



Meeting Agenda

Franklin Municipal Planning Commission

Thursday, February 25, 2021

7:00 PM

Board Room

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

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- Watch the meeting on FranklinTV or the City of Franklin website.
- Watch the live stream through the City of Franklin Facebook and YouTube accounts.
- Call in to the conference meeting 1-312-626-6799; Meeting ID: 943 6767 7323; Password: 775780. Callers will be unmuted and given the opportunity to comment during the meeting at specific times.
- The public may email comments to planningintake@franklinton.gov to be provided in full to the Commission and included in the minutes, but not read aloud in their entirety during the meeting. Emailed comments will be accepted until 12:00 PM (noon) on the day before the meeting.
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- City YouTube: <https://www.youtube.com/user/CityOfFranklin>
- City Facebook Live: <https://www.facebook.com/CityOfFranklin>
- City website: <https://www.franklinton.gov/franklintonv>

CALL TO ORDER

1. Consideration Of Resolution 2021-21, A Resolution Declaring That The Franklin Municipal Planning Commission Shall Meet On February 25, 2021, And Conduct Its Essential Business By Electronic Means Rather Than Being Required To Gather A Quorum Of The Members Physically Present In The Same Location Because It Is Necessary To Protect The Health, Safety, And Welfare Of Tennesseans In Light Of The COVID-19 Outbreak.

Sponsors: Kelly Dannenfelser, Amy Diaz-Barriga

APPROVAL OF MINUTES

2. Consideration Of Approval Of The January 28, 2021 FMPC Minutes.

CITIZEN COMMENTS ON ITEMS NOT ON THE AGENDA

Open for Franklin citizens to be heard on items not included on this Agenda. As provided by law, the Planning Commission shall make no decisions or consideration of action of citizen comments, except to refer the matter to the Planning Director for administrative consideration, or to schedule the matter for Planning Commission consideration at a later date. Those citizens addressing the Planning Commission are required to complete a Public Comment Card in order for their name and address to be included within the official record.

ANNOUNCEMENTS

VOTE TO PLACE NON-AGENDA ITEMS ON THE AGENDA

The non-agenda process, by design, is reserved for rare instances, and only minor requests shall be considered. Non-agenda items shall be considered only upon the unanimous approval of all of the Planning Commission members.

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.

3. Consideration Of Approval Of Items 4 And 7 On The Consent Agenda.

SITE PLAN SURETIES

4. Westhaven PUD Subdivision, Site Plan, Section 25; Extend The Performance Agreement For Drainage Improvements To February 24, 2022. (CONSENT AGENDA)

Sponsors: Paula Kortas

REZONINGS/DEVELOPMENT PLANS

5. Consideration of Ordinance 2021-01, An Ordinance To Rezone 140.81 Acres From Planned (PD 0.7/1,563,000) District To Planned (PD 11.72/1,573,500 SF/450 Keys) District For The Property Located South Of Goose Creek Bypass And West Of Interstate 65, Located At 2409 Goose Creek Bypass (Berry Farms Chadwell PUD).

Sponsors: Kelly Dannenfelser, Amy Diaz-Barriga, Joseph Bryan

6. Consideration of Resolution 2021-06, A Resolution Approving A Revised Development Plan For Berry Farms Chadwell PUD Subdivision With 2 Modifications Of Development Standards Relating To Signage

And Storefront Requirements, For The Property Located South Of Goose Creek Bypass And West Of Interstate 65, Located At 2409 Goose Creek Bypass.

Sponsors: Kelly Dannenfelser, Amy Diaz-Barriga, Joseph Bryan

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

7. Lockwood Glen PUD Subdivision, Final Plat, Section 16, Creating 16 Townhome Lots, 10 Single Family Lots, 3 Open Space Lots, And Dedicating Right-Of-Way, On 5.92 Acres, Located At The Intersection of S. Carothers Road and Mount Castle Drive. (CONSENT AGENDA)

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

NON-AGENDA ITEMS

ANY OTHER BUSINESS

ADJOURN

RESOLUTION 2021-21

A RESOLUTION DECLARING THAT THE FRANKLIN MUNICIPAL PLANNING COMMISSION SHALL MEET ON FEBRUARY 25, 2021, AND CONDUCT ITS ESSENTIAL BUSINESS BY ELECTRONIC MEANS RATHER THAN BEING REQUIRED TO GATHER A QUORUM OF THE MEMBERS PHYSICALLY PRESENT IN THE SAME LOCATION BECAUSE IT IS NECESSARY TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF TENNESSEANS IN LIGHT OF THE COVID-19 OUTBREAK

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

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

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

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

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

WHEREAS, on March 20, 2020, Governor Lee issued Executive Order No. 16, and later issued Executive Order No. 34, Executive Order No. 51, Executive Order No. 60, Executive Order No. 65, and Executive Order No. 71 allowing electronic meetings while continuing to function openly and transparently; and

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

WHEREAS, the Franklin Municipal Planning Commission believes it is in the best interest of the City of Franklin to conduct the February 25, 2021, meeting by electronic means.

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

The meeting scheduled for February 25, 2021, at 7:00 p.m. shall be conducted by electronic means rather than requiring a quorum of the members of the Franklin Municipal Planning Commission to attend in person to protect the health, safety, and welfare of Tennesseans in light of the COVID-19 outbreak. Physical access in the meeting room will be limited. The public can view and participate in the meetings by watching the meeting live or later as a recording on FranklinTV, the City of Franklin website, the City of Franklin's Facebook page, and the City of Franklin's YouTube account. Specific dial-in and website links can be found on the City's website at:

<https://www.franklintn.gov/Home/Components/Calendar/Event/10416/1092>

IT IS SO RESOLVED AND DONE on this 25th day of February, 2021.

ATTEST:

By: _____
Emily Wright
FMPC Secretary

CITY OF FRANKLIN, TENNESSEE:

By: _____
Roger Lindsay
FMPC Chair

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



Meeting Minutes

Franklin Municipal Planning Commission

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1. Consideration Of Resolution 2020-285, A Resolution Declaring That The Franklin Municipal Planning Commission Shall Meet On January 28, 2021, And Conduct Its Essential Business By Electronic Means Rather Than Being Required To Gather A Quorum Of The Members Physically Present In The Same Location Because It Is Necessary To Protect The Health, Safety, And Welfare Of Tennesseans In Light Of The COVID-19 Outbreak.

Sponsors:

Amy Diaz-Barriga, Emily Wright

Attachments:

1. 2020-285 RES Declaring Need for Electronic Meeting_FMPC_01.28.21.Law Approved

Commissioner Lindsey asked for a motion to approve Resolution 2020-285.

Commissioner Harrison moved, seconded by Commissioner McLemore, to approve Resolution 2020-285.

Chair Lindsey asked for a roll call vote.

The motion passed unanimously.

ACTION: Motion to Approve the Resolution 2020-285, Item 1, by Commissioner Scott Harrison second by Commissioner Alma McLemore;
Motion Passed 9-0

AYES: Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Nick Mann, Jenny Szilagyi

NOES: None

ABSTAIN: None

Commissioner Lindsey read the following announcement:

The Franklin Municipal Planning Commission Meeting will limit physical access in the meeting room due to current limitations on public gatherings to prevent further spread of COVID-19 and to protect the health, safety, and welfare of the City of Franklin officials, staff, and citizens. Accommodations have been made to ensure that the public is able to participate in the meeting. The public may participate in the following ways:

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- The public could email comments to planningintake@franklintn.gov to be provided in full to the Commission and included in the minutes, but not read aloud in their entirety during the meeting. Emailed comments were accepted until 12:00 PM (noon) on the day before the meeting.
- Limited viewing will be available in the lobby at City Hall for up to ten persons, but in-person comment in the Boardroom will not be available.

Commissioner Lindsey introduced Commissioner Nick Mann. He is the new appointee to the Franklin Municipal Planning Commission (FMPC). Commissioner Mann has significant legal experience with nearly all aspects of land-use planning. He currently serves as lead legal counsel for Bridgestone Retail Operations. Commissioner Mann has lived in Middle Tennessee for over 8 years and is looking forward to giving back to this community.

CALL TO ORDER

Commissioner Lindsey called the Planning Commission meeting to order at 7:04 PM.

Board Members Present: Roger Lindsey, Nick Mann, Ann Petersen, Marcia Allen, Jenny Szilagyi, Michael Orr, Scott Harrison, Jimmy Franks, Alma McLemore, Alderman Ann Petersen

Board Members Absent: none

APPROVAL OF MINUTES

2. Consideration Of Approval Of The December 10, 2020 Minutes

Sponsors:

Attachments:

1. DRAFT FMPC Minutes December 2020

Commissioner Lindsey asked for a motion to approve the Minutes from the December 10, 2020 meeting.

Commissioner Harrison moved, seconded by Alderman Petersen, to Approve the Minutes.

Chair Lindsey asked for a roll call vote.

The motion passed unanimously.

ACTION: Motion to Approve the Minutes, Item 2, by Commissioner Scott Harrison
second by Alderman Ann Petersen;
Motion Passed 9-0

AYES: Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma
McLemore, Michael Orr, Jenny Szilagyi, Nick Mann

NOES: None

ABSTAIN: None

VOTE FOR CHAIR & VICE-CHAIR

Commissioner Harrison moved, seconded by Commissioner Allen, to elect Commissioner Lindsey as Chair for a one-year term.

Commissioner Lindsey asked if there were any other nominations. There were none.

Commissioner Lindsey asked for a roll call vote.

The motion carried unanimously (8-0). Commissioner Lindsey abstained from the vote.

ACTION: Motion to elect Commissioner Lindsey as Chair, by Commissioner Scott
Harrison second by Commissioner Marcia Allen;
Motion Passed 8-0

AYES: Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Alma McLemore,
Michael Orr, Jenny Szilagyi, Nick Mann

NOES: None

ABSTAIN: Roger Lindsey

Chair Lindsey asked for a motion for Vice-Chair.

Commissioner Harrison moved, seconded by Commissioner Franks, to elect Commissioner Orr as Vice-Chair for a one-year term.

Chair Lindsey asked if there were any other nominations. There were none.

Alderman Petersen moved, seconded by Commissioner Allen, for approval by acclamation.

Chair Lindsey asked for a roll call vote.

The motion passed unanimously.

ACTION:	Motion to elect Commissioner Orr as Vice-Chair, by Commissioner Scott Harrison second by Commissioner Jimmy Franks; Motion Passed 9-0
AYES:	Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Alma McLemore, Michael Orr, Jenny Szilagyi, Nick Mann, and Roger Lindsey
NOES:	None
ABSTAIN:	None

CITIZEN COMMENTS ON ITEMS NOT ON THE AGENDA

The Chair asked for citizen comments. There were none.

ANNOUNCEMENTS

The Chair asked if there were any announcements.

Ms. Kelly Dannenfelser, Assistant Director of Planning and Sustainability, stated that the Berry Farms Chadwell items would not be on the agenda. Public notice was mailed prior to staff determining that the item could not be placed on the January agenda.

3. The Berry Farms Chadwell PUD Rezoning and Development Plan Revision are not on this agenda as notified to residents within 500 feet of the development by mailings that went out last week. Public Notification letters will be mailed again when this item is to be placed on an upcoming FMPC agenda.

Sponsors:

Attachments:

None

Ms. Dannenfelser made a statement regarding this item during the Announcements.

VOTE TO PLACE NON-AGENDA ITEMS ON THE AGENDA

The Chair asked if there were any non-agenda items to be presented. There were none.

CONSENT AGENDA

4. Consideration Of Approval of Items 5-12 and 19-21 On The Consent Agenda.

Sponsors:**Attachments:**

None

Chair Lindsey stated that the vote for the Consent Agenda would include Items 5-12 and 19-21.

Chair Lindsey asked for a motion for the Approval of the Consent Agenda.

Commissioner McLemore moved, seconded by Commissioner Orr, to Approve the Consent Agenda.

Chair Lindsey called for a roll call vote.

The motion passed unanimously.

ACTION: Motion to Approve the Consent Agenda, Item 4, by Commissioner Alma McLemore second by Commissioner Michael Orr;
Motion Passed 9-0

AYES: Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Jenny Szilagyi, Nick Mann

NOES: None

ABSTAIN: None

SITE PLAN SURETIES

5. Dallas Downs PUD Subdivision, site plan, section 3; release the maintenance agreement for landscaping street trees improvements; extend the performance agreement for landscaping open space lots 26, 29, 30 and 31 and landscaping specimen tree replacement improvements to January 27, 2022. (CONSENT AGENDA)

Sponsors:Paula
Kortas**Attachments:**

None

This item was approved on the Consent Agenda.

6. Franklin Park Subdivision, site plan, (Apartments); extend the performance agreement for landscaping improvements to September 23, 2021. (CONSENT AGENDA)

Sponsors:Paula
Kortas**Attachments:**

None

This item was approved on the Consent Agenda.

7. Harpeth Village Subdivision, site plan, revision 2 (Harpeth Village Unified Development); extend the performance agreement for landscaping (Building C) improvements to January 27, 2022. (CONSENT AGENDA)

Sponsors:Paula
Kortas**Attachments:**

None

This item was approved on the Consent Agenda.

8. Rizer Point PUD Subdivision, site plan, section 1; extend the performance agreement for landscaping Phase 2 improvements to September 23, 2021. (CONSENT AGENDA)

Sponsors:

Paula
Kortas

Attachments:

None

This item was approved on the Consent Agenda.

9. Seward Hall Subdivision, site plan, lot 1 (Bethel Community Church); extend the performance agreement for landscaping Phase 3 and stormwater drainage/detention improvements to January 27, 2022. (CONSENT AGENDA)

Sponsors:

Paula
Kortas

Attachments:

None

This item was approved on the Consent Agenda.

10. South Park Subdivision, site plan, section 1, revision 2, lot 7 (Keystone Center); release the performance agreement for landscaping Building B improvements. (CONSENT AGENDA)

Sponsors:

Paula
Kortas

Attachments:

None

This item was approved on the Consent Agenda.

11. Westhaven PUD Subdivision, site plan, section 18; extend the maintenance agreement for landscaping improvements to January 27, 2022. (CONSENT AGENDA)

Sponsors:

Paula Kortas

Attachments:

None

This item was approved on the Consent Agenda.

12. Westhaven PUD Subdivision, site plan, section 25, lots 4202-4204 (Harris Teeter); release the maintenance agreement for landscaping (future buffer) improvements. (CONSENT AGENDA)

Sponsors:

Paula
Kortas

Attachments:

None

This item was approved on the Consent Agenda.

VESTED RIGHTS EXTENSION

13. Consideration Of Resolution 2020-286, A Resolution Amending The Franklin Park Subdivision, Preliminary Plat To Extend The Vested Rights, For The Property Located At The Intersection Of Interstate 65.

Sponsors:

Amy Diaz-Barriga

Attachments:

1. MAP EXHIBIT A, Pages from RES 2020-286 .Law Approved
2. RES 2020-286 Vesting Extension Three Franklin Park.Law Approved
3. EXHIBIT B PRELIMINARY PLAT Pages from RES 2020-286 .Law Approved
4. Pages from RES 2020-286 Exhibit C pages 1-7.Law Approved-5
5. Pages from RES 2020-286 Exhibit C pages 8-14.Law Approved-5
6. Pages from RES 2020-286 Exhibit C pages 15-19.Law Approved-5
7. Pages from RES 2020-286 Exhibit C pages 20-22.Law Approved-5
8. Pages from RES 2020-286 Exhibit C pages 23-30.Law Approved-5

9. Pages from RES 2020-286 Exhibit C pages 31-38.Law Approved-5
10. Pages from RES 2020-286 Exhibit C pages 39-42.Law Approved-5
11. Pages from RES 2020-286 Exhibit C pages 43-46.Law Approved-5
12. Pages from RES 2020-286 Exhibit C pages 47-57.Law Approved-5

Ms. Amy Diaz-Barriga, Current Planning Supervisor, stated the preliminary plat for the Franklin Park Subdivision was approved on December 14, 2017. The State vesting laws put a timeline on all vested plans. Because of this, this preliminary plat and the vesting have expired as of December 14, 2020. State vesting laws do allow for local government to extend the vesting if it is in the best interest of the community. She stated that this request was to extend the vested rights of the Franklin Park Subdivision for Lot 8 until June 14, 2021. This extension would allow the property owner enough time to meet the vesting requirements to move their vesting entitlements along, ultimately allowing them to build the Three Franklin Park office building. Ms. Diaz-Barriga stated that it should be noted that future development for the Franklin Park land, the new owners are looking to modify the remainder of the site. She stated that any plans brought forward would obtain a new vesting under current conditions.

Staff recommended Approval of Resolution 2020-286.

Chair Lindsey asked if there were any citizen comments. There were none.

The Applicant was represented by Mr. Wes McGill, Craig & Smith, representing the new owner, Northwood. The Applicant stated that Northwood recently purchased the property. He stated that they learned that the vesting for the third office building had expired. He stated that Staff was working with them to extend the vesting rights. He stated that they are currently tracking for the Conditions of Approval to be addressed through some State approvals, outside the City of Franklin, with the Tennessee Department of Transportation (TDOT). They plan to submit the address plan so they can proceed with the site preparation for the third office building. He stated that he was there to answer questions.

Chair Lindsey asked for a motion.

Commissioner Harrison moved, seconded by Commissioner Orr, to recommend Approval of Resolution 2020-286.

Chair Lindsey asked for any discussion on the motion.

There being none, Chair Lindsey asked for a vote on the motion.

Chair Lindsey asked for a roll call vote.

The motion carried unanimously.

ACTION:	Motion to Approve the Resolution 2020-286, Item 13, by Commissioner Scott Harrison second by Commissioner Michael Orr; Motion Passed 9-0
AYES:	Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Jenny Szilagyi, Nick Mann
NOES:	None

ABSTAIN: None

14. Franklin Park Subdivision, Site Plan, Revision 2, Lot 8, (Three Franklin Park Building), Site Plan Extension Request to April 26, 2022.

Sponsors:

Amy Diaz-Barriga, Emily Wright

Attachments:

1. MAP Three Franklin Park Site Plan Extension
2. 3FranklinPark_SP_Conditions of Approval_02
3. Site Plan pages 1-7
4. Site Plan pages 8-14.
5. Site Plan pages 15-19
6. Site Plan pages 20-22
7. Site Plan pages 23-30
8. Site Plan pages 31-38
9. Site Plan pages 39-42
10. Site Plan pages 43-46
11. Site Plan pages 47-57

Ms. Diaz-Barriga stated that in conjunction with the vesting rights extension, Resolution 2020-286 which was just approved by the FMPC, the site plan also needs to be extended. The site plan for the Three Franklin Park was approved by Planning Commission (9-0) on April 26, 2018. This request is to grant an additional two-year period until April 26, 2022.

Staff recommended Approval of Item 14.

Chair Lindsey asked if there were any citizen comments. There were none.

The Applicant was represented by Mr. Wes McGill, Craig & Smith. He stated that he was there to answer questions.

Chair Lindsey asked for a motion.

Commissioner Harrison moved, seconded by Commissioner Allen, to recommend Approval of Item 14.

Chair Lindsey asked for any discussion on the motion.

There being none, Chair Lindsey asked for a vote on the motion.

Chair Lindsey asked for a roll call vote.

The motion carried unanimously.

ACTION: Motion to Approve the Planning Item, Item 14, by Commissioner Scott Harrison second by Commissioner Marcia Allen;
Motion Passed 9-0

AYES: Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Jenny Szilagyi, Nick Mann

NOES: None

ABSTAIN: None

PLANS OF SERVICES/ANNEXATIONS/REZONINGS/DEVELOPMENT PLANS

15. Consideration Of Resolution 2020-295, A Resolution Adopting A Plan Of Services For The Annexation Of 2208 Crossway Drive And 1190 Lewisburg Pike, By The City Of Franklin, Tennessee.

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

Attachments:

1. MAP Tuck Away PUD POS-Annex
2. RES 2020-295 Tuck Away PUD Plan of Services_with Exhibits.Law Approved
3. Plans_Tuck Away Annexation and Plan of Services_archive
4. Noncontiguous Annexation Guidelines for Staff Recommendations Lewisburg-Crossway Drive

Mr. Joseph Bryan, Principal Planner, stated that the Plan of Services outlines how infrastructure will need to be provided to serve the 2 properties of 52 acres. There is an attached memo that addresses criteria that staff considers for non-contiguous annexation requests.

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

Access to the property shall be provided from various existing roadways within the region. As properties develop, road improvements and road extensions shall be required in accordance with Connect Franklin. No additional manpower or equipment will be necessary for either Fire, Police Protection, or Sanitation.

Staff recommended Approval of Resolution 2020-295 to the Board of Mayor and Aldermen.

Chair Lindsey asked if there were any citizen comments. There were none.

The Applicant was represented by Mr. Greg Gamble, Gamble Design Collaborative. The Applicant stated that he a landscape architect and land planner representing the Cross family in the application of Tuck Away. Mr. Gamble presented a PowerPoint presentation for the Commissioners. The first slides related to the Plan of Services and Annexation request. Mr. Gamble stated that did not receive any citizen comments related to the Plan of Services (POS). This property is located within the City of Franklin Urban Growth Boundary. The request is for a non-contiguous annexation. However, it is in an area of Franklin where the properties located to the north and south are already served by City services. Mr. Gamble stated that they do not believe that this annexation will create an additional burden to City services. Envision Franklin identifies this property as Single-Family Policy and promotes a mixture of lot sizes for greater diversity and the preservation of green natural features. The property is currently zoned MGA-1,

which is Municipal Growth Area 1 in Williamson County. Development in the County has different design standards. He stated that new homes would require septic tanks. The Cross family requested to be under City standards with connection to the City sewer. Mr. Gamble stated that he would present more during the Annexation and Development Plan.

Chair Lindsey asked for a motion.

Commissioner Harrison moved, seconded by Commissioner Orr, to recommend Approval of Resolution 2020-295 to the Board of Mayor and Aldermen.

Chair Lindsey asked for any discussion on the motion.

Mr. Bryan noted that this motion was for the Plan of Services.

Commissioner Orr asked if part of the POS was served by the City water, why couldn't it be served by the reclaimed water system.

Mr. Jimmy Wiseman, Assistant Director of the Engineering Department, stated that it was because of the distance that would be required for it to be extended. The Ordinance requires property within 1,000 feet of the reclaimed water to extend to the property. He stated that he did not believe it was within that distance. He asked Mr. Gamble to confirm the distance.

Mr. Gamble stated that the distance was well beyond 1000 feet.

Commissioner Orr stated that they needed to verify this distance.

Chair Lindsey asked for a vote on the motion.

Chair Lindsey asked for a roll call vote.

The motion carried unanimously.

