiency.

3.5.3 Demand Response (TODD) Service

Trend data and peer comparisons indicate that Franklin's TODD service represents a significant share of overall system activity, accounting for roughly one third of total passenger trips and nearly half of peak revenue vehicles. Over the 2019-2023 period, TODD ridership has shown stability relative to fixed route services, emphasizing its importance in meeting mobility needs, particularly for seniors, individuals with disabilities, and trips beyond fixed route coverage areas. Compared to peer systems, Franklin's TODD performance is generally consistent in cost per passenger and service utilization, reflecting an efficient allocation of resources for a demand response operation of its scale.

General Performance Indicators

Franklin's demand response service area population grew from about 81,000 in 2019 to nearly 87,000 in 2023. Passenger trips fell sharply during the pandemic, declining to fewer than 15,000 in 2021, before recovering to more than 25,000 by 2023. Service supply, measured in revenue miles and hours, followed a similar pattern with reduced levels in 2020-2021 and steady recovery thereafter. Operating expenses rose steadily, climbing from $914,000 in 2019 to $1.28 million in 2023, while vehicles operated in maximum service increased from four to six.

Compared to peers, Franklin provided more total trips than the Greenville Transit Authority and Hamilton County but fewer than the Town of Cary and Murfreesboro's complimentary ADA paratransit service, operated by the Mid-Cumberland Human Resource Agency. This places Franklin in the mid-range of peer demand relative to its service area size and density.

Effectiveness Measures

Franklin's productivity remained steady across the five-year period. Passenger trips per capita fell during the pandemic but improved to approximately 0.30 trips per resident is 2023 (higher than Greenville and

Round Rock but lower than Jackson. Passenger trips per revenue mile and hour also improved post-pandemic, reaching levels consistent with or slightly above smaller peers. The average service speed was around 12 miles per hour throughout the period, suggesting consistent operations despite fluctuating ridership.

When compared to peers, Franklin demonstrates strong per capita performance for a system relative to its size but remains below more established or higher demanding systems. Productivity metrics show room for improvement as Franklin continues to rebuild ridership and expand service utilization.

Efficiency Measures

Franklin's operating cost per trip peaked at more than $63 in 2021 before dropping to about $50 in 2023 as ridership recovered. Costs per revenue mile and hour increased relative to levels before the pandemic, reflecting higher fuel, labor, and maintenance expenses common across the industry. Compared to peers, Franklin's operating expense per trip is lower than the Town of Cary but higher than Jackson Transit Authority and Hamilton County, also indicating mid-range efficiency performance.

Overall, the trend analysis and peer review highlight how Franklin Trasnit's performance has evolved and where it stands relative to comparable agencies. These findings reveal the systems operational strengths, emphasize areas where targeted improvements may yield the greatest benefit, and provide a realistic understanding of what can be achieved moving forward. As the Master Plan advances into alternatives and recommendations, this performance baselines will play a critical role in ensuring proposals are grounded in evidence, responsive to demonstrated needs, and aligned with achievable peer benchmarks.

3.6 Summary

The analyses presented in this chapter establish the existing conditions baseline for the Franklin Transit Master Plan by documenting current demographic and employment trends, land use patterns, roadway congestion and performance, transit service characteristics, and ridership behavior. Together, these elements provide a comprehensive understanding of how people travel within and to Franklin today, where mobility needs are concentrated, and how current transit services perform within the broader transportation system.

The roadway congestion analysis provides important context for future transit planning by identifying corridors where travel demand is placing increasing pressure on the roadway network. As congestion worsens over time, particularly along key commuter and activity corridors, transit and demand management strategies represent critical tools for improving travel time reliability and reducing dependence on single-occupant vehicles without relying solely on roadway expansion.

The Transit Orientation Index highlights neighborhoods with demographic and socioeconomic characteristics associated with higher transit reliance, including households with limited vehicle access, older adults, and lower-income populations. This analysis supports equitable service planning by identifying areas where maintaining and enhancing transit access is particularly important. Complementing this effort, the Density Threshold Assessment evaluates where residential and

employment densities are sufficient to support fixed-route transit and where flexible service models, such as microtransit, may be more appropriate given existing land use patterns.

The latent demand analysis further refines this understanding by identifying areas where current ridership may underrepresent true transit potential due to service limitations related to span, frequency, directness, or coverage. In these locations, low ridership does not necessarily indicate lack of demand but rather highlights opportunities where targeted service improvements could unlock additional use.

The review of existing transit services, ridership trends, and operational performance identifies structural constraints affecting system effectiveness, including route directness, service span, frequency, and reliability. These findings clarify where current resources are performing well and where modifications are needed to better align service with observed travel patterns and community needs.

The existing conditions assessment also builds upon a series of previously adopted City of Franklin plans and studies that have examined mobility from multiple perspectives, including land use, multimodal connectivity, congestion management, and long-range transportation needs. Collectively, these documents reflect an evolution in how the City has approached mobility planning, progressing from localized and corridor-focused analyses toward more integrated, systemwide strategies that align transportation, land use, and growth objectives.

The Transit Master Plan leverages this body of prior work by translating established policy direction and identified needs into transit-focused strategies that respond to updated conditions and community priorities. The findings documented in this chapter serve as the analytical foundation for the next phases of the study, informing the development and evaluation of service alternatives, including route restructuring, microtransit deployment, service span and frequency enhancements, and supporting capital investments. In subsequent chapters, these data-driven insights are integrated with public input, stakeholder goals, and financial considerations to advance recommendations that are operationally feasible, equitable, and responsive to Franklin's long-term mobility needs.

DRAFT

4 GOALS, OBJECTIVES & PERFORMANCE METRICS

The determination of goals, objectives, and performance metrics for a transit agency is a fundamental and critical step in the preparation of a transit master plan. To address the mobility needs of the City of Franklin's residents, workers, and visitors, Franklin Transit must pursue a set of goals that meet the needs of the community and implement recommendations identified in the plan for enhancing mobility throughout the entire city.

This section summarizes the goals and objectives for the Franklin Transit Master Plan, providing the policy direction implement the community's vision for transit over the next 10 years. The goals and objectives were developed by undertaking a joint workshop with the TAG and FTA Board.

4.1 Development of Goals and Objectives

To develop goals and objectives for transit in the community, a workshop was held with the TAG and FTA Board members. A series of recommended performance metrics for each objective were developed for measuring future success over time. A set of service standards was also developed for use in tracking service performance and guiding future service implementation and resource allocation (funding) decisions.

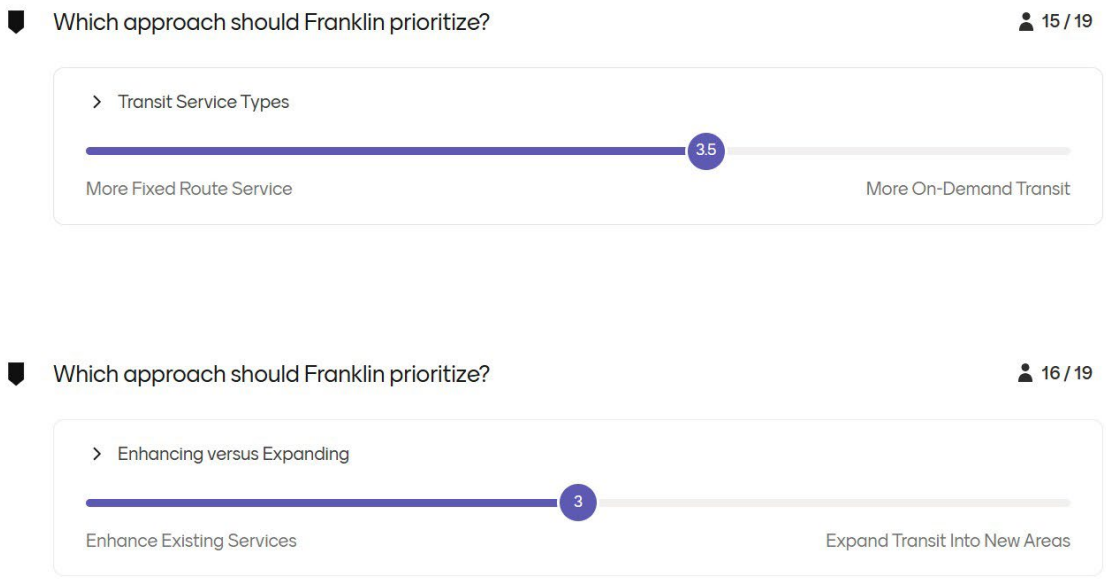
4.1.1 Goals and Objectives Workshop

Held at the Eastern Flank Event Facility on December 2, 2025, the Franklin Transit Master Plan goals and objectives workshop brought together members of the TAG and FTA Board to develop a logical vision and related goals and objectives for Franklin Transit.

By employing a modified version of the Nominal Group Technique, the project team facilitated the brainstorming ideas from the participants and interactive voting to reach a consensus on the ideas to be developed into goals and objectives. Before the brainstorming portion of the workshop, the participants were briefed on results and data points from the Master Plan's outreach and engagement efforts. Additionally, members were primed with context-setting questions, stimulating consideration of potential decisions to be made by the Franklin Transit Authority, such as expanding fixed-route service versus expanding on-demand service, or improving existing services versus creating new services (see Figure 4-1).

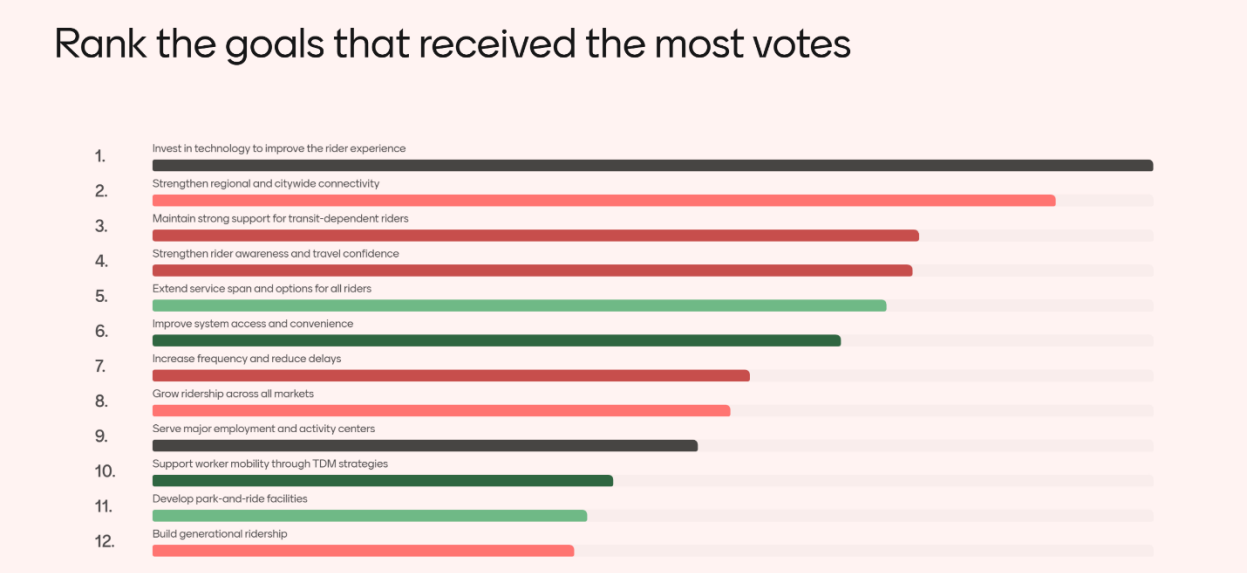
DRAFT

FIGURE 4-1: GOALS AND OBJECTIVES WORKSHOP CONTINUUM QUESTIONS



After warming up with the context-setting questions, the workshop participants brainstormed ideas for goals. After reviewing the brainstormed ideas, these were grouped into twelve topical categories for ranking by participants. These twelve goals and their rankings are presented in Figure 4-2.

FIGURE 4-2: GOALS AND OBJECTIVES WORKSHOP HIGHEST-RANKED GOALS



After reviewing the final ranked goals, the workshop participants brainstormed ideas for objectives in a similar manner. After reviewing the brainstormed ideas, the participants ranked the top twelve objective ideas, as presented in Figure 4-3.

FIGURE 4-3: GOALS AND OBJECTIVES WORKSHOP HIGHEST-RANKED OBJECTIVES



4.1.2 Workshop Results

The context-setting questions played a key role in framing the goal- and objective-setting portion of the workshop by helping participants consider tradeoffs, priorities, and practical constraints before moving into brainstorming. By prompting discussion around issues such as service expansion versus service improvement, fixed-route versus on-demand service, and rider experience versus ridership growth, the questions encouraged participants to think strategically about where Franklin Transit should focus its efforts over the next decade.

Responses to the context-setting questions indicated broad agreement around a rider-focused approach that emphasizes usability, access, and reliability. Participants consistently highlighted the importance of making the system easier to understand and navigate, while maintaining strong support for transit-dependent riders. Strengthening local and regional connectivity also emerged as a shared priority. Rather than pursuing larger and more resource-intensive improvements, participants generally expressed a preference for practical strategies that could deliver tangible improvements within the ten-year timeframe of this plan.

These sentiments were carried directly into the brainstorming and voting exercises. The highest-ranked goals reflected an emphasis on improving the rider experience, technology, public correspondence, and service options that increase convenience and comfort for existing and potential transit users. Goals related to regional and citywide connectivity and continued support for transit-dependent riders also ranked highly, reinforcing the equity and access considerations discussed earlier in the workshop.

Similarly, the top-ranked objectives focused on specific actions that support these priorities, including simplifying the rider experience through technology, expanding microtransit to address service gaps, and strengthening rider education and awareness. Together, the highest-ranked goals and objectives

reflect a vision shared among the participants for Franklin Transit that prioritizes transparency, accessibility, and consistent service as the foundation for future growth and investment.

4.2 Transit Goals and Objectives

Following the completion of the goals and objectives workshop, the project team incorporated the ranked goals and objectives from the workshop into the formal development of the goals and objectives. After review by City staff and the TAG, the goals and objectives were finalized.

4.2.1 Goals

A goal is defined as a long-term end toward which efforts are ultimately directed. Figure 4-4 depicts the four main goals developed to guide the future decisions of the Franklin Transit Authority in implementing the recommendations of the Master Plan.

FIGURE 4-4: FRANKLIN TRANSIT GOALS



4.2.2 Objectives

Objectives are intermediate outcomes that are achievable and allow measurement of progress towards a goal. Listed below are the objectives associated with each goal.

Improve Rider Awareness and Experience

Focusing on current and potential riders of Franklin Transit, the following objectives for this goal reflect the desire for Franklin Transit to better connect with riders and make its transit services easier to use:

1. Achieve broad awareness about public transportation services offered in Franklin
2. Modernize fare payment and customer-facing tools
3. Build partnerships that expand access to mobility services and support rider growth
4. Enhance the customer experience

Provide Accessible Mobility for All Residents and Visitors

Emphasizing the inclusiveness of Franklin Transit, the following objectives for this goal ensure that transit services in Franklin adequately serve all potential users:

1. Maintain affordability of services
2. Modernize bus stop amenities
3. Expand transit access

Strengthen Connectivity to Local and Regional Destinations

In response to demand for transit service beyond typical local trips, the following objectives for this goal connect Franklin residents, visitors, and employees to destinations across Middle Tennessee and acknowledge demand for special event service:

1. Increase connectivity to regional transit providers
2. Improve access to major activity centers
3. Optimize decision making process for special event services

Provide Excellent Management and Oversight of the Public Transportation System

Ensuring the integrity of Franklin Transit Authority and its actions, the following objectives for this goal promote FTA to make informed data-driven decisions:

1. Improve the performance data quality
2. Improve public access to performance information
3. Drive changes to services offered based on performance data
4. Prioritize safety

4.3 Strategies and Tactics for Objectives

Following the refinement of the goals and objectives, strategies and tactics were developed to facilitate the execution of the goals and objectives. Strategies are specific plans of action to achieve an objective, and are carried out by one or more tactics, which are the actual initiatives undertaken to achieve the respective goals and objectives.

Table 4-1 lists the strategies and tactics to be used to carry out the goals and objectives.

DRAFT

TABLE 4-1: STRATEGIES AND TACTICS

Goals	Objectives	Strategies	Tactics
1. Improve Rider Awareness and Experience	1.1 Achieve broad awareness about public transportation services offered in Franklin	Develop a public outreach strategy	Identify public outreach event hotspots based on existing and potential riders.
			Acquire and maintain more social media followers
			Rebrand TODD as new microtransit service develops
			Conduct more public outreach and education events throughout the service area annually
	1.2 Modernize fare payment and customer-facing tools	Reduce dwell times and improve access to real-time information	Launch mobile fare payment
			Implement open-loop tap payment
	1.3 Build partnerships that expand access to mobility services and support rider growth	Establish employer, institutional, and community-based partnerships to improve access to transit	Partner with major employers to pilot employer-supported transit benefits and bulk pass programs
		Leverage partnerships to expand first-/last-mile connectivity and off-peak mobility	Coordinate with healthcare providers to support non-emergency medical transportation and access to essential services
	1.4 Enhance the customer experience	Increase customer satisfaction	Increase rate of customer commendations
			Decrease rate of customer concerns
			Decrease phone call wait time
2. Provide Accessible Mobility for All Residents and Visitors	2.1 Maintain affordability of services	Establish reduced fare programs	Develop income-based reduced fare payment and similar eligibility programs
		Develop service equity guidelines	Develop fare and service equity thresholds related to changes in service
	2.2 Modernize bus stop amenities	Develop a multi-year bus stop improvement program	Develop an ADA Transition Plan
			Develop bus stop design guidelines
			Design and construct bus stop infrastructure
	2.3 Expand transit access	Expand fixed route coverage when feasible	Add fixed route service based on performance data
		Use microtransit to complement fixed-route service where traditional transit is less effective	Complete feasibility study and launch microtransit pilot service based on recommendations
3. Strengthen Connectivity to Local and Regional Destinations	3.1 Increase connectivity to regional transit providers	Identify local mobility hubs	Site, design, and construct local mobility hubs
		Integrate Franklin into regional trip planning and fare payment	Add Franklin Transit to a regional transit trip planning app and regional fare payment app/card
			Coordinate with regional agencies and neighboring jurisdictions to align service schedules and transfer opportunities
	3.2 Improve access to major activity centers	Identify major activity centers	Serve major activity centers with transit
	3.3 Optimize decision making process for special event services	Evaluate impact of event service on regular service in terms of resource availability	Assess operational challenges related to special event service, including scheduling, additional labor needed, and the cost of that labor
4. Provide Excellent Management and Oversight of the Public Transportation System	4.1 Improve the performance data quality	Modernize core transit technology systems	Install Automatic Passenger Counters (APCs) across the fleet
			Upgrade scheduling and dispatching tools
	4.2 Improve public access to performance information	Develop performance improvement program	Develop internal and public performance dashboards and reports
	4.3 Drive changes to services offered based on performance data	Improve operational reliability and performance transparency through data-driven analysis	Conduct a performance-driven service redesign (comprehensive operational analysis)
		Identify metrics to initiate service changes	Monitor performance and adjust operating parameters yearly
			Reassess performance goals and targets annually
			Refresh performance improvement program every 5 years
			Expand service span based on comprehensive operational analysis
			Increase frequency based on comprehensive operational analysis
			Improve route directness and travel times based on comprehensive operational analysis
	4.4 Prioritize safety	Ensure fleet reliability	Decrease maintenance-related delays in service
			Adhere to the Preventative Maintenance Plan and update it every 5 years
		Protect people and assets	Decrease the number of collisions and other safety incidents

DRAFT

4.4 Key Performance Indicators and Performance Monitoring Program

Franklin Transit Authority will refresh performance monitoring program to evaluate progress toward achieving the adopted goals and objectives established in this Transit Master Plan. This monitoring program provides the implementation and accountability framework through which policy direction established by the FTA Board and the community is translated into measurable outcomes across fixed-route, microtransit, and ADA paratransit services.

The performance monitoring program operationalizes the goals and objectives by routinely tracking the associated Key Performance Indicators (KPIs) identified for each objective. Future performance results will be used to assess whether implemented strategies and tactics are achieving their intended outcomes and to inform adjustments to service delivery, resource allocation, and future plan implementation.

4.4.1 Relationship to Goals and Objectives

Each goal and supporting objective identified in this plan is associated with one or more KPI that defines how progress will be measured over time. The Performance Monitoring Program serves as the mechanism for tracking KPI performance on a regular basis, evaluating progress toward meeting adopted goals and objectives, identifying trends, challenges, and opportunities for improvement, and informing management actions and policy decisions.

Through this framework, performance monitoring directly supports the achievement of plan goals related to safety and reliability, mobility and productivity, customer experience, and financial stewardship.

4.4.2 Performance Tracking and Reporting

All KPIs associated with adopted objectives will be tracked monthly and evaluated against established minimum/maximum, target, and goal thresholds through a standardized performance dashboard organized by goal area and service type. Narrative summaries will also be included for interpreting results and identifying potential remediating actions when necessary. Dashboards will be presented as a standing agenda item at regularly scheduled FTA Board meetings in even numbered months. Quarterly summaries will be presented to the City of Franklin Board of Mayor and Aldermen to highlight systemwide progress and key trends. KPI thresholds will be reviewed annually and refined as needed to reflect changing conditions while maintaining alignment with adopted goals and objectives.