ACTION: Motion to Recommend Approval to the Board of Mayor and Aldermen the Resolution 2020-295, Item 15, by Commissioner Scott Harrison second by Commissioner Michael Orr;
Motion Passed 9-0

AYES: Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Jenny Szilagyi, Nick Mann

NOES: None

ABSTAIN: None

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

Sponsors:

Joseph Bryan, Amy Diaz-Barriga, Emily Wright

Attachments:

1. MAP Tuck Away PUD POS-Annex
2. RES 2020-296 Tuck Away PUD Annex_with Exhibits.Law Approved
3. Plans_Tuck Away Annexation and Plan of Services_archive
4. Noncontiguous Annexation Guidelines for Staff Recommendations Lewisburg-Crossway Drive

Mr. Bryan stated that the property being considered for annexation is located between Bowman Road and Henpeck Lane. It is not contiguous to the City limits and is within the City's Urban Growth Boundary (UGB); however, the property helps fill an existing hole in the city limit locations to the north and south along Lewisburg Pike. There is an attached memo that addresses criteria that staff considers for non-contiguous annexation requests.

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

Staff recommended Approval of Resolution 2020-296 to the Board of Mayor and Aldermen.

Chair Lindsey asked if there were any citizen comments. There were none.

The Applicant was represented by Mr. Greg Gamble, Gamble Design Collaborative. The Applicant stated that he was there to answer any questions.

Chair Lindsey asked for a motion.

Commissioner Harrison moved, seconded by Commissioner Orr, to recommend Approval of Resolution 2020-296 to the Board of Mayor and Aldermen.

Chair Lindsey asked for any discussion on the motion.

There being none, Chair Lindsey asked for a vote on the motion.

Chair Lindsey asked for a roll call vote.

The motion carried unanimously.

ACTION: Motion to Recommend Approval to the Board of Mayor and Aldermen the Resolution 2020-296, Item 16, by Commissioner Scott Harrison second by Commissioner Michael Orr;
Motion Passed 9-0

AYES: Ann Petersen, Marcia Allen, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Jenny Szilagyi, Nick Mann

NOES: None

ABSTAIN: None

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

Sponsors:

Joseph Bryan, Amy Diaz-Barriga, Emily Wright

Attachments:

1. MAP Tuck Away PUD Zon-DP
2. ORD 2020-35 Tuck Away PUD Zoning_with Exhibits.Law Approved
3. Plans_Tuck Away Zoning Package_archive

Mr. Bryan stated that the applicant is proposing to rezone 52.0 acres to Planned (PD 0.73) District to accommodate the proposed Tuck Away PUD Subdivision. The Envision Franklin Land Use Plan places the subject parcels into the Single Family Design Concept. Envision Franklin states, "New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, streams, and tree rows as accessible community amenities." Envision Franklin also states that new development should be compatible with and help preserve the integrity of existing neighborhoods and subdivisions.

Tuck Away PUD Subdivision is a residential development consisting of 37 single-family lots on 52 acres. While the proposed density meets the intent of the single-family design concept, Staff cannot support the proposed rezoning. As designed with 37 single-family lots and only a single external outlet to Lewisburg Pike, City Staff believes the proposed density is too high for a single-connection community. Full connection was not granted by the County Highway Board. The Board approved an emergency access gate only.

A high volume, single-connection community would provide inconveniences to visitors to the subdivision, and it would create inefficiencies in services such as Sanitations Services and general deliveries. Further, the associated Development Plan does not fulfill the goals of Envision Franklin for a walkable, well-connected community. Should the Development Plan make a full connection (not emergency only) to Crossway Drive to west, or include a connection to the south (as required by the Zoning Ordinance), staff could support this rezoning at the proposed density. As an alternative, fewer houses and less density would mean less frequency of deliveries and services, and less of a need for a larger connectivity network.

Staff recommended Disapproval of Ordinance 2020-35 to the Board of Mayor and Aldermen.

Chair Lindsey asked if there were any citizen comments. There were none.

The Applicant was represented by Mr. Greg Gamble, Gamble Design Collaborative. The Applicant stated that they are requesting (PD) Planned Development. The Master Plan for this PD development started with an analysis of the adjacent existing neighborhoods. He stated that this property is unique due to the existing developments that surround this property. He stated that this is 37 homes on 52 acres with a density of .73. This is consistent to the density of the adjacent properties which were developed in Williamson County. The Cross family has asked for a neighborhood plan that is compatible with the existing neighbors. Mr. Gamble stated that they had conducted many one-on-one and neighborhood meetings. The planned homes for this community will be 1.5 to 2 stories. The homes will be built with a timeless, architectural style and quality. The initial plan contemplated a mix of lot sizes with 45 homes in total. They received the following feedback from neighbors:

- Increase the lot sizes on Lewisburg Pike;
- Provide larger lots on the southern boundary;
- Remove the southern connection between lots 18 and 19 to discourage future connectivity to their neighborhoods;
- and Williamson County streets are not built to the same standard as the City of Franklin. There were concerns about missing sidewalks and maintenance of the roadways and cross traffic.

Mr. Gamble stated that their proposed development plan responds to the concerns of the neighbors. The new lot count has been reduced to 37. The lots along Lewisburg Pike will be one-acre in size. The lots along Douglas Glen will also be one-acre in size. Durham Manor has buffers of preserved open space. They have removed the roadway connection as requested by adjacent communities. Mr. Gamble stated that they believe that they comply with the compatibility requirements of Envision Franklin, as well as the requirements for the mix of lot sizes. He stated that this is unique and the Modification of Standards (MOS) which states not to connect to the South, will allow those Williamson County neighborhoods to operate without any cross traffic.

Mr. Gamble stated that in October 2020, they approached the Williamson County Highway Commission for a connection to Crossway Drive. They requested full connection, but were only allowed emergency access. This satisfies the fire code requirement for subdivisions with more than 20 homes. The Williamson County Highway Commission commented that this new road would provide an emergency connection to the neighborhoods in the County that they would not have one without this plan.

Mr. Gamble stated he was available to answer questions.

Chair Lindsey asked for a motion.

Commissioner Franks moved, seconded by Commissioner Harrison, to recommend Approval of Ordinance 2020-35 to the Board of Mayor and Aldermen.

Chair Lindsey asked for any discussion on the motion.

Commissioner Allen stated that the reason that the Williamson County Highway Commission denied connectivity to the north is the very reason that many people are moving from Spring Hill. She stated that the traffic is horrible coming back from Spring Hill. She stated that she will not support this motion. She stated that Mr. Gamble does great work. However, she stated that people in neighborhoods are afraid of the connectivity. She stated that she served on the Public Safety Board for 8 years and as an alderman. She stated that people do not want the emergency access until there is a flood or emergency. However, having only one way into a subdivision affects the quality of life, including traffic. She stated that they should support connectivity. She stated this is the reason she could not support the motion.

Commissioner Harrison asked if they could go ahead and stubout into the southern part of the property.

Ms. Diaz-Barriga stated that they could discuss this issue during the Development Plan, and they were requesting a Modification of Standards relating to this issue.

Commissioner Franks stated that this is a low density, well-planned neighborhood with access to the north. He stated that the property to the north will be for sale, and there would be another access point. He stated that he supports the plan.

Chair Lindsey asked for a vote on the motion.

Chair Lindsey asked for a roll call vote.

The motion carried by the following vote (7-1). Commissioner Allen voted against the motion. Alderman Petersen was absent from the vote on the motion.

ACTION: Motion to Recommend Approval to the Board of Mayor and Aldermen the Ordinance 2020-35, Item 17, by Commissioner Jimmy Franks second by Commissioner Scott Harrison;

Motion Passed 7-1

AYES: Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Jenny Szilagyi, Nick Mann

NOES: Marcia Allen

ABSTAIN: None

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

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

Attachments:

1. MAP Tuck Away PUD Zon-DP
2. RES 2020-297 Tuck Away PUD DP_with Exhibits.Law Approved
3. 7374 Tuck Away PUD DP_Conditions of Approval_01
4. Plans_Tuck Away Development Plan
5. Plans_Tuck Away Zoning Package_archive
6. Citizen Comments_Tuck Away PUD

Mr. Bryan stated that the Tuck Away PUD Subdivision is a residential development consisting of 37 single-family lots on 52 acres located south of Bowman Road and west of Lewisburg Pike. The Envision Franklin Land Use Plan places the subject parcels into the Single Family Design Concept.

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

In regards to connectivity, Envision Franklin states, "If there are existing street connections or stubouts adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If there are no existing street or stubout connections, then other locations should be identified in order to increase connectivity between developments." Section 9.5.1 of the Zoning Ordinance additionally requires that new developments provide street connections in every direction

from the property. As proposed, the development does not create a well-connected street system to surrounding neighborhoods. The Williamson County Highway Board denied full access to the northwestern connection at Crossway Drive, allowing for an emergency access gate only, and the applicant is requesting to eliminate the southern connection through a Modification of Standards (MOS).

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

With fewer houses and less density, there would be less frequency of deliveries and services, and less of a need for a larger connectivity network. However, staff would prefer full connections be created in all directions, which would allow us to support this increased density.

Mr. Bryan stated that there was a Modification of Standards (MOS) request. MOS #1 request to remove external street stub connections to southern boundary.

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

Staff recommended disapproval of MOS #1.

Staff recommended disapproval of Resolution 2020-297 to the Board of Mayor and Aldermen. Mr. Bryan stated that staff recommended disapproval of the Tuck Away PUD Subdivision due to the lack of connectivity, for the lack of a long-term solution for deliveries and services, and for its request for a gated community.

Chair Lindsey asked if there were any citizen comments.

Mr. Bryan stated that two citizen comments were received by email. These comments were available to view as an attachment. The comments will be added to the minutes.

Mr. Wiseman stated, concerning the connectivity to the south of the property, there is an approximately 19 acre parcel that is undeveloped. Without the connection, it would force any future development through the County's roadways that exist today. It would not give any future development the option to go north but would be forced through the County subdivision.

The Applicant was represented by Mr. Greg Gamble, Gamble Design Collaborative. Mr. Gamble stated that it was both his understanding, and Mr. Cross' understanding, that the notes for a gated subdivision had been removed from the Development Plan. This note was left on the Development Plan in error. He stated that it was no longer their intention to have a gated subdivision. He stated that they understand the rules and requirements with the lots being on public streets.

Mr. Bryan stated that the notes referencing gates were found on several pages. He stated that this was a Condition of Approval and stated that these references could be removed.

Mr. Gamble stated if the Conditions of Approval were approved, they would remove the references for gates. Mr. Gamble stated at their first neighborhood meeting, they had 45 residents from the Williamson County neighborhoods attend. The main consensus was to remove the road located to the south. This was almost unanimous. There were other concerns such as lot sizes. Mr. Gamble stated that they were doing their best to respond the County neighbor's concerns. He stated that the road to the south was included in the first Master Plan presented to the neighbors. The concerns included the type of roads that would be connected to, the lack of curb and gutter sidewalks, and amount of traffic on the streets. Mr. Gamble stated that they are showing two connections. The first connection is at Crossway Drive and the second is located at an undeveloped location. Mr. Gamble stated that he was happy to answer any questions.

Chair Lindsey asked for a motion.

Commissioner Harrison moved, seconded by Commissioner Franks, to recommend Approval, with Conditions, of Resolution 2020-297 to the Board of Mayor and Aldermen.

Chair Lindsey asked for a motion to approve MOS 1. MOS 1 request to remove external street stub connections to southern boundary.

Commissioner Allen moved, seconded by Chair Lindsey, to disapprove MOS 1.

Commissioner Allen stated that she moved for disapproval per staff recommendation.

Chair Lindsey asked for any discussion on the motion.

Commissioner Franks stated that the south connection was pre-determined by the two existing neighborhoods. He stated that it was intended by the County to include the undeveloped land by virtue of the two streets tying in from the east and west. Commissioner Franks stated that since the full connection from the north had been denied by the County, they had intended for the property to be accessed from the east and west. He stated that the neighbors were now in support of the plan since the applicant had conceded not to include a connection from the south. He stated that several concessions had been made and the request for MOS 1 should be approved.

Commissioner Allen stated that if the developer wanted the subdivision built to County standards, they should not have applied for annexation into the City. She stated that if the County was allowed to set the rules and standards for the subdivision, it should be developed in the County. She stated that she would like to have recast her vote. She stated that with the annexation into the City, the County should not set the standards for the ingress and egress into the subdivision. She stated that this Commission is tasked

with making the decisions for the subdivisions within the City. She stated that while it is important to listen to the citizen concerns, the Commission is not there to please the citizens on everything. She stated that staff had just read what the Zoning Ordinance required. She stated that if they wanted to let the County make the decisions for connectivity, the subdivision should remain in the County.

Commissioner Franks stated that if the subdivision remained in the County, there would be no access to the City sewer. He stated that this property has the entitlements and there is not a better piece of property to utilize the City services. Commissioner Franks stated that he respectfully disagreed with the motion.

Commissioner Orr stated that the connection to the south would be a connection to nowhere. He stated that they should not put a burden on the applicant to have to do it.

Chair Lindsey asked if there was any further discussion.

There being no further discussion, Chair Lindsey asked for a vote on the motion to disapprove MOS 1.

Chair Lindsey asked for a roll call vote.

The motion to disapprove MOS 1 failed by the following vote (1-7). Commissioner Szilagyi, Commissioner Franks, Commissioner Harrison, Chair Lindsey, Commissioner McLemore, Commissioner Orr, and Commissioner Mann voted against the motion to disapprove MOS 1. Alderman Petersen was absent from the vote.

ACTION: Motion to disapprove MOS 1 by Commissioner Marcia Allen second by Chair Roger Lindsey;

Motion Failed 1-7

AYES: Marcia Allen

NOES: Jenny Szilagyi, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Nick Mann

ABSTAIN: None

Chair Lindsey asked for a motion for MOS 1.

Commissioner Harrison moved, seconded by Commissioner Orr, to approve MOS 1.

Chair Lindsey asked for any discussion on the motion to approve MOS 1.

Commissioner Harrison asked for a Point of Order. He asked to confirm that MOS 1 was to remove connections to the southern boundary.

Chair Lindsey stated that MOS 1 was to remove external street stub connections to southern boundary.

Chair Lindsey asked for a vote on the motion to approve MOS 1.

Chair Lindsey asked for a roll call vote.

The motion to approve MOS 1 carried by the following vote (7-1). Commissioner Allen voted against the motion. Alderman Petersen was absent from the vote.

ACTION: Motion to Approve MOS 1 by Commissioner Scott Harrison second by Commissioner Michael Orr;
Motion Passed 7-1
AYES: Jenny Szilagyi Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Nick Mann
NOES: Marcia Allen
ABSTAIN: None

Chair Lindsey asked for any discussion on the main motion, as amended.

Commissioner Mann requested confirmation that the staff comments included that there would not be a gate.

Mr. Bryan stated that a Condition of Approval was for the removal of the references for a gate.

Ms. Diaz-Barriga stated that there were several Conditions of Approval. She stated that the applicant was in agreement with all of the Conditions of Approval.

Chair Lindsey asked for a vote on the main motion, as amended.

Chair Lindsey asked for a roll call vote.

The motion carried by the following vote (6-2). Commissioner Allen and Commissioner Szilagyi voted against the motion. Alderman Petersen was absent from the vote.

ACTION: Motion to Recommend Approval, with Conditions, to the Board of Mayor and Aldermen of the Resolution 2020-297, as amended, Item 18, by Commissioner Scott Harrison second by Commissioner Jimmy Franks;
Motion Passed 6-2
AYES: Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Nick Mann
NOES: Marcia Allen, Jenny Szilagyi
ABSTAIN: None

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

19. Lockwood Glen PUD Subdivision, Final Plat, Section 12, Creating 11 Single Family Residential Lots And One Open Space Lot, On 3.64 acres, Located Near The Intersection Of Halswelle Drive And Braidwood Lane. (CONSENT AGENDA)

Sponsors:

Chelsea Randolph, Amy Diaz-Barriga, Emily Wright

Attachments:

1. MAP 7429 Lockwood Glen, Section 12 FP
2. Final Plat 7429 Lockwood Glen, Section 12 FP
3. 7429 Conditions of Approval_01

This item was approved on the Consent Agenda.

20. Simmons Ridge PUD Subdivision, Final Plat, Section 15, Creating 1 Lot For An Amenity Center, On 2.09 Acres, Located At 4408 South Carothers Road. (CONSENT AGENDA)

Sponsors:

Chelsea Randolph, Amy Diaz-Barriga, Emily Wright

Attachments:

1. MAP 7431 Simmons Ridge, Section 15 FP
2. Final Plat 7431 Simmons Ridge, Section 15
3. 7431 Conditions of Approval_01

This item was approved on the Consent Agenda.

21. Williamson County Animal Care Center, Site Plan, Revision 1 (Archives Building), Constructing A 20,000 Square Foot Archives Facility, On 17.54 Acres, Located Near The Intersection Of Old Charlotte Pike And Carlisle Lane. (CONSENT AGENDA)

Sponsors:

Chelsea Randolph, Amy Diaz-Barriga, Emily Wright

Attachments:

1. MAP 7383 Williamson County Animal Care (Archives Bldg) SP
2. 7383 Conditions of Approval_01
3. Full Site Plan Set 7383 Williamson County Animal Care Center Archives
4. Site Plan 7383 Williamson County Animal Care Center Archives
5. Elevations 7383 Williamson County Animal Care Center Archives

This item was approved on the Consent Agenda.

NON-AGENDA ITEMS

Chair Lindsey asked if there were any non-agenda items. There was none.

ANY OTHER BUSINESS

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

ADJOURN

Commissioner Harrison moved, seconded by Commissioner Orr, to adjourn.

Chair Lindsey asked for a vote on the motion.

The motion carried unanimously. Alderman Petersen was absent from the vote.

ACTION:

Motion to Adjourn, by Commissioner Scott Harrison second by Commissioner Michael Orr;

Motion Passed 8-0

AYES:

Marcia Allen, Jimmy Franks, Scott Harrison, Roger Lindsey, Alma McLemore, Michael Orr, Jenny Szilagyi, Nick Mann

NOES:

None

ABSTAIN:

None

There being no further business, the meeting adjourned at 8:11 PM.

Roger Lindsey, Chair

Date

-----Original Message-----

From: Michael Loscalzo <mloscalzo@msn.com>

Sent: Sunday, January 24, 2021 10:29 AM

To: Planning Intake <planningintake@franklintn.gov>

Subject: proposed Development plan and Rezoning located at Map 105, Parcel 02801 and Map 106, Parcel 00800 at 2208 Crossway Drive and 1190 Lewisburg Pike.

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Franklin Municipal Planning Commission:

As a neighbor I am strongly against the current plan for the proposed Development plan and Rezoning located at Map 105, Parcel 02801 and Map 106, Parcel 00800 at 2208 Crossway Drive and 1190 Lewisburg Pike.

The proposed Development Plan is in no way keeping with the actual Franklin Envision Zoning plan. Nor does not keep with the spirit of the Envision Zoning plan.

The Envision Zoning team was aware that a designation of at least one acre per home requirement would result in developments in which most homes would have to be on more than one acre. If the Envision Zoning plan wanted to use a "on average one home per acre" rule it would have written the zoning plan in such a way. It didn't and so this plan is very far from meeting the plan's requirement. The idea of the majority of the homes in this development being on far less than one acre is a strong rejection by the developer of accepting the Zoning rules or the will of the citizens of Franklin. Just on this one point this plan should be summarily rejected.

This one developer should not be allowed to undo or overturn all the work of the citizens of Franklin in regard to the Envision Zoning plan.

In summary, as a close neighbor I am not against the development of the parcels but am strongly against the current proposal of Parcel 02802 and Parcel 00800 as they do not meet the current Zoning nor come close to meeting the spirit of the Envision Zoning plan.

Sincerely,

Michael M. Loscalzo, MD
2462 Durham Manor Drive
Franklin TN 37064
727 631 7494

From: phyllis thompson <phyllisgt2@att.net>
Sent: Tuesday, January 26, 2021 10:58 AM
To: Planning Intake <planningintake@franklintn.gov>
Subject: Gamble Design Collaborative

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

I want the Cross family to be successful in their venture to develop their property. If done correctly, it has the potential to bring value to the surrounding property. I'm praying it will be a beautiful addition that seamlessly blends into the surrounding properties, not one that appears alien to its neighbors. Plan a design for the road frontage that is worthy of million + dollar homes and the beauty of the current hillside.

Below are two concerns that have previously been communicated to Greg Gamble regarding the development of the Cross Family Farm as it relates to Windsor Park. I'm praying these concerns have been brought to the Planning Commission's attention and will be addressed appropriately before final approval.

Entrance to new subdivision:

The proposal appears to include an entrance that directly fronts/joins the Windsor Park entrance. If so, what accommodation is being made for a turn lane or red light to handle the additional traffic and already limited vision for pull out from our neighborhood that would not infringe upon or take property from the Windsor Park entrance. I would not be in favor of any proposal that takes land from Windsor Park to accommodate a widened turning space. I would expect Cross farm to give way on land needed for a widened turn space.

My notes from one of our neighborhood Zoom meetings indicated that the county had to "stub" all surrounding neighborhoods, but I'm having trouble seeing that on the Master Plan - into Oakwood and Douglas Glen. I am truly concerned about there being only one outlet in the proposal, which is directly across from Windsor Park's entrance. Our entrance services not only our neighborhood but is also used by the two neighborhoods built behind us. It is already difficult enough to make a safe entry onto Lewisburg Pike during peak hours without jockeying for competing positions directly across from us.

Being as close to the entrance to the neighborhood as I am, I'm probably in a unique position to speak to the wrecks that happen right around our entrance. I've attended to people who's car ended up behind the house between me and Lewisburg Pike. I've heard the sound of crunching metal more times than I care to remember. And as I noted in the "chat" comments, one not too distance wreck took out the brick entrance to the current driveway of the Cross Farm. The blind spots and speed of traffic coming off the hill heading south truly need addressing as the entrance to Windsor Park is in somewhat of a blind curve already. **Case in point - the most recent accident occurred within the last 2 weeks - right at the front of the Winsdor Park entrance.**

Water Run-Off:

Our neighbors that front Lewisbug Pike along with myself already suffer from significant run-off from the Cross farm hill - to the tune of rivers of water spilling down the hill, across the highway and through our property. We have twice in the last year had "holes" open up in the drainage run near our street that the city believed was due to excessive run-off and build-up. I see you have two storm water ponds sketched at the entrance to the proposed subdivision. What assurances will be offered that these will be

sufficient? Who is responsible for damage sustained during the building process when the rivers of mud and water flow through my property? Who is responsible for failure of the storm water ponds when the build-out is complete? The EF document states scenic vistas should be preserved to include rolling hills and development restricted on hillsides along with site disturbance minimized for natural topography. Surely, you understand this concern.

However, I'd still like to know to whom I should address my concerns either when construction begins and run-off increases or even after development is complete and run-off continues to be a problem. How do I measure the increase in the amount of water that's leaving the property and to whom do I take my concerns at that point?

I very much appreciate where you were able to draw on the map to demonstrate the direction of water flow coming from the hill. I did not; however, hear any others discuss any current problems that Windsor Park seems to suffer from in heavy rain. Their concerns were for future run-off. I'd love for you to keep the City of Franklin and the State of TN apprised not only of future concerns but also of those that affect us now as they develop a workable and sufficient stormwater plan. I have videos of rivers of water running through my property in heavy rain if you need them.

.