Conceptual Key Performance Indicators

The KPI framework establishes minimum/maximum, target, and goal thresholds to track safety, reliability, productivity, customer experience, and cost efficiency across all service types. Safety and fleet performance are monitored through preventable collisions and revenue miles between failures, while ridership growth, passenger trips per revenue hour, and on-time performance or completed trips assess demand and service effectiveness. Customer satisfaction is measured through concerns, commendations, and call response times. Table 4-2 details the conceptual KPIs and recommended values.

TABLE 4-2: CONCEPTUAL FRANKLIN TRANSIT KPIS

KPI	Purpose	Minimum/ Maximum	Target	Goal
Preventable Collisions per 100,000 Vehicle Miles	Measures overall system safety performance across all service types	1.5	1.2	0.7
Revenue Miles Between Vehicle Failures	Measures fleet reliability and effectiveness of maintenance practices	6,500	7,500	8,500
Total System Ridership Growth	Measures overall transit demand and system utilization	+3%	+5%	+7%
Passenger Trips per Revenue Hour	Measures service productivity and effectiveness across all service types	2.5	3.0	3.5
Fixed Route On-Time Performance	Measures schedule reliability of fixed route service	70%	75%	80%
Percent of Demand Response Trips Completed	Measures schedule reliability of TODD and microtransit service	80%	85%	90%
Customer Concerns per 1,000 Trips	Measures issues with customer satisfaction	35	30	25
Customer Commendations per 1,000 Trips	Measures instances of excellent customer service	2	5	10
Operating Expense per Passenger Trip	Measures cost efficiency relative to service utilization	$40	$30	$20
Percent of Calls Answered Within One Minute	Measures effectiveness of real-time customer support	90%	95%	99%

Monthly Performance Tracking

All KPIs associated with adopted objectives will be tracked monthly and evaluated against established minimum/maximum, target, and goal thresholds. A standardized monthly performance dashboard will be prepared summarizing results by goal area and service type. For each KPI, a narrative explanation will be provided to describe contributing factors, interpret results, and identify actions underway or planned. This ensures that performance outcomes are clearly linked to agency strategies and tactics.

FTA Board Reporting

Monthly performance results will be presented to the FTA Board as a standing agenda item. Board review will focus on progress toward meeting plan objectives, areas where performance is not meeting expectations, and actions required to remain consistent with adopted policy direction.

BOMA Reporting

Performance results will be summarized and reported quarterly to the City of Franklin's Mayor and Aldermen. Quarterly reporting will emphasize systemwide progress toward plan goals, key performance trends, and notable actions taken in response to performance outcomes, reinforcing the connection between policy oversight and plan implementation.

Annual Review of Key Performance Indicators

As part of the annual evaluation of plan progress, minimum/maximum, target, and goal thresholds for all KPIs will be reviewed and refined as appropriate. Adjustments may be made to reflect changing system conditions, service modifications, or updated community priorities, while maintaining alignment with the adopted goals and objectives.

Guidance for Establishing Performance Thresholds

For each performance metric, the Franklin Transit Authority will establish a minimum/maximum, target, and goal threshold to support consistent evaluation and accountability. These thresholds are intended to reflect realistic system conditions, encourage continuous improvement, and support informed decision-making.

Thresholds will be set using a combination of historical performance trends, peer agency benchmarks where available, operating environment, resource constraints, and professional judgement.

The minimum/maximum threshold represents the lowest acceptable level of performance. Results below/above the minimum/maximum indicate underperformance and require immediate attention and corrective action.

The target threshold represents the expected level of performance under normal operating conditions. Targets should be challenging but achievable and serve as the primary benchmark for acceptable performance. The goal threshold represents a stretch outcome reflecting exceptional or best-in-class performance. Goals are aspirational and may not be met consistently across all reporting periods. Thresholds should be established to distinguish meaningful performance differences, avoid clustering results in a single category, and allow performance to improve incrementally over time.

Thresholds are not fixed. All minimum/maximums, target, and goal thresholds will be reviewed annually and adjusted as needed to remain realistic, relevant, and aligned with system conditions, service changes, and community expectations. This approach ensures that performance indicators drive action and accountability, not static compliance.

Performance Status Indicators

To clearly communicate progress toward achieving the identified objectives, all monthly dashboard reports will use standardized performance status indicators:

- **Red**— Minimum or maximum threshold not met; performance is inconsistent with adopted objectives
- **Yellow**— Minimum or maximum met but below target; performance requires monitoring or corrective action
- **Green**— Target met or exceeded; performance supports achievement of objectives
- **Gold**— Goal exceeded; performance exceeds expectations

A legend defining these indicators will be included on every dashboard to ensure consistency and transparency.

DRAFT

5 TRANSIT PLAN DEVELOPMENT

The Franklin Transit Master Plan draws on public engagement input and prior analyses of existing conditions, services, and latent demand to identify community mobility gaps and needs, then develop transit alternatives to address them. The identified alternatives are then phased as short, medium, and long term recommendations. The recommendations are also accompanied by a financial analysis to examine existing costs and revenues, identify potential future funding sources, and develop a corresponding financial plan for the Plan. The overall plan for implementation was informed by the goals and objectives identified by the Technical Advisory Group (TAG) and approved by Franklin Transit Authority. Franklin Transit's goals are presented in Chapter 4 of this Plan. More information on the goals and objectives can be found in the "Goals, Objectives, & Performance Metrics" section of the Franklin Transit Master Plan.

FIGURE 5-1: FRANKLIN TRANSIT GOALS



5.1 Transit Needs Identification

The work of previous tasks, particularly the results of the engagement activities, was critical in the assessment of potential future transit service and capital/infrastructure improvement needs. This information is used in conjunction with local conditions data to evaluate the need for new, improved, modified, and/or expanded transit service, as well as other related enhancements that may be necessary to bolster mobility in Franklin.

5.1.1 Evaluation of Existing Conditions and Services

As presented previously in the Inventory & Assessment of Existing Conditions section of this plan, a significant level of analysis was completed on Franklin Transit and its service area. Such analysis is critical in a transit plan as it provides both context and structure for the development of potential recommendations for the service area. Using these various data and analyses, the project team evaluated the local service area, existing service demand, and service supply to identify any existing geographical or temporal gaps between identified needs and existing services so that these could be accounted for in the planning process.

Key items (presented in more detail in those prior sections) that were assessed to identify transit needs within Franklin include the geographic distribution of transportation disadvantaged populations and discretionary transit users, demonstrated travel demand, major activity centers and employment patterns, and ridership data.

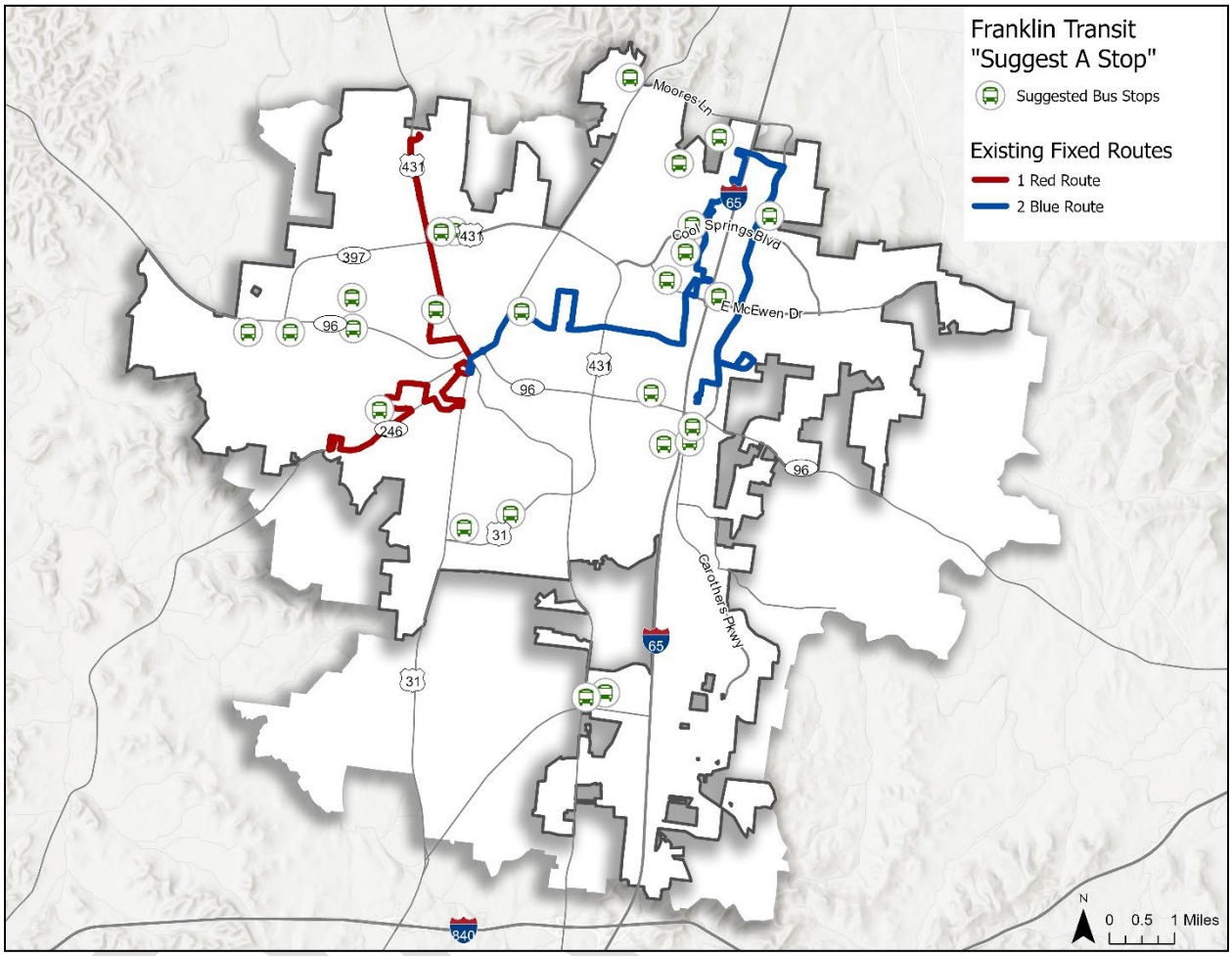
5.1.2 Evaluation of Public Input

As presented previously in the Public Involvement section of this plan, a significant amount of public input was gathered and analyzed. Input from riders and members of the community is crucial in the transit planning process as it can help identify and prioritize potential improvements that would have the greatest impact on the riding experience for current patrons, as well as encourage non-users to use transit. The project team evaluated the public input to identify any potential issues or desired enhancements for the current transit services and/or infrastructure that, if addressed, could help better meet the current and future mobility needs of the community so that these could be accounted for in the planning process.

Key results from public engagement (presented in more detail in those prior sections) that were assessed to identify transit needs for the City of Franklin include community workshop and survey input regarding perception of Franklin Transit and desired improvements (like desired bus stop locations as shown in Map 5-1), as well as travel patterns of current Franklin Transit users.

DRAFT

MAP 5-1: INPUT FROM "SUGGEST A STOP" FORM



5.1.3 Description of Transit Needs

The following transit needs were identified through the existing conditions analysis and public engagement process. These needs reflect consistent gaps in service, accessibility, and system performance and provide the basis for the recommended improvements.

Expand Fixed-Route Coverage

Public input indicates that the existing fixed-route network does not adequately serve many residential neighborhoods, commercial areas, and community destinations across Franklin. Riders and non-riders alike expressed a desire for transit service closer to where they live and for more direct access to employment, shopping, medical, and social service destinations.

Improve Regional Connectivity

Stakeholders and riders highlighted the importance of strengthening connections between Franklin Transit and regional destinations, employment centers, and neighboring transit systems. Improved

integration with regional services was identified as essential to supporting workforce mobility and expanding travel options beyond city limits.

Extend Service Hours

Multiple engagement activities identified service span as a constraint limiting the usefulness of transit, particularly for work, medical, and social trips that occur outside existing operating hours. Participants consistently noted the need for earlier morning and later evening service.

Increase Frequency and Improve Reliability

Frequent riders expressed that current headways limit flexibility and contribute to longer overall travel times. Improving frequency and maintaining reliable, predictable service were identified as critical to supporting daily mobility needs, particularly for riders who depend on transit as their primary mode of transportation.

Maintain a Balanced System of Fixed-Route and On-Demand Services

Public input indicates support for a transit system that includes both fixed-route and on-demand services. Engagement results did not show a strong preference for one service over the other, but rather emphasized the importance of having flexible options that respond to different trip purposes and rider needs.

Improve On-Demand Scheduling and Customer Experience

While overall satisfaction with the TODD service is high, riders identified challenges related to trip booking, scheduling efficiency, and wait times. These operational issues were consistently cited as areas for improvement.

Enhance Bus Stop Amenities and Passenger Comfort

Riders and community members identified the need for additional shelters, benches, and other amenities to improve comfort, safety, and accessibility at bus stops throughout the system.

Improve Pedestrian and Bicycle Access to Transit

Participants consistently noted that limited sidewalk coverage, unsafe crossings, and insufficient bicycle infrastructure reduce access to transit and discourage use, particularly for first- and last-mile connections.

Improve Transit Information, Education, and Marketing

Despite general awareness of transit in Franklin, many residents reported limited understanding of routes, fares, and how to use the system. Improved communication and outreach were identified as essential to expanding ridership.

Expand Fare Payment Options

Non-riders and occasional riders indicated that limited fare payment options are a barrier to use. More convenient and modern payment methods were identified as a system improvement that could increase accessibility and ease of use.

DRAFT

Coordinate Transit with Broader Transportation and Land Use Planning

Public input emphasized the importance of aligning transit investments with roadway improvements, land use patterns, and active transportation infrastructure to support a comprehensive mobility strategy for Franklin.

5.2 Transit Improvement Alternatives

In order to bridge the gap between the identified transit needs and the existing transit services in Franklin, several transit improvement alternatives were developed. The following alternatives form the basis of the phased recommendations and implementation plan, and are consistent in order to carry out the previously identified goals and objectives.

5.2.1 Service Improvements

Service improvements focus on refining the existing network and introducing new service options to improve the overall system performance and coverage. These include optimizing existing fixed routes to improve efficiency with demand, as well as conducting a microtransit feasibility study and launching a pilot program to evaluate flexible service options.

Additional improvements include extending the service span to better accommodate a wider range of trip needs, improving service frequency on existing routes, and introducing Sunday service. The alternatives also include adding new local, regional, and downtown fixed routes to expand service coverage and improve connectivity across the transit system.

5.2.2 Capital and Technology Improvements

Capital and technology improvements focus on upgrading infrastructure and systems to improve performance, data quality, and the overall rider experience. Thes include assessing and modernizing current technology which includes upgrades to scheduling and dispatch tools, installation of Automatic Passenger Counters (APCs), and improvements to real time information and vehicle tracking systems.

Additional improvements include launching mobile fare pay and open loop tap payment, designing and constructing additional bus stop infrastructure, and siting, designing and constructing mobility hubs.

5.2.3 Planning and Policy Development

Planning and policy development actions focus on establishing the framework needed to support and guide system improvements. These include developing a technology assessment and improvement strategy, completing a microtransit feasibility study, and conducting a Comprehensive Operational Analysis (COA).

More actions include developing an ADA Transition Plan and an outreach and engagement strategy, partnering with major employers to pilot employer supported transit benefits and bulk pass programs, and developing income based fare payment tiers and similar eligibility programs. The alternatives also include assessing operational challenges related to special event service, updating the Transit Master Plan and preventative Maintenance Plan every five years, and developing fare and service equity thresholds related to changes in service.

5.2.4 Outreach and Communications

Outreach and communications improvements focus on increasing awareness, improving communication and strengthening coordination with stakeholders. These include conducting additional public outreach and educational events. This also includes coordinating with stakeholders to support non-emergency medical transportation and access to essential services.

The improvements also incorporate acquiring and maintaining a stronger social media presence, redesigning schedules, maps, wayfinding, and communication materials for clarity and consistency, and coordinating service with regional agencies and neighboring jurisdictions. A recurring survey will also be established in order to receive customer feedback. Outreach and engagement strategies will be refreshed every five years to maintain effectiveness.

5.2.5 Transparency and Performance Monitoring

The transparency and performance monitoring improvements focus on strengthening system oversight. These pertain to developing and maintaining internal and public performance dashboards and reports as well as implementing Key Performance Indicators (KPIs).

Further actions include developing strategies for investment decisions based on performance, reassessing performance goals and targets annually, and monitoring performance to adjust operating parameters as needed. The performance improvements program will be refreshed every five years to ensure continued evaluation and system improvements.

5.3 Phased Recommendations

This section organizes the identified improvements into a phased structure to guide implementation over the 10-year planning horizon. The purpose of phasing is to align actions with funding, readiness and level of effort, while ensuring that early steps support later investments. Recommendations are grouped into ongoing, short-term, medium-term, and long-term timeframes. Each timeframe reflects a different role in the implementation process, from maintaining system performance to introducing new services and expanding the network. Together, these phases provide a clear path for advancing transit improvements in a coordinated and practical way.

5.3.1 Ongoing Recommendations

Ongoing recommendations are actions that continue throughout the life of the plan. Their purpose is to support day to day system performance, track progress, and ensure that decisions remain grounded in data and observed outcomes. These are not one-time improvements. They are continuous efforts that keep the system functioning effectively as conditions change.

The scope of ongoing actions includes performance monitoring, evaluation of service outcomes, updates to plans and policies, and routine maintenance practices. These efforts also support adjustments to service and operations based on ridership trends, customer feedback, and operational needs. As outlined in the implementation framework, this includes monitoring performance and refreshing priorities over time so that the system can respond to new conditions and remain aligned with community needs.

TABLE 5-1: ONGOING RECOMMENDATIONS

Category	Recommendation	Description
Capital and Technology Improvements	Design and construct additional bus stop infrastructure	Improve the physical infrastructure of bus stops, including signage, sidewalks, benches, shelters, trash cans, route maps, etc.)
	Site, design, and construct local mobility hubs	Identify, plan, design, and construct local mobility hubs to facilitate multimodal and multijurisdictional transfers
Planning and Policy Developments	Serve major activity centers with transit	Focus service on key destinations such as downtown, employment centers, medical facilities, schools, and shopping areas to improve access to the places people need to reach most often
	Partner with major employers to pilot employer-supported transit benefits and bulk pass programs	Work with large employers to test programs that reduce transportation costs for employees and increase transit use through subsidized passes or group purchasing agreements
Outreach and Communications	Conduct more public outreach and education events throughout the service area annually	Hold regular outreach events across different parts of the service area to share transit information, gather feedback, and improve public awareness of available services
	Coordinate with healthcare providers to support non-emergency medical transportation and access to essential services	Work healthcare partners to identify transportation needs, improve access to medical appointments, and support connections to essential services
	Acquire and maintain more social media followers	Expand the agency's digital reach to share service updates, promote transit programs, and maintain regular communication with current and potential riders
	When applicable, redesign schedules, maps, wayfinding, and communications for clarity and consistency	Update customer-facing materials as service changes occur so riders can more easily understand routes, schedules, stops, and how to use the system
	Coordinate with regional agencies and neighboring jurisdictions to align service schedules and transfer opportunities	Work with regional transit providers, including WeGo and Murfreesboro Transit, to improve schedule coordination, strengthen transfer connections, and support regional mobility, including service options connecting Spring Hill to Nashville.
Transparency and Performance Monitoring	Develop strategy for investment decisions based on performance	Use ridership, productivity, cost, and service quality measures to guide decisions on where to maintain, improve, expand, or adjust transit investments

DRAFT

Category	Recommendation	Description
	Reassess performance goals and targets annually	Review ridership, productivity, on-time performance, and service coverage each year to confirm that performance targets remain realistic, relevant, and aligned with system priorities
	Monitor performance and adjust operating parameters yearly	Evaluate service performance each year and adjust operating elements such as span, frequency, routing, and vehicle assignment to respond to demand, improve efficiency, and address operational needs.

5.3.2 Short-term Recommendations (1 to 2 years)

Short-term recommendations focus on actions that can be implemented in the near term. The purpose of this timeframe is to deliver early improvements while establishing the foundation for future phases. These are typically higher-priority items that can move forward with limited complexity, lower cost, or minimal dependency on other actions.

The scope of short-term improvements focuses on practical changes that can improve the rider experience in the near future. These recommendations may include enhancements to existing services, the introduction of new service concepts, and smaller-scale capital or technology upgrades. This timeframe also includes planning and policy efforts that help prepare the system for future investments, such as refining service standards, improving fare payment systems, and strengthening customer-facing tools and resources. Overall, short-term actions are intended to be realistic and achievable within current constraints while helping build momentum for future phases of implementation.