Thank you for your time and consideration in addressing these issues.

Peace,
Phyllis Thompson



TUCK AWAY

DEVELOPMENT PLAN

PLANNING COMMISSION
January 28, 2021

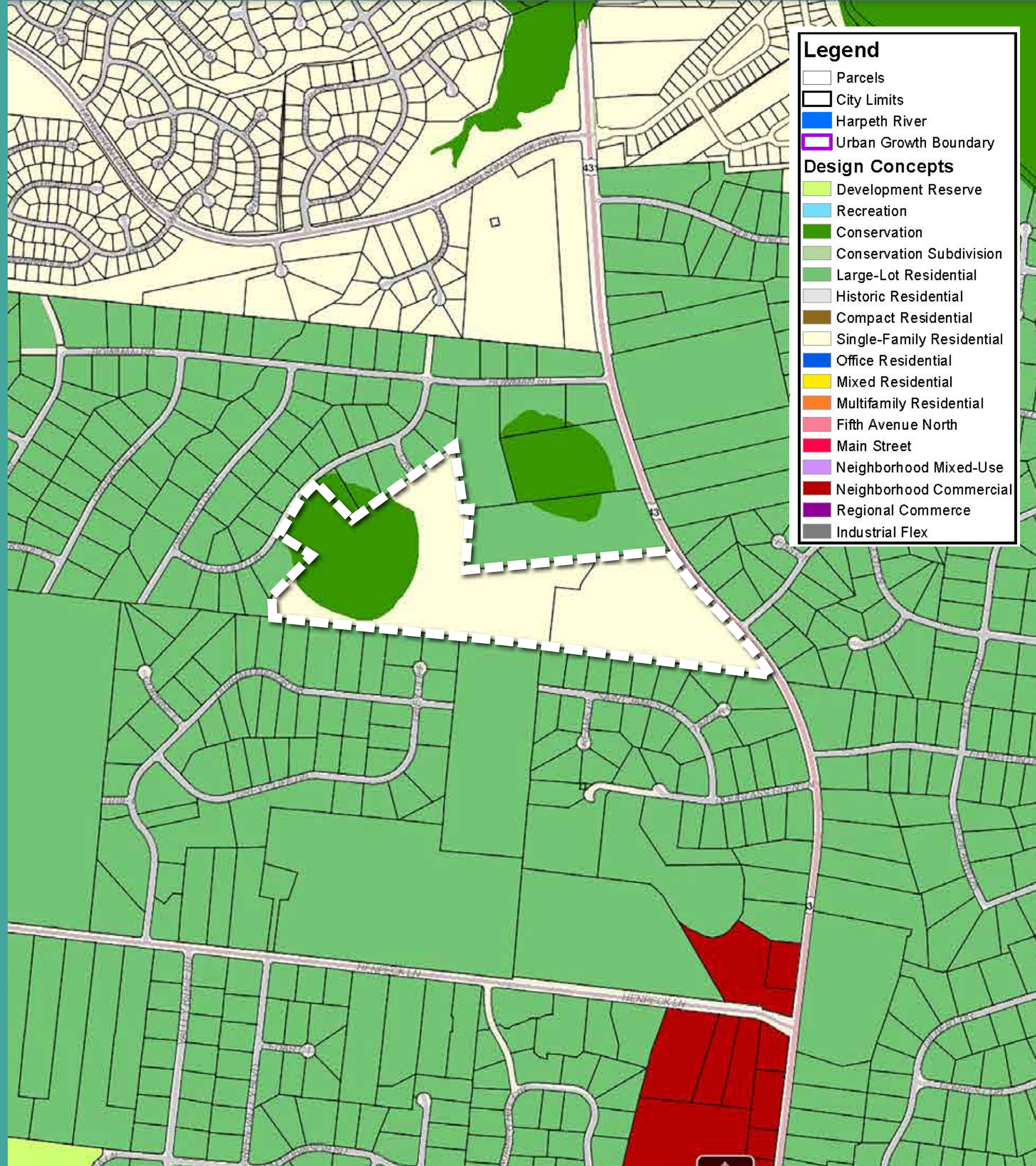
CITY OF FRANKLIN LIMITS

TUCK AWAY
DEVELOPMENT PLAN

HHO
HHO
SITE

**PROPERTIES RECENTLY
ANNEXED INTO CITY OF
FRANKLIN**

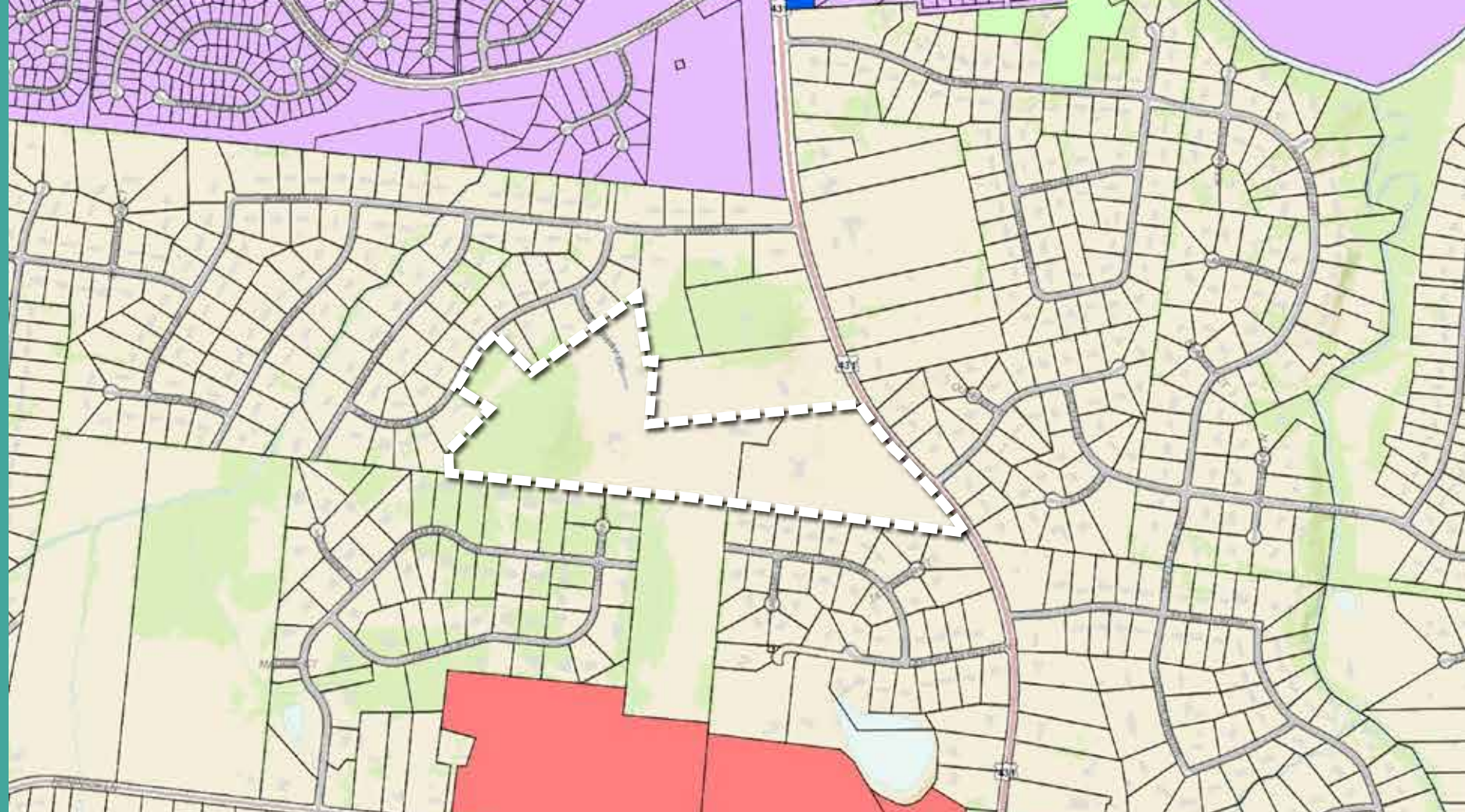
LOCATION MAP



ENVISION FRANKLIN

SINGLE-FAMILY RESIDENTIAL:

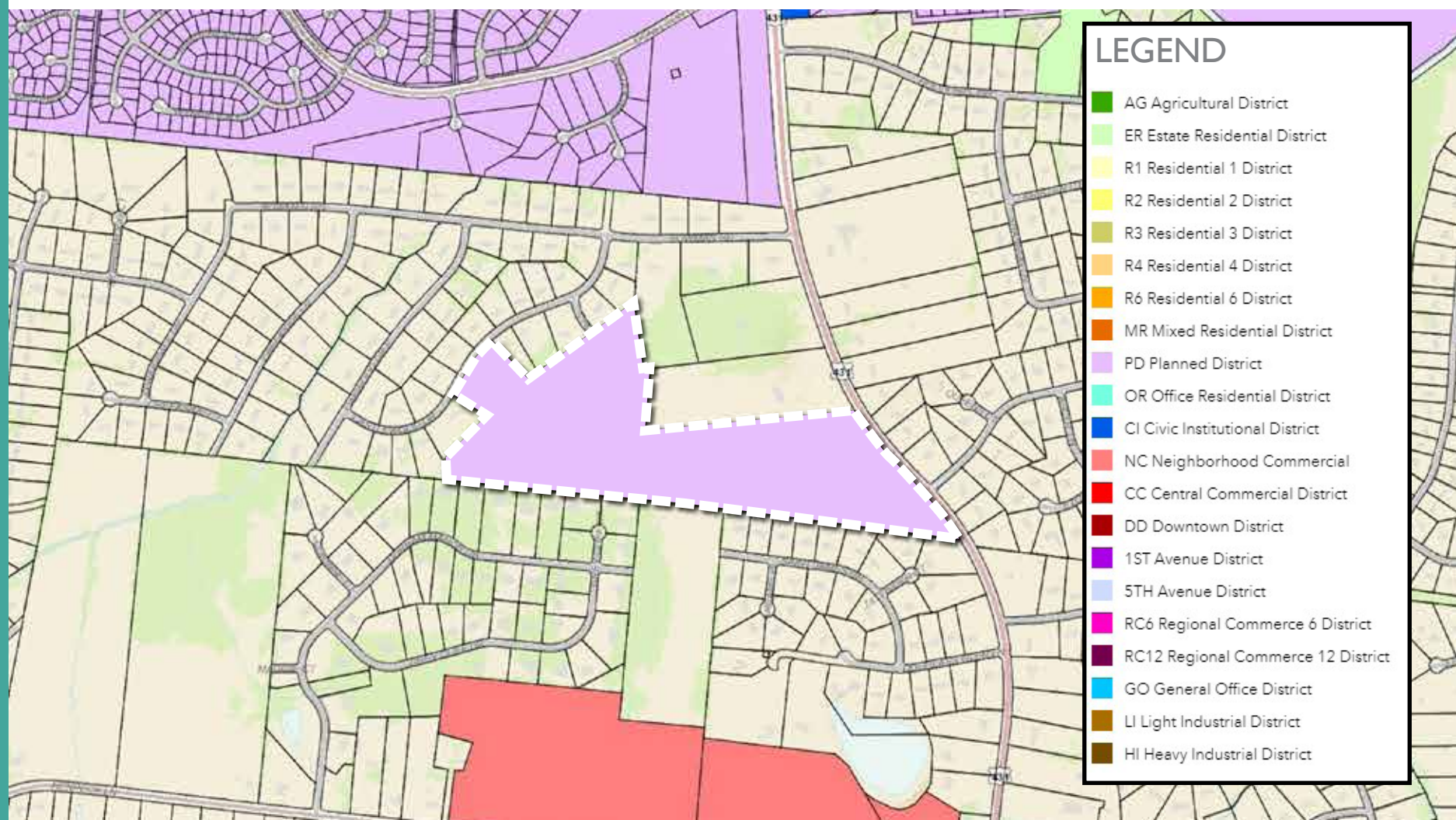
- RANGE OF SINGLE-FAMILY DWELLING AND LOT SIZES
- TRANSITION FROM EXISTING DEVELOPMENT PATTERNS IN ADJACENT NEIGHBORHOODS
- WALKABLE, WELL CONNECTED STREET SYSTEMS
- DESIGNED AROUND NATURAL FEATURES



EXISTING ZONING

CURRENTLY IN COUNTY:

Municipal Growth Area District (MGA-I)



LEGEND

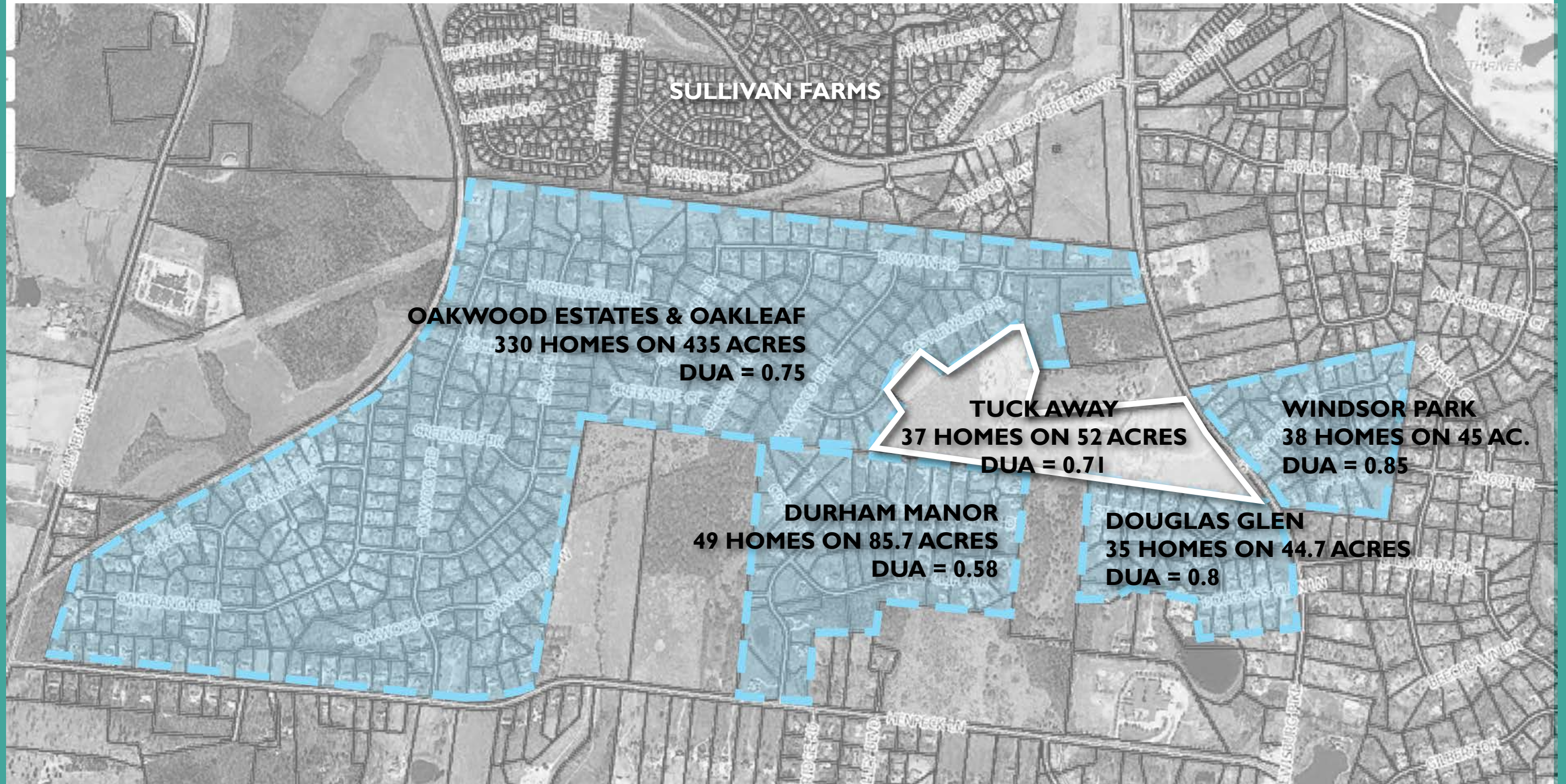
- AG Agricultural District
- ER Estate Residential District
- R1 Residential 1 District
- R2 Residential 2 District
- R3 Residential 3 District
- R4 Residential 4 District
- R6 Residential 6 District
- MR Mixed Residential District
- PD Planned District
- OR Office Residential District
- CI Civic Institutional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

PROPOSED ZONING

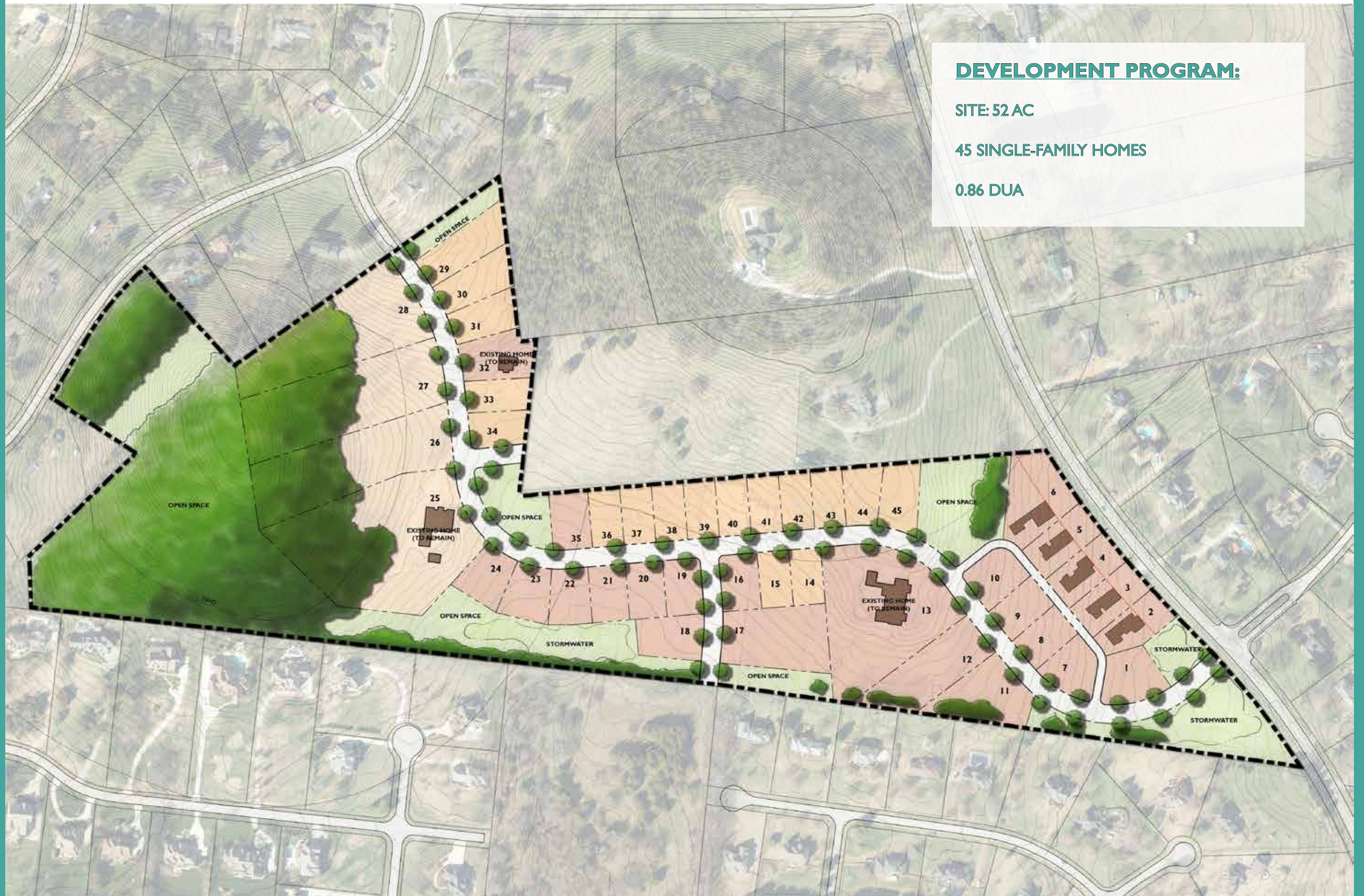
PLANNED DISTRICT (PD):

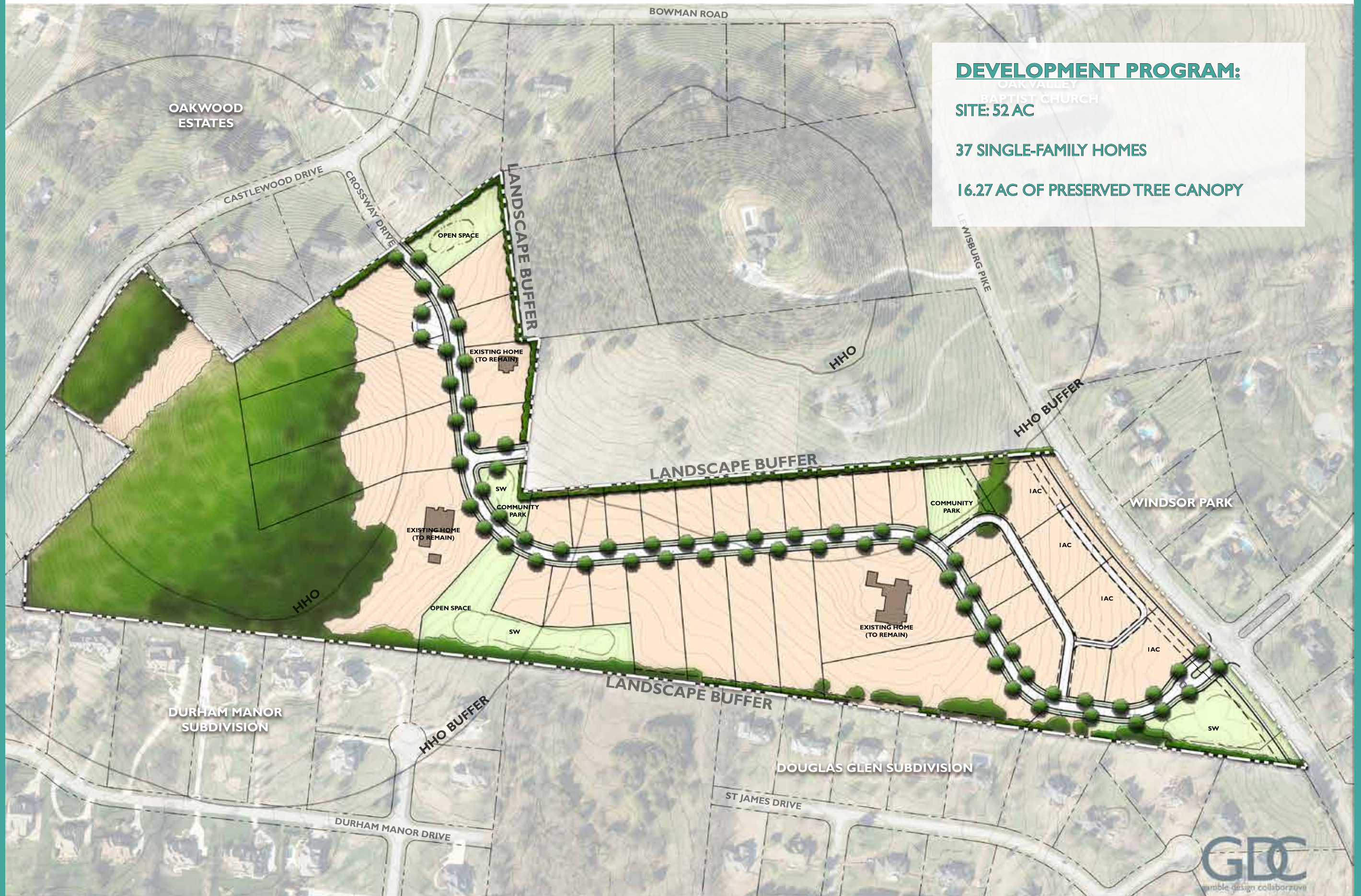
THE PD DISTRICT IS INTENDED TO:

- A. ALLOW FOR THE REVIEW AND APPROVAL OF A DEVELOPMENT PLAN THAT ESTABLISHES THE ENTITLEMENTS FOR A PROPERTY, INCLUDING A CUSTOMIZED COMBINATION OF PERMITTED USES, BUILDING TYPES, FRONTAGE TYPES, SETBACKS, AND ANY MODIFICATIONS OF STANDARDS IN ACCORDANCE WITH SECTION 20.8, DEVELOPMENT PLAN;
- B. ALLOW FOR THE IMPLEMENTATION OF ENVISION FRANKLIN GUIDING PRINCIPLES AND DESIGN CONCEPTS; AND
- C. UTILIZE THE PLANNED UNIT DEVELOPMENT PROCESS IN ACCORDANCE WITH STATE LAW. (COF ZO)











PREVIOUS PROGRAM:

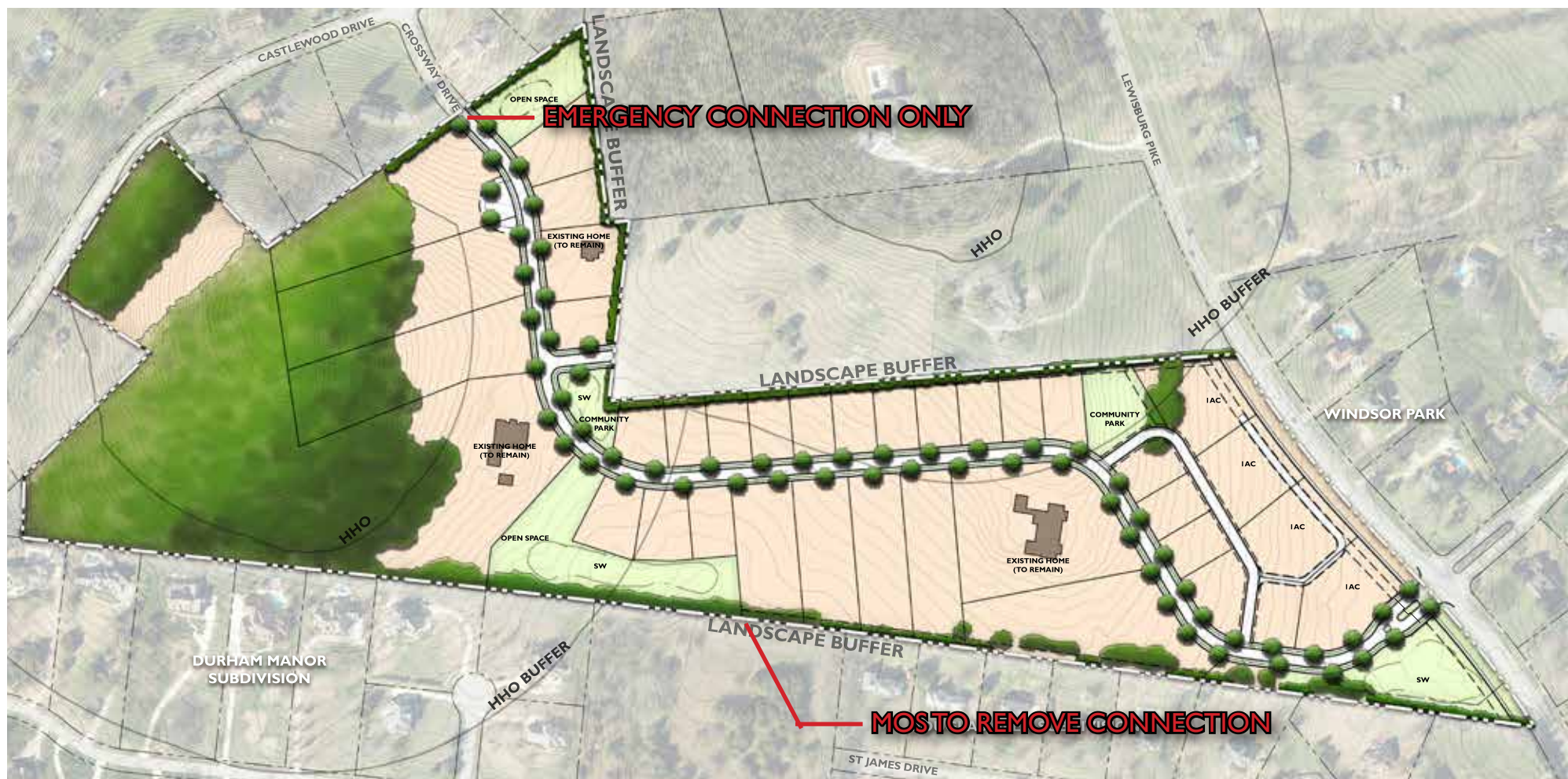
SITE: 52 AC

45 SINGLE-FAMILY HOMES

0.86 DUA

CONNECTIONS SHOWN TO NORTH AND TO SOUTH

- NEIGHBORS VEHEMENTLY OPPOSES FULL CONNECTION TO THE NORTH OR ANY CONNECTION TO THE SOUTH
- COUNTY HIGHWAY COMMISSION DENIED FULL CONNECTION TO THE NORTH OR ANY CONNECTION TO THE SOUTH



DEVELOPMENT PROGRAM:

- SITE: 52 AC
- 37 SINGLE-FAMILY HOMES
- 0.71 DUA
- 16.27 AC OF PRESERVED TREE CANOPY
- 1 ACRE LOT ABUTTING LEWISBURH PIKE
- 1 ACRE TRANSITION LOTS
- EMERGENCY CONNECTION PROVIDED TO THE NORTH
- 1 REQUESTED MODIFICATION TO STANDARDS TO REMOVE CONNECTION TO THE SOUTH

MODIFICATION OF STANDARDS:

SECTION 9.5.1(B) EXTERNAL CONNECTIVITY.

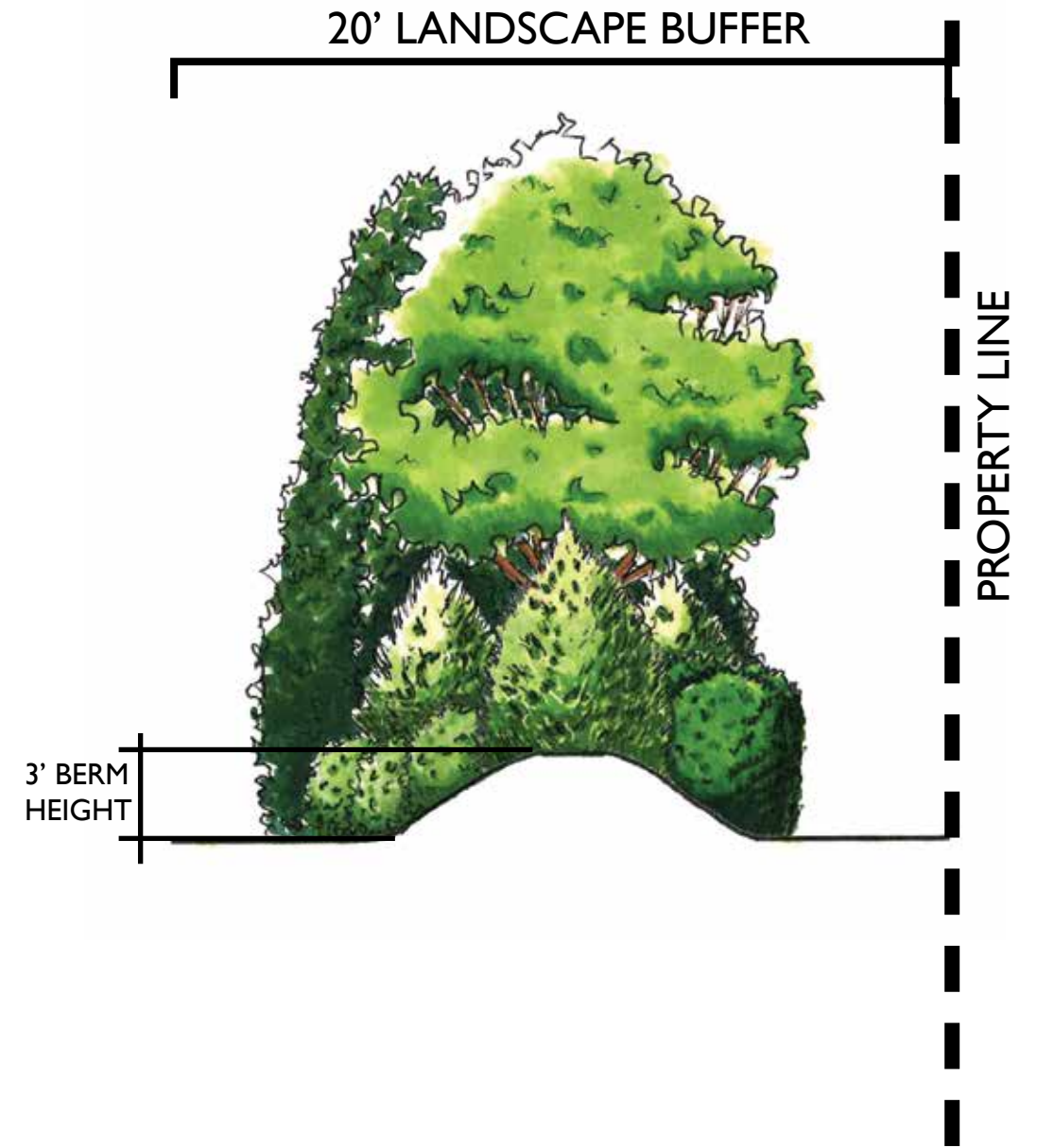
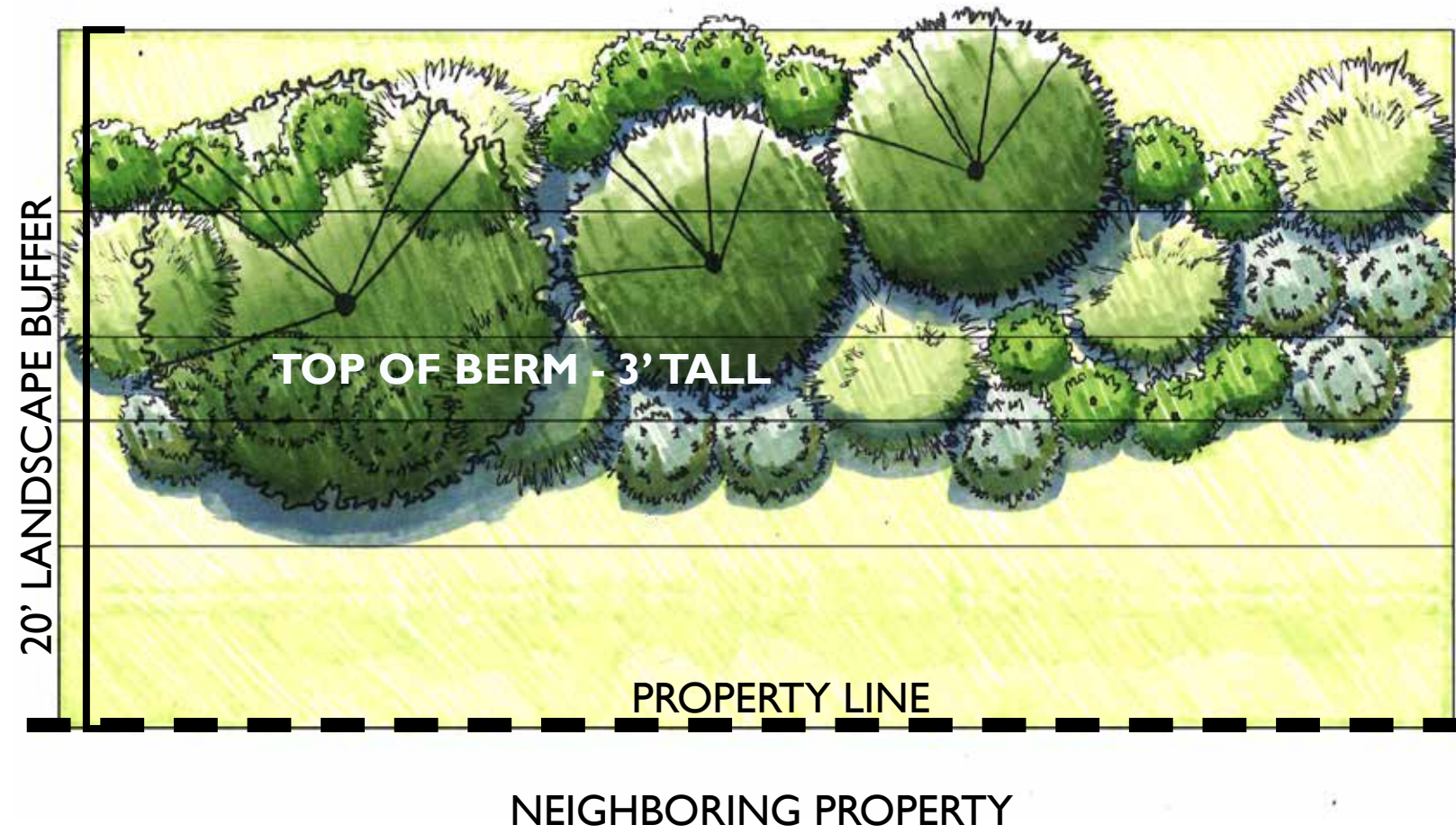
B. Street connections, street stubs, or internal drive connections shall be provided in every direction (north, south, east, and west), Including connections to all existing streets or internal drives adjacent to the development site.

REQUEST TO REMOVE EXTERNAL STREET STUB CONNECTIONS TO SOUTHERN BOUNDARY.

This modification enhances the development by providing connections to areas that have potential to be annexed into the city of franklin. The southern boundary is bordered by established williamson county subdivisions.

This site is unique in that it surrounded by williamson county property on all sides. The concern for connectivity in all directions comes from the neighbors in the williamson county subdivision of oakwood estates as well as the williamson county highway commission. Oakwood estates, durham manor, and douglas glen subdivisions are already established neighborhoods, currently in williamson county jurisdiction that could only be annexed in the city of franklin at the request of the property owner. Full unrestricted connectivity to these neighborhoods will increase through traffic north and south through the neighborhoods. This increase will change the character of the communities and will affect the quality of life of the residents.

Single-family policy established in envision franklin speaks of creating transition from existing neighborhoods in adjacent properties to the new development. Oakwood estates, durham manor, and douglas glen subdivisions are established neighborhoods, currently in williamson county jurisdiction and do not wish to have connections made to the new development. Our plan focuses on creating connections to areas of growth potential for the city of franklin and creating transition back to these neighborhoods.





File #: 21-01775

DATE: February 12, 2021
TO: Franklin Municipal Planning Commission
FROM: Paula Kortas, Surety Coordinator

SUBJECT:

Westhaven PUD Subdivision, Site Plan, Section 25; Extend The Performance Agreement For Drainage Improvements To February 24, 2022. (CONSENT AGENDA)

PURPOSE:

BACKGROUND/STAFF COMMENTS:

FINANCIAL IMPACT:

RECOMMENDATION:



File #: 20-01608

DATE: January 15, 2021
TO: Franklin Municipal Planning Commission
FROM: Kelly Dannenfelser, Asst. Director of Planning
Amy Diaz-Barriga, Planning Supervisor
Joseph Bryan, Principal Planner

SUBJECT:

Consideration of Ordinance 2021-01, An Ordinance To Rezone 140.81 Acres From Planned (PD 0.7/1,563,000) District To Planned (PD 11.72/1,573,500 SF/450 Keys) District For The Property Located South Of Goose Creek Bypass And West Of Interstate 65, Located At 2409 Goose Creek Bypass (Berry Farms Chadwell PUD).

PURPOSE:

PROJECT INFORMATION

COF Project Number: 7332
Applicant: Greg Gamble, Gamble Design Collaborative
Owner: Boyle Investment Co., Adam Ballash, Rep.

BACKGROUND/STAFF COMMENTS:

The applicant is requesting to rezone the property from Planned (PD 0.7/1,563,000) District To Planned (PD 11.72/1,573,500 SF/450 Keys) District to accommodate the proposed Berry Farms Chadwell PUD Subdivision. The current entitlements for the property were approved in July 2006 and the revised Development Plan for the Berry Farms Chadwell PUD Subdivision has been submitted concurrently with this rezoning request.

Envision Franklin places this parcel into the Regional Commerce and Neighborhood Mixed-Use Design Concepts. Envision Franklin states that areas within the Regional Commerce design concept, "contains high-intensity activity centers that attract large numbers of people and employers from both within and outside the City. These areas include major employment and revenue generators that are valuable community resources." Envision Franklin also states that, "New developments should have integrated designs with coordinated access, amenities, and cohesive architecture that fits within the context of the corridor."

For Neighborhood Mixed-Use, Envision Franklin States that this concept, "provides a diverse mix of high-activity uses with a connected and walkable block layout. These centers and corridors should have coordinated development patterns at a pedestrian scale, with high-quality architecture, plazas, sidewalks, and pedestrian and bicycle amenities to activate the street and connect these gathering places to the residential neighborhoods they support."

The proposed rezoning to PD (11.72/1,573,500 SF/450 Keys) is appropriate to achieve the recommendations of the Regional Commerce and Neighborhood Mixed-Use Design Concepts as outlined in Envision Franklin and allow for the applicant to create a cohesive, integrated development that is pedestrian-oriented.

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 approval of Ordinance 2021-01 to the Board of Mayor and Aldermen.

BERRY FARMS CHADWELL PUD SUBDIVISION
ORDINANCE 2021-01
RESOLUTION 2021-06
FRANKLIN MUNICIPAL PLANNING COMMISSION
2/25/2021

Project Information

Existing Zoning: PD 0.7/1,563,000
Proposed Zoning: PD 11.72/1,573,500/450
Other Overlays: FFO, FWO
Existing Land Use: Vacant
Proposed Land Use: Mixed-Use, Office, Multi-Residential
Site Acreage: 140.81 acres
Proposed Number of Dwelling Units: 1,650
Proposed Nonresidential Square Footage: 1,573,500 SF
Proposed Hotel Keys: 450
Proposed Building Height: 12 stories

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



0 250 500 1,000
Feet

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It was compiled from the most authentic information available.
The City is not responsible for any errors or omissions contained hereon.
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ORDINANCE 2021-01

AN ORDINANCE TO REZONE 140.81 ACRES FROM PLANNED (PD 0.7/1,563,000) DISTRICT TO PLANNED (PD 11.72/1,573,500 SF/450 KEYS) DISTRICT FOR THE PROPERTY LOCATED SOUTH OF GOOSE CREEK BYPASS AND WEST OF INTERSTATE 65, LOCATED AT 2409 GOOSE CREEK BYPASS (BERRY FARMS CHADWELL PUD).

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

WHEREAS, the Planned (PD 11.72/1,573,500 SF/450) 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 2021-06, approving a revised 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 0.7/1,563,000)** District to **Planned (PD 11.72/1,573,500 SF/450)** District:

PREMISES CONSIDERED	
Map-Parcel	Acres
117-20.00	140.81
Total	140.81

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.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____

Eric Stuckey

City Administrator/Recorder

By: _____

Dr. Ken Moore

Mayor

Approved as to form by:

Shauna R. Billingsley

City Attorney

PLANNING COMMISSION RECOMMENDED:

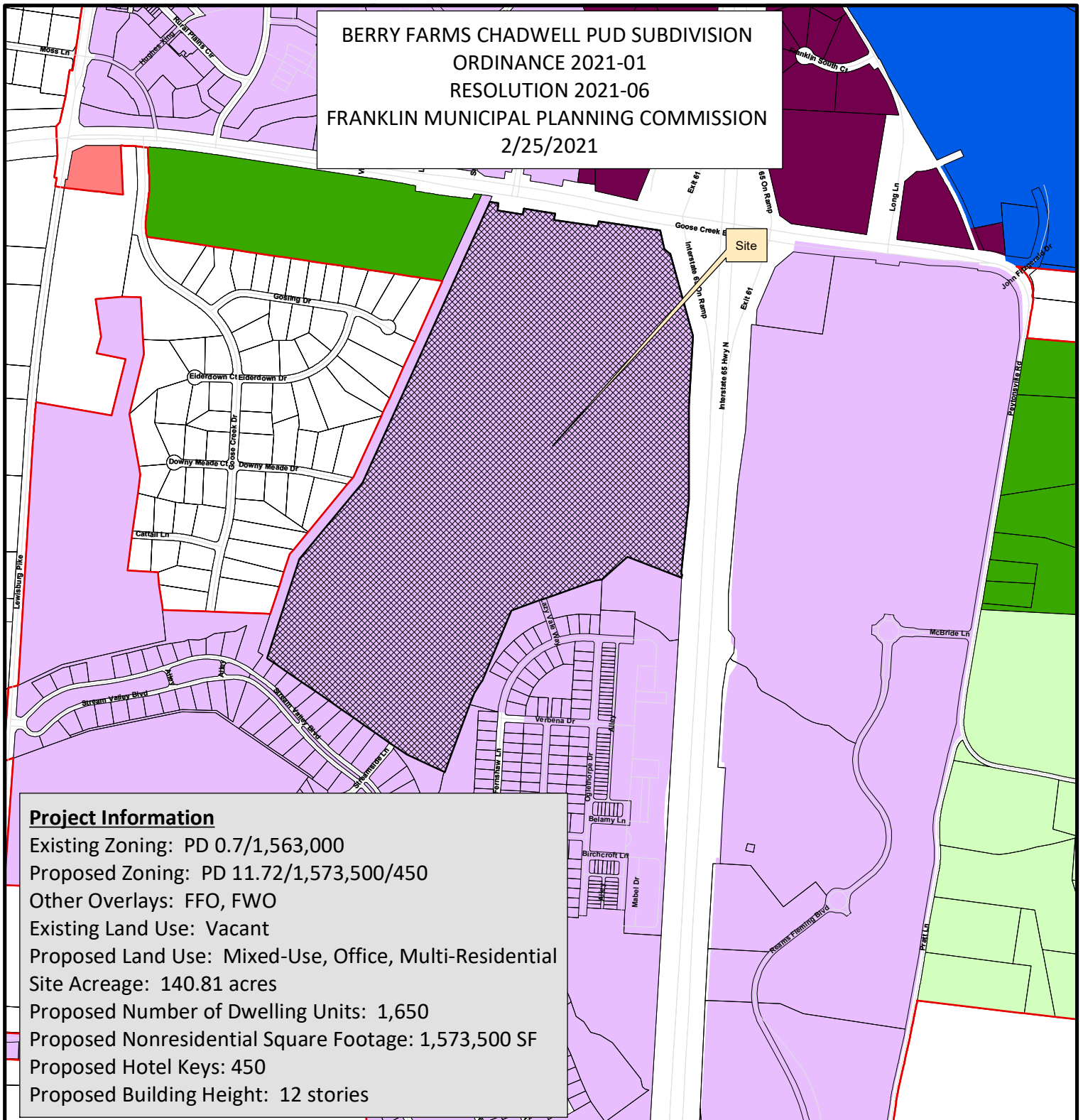
PASSED FIRST READING:

PUBLIC HEARING HELD:

PASSED SECOND READING:

PASSED THIRD READING:

**BERRY FARMS CHADWELL PUD SUBDIVISION
ORDINANCE 2021-01
RESOLUTION 2021-06
FRANKLIN MUNICIPAL PLANNING COMMISSION
2/25/2021**



Project Information

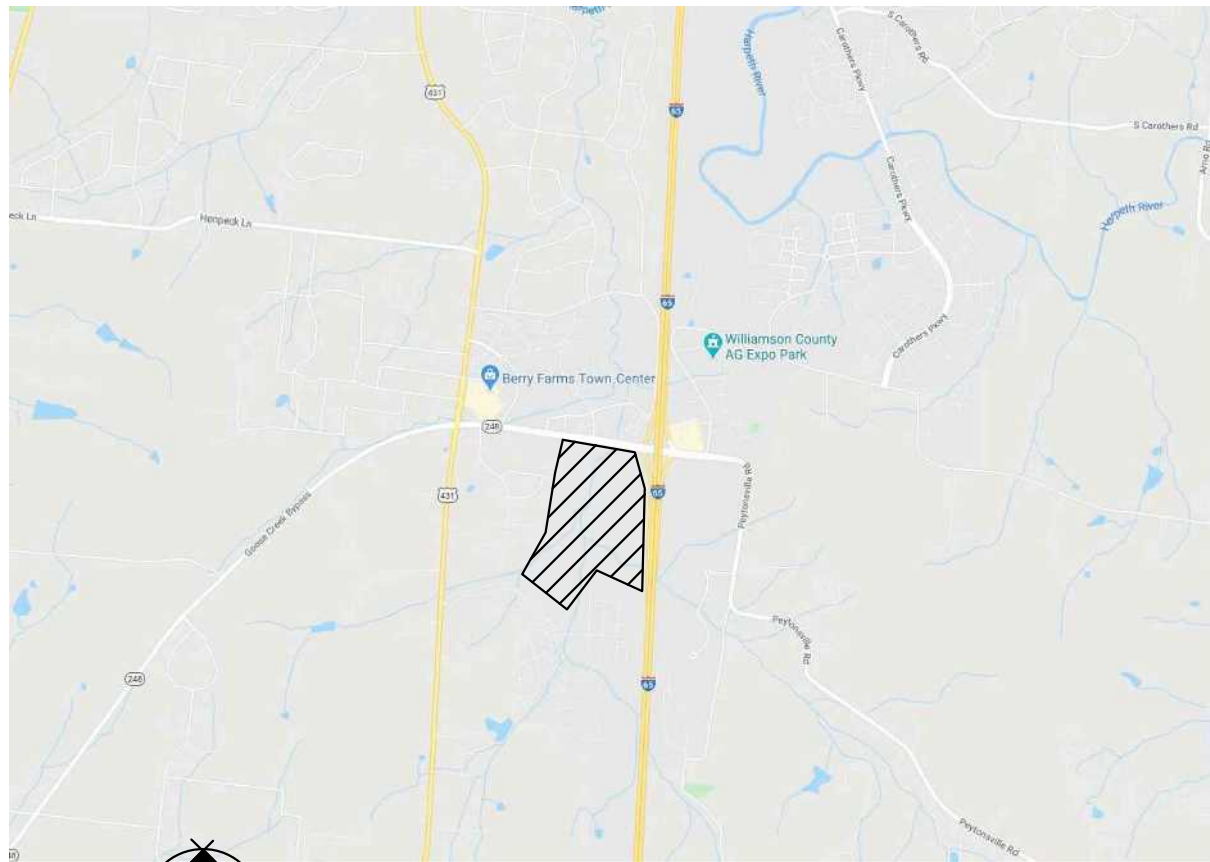
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- | | |
|--------------------------------|------------------------------------|
| Berry Farms Chadwell PUD | CI Civic Institutional District |
| AG Agricultural District | NC Neighborhood Commercial |
| ER Estate Residential District | CC Central Commercial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



0 250 500 1,000
Feet

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NOT TO SCALE

BERRY FARMS - CHADWELL

PUD SUBDIVISION

REZONING REQUEST

PD (10.87, 1,573,500) - PLANNED DISTRICT
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE



SITE DATA CHART

SITE INFORMATION:

PROJECT NAME:	Berry Farms - Chadwell
PROJECT NUMBER:	7332
ADDRESS:	2409 Goose Creek Bypass
CITY:	Franklin
COUNTY:	Williamson
PARCEL(S):	117 --- 02000
ACREAGE / SF OF SITE:	140.81 AC / 6,133,827.5 SF

BASE ZONING:	PD (0.7, 1,563,000 SF)
PROPOSED ZONING:	PD (10.87, 1,573,500 SF)
ZONING OVERLAY:	FFO,FWO

BOYLE

OWNER:
BOYLE INVESTMENT COMPANY
CONTACT: ADAM J. BALLASH
2000 MERIDIAN BLVD., SUITE 250
FRANKLIN, TENNESSEE 37067
(615) 550-5583
aballash@boyle.com

GDC

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

Kimley»Horn

ENGINEER:
KIMLEY-HORN
CONTACT: RYAN MCMASTER
214 OCEANSIDE DRIVE
NASHVILLE, TN 37024
(615) 564-2876
ryan.mcmaster@kimley-horn.com

**HISTORICAL
CONCEPTS**
ARCHITECTURE & PLANNING

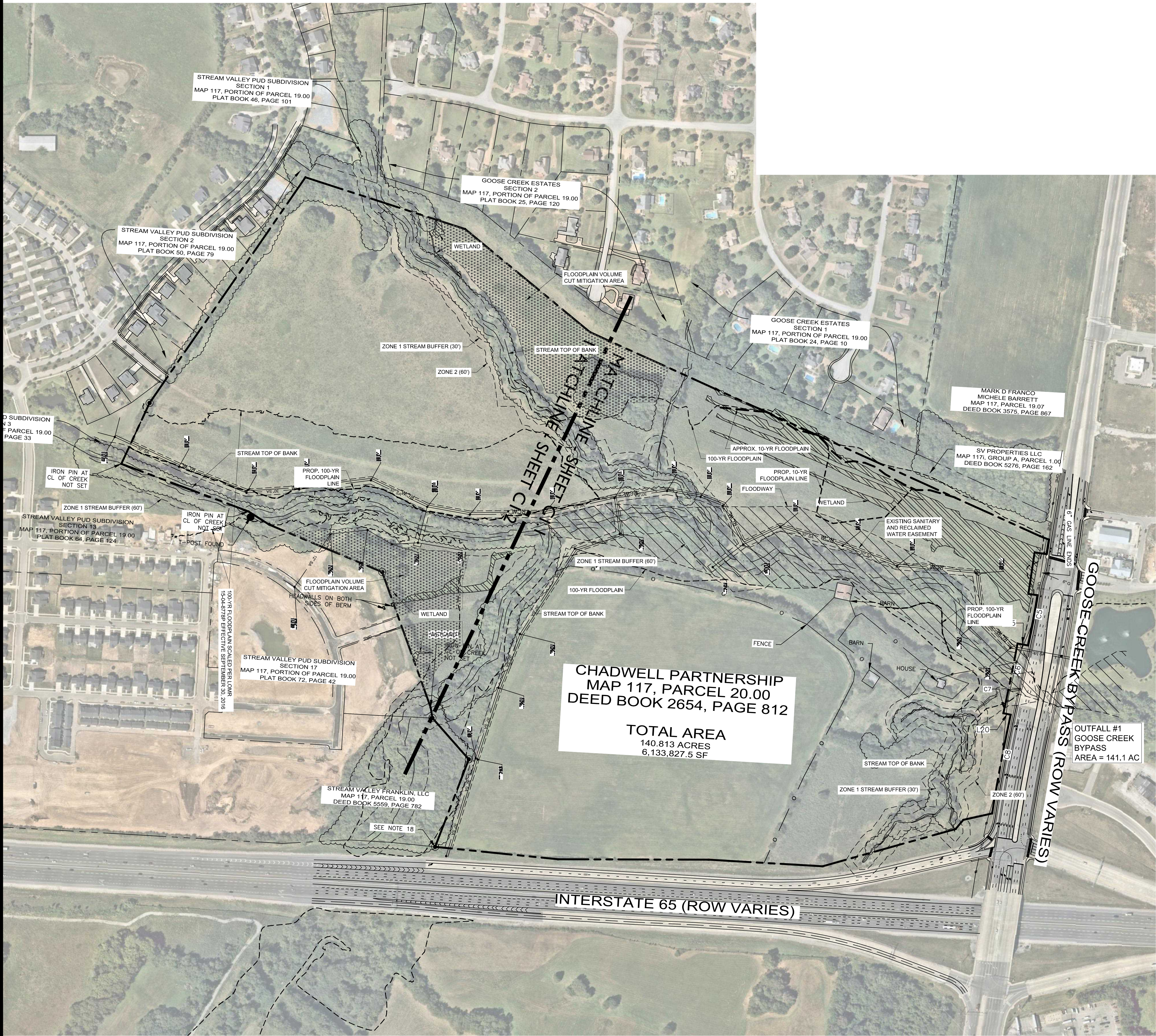
ARCHITECT:
HISTORICAL CONCEPTS
CONTACT: RYAN YURCABA
ARCHITECTURE & PLANNING
414 BILL KENNEDY WAY SE, SUITE 301
ATLANTA, GA 30316
(678) 325-6665
ryan.yurcaba@historicalconcepts.com

INITIAL SUBMITTAL: 8/10/2020
RESUBMITTAL: 01/07/2021
ONE STOP:



GDC

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



SITE DATA CHART

SITE INFORMATION:

PROJECT NAME: Berry Farms - Chadwell
PROJECT NUMBER: XXXX
ADDRESS: 2409 Goose Creek Bypass
CITY: Franklin
COUNTY: Williamson
PARCEL(S): 117 --- 02000
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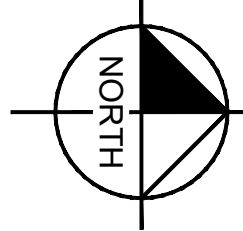
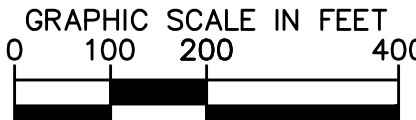
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ZONING OVERLAY: FFO,FWO

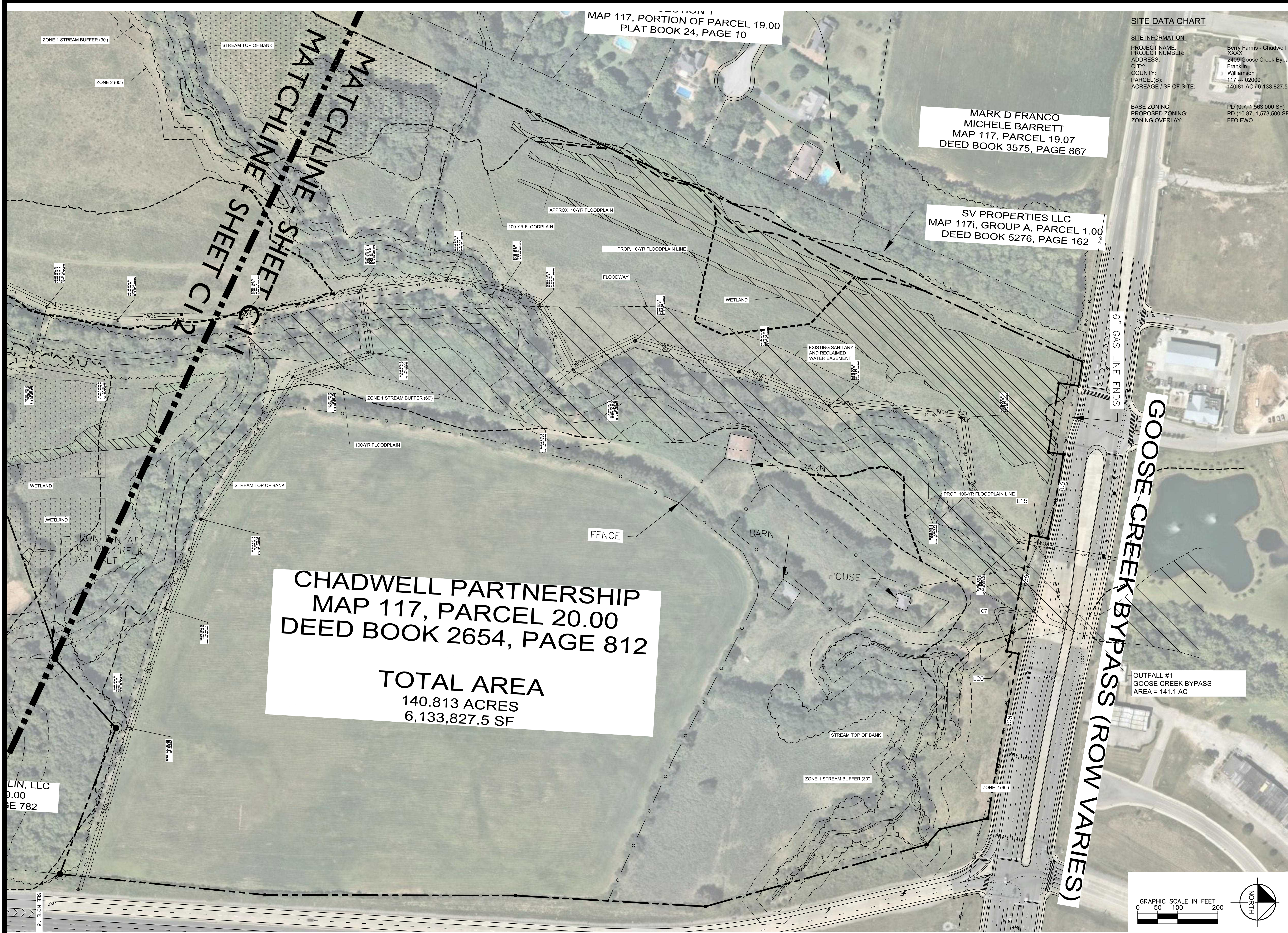
BERRY FARMS - CHADWELL
REZONING REQUEST
Franklin, Williamson County, Tennessee



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OVERALL EXISTING
CONDITIONS PLAN





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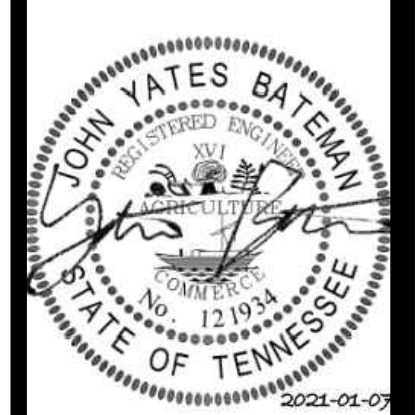
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GDC

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HISTORICAL
CONCEPTS
ARCHITECTURE & PLANNING

BERRY FARMS - CHADWELL
REZONING REQUEST
Franklin, Williamson County, Tennessee

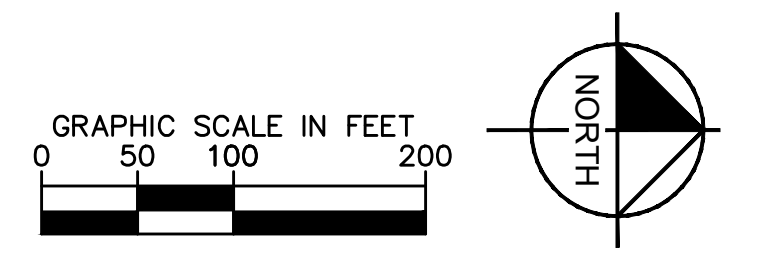


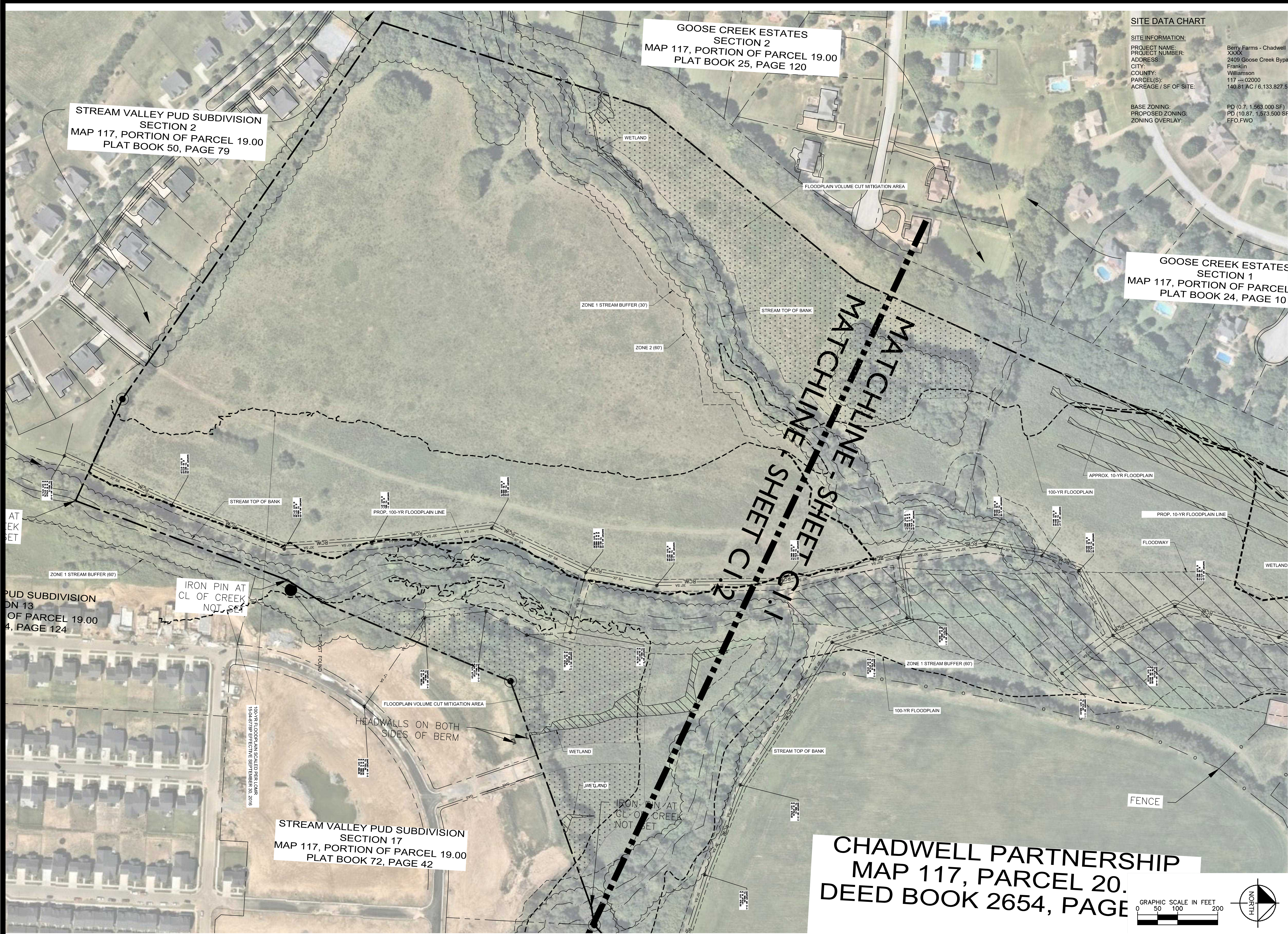
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COF # xxxx



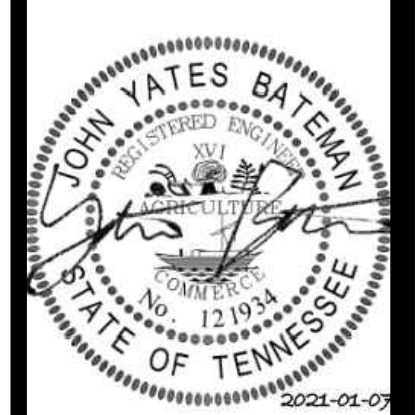


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BOYLE
GDC
Kimley»Horn

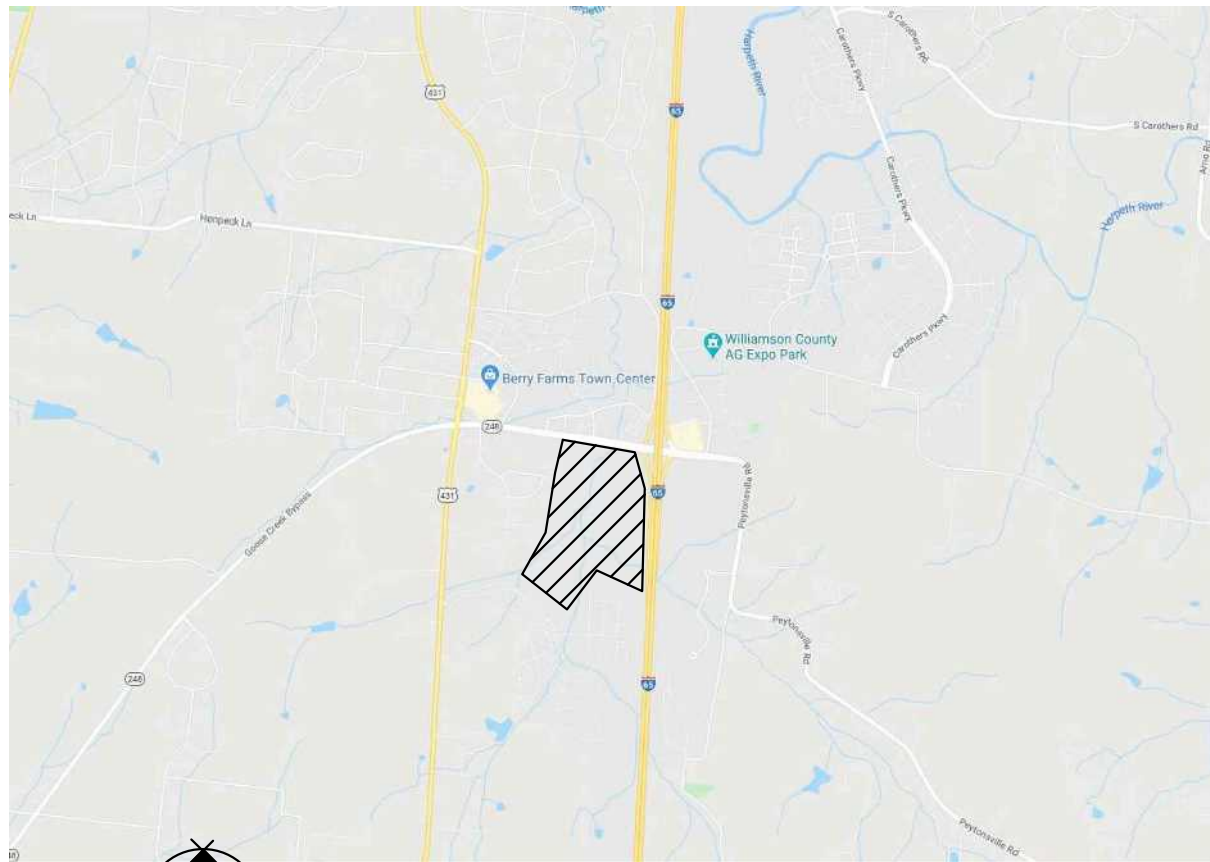
HISTORICAL
CONCEPTS
ARCHITECTURE & PLANNING