DRAFT

TABLE 5-2: SHORT-TERM RECOMMENDATIONS

Category	Recommendation	Description
Service Improvements	Complete feasibility study and launch Cool Springs microtransit pilot service based on recommendations	Provide on-demand curb-to-curb transit that can be scheduled on an app with a maximum 30-minute wait time in the Cool Springs area
	Implement a Downtown Franklin circulator/shuttle	Provide a frequent circulator or shuttle connecting points of interest in Downtown Franklin and to parking
Capital and Technology Improvements	Add Franklin Transit to a regional transit trip planning app and regional fare payment app/card	Integrate Franklin Transit into a real-time trip planning or tracking app used by other transit systems, such as Transit app. Integrate Franklin Transit into a fare payment system used by other transit systems, such as WeGo's QuickTicket.
	Launch mobile fare payment	Launch an app that allows riders to pay transit fares using that app
	Install Automatic Passenger Counters (APCs) across the entire fixed route fleet	Install APC technology in each fixed route vehicle in order to facilitate the counting of each passenger boarding and alighting
	Develop bus stop design guidelines	Establish consistent standards for bus stop location, accessibility, signage, amenities, and shelter placement to support a more usable and recognizable transit system
	Upgrade real-time information and tracking, scheduling, and dispatch tools	Improve the technology used to manage service operations and customer information so staff can monitor service more effectively and riders can access more reliable real-time updates
	Implement Wi-Fi across the entire fleet	Install Wi-Fi in each revenue vehicle to enhance the customer experience and to facilitate open-loop fare payment technology.
Planning and Policy Developments	Develop service design standards	Establish service design guidelines for route spacing, stop spacing, span of service, frequency, directness, and coverage to support consistent service planning and future system changes
	Develop an ADA Transition Plan	ADA Transition Plan is a required document for public entities (state/local governments, agencies) with 50+ employees, detailing how they will make facilities, programs, and services accessible to people with disabilities. It acts as a roadmap to identify physical barriers, outline remediation methods, and schedule improvements, often focusing on sidewalks, curb ramps, and public buildings

DRAFT

Category	Recommendation	Description
	Develop a technology assessment and improvement strategy and procure a SaaS solution	Assess current transit technology needs, identify system gaps, and select a scalable software platform to support functions such as scheduling, dispatch, performance tracking, customer information, and reporting
	Develop income-based fare payment tiers and similar eligibility programs	Create a framework for reduced fare programs based on income or other eligibility criteria to improve affordability and expand access to transit for lower-income riders and other priority populations
	Assess operational challenges related to short-term or intermittent circumstances	Assess, plan for, and execute operations for special event services, road construction and detours, etc.
Outreach and Communications	Develop a public outreach and communications strategy	Create a structured approach for rider communication, public engagement, and service promotion that defines key messages, outreach methods, target audiences, and responsibilities
	Rebrand TODD as new microtransit service develops	Update the TODD service name, messaging, and rider materials to reflect the transition to a modern microtransit model and improve public understanding of the service
Transparency and Performance Monitoring	Develop internal and public performance dashboards and reports	Create reporting tools that track key service and operational metrics for staff, decision-makers, and the public to improve transparency and support data-driven decisions
	Adhere to the Preventative Maintenance Plan and update it every 5 years	Maintain a formal schedule for vehicle and equipment inspections, servicing, and replacement, and update the plan regularly to support safety, reliability, and asset longevity
	Implement Key Performance Indicators (KPIs)	Establish and track KPIs such as ridership, on-time performance, cost per trip, passengers per hour, and farebox recovery to support performance monitoring and guide future service and investment decisions

5.3.3 Medium-term Recommendations (3 to 5 years)

Medium-term recommendations build upon the early actions introduced in the short term and focus on more substantial improvements to the overall system. The purpose of this timeframe is to advance projects that require additional planning, coordination, funding, or infrastructure before they can be fully implemented.

The scope of medium-term improvements may include expanded services, larger capital investments, and technology upgrades that take more time to design and deliver. This phase can also involve refining

service design, improving connections between transit services and mobility options, and moving forward with projects identified during earlier planning efforts. Many of these recommendations rely on the foundation established in the short term, including policy development, funding coordination, and operational preparation.

TABLE 5-3: MEDIUM-TERM RECOMMENDATIONS

Category	Recommendation	Description
Service Improvements	Modify existing routes	Modify the routing and operations of the existing Blue and Red routes
	Extend service based on demand, or as identified in the COA	Provide Franklin Transit service outside current hours (Monday-Friday 7am to 6pm; Saturday 9am to 6pm)
	Launch Central Franklin microtransit zone	Provide on-demand curb-to-curb transit that can be scheduled on an app with a maximum 30-minute wait time inside of Mack Hatcher Parkway
Capital and Technology Improvements	Implement open-loop tap payment	Install open-loop fare payment technology in each revenue vehicle to facilitate tap-to-pay fares using credit cards, debit cards, Apple Pay, and Google Wallet
Planning and Policy Developments	Conduct a performance-driven service redesign—comprehensive operational analysis (COA)	Evaluate route performance, ridership patterns, productivity, and service coverage to identify opportunities to redesign service in a way that improves efficiency, effectiveness, and rider access
	Complete an integrated Capital Improvement Plan and Transit Asset Management Plan	Prepare a coordinated plan for capital investments and asset management that identifies replacement needs, improvement priorities, funding considerations, and long-term state of good repair strategies
	Refresh Transit Master Plan	Update the Transit Master Plan to reflect current system performance, community needs, development patterns, and implementation progress, and to establish the next set of transit priorities and actions

5.3.4 Long-term Recommendations (6 to 10 years)

Long-term recommendations focus on larger, system-level changes that shape the future of transit in the city. The purpose of this timeframe is to guide major investments and long-range decisions that take time to plan, fund, and implement.

The scope of long-term improvements includes significant service expansion, potential restructuring of the network, and introduction of new technologies or service types. These recommendations may also strengthen connections to regional transit and increase service levels based on demand. Because of their scale, these actions often depend on earlier phases and require sustained funding and coordination over time.

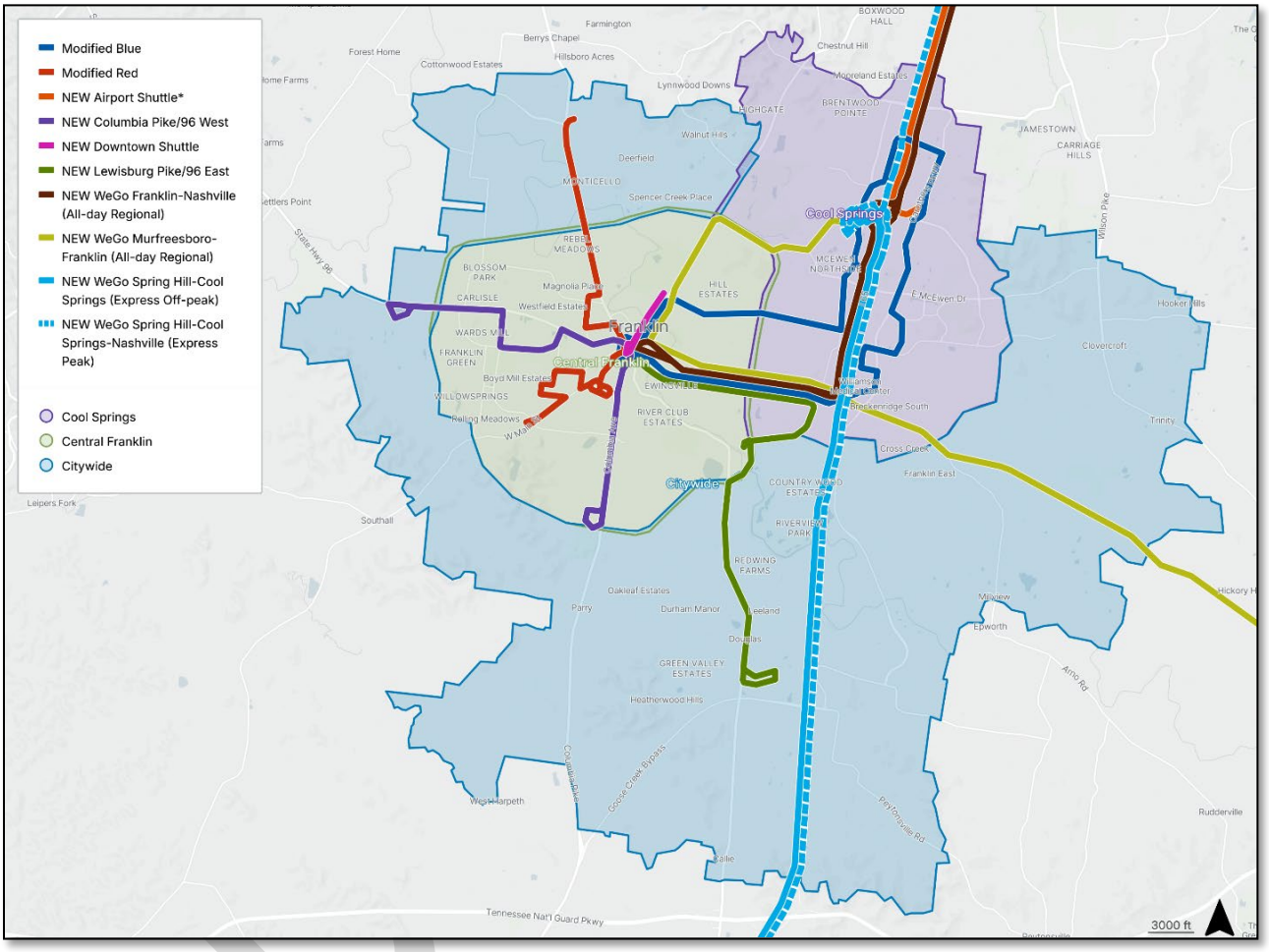
TABLE 5-4: LONG-TERM RECOMMENDATIONS

Category	Recommendation	Description
Service Improvements	Extend service based on demand, or as identified in the COA/TMP	Provide Franklin Transit service outside current hours (Monday-Friday 7am to 6pm; Saturday 9am to 6pm)
	Launch citywide microtransit	Provide on-demand curb-to-curb transit that can be scheduled on an app with a maximum 30-minute wait time throughout the City of Franklin and within the Urban Growth Boundary
	Add local fixed route service based on performance data	Add fixed route service to corridors such as Columbia and Lewisburg Pikes, and to areas such as Berry Farms and Westhaven
	Increase fixed route frequency based on demand	Provide fixed-route transit service every 15 and 20 minutes or less based on need
	Add Sunday service	Provide fixed route and/or on-demand transit service on Sundays
	Add regional fixed route service based on performance data	Add fixed route service to destinations outside of Franklin including Nashville, Spring Hill, and Murfreesboro
Planning and Policy Developments	Adhere to the Preventative Maintenance Plan and update it every 5 years	
	Complete an integrated Capital Improvement Plan and Transit Asset Management Plan	Update the capital and asset management strategy to reflect current asset conditions, replacement priorities, expansion needs, funding opportunities, and long-term state of good repair objectives
	Update Transit Master Plan	Conduct a full update of the Transit Master Plan to reflect implementation progress, current system performance, updated community needs, and the next phase of transit priorities and investments.
Transparency and Performance Monitoring	Refresh performance improvement program every 5 years	Reevaluate performance measures, improvement priorities, and implementation actions every five years to ensure the program remains aligned with system needs, community goals, and operating conditions.

DRAFT

Map 5-2 below visualizes the potential combined fixed route and microtransit network at the end of the 10 years accounted for in the Franklin Transit Master Plan. It includes all potential services to be implemented, including modifications to the Blue and Red routes, new local fixed routes, new regional fixed routes, and microtransit across the entire City of Franklin.