BERRY FARMS - CHADWELL
REZONING REQUEST
Franklin, Williamson County, Tennessee



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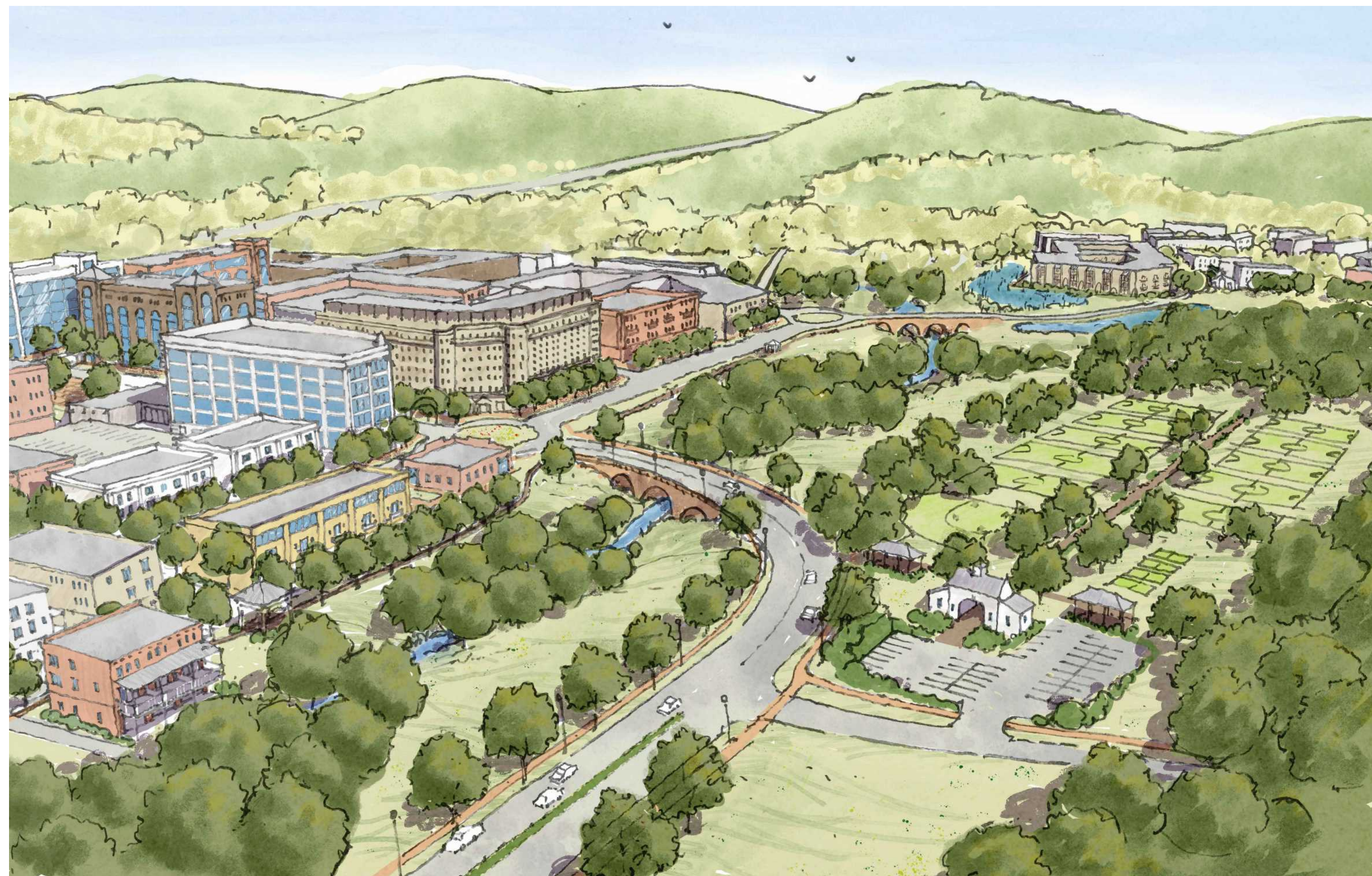
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BERRY FARMS - CHADWELL

PUD SUBDIVISION

REZONING REQUEST

PD (10.87, 1,573,500) - PLANNED DISTRICT
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE



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ENGINEER:
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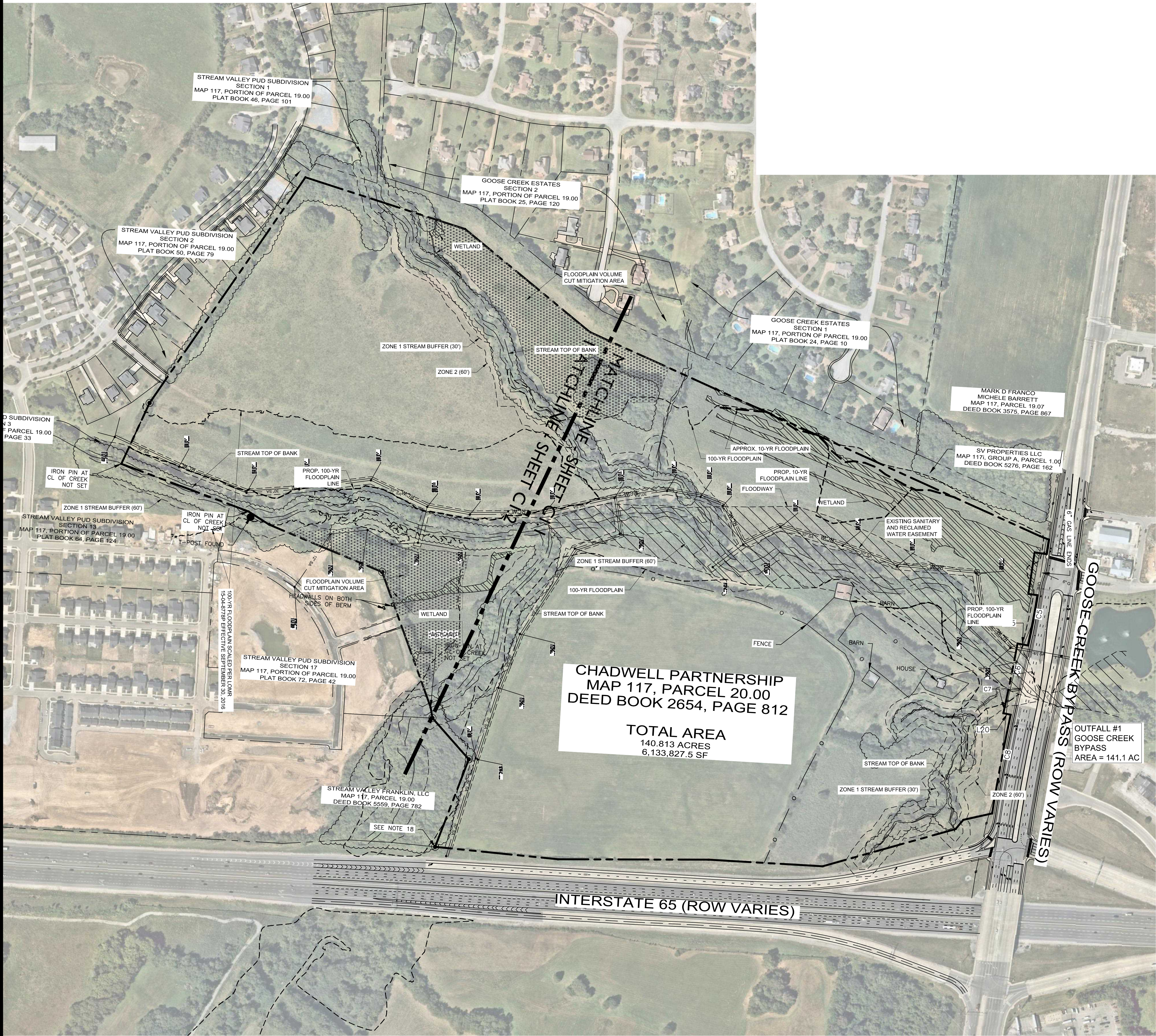
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ONE STOP:



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BOYLE

GDC

KimleyHorn

HISTORICAL

CONCEPTS

ARCHITECTURE & PLANNING

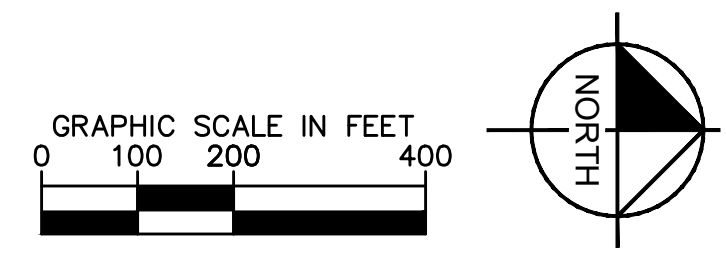
BERRY FARMS - CHADWELL
REZONING REQUEST
Franklin, Williamson County, Tennessee

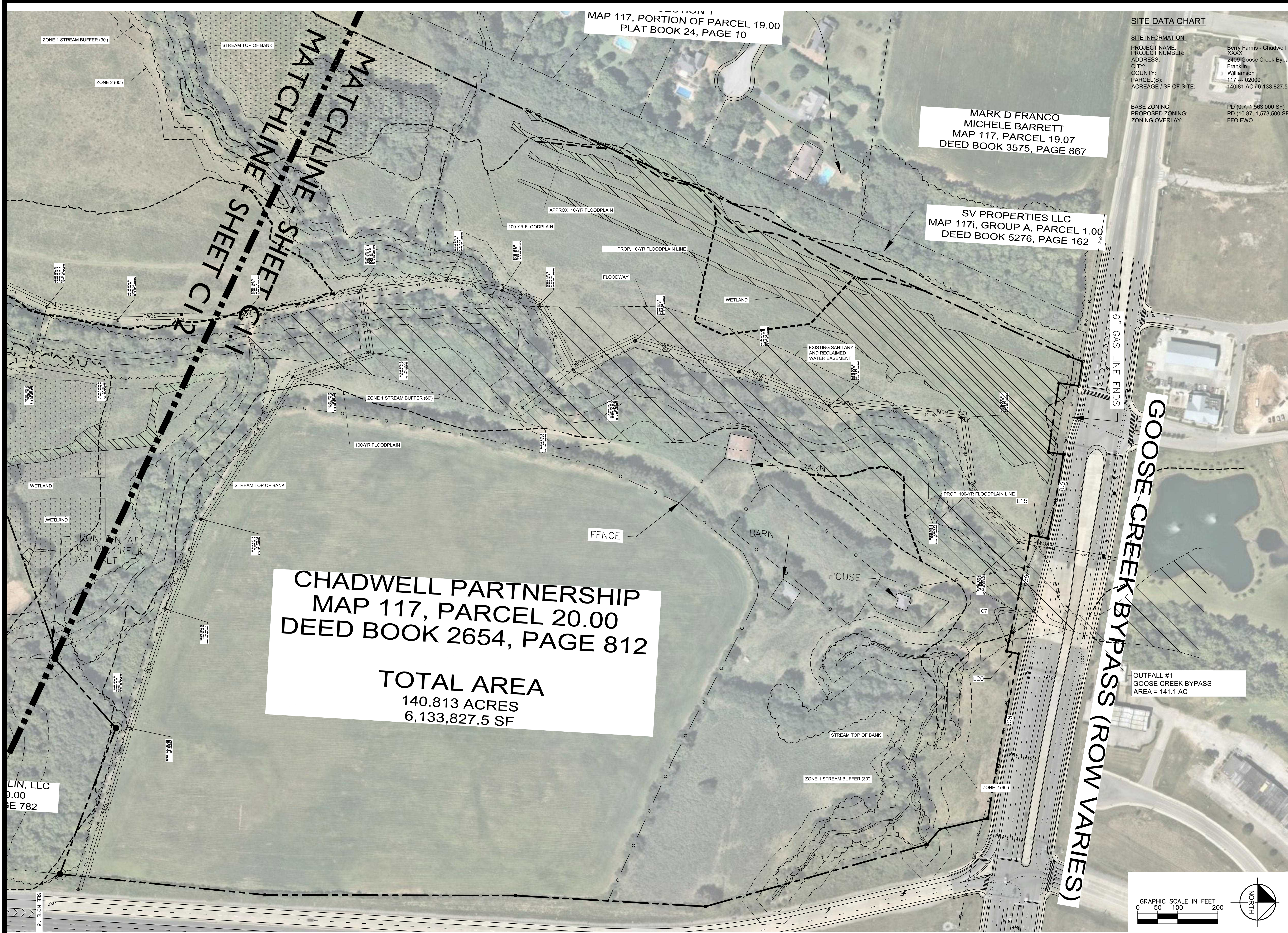


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OVERALL EXISTING
CONDITIONS PLAN

SHEET
C1.0
COF # xxxx





SECTION 1
MAP 117, PORTION OF PARCEL 19.00
PLAT BOOK 24, PAGE 10

MARK D FRANCO
MICHELE BARRETT
MAP 117, PARCEL 19.07
DEED BOOK 3575, PAGE 867

SV PROPERTIES LLC
MAP 117i, GROUP A, PARCEL 1.00
DEED BOOK 5276, PAGE 162

CHADWELL PARTNERSHIP
MAP 117, PARCEL 20.00
DEED BOOK 2654, PAGE 812

TOTAL AREA
140.813 ACRES
6,133,827.5 SF

SITE DATA CHART

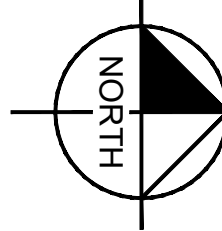
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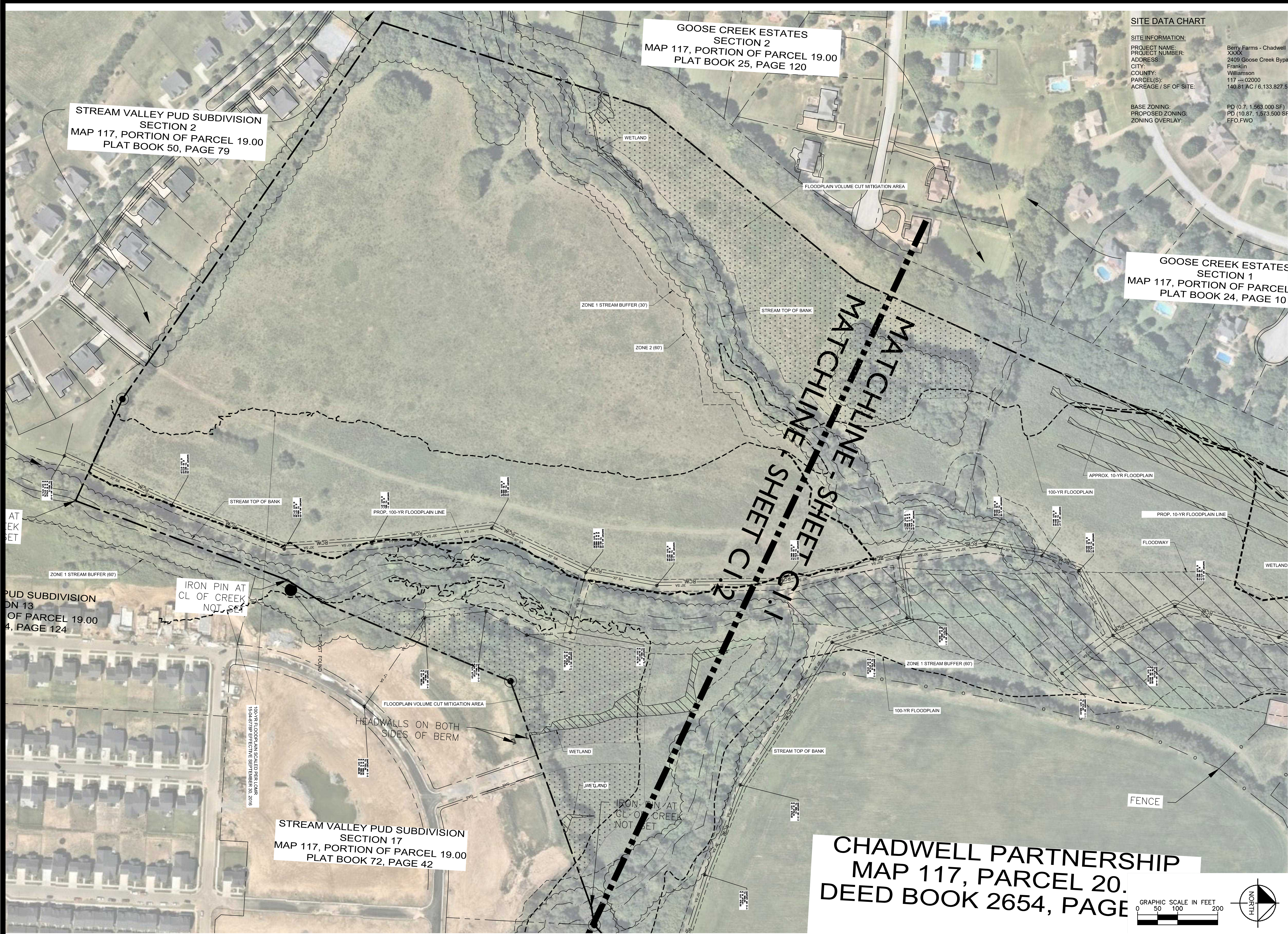
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ZONING OVERLAY: FFO,FWO

OUTFALL #1
GOOSE CREEK BYPASS
AREA = 141.1 AC

GRAPHIC SCALE IN FEET
0 50 100 200



Revision Date
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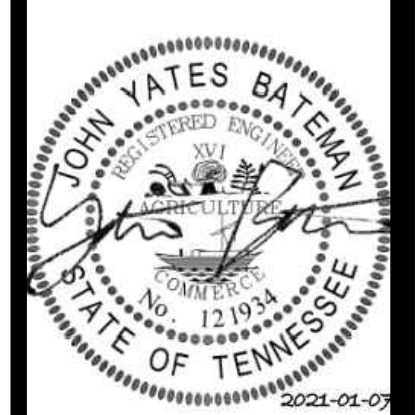
BOYLE

GDC

KimleyHorn

HISTORICAL
CONCEPTS
ARCHITECTURE & PLANNING

BERRY FARMS - CHADWELL
REZONING REQUEST
Franklin, Williamson County, Tennessee



Revision Date

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ENLARGED
EXISTING
CONDITIONS PLAN
SHEET
C1.2

COF # xxxx

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Lazy Vale Way access & egress - SAFETY Chadwell Development
Date: Wednesday, February 24, 2021 12:16:54 PM
Attachments: [Atth 1 - 2020-06-29 Chadwell Pre App Submittal.pdf](#)
[Atth 2 - 2016-05-27 Berry Farm Lot 902 Pre App Submittal.pdf](#)
[Atth 3 - 2021-02-04 Chadwell-Development Plan Resubmittal page 2.pdf](#)
[Atth 4 - 2020-06-29 Chadwell Pre App Subm Illustrative Master Plan page 3. pdf.pdf](#)
[Atth 5 - BF-Chadwell Dev Plan Sht C0.2 Connector Road.pdf](#)
Importance: High

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Alexandra Farias (GDL) <alexandra.farias@flex.com>

Sent: Monday, February 15, 2021 11:52 AM

To: Vernon Gerth <vernon.gerth@franklintn.gov>; Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@Franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>; Aaron Wood <Aewood21@gmail.com>; Richard Sutton <craig.sutton1226@att.net>

Subject: Lazy Vale Way access & egress - SAFETY Chadwell Development

Importance: High

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Mr. Speedy & COF, hope you are doing well and staying safe, healthy and warm!

Team, some of our neighbors have received the notification that the Chadwell development approval was put back into the agenda for Feb.25.2021 – our concerns are still not addressed and as per our further investigation, we find out that Residents of Stream Valley have already paid for the small connector road located in Lazy Vale Way. We want to make sure the money that we paid is used for our neighborhood and nothing else. The COF denials to our petition are adding a great risk to our lives by not adding an entrance/exit on that side of the neighborhood.

Now, important to mention that The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. **It is CRITICAL for the safety of our residents**

Items:

#1. Boyle / GDC have agreed to start all construction and all project build-out from the north side entrance of Chadwell at Goose Creek Bypass.

#2. Boyle / GDC have advised that Streamside Lane access / egress will need to be completed for Fire Department protection during construction but will be locked and maintained with Knox Box control by FD and contractors. Once the project reaches a CO for any building structure, the access / egress through this public road will have to be opened, but the Boyle and contractors will prevent / control the access of materials and equipment through Streamside Lane. As part of the public right of way, contractor working personnel might use this access as a short cut but this will have to be allowed. Boyle and contractors will continue to monitor access to maintain appropriate use of Streamside Lane.

#3. Boyle is planning to install a 16" water line contract with COF/WCS scheduled to start in the second quarter of 2021. This line will cross the Chadwell site. Due to the safety concern for construction personnel, equipment, and material access will be needed from the south / Streamside Lane. Stream Valley has asked for notice (two weeks if possible) to residents of this action so that there will be no surprises or misunderstandings.

#4. Unfortunately, the requested safety and emergency entrance for northeast apartments and homes at Lazy Vale Way has not been approved at this time which brings a lot of discomfort to the residents and we ask for your re-consideration. Funds are already available which were paid by us, The Residents of Stream Valley and we don't see why they should be allocated to a different purpose. Please understand that by denying this access, the COF increases the risk and chances to have an accident. It impacts the safety of our children, families, pets and livability which the COF preaches so much about.