MAP 5-2: POTENTIAL 10-YEAR BUILT-OUT TRANSIT NETWORK



5.4 Existing Transit Budget Review

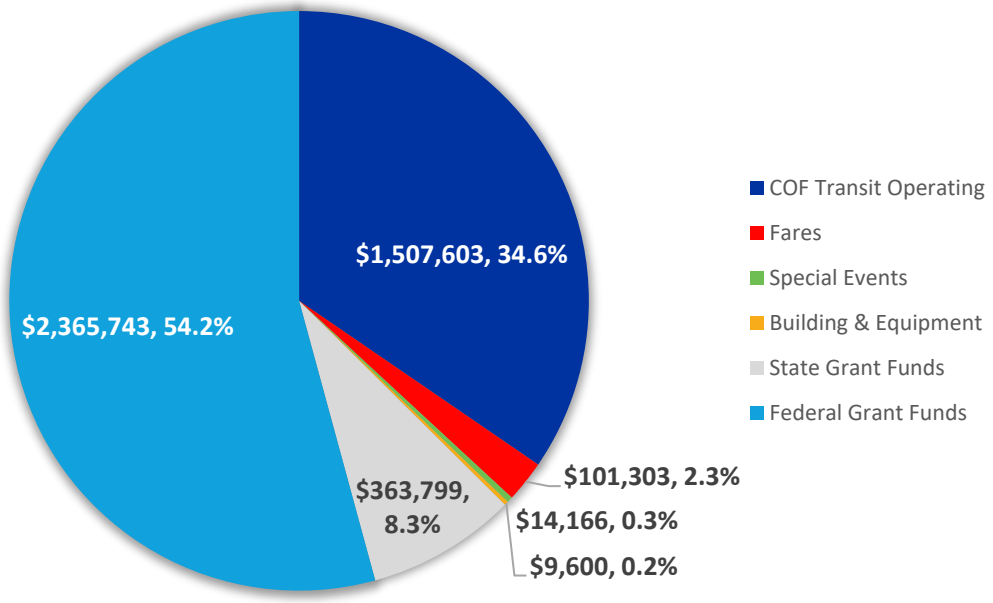
Understanding the financial structure of the existing transit system is essential to evaluating both current service performance and the feasibility of future improvements. This section examines how transit services are funded, how expenditure has evolved since service implementation, and what revenue streams may realistically support future growth. The review draws from the City's proposed FY27 transit budget to establish a clear picture of cost allocation, dependencies and financial trends. This foundation is critical as the ability to address identified service gaps can be constrained or enabled by available and sustainable funding.

5.4.1 FY 2027 Operating Revenue Distribution

The FY 2027 operating revenue structure is heavily concentrated in federal and local funding sources as shown in Figure 5-2. Federal grant funds account for the largest share at around 54.2% ($2.37 million), followed by the City's operating contribution at approximately 34.6% ($1.51 million). State grant funding represents a smaller portion at around 8.3% ($363,799). All other revenue sources collectively make up a minimal share of the total. Fare revenue contributes around 2.3% ($101,303), while special events (approximately 0.3%) and building and equipment rent (around 0.2%) are negligent in comparison.

Overall, the distribution highlights a system that is primarily supported through intergovernmental funding and local subsidies. Revenue generated directly from system use remains limited, indicating that ongoing operations and any future service improvements will continue to depend on grants and subsidies rather than fare revenue generation.

FIGURE 5-2: BREAKDOWN OF REVENUE FOR FY 2027



Source: FY 2027 Operating Budget | Franklin, Tennessee

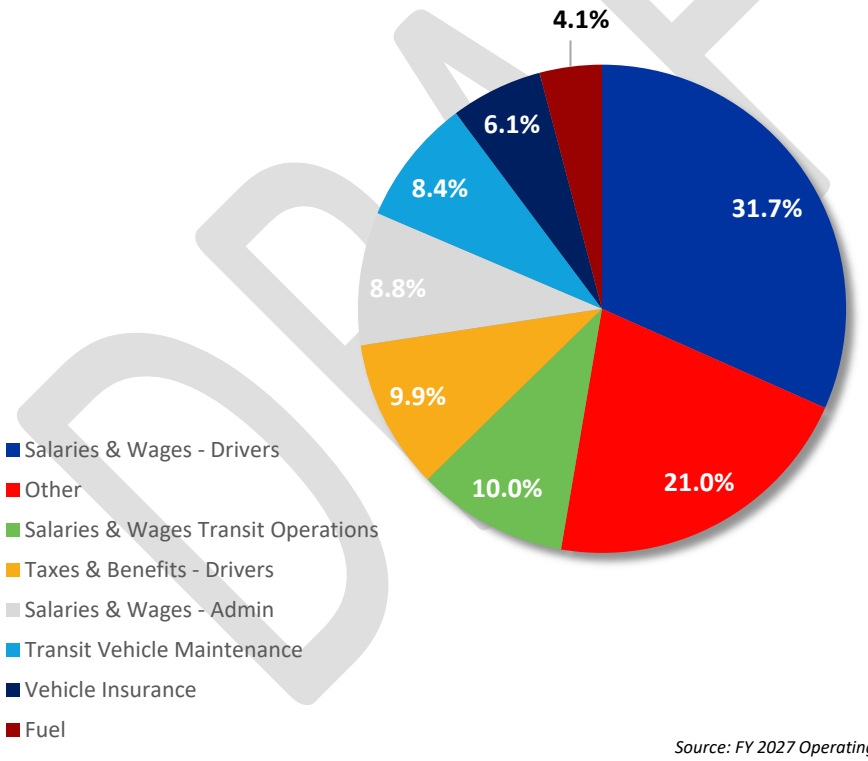
5.4.2 FY 2027 Operations

The FY 2027 operating expenditures (Portrayed in Figure 5-3) are primarily driven by labor related costs, which make up the largest share of total spending. Driver salaries alone count for around 31.7% of the total expenditure, followed by transit operations staff at around 10.0%, and driver related taxes and benefits at approximately 9.9%. Administrative salaries contribute an additional 8.8% which emphasizes the labor-intensive nature of transit service delivery.

Beyond personnel, key operating costs include transit vehicle maintenance (around 8.4%), vehicle insurance (around 6.1%), and fuel at approximately 4.1%. These are all essential to maintaining daily service operations. The remaining 21.0% of expenditure is distributed across a range of smaller categories including facility costs, professional services, utilities, and administrative support.

The overall distribution reflects a system where most costs are tied directly to workforce and service provision, with remaining expenditures supporting the infrastructure and operations necessary to sustain the transit service.

FIGURE 5-3: BREAKDOWN OF OPERATIONS FOR FY2027



Source: FY 2027 Operating Budget |Franklin, Tennessee

5.4.3 FY 2027 Capital Revenue and Expenditure Distribution

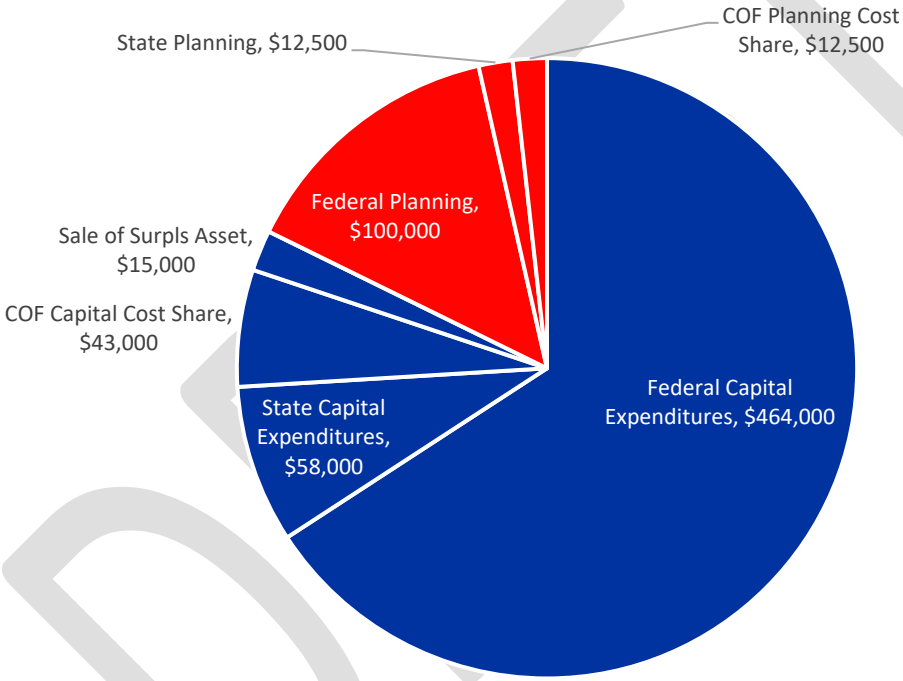
The FY 2027 capital program is primarily funded through federal sources, with smaller contributions from state and local funds. Figure 5-4 breaks this down, with capital expenditures symbolized in blue and planning expenditures in red. Federal Section 5307 capital funding represents the largest share at approximately 80.0% ($464,000), reflecting the program's reliance on federal investment for equipment.

State funding accounts for around 10.0% ($58,000), while the City of Franklin's capital cost share contributes around 7.4% ($43,000). A minor portion of funding is taken from the sale of surplus assets (around 2.6%).

Planning related funding represents a smaller but consistent component of the capital program. Federal planning funds account for around 17.2% ($100,000), with both state and local planning contributions each representing approximately 2.2% (12,000). These funds support ongoing planning and transit related activities, totaling around $125,000.

This distribution highlights capital that is heavily dependent on federal funding. This structure reinforces the importance of federal programs in supporting capital investments and system maintenance.

FIGURE 5-4: BREAKDOWN OF CAPITAL AND PLANNING FOR FY2027



Source: FY 2027 Operating Budget | Franklin, Tennessee

5.5 Funding Sources Assessment

Sustaining and expanding Franklin Transit's operations requires a diverse and dependable funding base that supports ongoing service and future growth. This section outlines current and potential funding sources that enable Rider to maintain and enhance transit across the Franklin transit service area, emphasizing the combined support from federal, state, and local partners. Reliable sources such as Federal Transit Administration (FTA) 5307 funds and contributions from the City of Franklin general funds will continue to be essential to Franklin Transit Authority's financial stability. Meanwhile, new

opportunities (including competitive federal grants and locally generated revenues, such as taxes or fees) may prove critical to developing expanded and innovative transit offerings.

5.5.1 Current and Future Funding Sources

Table 5-5 summarizes the funding distribution for current and planned projects for Franklin Transit. Funding is primarily derived from federal sources, specifically the FTA Section 5307 program, with requires matching contributions from state and local sources. 5307 funds are a formula allocation that is split between all transit agencies in an Urbanized Area (UZA), and therefore an individual agency's allocation has the potential to be limited as the needs increase for other agencies in the UZA.

Most projects follow a consistent funding structure, with federal funds covering approximately 80% of total costs whilst state and local contributions account for around 10% each. This structure is consistent across vehicle replacement and expansion, bus shelters, planning activities, and technological investments such as mobile fare collection and system hardware.