The following is an attempt to show the history on this access / egress to the Goose Creek Bypass for Stream Valley. There are a lot of words and dates in this, but **the goal was to show how this particular piece of a road was discussed as far back as 2004 to 2006.** If needed the planning depart could verify the information listed below. The attachments and narratives may show that this road was not acted on when other updates were considered.

a. Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf L-2 was issued on 1/10/2006, revised on 1/31/2006. C0.1 title of drawing in submittal.

a.1 Future Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

a.2 Future Connection (center left of document) - Future Lazy Vale Way.
into Chadwell.

a.3 75' ROW belonging to SV developer (on west side of Chadwell property).
Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no known way to now connect to Goose Creek Bypass.

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d. Atth. 4 - Berry Farms - Chadwell Development Plan with Illustrative Master Plan, Sheet C0.2 - Pre-Submittal dated 6/29/2020. Illustrates the same drawings as in section "a." above but does not reference the Project #69 New 2 Lane Road any more. Nor does it show the Lazy Vale Way road into Chadwell.

d.1 Shows a Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

d.2 Does not show a Future Connection (center left of document) - Future Lazy Vale Way into Chadwell.

d.3 Shows the 75' ROW belonging to SV developer (on west side of Chadwell property). Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no possible way to connect to Goose Creek Bypass.

e. Atth. 5 - BF - Chadwell Dev Plan Sheet C0.2 Connector Road.

2/4/2021 Boyle / GDC submitted an unmarked copy of this document for approval and apparent funding by "collector" funding. The marked roadway - dark purple - may have been submitted as a full collector road into Chadwell, but the marked roadway piece - dark green - shows the extension of Lazy Vale Way.

Summary - This piece of Lazy Vale Way shown in Atth. 5 could be funded by the monies already collected from the SV subdivision (approximately \$1.9m). The funding of this road connector should not set any precedent for future road work. This Lazy Vale Way extension for safety access and egress has been planned and discussed as "future construction", but it apparently was not acted on since 2004 - 2006. Lazy Vale Way extension apparently was shown in past revisions / updates (1/10/2006, 1/31/2006, 11/10/14, 9/17/2015, 6/29/2020 submissions and including TDOT rework of Goose Creek Bypass.

We are looking forward for your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Alexandra Farias

A Resident of Stream Valley

Attachments:

- Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf
- Atth. 2 - 2016-05-27 Berry Farm Lot 902 Pre App Submittal.pdf
- Atth. 3 - 2021-02-04 Chadwell - Development Plan Resubmittal page 2.pdf
- Atth. 4 - 2020-06-29 Chadwell Pre App Subm Illustrative Master Plan page 3. pdf
- Att. 5 - BF-Chadwell Dev Plan Sht C0.2 Connector Road.pdf

From: Vernon Gerth <vernon.gerth@franklintn.gov>

Sent: Monday, January 11, 2021 5:06 PM

To: Alexandra Farias (GDL) <alexandra.farias@flex.com>; Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

Thank you for the reminder Alexandra. As my colleague Joey Bryan noted, we did receive an

amended Development Plan for the Chadwell tract late last week and just started reviewing it. If we determine this plan as able to be placed on the Franklin Municipal Planning Commission agenda scheduled for January 28, the applicant will be sending letters to property owners within 500 feet of this parcel. Additionally, since you have been so kind in keeping your neighbors updated, I would encourage you to contact Joey again early next week for an update. We will have completed our review by that time.

Best,

Vernon

Vernon J. Gerth, CEcD
Assistant City Administrator
Community & Economic Development
City of Franklin
109 Third Avenue South
Franklin, TN 37064
Office 615.550.6671
Mobile 615.332.2906
vernon.gerth@franklinton.gov

From: Alexandra Farias (GDL) <alexandra.farias@flex.com>

Sent: Monday, January 11, 2021 9:03 AM

To: Vernon Gerth <vernon.gerth@franklinton.gov>; Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklinton.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklinton.gov>; Joseph Bryan <joseph.bryan@franklinton.gov>; Paul Holzen <paul.holzen@franklinton.gov>; Jimmy Wiseman <jimmy.wiseman@franklinton.gov>; Eric Stuckey <eric.stuckey@franklinton.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklinton.gov>; Greg Gamble <greg.gamble@gdc-tn.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Thank you Mr. Vernon – just as a friendly reminder on the neighborhood concerns/request

1. City of Franklin to approve the 3rd. entrance at STV which will also provide a entry/exit point to the new section which includes the apartments. The 3rd. entrance/exit will start

from North (Chadwell) to South (Stream Valley) and that will also help to minimize all the construction traffic coming through the neighborhood since it will be built from the Chadwell end .

2. If Stream Valley roads are used as a passthrough:

- Not only will significantly impact our lifestyle but it is a huge risk for the community specially with the COVID, kids are at home and playing outside, we have had very close calls already with the construction from Ryan Homes + the apartments, there is no room for extra trucks.
- In addition, the fact that there is not a 3rd entrance/exit available adds risk if an evacuation is needed – the density of the neighborhood is big and dealing with construction traffic once you are trying to exit the place won't help.

Please let me know if you guys are now seeing something different or if we are still on the same page.

Thanks

Alex

From: Vernon Gerth <vernon.gerth@franklintn.gov>

Sent: Monday, January 11, 2021 8:47 AM

To: Alexandra Farias (GDL) <alexandra.farias@flex.com>; Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

Good morning Alexandria and Happy New Year! We are continuing to collaborate with the Boyle development team as they prepare to submit an amended Development Plan for their Chadwell tract property. There remains a variety of infrastructure design details to work through before they will be able to complete this plan and submittal. Please feel free to check back in another 30-45 days for an update.

Best,

Vernon

From: Alexandra Farias (GDL) <alexandra.farias@flex.com>

Sent: Monday, January 11, 2021 8:39 AM

To: Vernon Gerth <vernon.gerth@franklintn.gov>; Alexandra Farias <alefasia@gmail.com>; Emily

Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

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Good morning everybody! Hope you had a fantastic holiday season! May 2021 bring you lots of joy, peace, prosperity and health!

Folks, may I please have an update as of where we are on the below?

Thank you.

Sincerely

Alex

From: Vernon Gerth <vernon.gerth@franklintn.gov>

Sent: Thursday, October 29, 2020 1:02 PM

To: Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>; Scott Speedy <scott.speedy@franklintn.gov>; Alexandra Farias (GDL) <alexandra.farias@flex.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

Good afternoon Alexandra.

The past Tuesday evening the BOMA voted not to recommend the local road that extends from Stream Valley, through the Chadwell parcel to Goose Creek Bypass be included on the City Major Thoroughfare Plan (Connect Franklin) as a collector road.

At this point in time the City is anticipating the re-submittal of the a revised Chadwell Development Plan by the Boyle Team. The next re-submittal date is November 5 which, if submitted could place this Development Plan on the Franklin Planning Commission agenda scheduled for December 10.

However, until this revised plan is submitted and, the City team has had an opportunity to review it, it is premature whether the City staff recommendation to the Planning Commission would be to recommend approval, approval w/conditions, denial, or deferral to the BOMA (the final approval authority).

Thank you again for sharing your expectations regarding construction traffic and connectivity. Be assured these items will be included in future discussions with the Boyle team, Planning Commission, and BOMA during the approval process. Equally important, in Franklin the approval of Development Plans such as this, does provide for Public Hearings before both the Planning Commission and BOMA.

I recommend you contact me or my colleague assigned to this project Joey Bryan 615-550-6730 prior to the Thanksgiving holiday to confirm the status of the Chadwell Development Plan and the approval/public hearing schedule.

I hope this helps.

Vernon

From: Alexandra Farias <alefasia@gmail.com>

Sent: Thursday, October 29, 2020 11:49 AM

To: Vernon Gerth <vernon.gerth@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>; Scott Speedy <scott.speedy@franklintn.gov>; Alexandra Farias (GDL) <alexandra.farias@flex.com>

Subject: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Good morning... May I please have a response / follow up to the Stream Valley concerns? Please kindly reply today with the outcome of the meeting that you guys (CoF/Gamble/Boyle) had this past Monday-Tuesday

Thank you

Alex.

On Tue, Oct 27, 2020, 10:08 AM Alexandra Farias <alefasia@gmail.com> wrote:

Mr. Gerth, I appreciate your personal follow up – the residents of Stream Valley want to be sure we don't get caught in the middle. Our request is simple:

1. Under NO circumstance BOYLE/Chadwell is to use Stream Valley roads as a pass through to begin construction on Chadwell development
2. Third point of entrance should be on the connection that is located crossing on Fernshaw street, we urgently need an entry/exit point on that side of the development which is heavily populated with increased risk to be trapped in case of an accident.

In regards of the below note:

In point one:

- Before; Boyle stated that work could not start from Goose Creek Bypass due to DOT modified Goose creek Bypass. It seems that they might now start with new the connector road from Fernshaw area. If you can please clarify on the intent of this new plan will be appreciated.
- In addition – we would like to see an approval declaration that connector road must be complete before grading permit issued.
- Another question to answer - Does this allow construction traffic on some SV roads if they cannot first start from Goose Creek Bypass please let us know if the grading permit allows ANY OTHER construction not directly related (might need to define "directly related") to completion of connector road before any other work including grading would start.

In point two:

- I believe the typical definition of "public use prior to the issuance of the first Certificate of Use and Occupancy" means the move in of people and furniture. This would not necessarily preclude any other construction work. Just wanting to understand completely the intent of these "powerful words". Please kindly clarify.

Again, Boyle along with Williamson County are showing wisdom and understanding of how the earlier approved plans were developed and (now) how the new developers are using "planned roads" to build new developments which **affect safety and lives of the existing home owners and families**. I believe that the developments to the south and west of SV plan to use existing roads to the developer benefits and should be reviewed in the **future for impacts on existing safety and traffic flow**.

We appreciate the team of the City of Franklin along with Boyle/Gamble and the SV Families for working out an apparent safety and progress win for all. I am expecting great things from this new development!

Looking forward for your updates. Please kindly let us know the agenda schedules so we can keep up with the updates on the request, we have been attending to the ones that are shared with us.

Sincerely

Alex

----- Forwarded message -----

From: **Vernon Gerth** <vernon.gerth@franklintn.gov>

Date: Mon, Oct 26, 2020, 4:24 PM

Subject: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

To: Alexandra Farias <alefasia@gmail.com>

Cc: Emily Wright <emily.wright@franklintn.gov>, Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>, Joseph Bryan <joseph.bryan@franklintn.gov>, Paul Holzen <paul.holzen@franklintn.gov>, Jimmy Wiseman <jimmy.wiseman@franklintn.gov>, Eric Stuckey <eric.stuckey@franklintn.gov>, Adam Ballash (aballash@boyle.com) <aballash@boyle.com>, Adam Moser <adam.moser@franklintn.gov>, Greg Gamble <greg.gamble@gdc-tn.com>, Scott Speedy <scott.speedy@franklintn.gov>

Good afternoon Alexandra and thank you phoning me for sharing you and your Steam Valley neighbors concerns/expectations regarding the pending development to be located on the adjacent Chadwell parcel in Berry Farms. I have attempted to summarize and address your concerns below.

1. Construction Traffic on Stream Valley Blvd. - Once a revised Development Plan is submitted and approved for the Chadwell parcel, erosion and storm water control measures will be put in place and inspected prior to a Grading Permit being activated. Included in these measures will be a temporary construction entrance with access off Goose Creek Bypass. Except for a unique situation, there should be no need for construction vehicles/workers to access the Chadwell parcel from Stream Valley Blvd. For clarity, City staff will ask the Board of Mayor to add this as a Condition of Approval of the revised Development Plan.
2. Connectivity. In the mid-2000's when the original Chadwell Concept Plan was approved a road that connects the adjacent Stream Valley neighborhood through Chadwell to Goose Creek Bypass was included. Regardless of the BOMA's decision on the revised Development Plan, City staff is recommending this road be installed, as approved, sooner than later and will ask the BOMA as a Conditional of Approval of the revised Development Plan, that this road be constructed and open for public use prior to the issuance of the first

Certificate of Use and Occupancy. There is no difference on the timing of this road whether it is designated a local road or, collector road.

In closing, even though Boyle is a valued development partner of the City, as with any project the economy generally dictates the timing and development of a property. Understandably, it was anticipated construction would have commenced on the Chadwell parcel shortly after the initial approval in the mid 2000's. We remain optimistic Boyle Investments is ready to proceed with the Chadwell parcel soon.

Please feel free to phone us should you have any additional questions.

Vernon

Vernon J. Gerth, CEcD
Assistant City Administrator
Community & Economic Development
City of Franklin
109 Third Avenue South
Franklin, TN 37064
Office 615.550.6671
Mobile 615.332.2906
vernon.gerth@franklintn.gov

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From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass
Date: Wednesday, February 24, 2021 12:17:48 PM
Attachments: [Atth 5 - BF-Chadwell Dev Plan Sht C0.2 Connector Road.pdf](#)
[Atth 4 - 2020-06-29 Chadwell Pre App Subm Illustrative Master Plan page 3. pdf.pdf](#)
[Atth 3 - 2021-02-04 Chadwell-Development Plan Resubmittal page 2.pdf](#)
[Atth 1 - 2020-06-29 Chadwell Pre App Submittal.pdf](#)
[Atth 2 -2016-05-27 Berry Farm Lot 902 Pre App Submittal.pdf](#)

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Chris <goldmanchris4@gmail.com>
Sent: Monday, February 15, 2021 8:10 PM
To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>
Subject: Chadwell Development on South Side of Goose Creek Bypass

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: City of Franklin (TN)
From: Stream Valley Subdivision
Subject: Chadwell Development on South Side of Goose Creek Bypass
Feb.25 Hearing on Chadwell Development which is approaching approval.

Dear City of Franklin,
The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas ~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. It is CRITICAL for the safety of our residents

Items:

#1. Boyle / GDC have agreed to start all construction and all project build-out from the north side entrance of Chadwell at Goose Creek Bypass.

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#4 Unfortunately, the requested safety and emergency entrance for northeast apartments and homes at Lazy Vale Way has not been approved at this time which brings a lot of discomfort to the residents and we ask for your re-consideration. Funds are already available which were paid by us, The Residents of Stream Valley and we don't see why they should be allocated to a different purpose. Please understand that by denying this access, the COF increases the risk and chances to have an accident. It impacts the safety of our children, families, pets and livability which the COF preaches so much about.

The following is an attempt to show the history on this access / egress to the Goose Creek Bypass for Stream Valley. There are a lot of words and dates in this, but the goal was to show how this particular piece of a road was discussed as far back as 2004 to 2006. If needed the planning depart could verify the information listed below. The attachments and narratives may show that this road was not acted on when other updates were considered. Please note that due to size – our neighbor Alexandra Farias has sent the attachments directly to Scott Speedy, Vernon Gerth, Amy Diaz Barriga, Jimmy Wiseman and Joseph Bryan on February 15/2021

a. Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf L-2 was issued on 1/10/2006, revised on 1/31/2006. CO.1 title of drawing in submittal.

a.1 Future Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

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a.3 75' ROW belonging to SV developer (on west side of Chadwell property). Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no known way to now connect to Goose Creek Bypass.

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c. Atth. 3 - Application Submittal 004 - 2021-02-04 Chadwell Development Plan - Resubmitted Plan - No longer showing the project #29 New 2 Lane Road on the Drawing L-2 (this time with Drawing L-2 as part of C0.1 with stamped date of 02/04/2021) but still showing the future connection at Streamside Lane extension, still showing the Stream Valley 75' ROW, and Future Connection (center left of document) - Future Lazy Vale Way into Chadwell.

d. Atth. 4 - Berry Farms - Chadwell Development Plan with Illustrative Master Plan, Sheet C0.2 - Pre-Submittal dated 6/29/2020. Illustrates the same drawings as in section "a." above but does not reference the Project #69 New 2 Lane Road any more. Nor does it show the Lazy Vale Way road into Chadwell.

d.1 Shows a Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

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2/4/2021 Boyle / GDC submitted an unmarked copy of this document for approval and apparent funding by "collector" funding. The marked roadway - dark purple - may have been submitted as a full collector road into Chadwell, but the marked roadway piece - dark green - shows the extension of Lazy Vale Way.

Summary - This piece of Lazy Vale Way shown in Atth. 5 could be funded by the monies already collected from the SV subdivision (approximately \$1.9m). The funding of this road connector should not set any precedent for future road work. This Lazy Vale Way extension for safety access and egress has been planned and discussed as "future construction", but it apparently was not acted on since 2004 - 2006. Lazy Vale Way extension apparently was shown in past revisions / updates (1/10/2006, 1/31/2006, 11/10/14, 9/17/2015, 6/29/2020 submissions and including TDOT rework of Goose Creek Bypass.

We are looking forward for your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Christopher Goldman
A Resident of Stream Valley
1025 Belamy Lane
Franklin, TN 37064

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass (Feb. 25th Hearing on Chadwell Development which is approaching approval)
Date: Wednesday, February 24, 2021 12:13:45 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: bmiller8711 <bradley.miller992@gmail.com>

Sent: Monday, February 15, 2021 11:36 AM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; eric.stucky@franklintn.gov; Adam Moser <adam.moser@Franklintn.gov>

Subject: Chadwell Development on South Side of Goose Creek Bypass (Feb. 25th Hearing on Chadwell Development which is approaching approval)

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Sincerely,

Bradley Miller
A Resident of Stream Valley

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:16:47 PM

Amy Diaz-Barriga, AICP
Current Planning Supervisor

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

-----Original Message-----

From: David Gauthier <dgauthier5@yahoo.com>
Sent: Monday, February 15, 2021 2:29 PM
To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>
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David Gauthier
A Resident of Stream Valley

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To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:17:43 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Paul Havlicek <staffofficer1@bellsouth.net>

Sent: Monday, February 15, 2021 8:45 PM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>

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Sincerely,

Pauk Havlicek

A Resident of Stream Valley

□

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To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:14:48 PM

Amy Diaz-Barriga, AICP
Current Planning Supervisor

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

-----Original Message-----

From: Christopher and Diamond Molini <cdmolini2018@gmail.com>
Sent: Monday, February 15, 2021 11:46 AM
To: Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>
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Sent from my iPhone

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To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of 65 Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:14:35 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Nate Ragan <nate@nateragan.com>
Sent: Monday, February 15, 2021 11:41 AM
To: Nate Ragan <nate@nateragan.com>
Subject: Chadwell Development on South Side of Goose Creek Bypass and East of 65 Feb.25 Hearing on Chadwell Development which is approaching approval.

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear City of Franklin TN,

The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. It is CRITICAL for the safety of our residents
Items:

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contractors will prevent / control the access of materials and equipment through Streamside Lane. As part of the public right of way, contractor working personnel might use this access as a short cut but this will have to be allowed. Boyle and contractors will continue to monitor access to maintain appropriate use of Streamside Lane.

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4. Unfortunately, the requested safety and emergency entrance for northeast apartments and homes at Lazy Vale Way has not been approved at this time which brings a lot of discomfort to the residents and we ask for your re-consideration. Funds are already available which were paid by us, The Residents of Stream Valley and we don't see why they should be allocated to a different purpose. Please understand that by denying this access, the COF increases the risk and chances to have an accident. It impacts the safety of our children, families, pets and livability which the COF preaches so much about.

The following is an attempt to show the history on this access / egress to the Goose Creek Bypass for Stream Valley. There are a lot of words and dates in this, but the goal was to show how this particular piece of a road was discussed as far back as 2004 to 2006. If needed the planning depart could verify the information listed below. The attachments and narratives may show that this road was not acted on when other updates were considered. Please note that due to size – our neighbor Alexandra Farias has sent the attachments directly to Scott Speedy, Vernon Gerth, Amy Diaz Barriga, Jimmy Wiseman and Joseph Bryan on February 15/2021

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- a.2 Future Connection (center left of document) - Future Lazy Vale Way. into Chadwell.
- a.3 75' ROW belonging to SV developer (on west side of Chadwell property). Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no known way to now connect to Goose Creek Bypass.
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Sincerely,
Nate Ragan
A Resident of Stream Valley

nate ragan

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:17:43 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Sarah Hillard <shillard1013@gmail.com>

Sent: Tuesday, February 16, 2021 11:05 AM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>

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To: City of Franklin (TN)

From: Stream Valley Subdivision

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□

Sincerely,

□

Sarah Hillard

A Resident of Stream Valley

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:16:48 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Satish Maddukuri <nzsatish@gmail.com>

Sent: Monday, February 15, 2021 7:04 PM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>

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Sincerely,

Satish Maddukuri

A Resident of Stream Valley

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Thanks

Satish M

916 717 0991

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass, West of I-65
Date: Wednesday, February 24, 2021 12:17:55 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Geary Tanner <gearytanner@gmail.com>

Sent: Tuesday, February 16, 2021 2:13 PM

To: Scott Speedy <scott.speedy@franklin.tn.gov>; Emily Wright <emily.wright@franklin.tn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklin.tn.gov>; Joseph Bryan <joseph.bryan@franklin.tn.gov>; Paul Holzen <paul.holzen@franklin.tn.gov>; Jimmy Wiseman <jimmy.wiseman@franklin.tn.gov>; Eric Stuckey <eric.stuckey@franklin.tn.gov>; Adam Moser <adam.moser@franklin.tn.gov>

Subject: Chadwell Development on South Side of Goose Creek Bypass, West of I-65

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To: City of Franklin (TN)

From: Geary Tanner at Stream Valley Subdivision

Subject: Chadwell Development on South Side of Goose Creek Bypass

Feb.25 Hearing on Chadwell Development which is approaching approval.

Dear COF,

□

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Sincerely,

Geary Tanner

A Resident of Stream Valley

█

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█

Geary Tanner

112 Stream Valley Blvd.

Franklin, TN 37064

615-767-3992

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:15:05 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Wes Wooden <wwooden@gmail.com>

Sent: Monday, February 15, 2021 11:49 AM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>

Subject: Hearing on Chadwell Development which is approaching approval.

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 everyone. My name is Wes Wooden and I am a resident of Stream Valley (113 Stream Valley Blvd; 37064). Below is a form letter detailing some concerns relating to the Chadwell Development which abuts our subdivision. Bottom line: we want to limit construction traffic through our neighborhood and alleviate traffic in general. **The crux of this request is to gain commitment from the city to build out the requested safety and emergency entrance for the northeast apartments and homes at Lazy Vale Way.**

Sincerely,
Wes Wooden
wwooden@gmail.com
615-957-5641

Dear City of Franklin,

□

The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. It is CRITICAL for the safety of our residents

Items:

#1. Boyle / GDC have agreed to start all construction and all project build-out from the north side entrance of Chadwell at Goose Creek Bypass.

#2. Boyle / GDC have advised that Streamside Lane access / egress will need to be completed for Fire Department protection during construction but will be locked and maintained with Knox Box control by FD and contractors. Once the project reaches a CO for any building structure, the access / egress through this public road will have to be opened, but the Boyle and contractors will prevent / control the access of materials and equipment through Streamside Lane. As part of the public right of way, contractor working personnel might use this access as a short cut but this will have to be allowed. Boyle and contractors will continue to monitor access to maintain appropriate use of Streamside Lane.