Table 5-5 also includes both committed and anticipated funding. Several projects, including planning efforts and ADA improvements under the Underserved Technical Assistance Project (UTAP) program, are identified as future or pending grants. These projects follow the same general funding structure but are yet to be subject to application and reward. Overall, this funding structure reflects a reliance on federal programs to support capital and planning projects.

TABLE 5-5: FRANKLIN TRANSIT FUNDING DISTRIBUTION (COMMITTED AND ANTICIPATED)

Funding Mechanism	Item	Description	Federal Contribution	State Contribution	Local Contribution	Total to Expend
5307	Replacement vehicles		$1,547,000	$193,375	$193,375	$1,933,750
5307	Expansion vehicles		$1,034,000	$129,250	$129,250	$1,292,500
5307	Bus shelters		$434,740	$54,343	$54,343	$543,425
5307	Mobile fare collection		$52,000	$6,500	$6,500	$65,000
5307	Hardware	Network, AVL/ Tracking, Dispatch, Scheduling	$210,000	$26,250	$26,250	$262,500
5307	Planning	Future studies	$200,000	$25,000	$25,000	$250,000
5307	Planning		$200,000	$25,000	$25,000	$250,000
Underserved Technical Assistance Project (UTAP)	ADA improvements and bus shelters	Future grant	$334,000	$41,750	$41,750	$417,500

5.5.2 Potential Funding Sources

As shown in Table 5-6, Franklin Transit has access to a range of federal and state administered funding programs that support both capital investments, planning and operational needs. Federal programs are centered around capital improvements. Programs such as Sections 5339(b) support system coordination and long-range planning. Additional funding sources, including programs such as STBG and Carbon reduction, may be available through MPO coordination, but are not directly controlled by the transit system.

State-administered programs provide more direct and flexible support for ongoing transit needs. Programs such as the State Operating Assistance Program (URDP) and Section 5310 supports operations and specialized transit services, while state coordinated planning programs are generally more accessible and tend to play a key role in maintaining service and supporting targeted improvements. Potential local revenue options in Tennessee are limited by state law. Any local option transit surcharge would require an adopted transit improvement program, voter approval by referendum, and satisfaction of state eligibility requirements.

TABLE 5-6: POTENTIAL FUNDING SOURCES

Funding Mechanism	Description	Approval Process	Uses
FTA 5339(b)	Discretionary grant for transit capital improvements under two categories: Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program.	Competitive application process, directly with the FTA through grants.gov	Grants for Buses and Bus Facilities: bus replacement, modernization, and facilities.
Enhancing Mobility Innovation	Competitive funding for pilot or demonstration projects, such as microtransit or technological service improvements.	Directly with the FTA through grants.gov	Innovative projects, including innovations in delivery models, financing, partnerships, and technology.
Surface Transportation Block Grant Program-Directly Attributable (STBG-DA)	Flexible funding for transportation capital improvements.	Programmed through MPO and may be flexed to transit projects.	Surface Transportation Block Grant Program-Directly Attributable (STBG-DA).
Carbon Reduction Act*	Designed to reduce CO_2 emissions from on-road sources.	Through MPO	May support low emission transit investments when programmed through MPO.

Funding Mechanism	Description	Approval Process	Uses
Metropolitan Planning 5303/5304	Provides funding through the Office of Community Transportation (OCT) to support MPO-led planning activities, including long-range transportation planning and technical studies.	Administered through MPOs in coordination with TDOT and OCT.	Planning activities such as transportation studies, long-range plans, and system analysis.
Transportation Planning	Supports coordination between OCT and local agencies to guide land use and transportation infrastructure decisions.	Coordinated through TDOT OCT in partnership with local governments.	Planning and development of safe and efficient transportation systems.
Elderly and Persons with Disabilities (5310)	Provides transit capital assistance for organizations serving elderly individuals and people with disabilities.	Distributed through TDOT to eligible public and private providers.	Capital purchases such as vehicles and equipment for specialized transportation services.
IMPROVE Transit Investment Grant (IMPV)	State administered competitive grant supporting transit improvements.	Competitive application process administered by TDOT.	Transit projects that improve service, reduce congestion, and support economic development.
Bus and Bus-related Equipment and facilities Grant (5339)	Provides funding for replacement, rehabilitation, and purchase of buses and related facilities.	Administered through federal funds allocated by TDOT.	Capital investments include buses, maintenance facilities, and related infrastructure.
Job Access and Reverse Commute (JARC)	May support employment related transit services where applicable.	Administered through TDOT/federal coordination where applicable.	Operating and capital support for employment-related transit services.
State Operating Assistance Program (URDP)	Provides operating assistance to local governments to support transit services statewide.	Administered by TDOT to eligible transit providers.	Operating expenses for public transit systems.
Critical Trips Program (CTP)	Provides operating support for demand response services where applicable.	Administered by TDOT for eligible providers.	Operating support for demand-response and specialized transit services.

DRAFT

5.6 Implementation Plan

The implementation plan combines the recommended service, capital, technology, and policy improvements into a coordinated program for transit system development over a 10-year period. This plan is structured to align with the phased recommendations and provides a clear framework in a logical and feasible pattern.

Implementation is organized around a structured process that includes initiating, implementing, monitoring, and refreshing system improvements. The initial actions focus on establishing planning, policy, funding, and readiness to support future investments. These actions provide the foundation required to advance service and capital improvements in later phases.

Following this, implementation efforts advance prioritized service, capital, and technology improvements. These include enhancements to transit services, deployment of supporting infrastructure and technology, and improvements to customer-oriented services. The sequence of these actions reflects the need for early planning, procurement, and funding activities to allow for transit system changes.

Additionally, ongoing monitoring is a core component of the implementation plan. Performance will be tracked through measures to evaluate outcomes, assess service effectiveness, and identify operational needs. This process supports adjustments to service and investment decisions based on the observed performance and conditions.

Relative to this, the plan also includes periodic updates to integrate performance findings and the community's needs. Priorities and actions will be refined over time, informed by performance findings and data.

Table 5-7 presents the 10-year implementation plan as a coordinated program of operating, capital, technology, and planning actions that advance Franklin Transit in a logical and feasible sequence. The program aligns with the phased recommendations by starting with foundational actions such as planning, policy, funding, and system readiness, then moving into prioritized service and infrastructure improvements as those prerequisites are put in place. The plan also includes ongoing performance monitoring and periodic updates so the Franklin Transit Authority can refine future decisions based on observed outcomes, changing conditions, and evolving community needs.

DRAFT

TABLE 5-7: 10 YEAR IMPLEMENTATION PLAN

Item	Fiscal Years	Ten-Year Cost
Operations		
Existing Blue and Red routes	2027-2036	$14,818,000
Existing special services	2027-2036	$5,596,000
Traditional TODD service (assuming full Mobility on Demand implementation)	2027-2036	$16,137,000
Cool Springs microtransit	2027-2036	$5,739,000
Downtown shuttle/circulator	2028-2036	$2,194,000
Extended fixed route service span	2029-2036	$3,281,000
Central Franklin microtransit	2030-2036	$6,566,000
Citywide microtransit	2032-2036	$6,521,000
New local fixed routes	2032-2036	$5,193,000
Increased fixed route frequency	2034-2036	$5,417,000
Sunday fixed route service	2034-2036	$1,313,000
Capital		
Upgrade real-time information and tracking, scheduling, and dispatch tools	2027	$15,000
Install Automatic Passenger Counters (APCs) across the entire fixed route fleet	2027	$115,000
Launch mobile fare payment	2027	$3,000
Vehicle Purchases	2027-2036	$11,394,000
Bus stop improvements	2027-2036	$397,000
Bus stop shelters	2027-2036	$1,918,000
Implement Wi-Fi across the entire fleet	2028	$25,000
Open-loop payment	2029	$54,000
Planning		
ADA Transition Plan	2027	$40,000
Microtransit feasibility and technology assessment	2027	$200,000
Development of design standards	2027	$60,000
Development of bus stop guidelines	2028	$72,000
Comprehensive Operations Analysis (COA)	2029	$159,000
Integrated Capital Improvement Plan and Transit Asset Management Plan	2029 and 2033	$91,000
Refresh Transit Master Plan	2031	$134,000
Update Transit Master Plan	2036	$312,000

5.7 Financial Plan

The financial plan provides a 10 year projection of the operating, capital, and planning costs associated with maintaining existing transit services and implementing the recommended improvements. This plan is based on current budget conditions and integrates estimates to support development of the system over time. The plan is structured to reflect both funded and unfunded costs, allowing for a clear understanding of anticipated expenses and potential funding gaps.

Consistent with the phased recommendations, costs are distributed over the implementation period and include ongoing costs, operating expenses and capital investments. These projections are intended to support a fiscally appropriate approach while identifying opportunities for expansion and overtime improvement.

5.7.1 Cost Assumptions for Financial Plan

Each operational improvement was assessed by using its expected number of revenue hours to assume future costs of operations. This assessment assumes that current transit operations will continue to have the same level of efficiency, using Franklin Transit's projected 2027 average fixed-route cost, $98.62 per revenue hour, projected 2027 average paratransit/TODD cost, $79.02 per revenue hour and an industry typical microtransit operating cost of $75 per revenue hour. Additionally, other expected costs were assumed for projects regarding consolidation, new vehicle acquisitions, and future infrastructure. New cutaway vehicles are expected to cost $140,000 each, and it is assumed that this vehicle type can be used for all local modes of Franklin Transit. That assumption does not preclude other smaller vehicle types, such as vans and minivans, from being used for on-demand services if desired. Finally, all costs are inflated annually, assuming an annual inflation rate of 3.03% considering the average annual inflation rate of the past 10 years. Cost assumptions in 2026 dollars are listed in Table 5-8.

DRAFT

TABLE 5-8: COST ASSUMPTIONS FOR RECOMMENDATIONS

Assumption	Amount
Fixed-route vehicle purchase (cutaway)	$140,000
Demand response and microtransit vehicle purchase (cutaway)	$140,000
Hourly fixed-route operating expense	$98.62
Hourly paratransit/demand response operating expense	$79.02
Hourly microtransit operating expense	$75.00
Annual rate of inflation	3%
Transit Master Plan refresh	$118,782
Transit Master Plan major update	$237,564
ADA transition plan	$40,000
Microtransit feasibility study and technology assessment	$200,000
Development of service design standards	$60,000
Development of bus stop design guidelines	$70,000
Comprehensive Operations Analysis (COA)	$150,000
Integrated Capital Improvement Plan and Transit Asset Management Plan	$40,000
Launch of mobile fare payment	$3,000
Open-loop fare payment	$50,400
Automatic Passenger Counter (APC) installation	$112,000
Fleet wi-fi implementation	$24,000
Bus stop improvements (total)	$337,500
Bus shelter installations (total)	$1,634,000

5.7.2 Financial Plan Overview

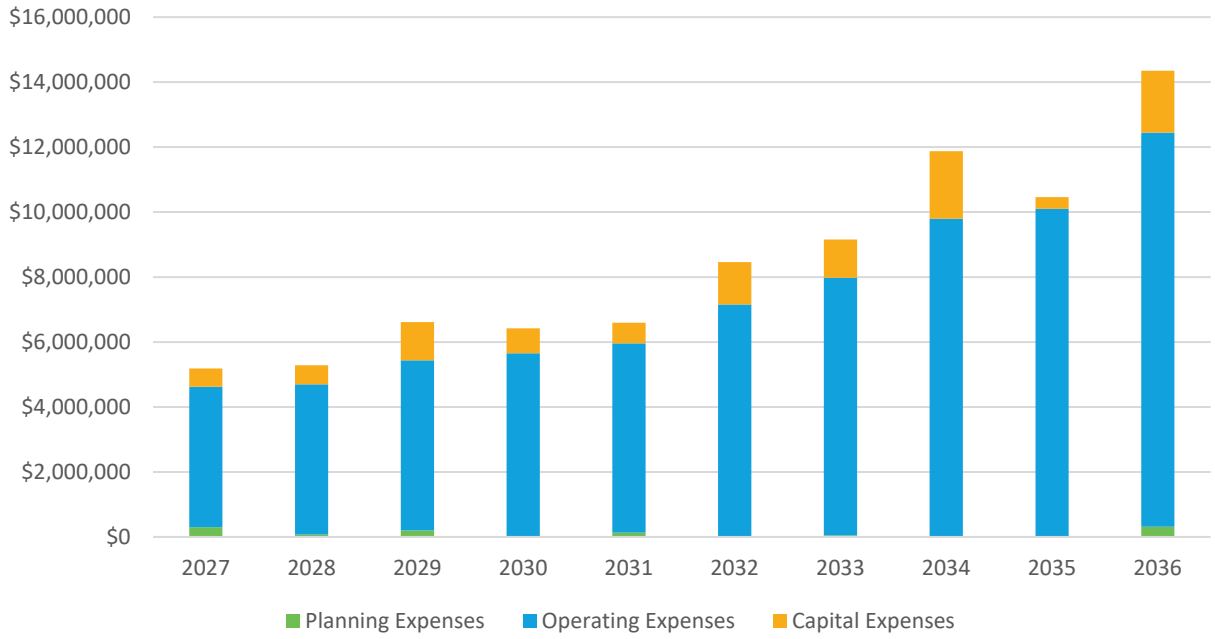
The financial plan includes annual projections for operating, capital, and planning expenses over the 10 year planning horizon. Operating expenses represent the largest share of total costs (Table 5-9) and reflect the ongoing provision and expansion of transit services. Capital expenses include investments in vehicles, infrastructure, and technology, while planning expenses support continued processes such as monitoring and development.

TABLE 5-9: DISTRIBUTION OF TOTAL PROJECTED EXPENSES

Horizon	Operating	Capital	Planning and Other	Total
2-Year (Short-term)	$8,947,000	$1,151,000	$372,000	$10,471,000
5-Year (Short and medium terms)	$25,662,000	$3,732,000	$708,000	$30,102,000
10-Year (Entire planning horizon)	$72,777,000	$10,556,000	$1,069,000	$84,401,000

Figure 5-5 details the total expenses by year, showing the gradual increase over time associated with increased levels of service and inflation.

FIGURE 5-5: TOTAL ANNUAL EXPENSES



The financial plan also identifies the portion of expenses that are currently funded versus those that remain unfunded. This distinction highlights the level of reliance on existing funding sources and the extent of additional funding required to fully implement the recommended improvements.

Over the planning horizon of the Transit Master Plan, operating costs increase as new services are introduced and as inflation increases costs annually (Figure 5-6). Capital costs vary by year based on factors such as timing of investments, while planning costs remain relatively stable and support ongoing system wide management and updates (Figure 5-7).

DRAFT

FIGURE 5-6: FUNDED VERSUS UNFUNDED OPERATING EXPENSES

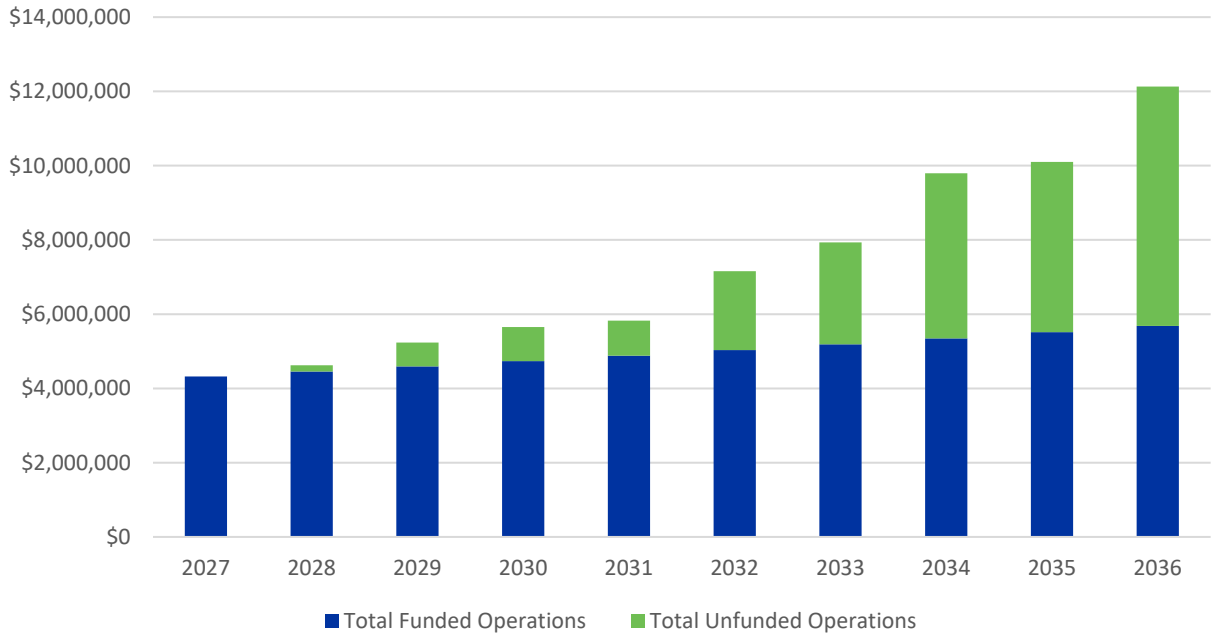
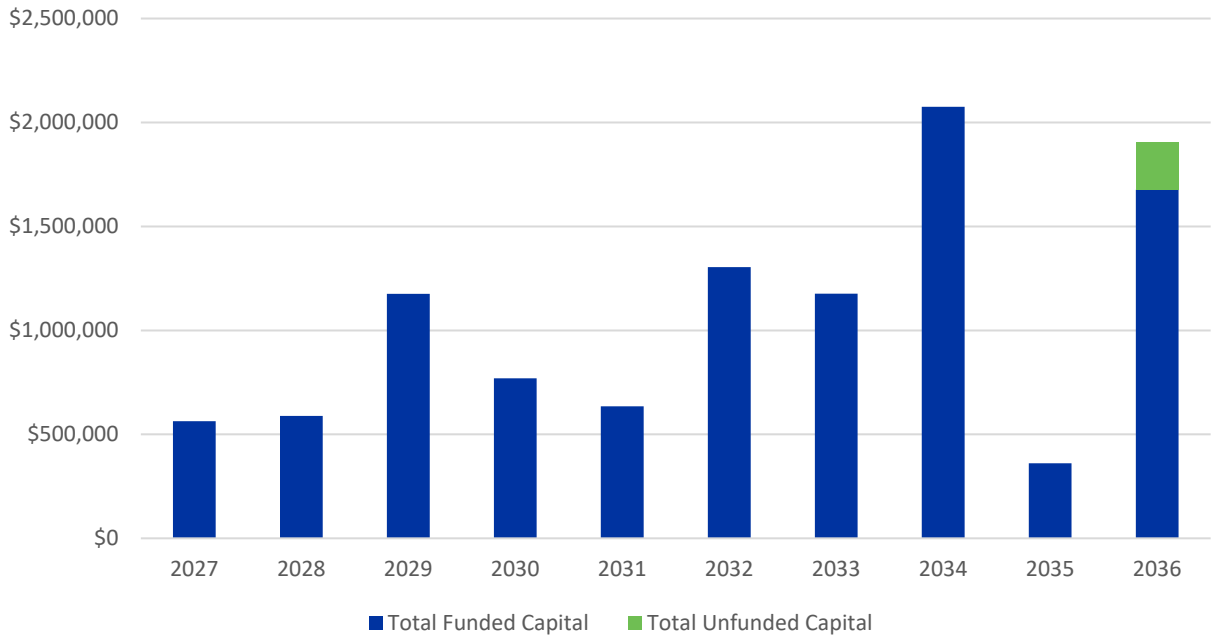


FIGURE 5-7: FUNDED VERSUS UNFUNDED CAPITAL AND PLANNING EXPENSES



6 CONCLUSION AND IMMEDIATE NEXT STEPS

The Franklin Transit Master Plan provides the City of Franklin with a practical 10-year framework for building a stronger, more accessible, and more modern transit system. The plan reflects public input, existing conditions analysis, adopted goals and objectives, and a phased set of recommendations that address service, capital, technology, policy, and communications needs. Together, these recommendations create a coordinated path for improving mobility, strengthening access to key destinations, and guiding future investment decisions.

The plan also establishes a clear direction for implementation. Near-term actions focus on foundational improvements that prepare Franklin Transit for future growth, including planning studies, policy development, technology upgrades, customer tools, and performance monitoring. Later phases build on that foundation through service expansion, stronger regional connections, improved infrastructure, and broader deployment of flexible service options such as microtransit. This structure allows Franklin Transit to improve the rider experience in the near term while building the data, technology, and institutional capacity needed for long-term system advancement.

Immediate next steps should focus on the planning and system-readiness actions identified for 2027 and 2028. These include the microtransit feasibility and technology assessment, ADA Transition Plan, development of service design standards, development of bus stop guidelines, upgrades to real-time information, scheduling, and dispatch tools, installation of Automatic Passenger Counters, and launch of mobile fare payment. Together, these actions establish the policy, technology, and operational foundation needed to support more data-driven service planning and future implementation. The microtransit feasibility and technology assessment is especially important because it will guide the design and launch of Franklin Transit's first technology-enabled microtransit zone in Cool Springs and create a practical path toward broader deployment over time.

The City should use this plan as a guiding framework rather than a fixed program of action. Funding availability, future studies, performance findings, and changing community priorities will shape implementation over time. As Franklin Transit collects better data, applies new technology, and reassesses system needs, the City can refine the timing, scope, and prioritization of recommended actions throughout the planning period. In that way, the Transit Master Plan provides both direction and flexibility as Franklin advances toward a more connected, more responsive, and more future-ready transit system.

DRAFT