#3. Boyle is planning to install a 16" water line contract with COF/WCS scheduled to start in the second quarter of 2021. This line will cross the Chadwell site. Due to the safety concern for construction personnel, equipment, and material access will be needed from the south / Streamside Lane. Stream Valley has asked for notice (two weeks if possible) to residents of this action so that there will be no surprises or misunderstandings.

#4 Unfortunately, the requested safety and emergency entrance for northeast apartments and homes at Lazy Vale Way has not been approved at this time which brings a lot of discomfort to the residents and we ask for your re-consideration. Funds are already available which were paid by us, The Residents of Stream Valley and we don't see why they should be allocated to a different purpose. Please understand that by denying this access, the COF increases the risk and chances to have an accident. It impacts the safety of our children, families, pets and livability which the COF preaches so much about.

The following is an attempt to show the history on this access / egress to the Goose Creek Bypass for Stream Valley. There are a lot of words and dates in this, but the goal was to show how this particular piece of a road was discussed as far back as 2004 to 2006. If needed the planning depart could verify the information listed below. The attachments and narratives may show that this road was not acted on when other updates were considered. Please note that due to size – our neighbor Alexandra Farias has sent the attachments directly to Scott Speedy, Vernon Gerth, Amy Diaz Barriga, Jimmy Wiseman and Joseph Bryan on February 15/2021

a. Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf L-2 was issued on 1/10/2006, revised on 1/31/2006. C0.1 title of drawing in submittal.

a.1 Future Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

a.2 Future Connection (center left of document) - Future Lazy Vale Way.

into Chadwell.

a.3 75' ROW belonging to SV developer (on west side of Chadwell property). Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no known way to now connect to Goose Creek Bypass.

b. Atth. 2 - Application Submittal 001 - Berry Farm Lot 902, Pre Application Site Plan 2016-05-27. Drawing C1-00 (dated 11/10/14 with a revision 6 dated 9/17/2015) shows the Stream Valley 75' ROW and a Project #69 New 2 Lane Road. Drawing does not reflect the Lazy Vale Way but does show other accesses that were not chosen or allowed.

c. Atth. 3 - Application Submittal 004 - 2021-02-04 Chadwell Development Plan - Resubmitted Plan - No longer showing the project #29 New 2 Lane Road on the Drawing L-2 (this time with Drawing L-2 as part of C0.1 with stamped date of 02/04/2021) but still showing the future connection at Streamside Lane extension, still showing the Stream Valley 75' ROW, and Future Connection (center left of document) - Future Lazy Vale Way into Chadwell.

d. Atth. 4 - Berry Farms - Chadwell Development Plan with Illustrative Master Plan, Sheet C0.2 - Pre-Submittal dated 6/29/2020. Illustrates the same drawings as in section "a." above but does not reference the Project #69 New 2 Lane Road any more. Nor does it show the Lazy Vale Way road into Chadwell.

d.1 Shows a Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

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e. Atth. 5 - BF - Chadwell Dev Plan Sheet C0.2 Connector Road.

2/4/2021 Boyle / GDC submitted an unmarked copy of this document for approval and apparent funding by "collector" funding. The marked roadway - dark purple - may have been submitted as a full collector road into Chadwell, but the marked roadway piece - dark green - shows the extension of Lazy Vale Way.

Summary - This piece of Lazy Vale Way shown in Atth. 5 could be funded by the monies already collected from the SV subdivision (approximately \$1.9m). The funding of this road connector should not set any precedent for future road work. This Lazy Vale Way extension for safety access and egress has been planned and discussed as "future construction", but it apparently was not acted on since 2004 - 2006. Lazy Vale Way extension apparently was shown in past revisions / updates (1/10/2006, 1/31/2006, 11/10/14, 9/17/2015, 6/29/2020 submissions and including TDOT rework of Goose Creek Bypass.

We are looking forward for your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Wes Wooden

A Resident of Stream Valley

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Public Comment - Chadwell - Berry Farms - January 28, 2021
Date: Wednesday, February 24, 2021 12:13:18 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Maria Caulder <mncaulder@gmail.com>
Sent: Tuesday, January 26, 2021 6:32 PM
To: Planning Intake <planningintake@franklintn.gov>
Subject: Public Comment - Chadwell - Berry Farms - January 28, 2021

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

My name is Maria Caulder, I live on 2012 Fernshaw Ln, Franklin, TN.

My house is located next to the proposed roadway connecting the development and Stream Valley. The second roadway entry (near I-65) to Stream Valley will be closer to the apartments and townhomes. My concern is this roadway will be used by the residents living in those multi-family units as a cut through from Goose Creek Bypass. Since the traffic impact will be greater due to the number of people residing in these multi-family units, the traffic safety will be more at risk with the small children living on that street.

Previous request was to add this roadway closer to I-65 where traffic would flow directly to the apartments and townhomes roadway.

Please consider this when approving the revised proposed plan.

Thank you,

--

Maria Neff Caulder
407-409-6609 (Cell)

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Public comment on Berry Frams- Chadwell development plan
Date: Wednesday, February 24, 2021 12:13:03 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Matthew Dobberfuhl <widobberman@hotmail.com>
Sent: Sunday, January 17, 2021 7:53 AM
To: Planning Intake <planningintake@franklin.tn.gov>
Subject: Public comment on Berry Frams- Chadwell development plan

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

From: Matt Dobberfuhl, 513 Downy Meade Drive, Goose Creek Estates
Conclusion: support 100% this redevelopment plan
Reasons: Our property has the longest property line adjoining Chadwell of any private property owner. As such, I have been very involved over the past decade in issues regarding this property, including the favorable resolution to not build a road on the ROW from Stream Valley to Goose Creek Bypass.

This new plan meshes much better with the surrounding neighborhoods, particularly Goose Creek Estates which borders the entire west side of Chadwell. The plan condenses development, creates more green, quiet, unlit space and is significantly better than the existing development plan. Please approve this new plan

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Stream Valley Subdivision
Date: Wednesday, February 24, 2021 12:13:31 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Ashley Mulkey <ashleymulkey@gmail.com>
Sent: Monday, February 15, 2021 11:26 AM
Subject: Stream Valley Subdivision

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: City of Franklin (TN)

From: Stream Valley Subdivision

Subject: Chadwell Development on South Side of Goose Creek Bypass and East of

Feb.25 Hearing on Chadwell Development which is approaching approval.

Dear COF,

The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

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We are looking forward to your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Zach and Ashley Mulkey

A Residents of Stream Valley



File #: 20-01609

DATE: January 15, 2021
TO: Franklin Municipal Planning Commission
FROM: Kelly Dannenfelser, Asst. Director of Planning
Amy Diaz-Barriga, Planning Supervisor
Joseph Bryan, Principal Planner

SUBJECT:

Consideration of Resolution 2021-06, A Resolution Approving A Revised Development Plan For Berry Farms Chadwell PUD Subdivision With 2 Modifications Of Development Standards Relating To Signage And Storefront Requirements, For The Property Located South Of Goose Creek Bypass And West Of Interstate 65, Located At 2409 Goose Creek Bypass.

PURPOSE:

PROJECT INFORMATION

COF Project Number: 7331
Applicant: Greg Gamble, Gamble Design Collaborative
Owner: Boyle Investment Co., Adam Ballash, Rep.

BACKGROUND/STAFF COMMENTS:

The applicant is proposing a revision to the Berry Farms Chadwell PUD Subdivision located at the southwest corner of the Goose Creek Bypass and Interstate-65 junction. The proposed development consists of 1,650 dwelling units, approximately 1,570,000 square feet of commercial space and 450 hotel rooms. The original concept plan and pattern book for the Berry Farms Chadwell PUD subdivision were approved in July 2006.

For the Regional Commerce Design Concept, Envision Franklin states, "New developments should have integrated designs with coordinated access, amenities, and cohesive architecture that fits within the context of the corridor." It further states that "Buildings should be arranged on sites so that they help to frame and define the streets, giving deliberate form to streets and sidewalk areas. Building setbacks should be minimal to create an active street environment that encourages pedestrian activity" and "New development should provide sidewalks, multi-use paths, and trails throughout its open spaces. New development should provide connections between uses on the site and between the site and adjacent properties and rights-of-way."

Neighborhood Mixed-Use "provides a diverse mix of high-activity uses with a connected and walkable block layout. These centers and corridors should have coordinated development patterns at a pedestrian scale, with high-quality architecture, plazas, sidewalks, and pedestrian and bicycle amenities to activate the street and connect these gathering places to the residential neighborhoods

they support."

The plan as proposed presents responds to the recommendations of Envision Franklin through a cohesive design of mixed residential, retail, and office space that provides live-work opportunities and a pedestrian-oriented community. The higher density and larger scale of the development is concentrated along the interstate in the northern section with the southern section transitioning in height and use to the surrounding neighborhoods of Stream Valley and Goose Creek Estates. The plan provides ample open space and transitional green space between Berry Farms Chadwell and Goose Creek Estates.

Modification of Standards

MOS #1: Request to modify the regulations for Monument Signage to allow four (4) free-standing arches over private roadway.

The applicant is requesting to modify the regulations for Monument Signage to allow four (4) free-standing arches over the main thoroughfare in the northern section of the Berry Farms Chadwell PUD Subdivision. The applicant additionally requests that the primary material for these four arched signs be metal. Section 15.11 "Monument Signage" of the Franklin Zoning Ordinance limits the height of signs to 6 feet and the overall height to 8 feet. It additionally limits the primary materials of monument signs to masonry. Given the size and scale of the development, and the proposed locations over a private road, staff can support the request for arched signage. This request is unique to the intent of this development and will enhance the overall design. As a condition of approval, any portion of the sign structure's base or foundation is not permitted to be located in public utility easements, and that all applicable standards and specifications for public infrastructure and utilities within the roadway being spanned shall be adhered to at Site Plan stage.

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

MOS #2: Request to modify storefront regulations for the Commercial/Mixed-Use Building Type.

The applicant is requesting to modify the storefront regulations for the Commercial/Mixed-Use Building Type to to eliminate the knee wall and extend storefront glass down to ground level. Additionally the applicant is requesting to modify the storefront requirements for flexibility on transom windows being required on all storefronts. Figure 6.6.1 in Section 6.8 "Commercial/Mixed-Use Building Type" of the Franklin Zoning Ordinance requires that retail storefronts have traditional features including knee walls to establish a clear and distinguishable base as well as transom windows. The standards for retail storefronts were included in the December 2019 edition of the Franklin Zoning Ordinance and were retained in the December 2020 Zoning Ordinance update. Staff stands with the regulations in the Ordinance and will not recommend support of the proposed modification to the storefront standards.

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

PROJECT CONSIDERATION:

We have received several comments and concerns from neighboring citizens in Stream Valley regarding the connectivity and construction traffic. Based on the Boyle team's recent submittal of the amended Chadwell Development Plan, City Staff and the Boyle team have agreed upon a "Phasing Plan" for the road network. The Phasing Plan outlines milestones that will trigger the construction of specific connections that provide access for emergency vehicles while also limiting construction traffic from having to utilize roads in Stream Valley. The Phasing Plan also provides for future connections to the Stream Valley neighborhood as infrastructure and new buildings are far enough

along that the site can be safely accessed and open for use by the general public.

The Phasing Plan, a part of the Development Plan, is included with your materials. Please be advised that while construction activity has remained strong during the pandemic, it is always difficult to associate a timeframe on the timing of future projects. For this reason, the Phasing Plan takes into account the vehicular traffic that will be generated as buildings become occupied, the construction of related infrastructure is completed, and when construction traffic can be better managed on a site under construction. The Development Plan does include a connection to Lazy Vale Way in the future too.

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 on all correspondence with any city department relative to this project.

FINANCIAL IMPACT:

Unknown.

RECOMMENDATION:

Staff recommends approval with conditions of Resolution 2021-06 to the Board of Mayor and Aldermen.

BERRY FARMS CHADWELL PUD SUBDIVISION
ORDINANCE 2021-01
RESOLUTION 2021-06
FRANKLIN MUNICIPAL PLANNING COMMISSION
2/25/2021

Project Information

Existing Zoning: PD 0.7/1,563,000
Proposed Zoning: PD 11.72/1,573,500/450
Other Overlays: FFO, FWO
Existing Land Use: Vacant
Proposed Land Use: Mixed-Use, Office, Multi-Residential
Site Acreage: 140.81 acres
Proposed Number of Dwelling Units: 1,650
Proposed Nonresidential Square Footage: 1,573,500 SF
Proposed Hotel Keys: 450
Proposed Building Height: 12 stories

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



0 250 500 1,000
Feet

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

RESOLUTION 2021-06

A RESOLUTION APPROVING A REVISED DEVELOPMENT PLAN FOR BERRY FARMS CHADWELL PUD SUBDIVISION WITH 2 MODIFICATIONS OF DEVELOPMENT STANDARDS RELATING TO SIGNAGE AND STOREFRONT REQUIREMENTS, FOR THE PROPERTY LOCATED SOUTH OF GOOSE CREEK BYPASS AND WEST OF INTERSTATE 65, LOCATED AT 2409 GOOSE CREEK BYPASS.

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 the Board of Mayor and Aldermen (BOMA), after a public hearing and a recommendation by the Franklin Municipal Planning Commission (FMPC).

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, as amended, is as follows:

PREMISES CONSIDERED	
Map-Parcel	Acres
117-20.00	140.81
Total	140.81

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

SECTION III: That the overall entitlements, as amended, for the Berry Farms-Chadwell PUD are as follows:

Entitlements	Berry Farms-Chadwell PUD
Base Zone District	PD
Other Zoning Overlays	FFO, FWO
Number of Dwelling Units	1,650
Number of Nonresidential Square Footage	1,573,500 SF
Number of Hotel Rooms	450
Open Space Requirements	7.04 AC (5%)
Number of Phases in Development	3
Original Concept Plan Approval	Ordinance No. 2006-16 Date of approval: 7-11-2006
Revision Number	1

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

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

MOS 1: Modify Monument Signage to allow four (4) free-standing arches and metal as a primary material. Approved: _____ Denied: _____	Section 15.11-Monument Signage. Materials: Shall be brick, stone, or concrete Height: Maximum height of sign area is 6 feet Additional: Overall height not exceed 8 feet <i>Staff recommended <u>approval</u>.</i>
MOS 2: Allow storefront glazing to extend to the ground and that transom windows are not required on all Commercial/Mixed-Use building storefronts. Approved: _____ Denied: _____	Section 6.8- Commercial/Mixed-Use Building. Glazing on Storefronts: "50-85% of the ground floor measured between two feet and ten feet from the ground." <i>Staff recommended <u>disapproval</u>.</i>

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

ERIC S. STUCKEY
City Administrator

DR. KEN MOORE
Mayor

Approved as to form by:

Shauna R. Billingsley
City Attorney

PREAPPLICATION CONFERENCE: _____7/7/2020_____

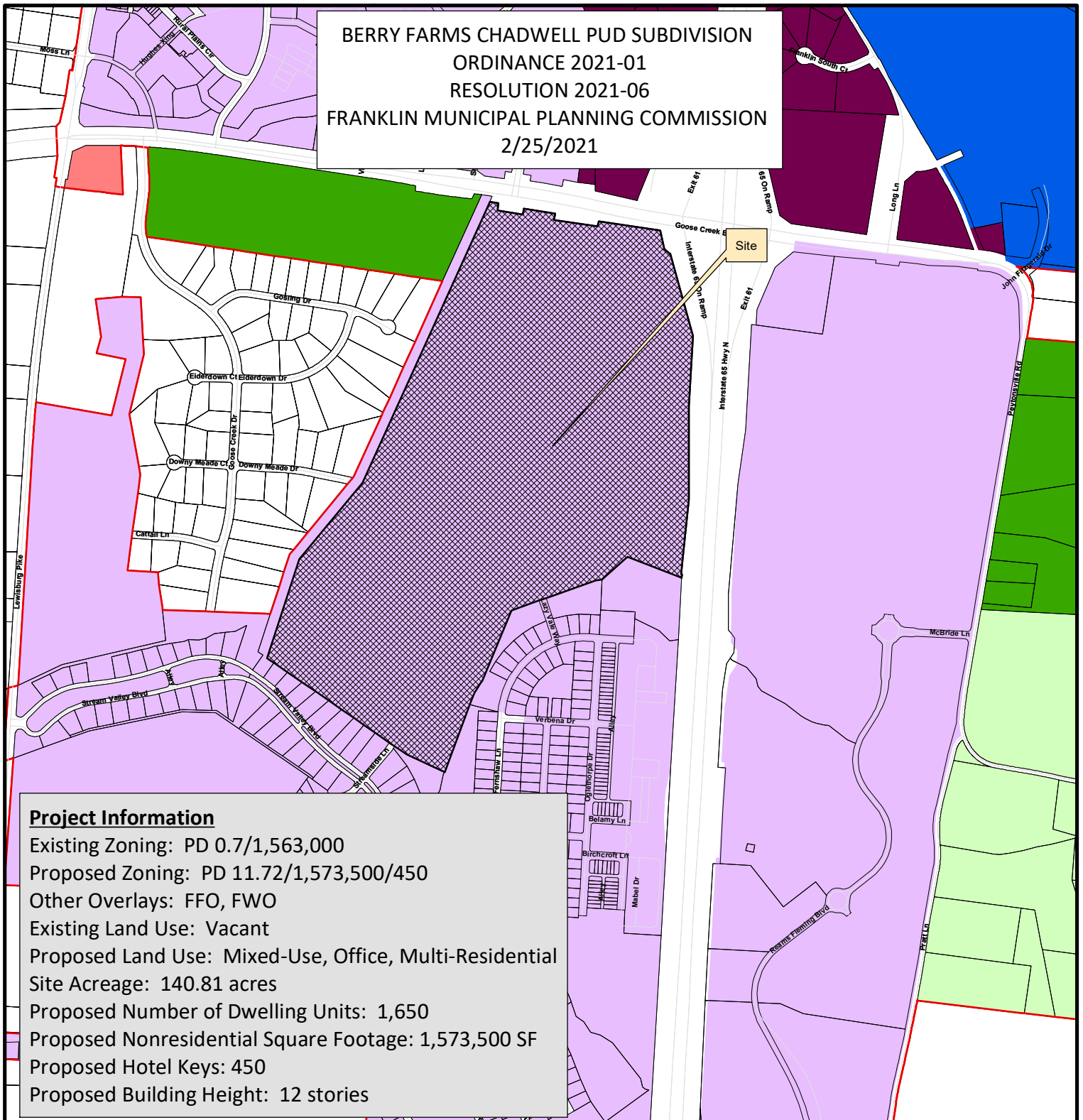
BOMA/FMPC JOINT CONCEPTUAL WORKSHOP: _____8/26/2020_____

NEIGHBORHOOD MEETING: _____8/4/2020_____

PLANNING COMMISSION RECOMMENDED APPROVAL: _____

PUBLIC HEARING AND BOMA APPROVAL: _____

**BERRY FARMS CHADWELL PUD SUBDIVISION
ORDINANCE 2021-01
RESOLUTION 2021-06
FRANKLIN MUNICIPAL PLANNING COMMISSION
2/25/2021**



Project Information

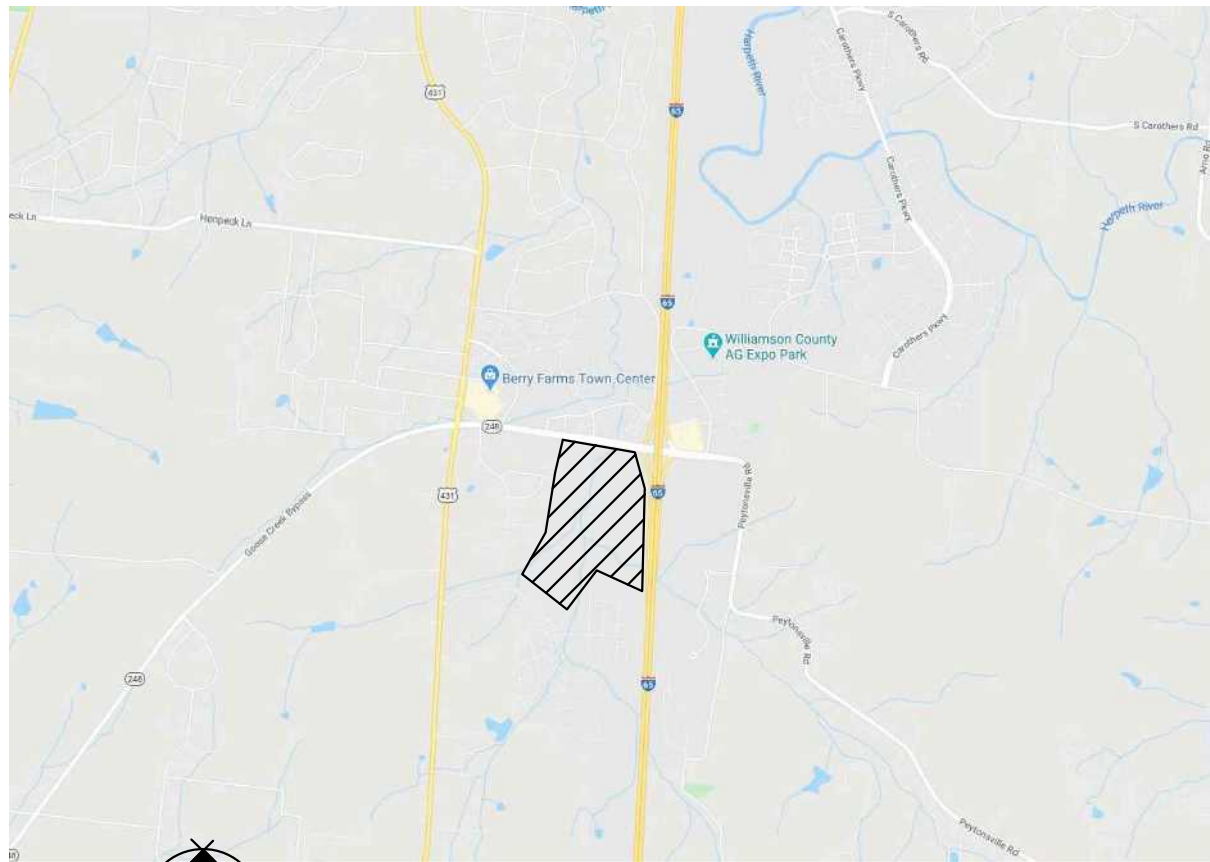
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| Berry Farms Chadwell PUD | CI Civic Institutional District |
| AG Agricultural District | NC Neighborhood Commercial |
| ER Estate Residential District | CC Central Commercial District |
| R1 Residential 1 District | DD Downtown District |
| R2 Residential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



0 250 500 1,000
Feet

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



NOT TO SCALE

BERRY FARMS - CHADWELL

PUD SUBDIVISION

REZONING REQUEST

PD (10.87, 1,573,500) - PLANNED DISTRICT
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE



SITE DATA CHART

SITE INFORMATION:

PROJECT NAME:	Berry Farms - Chadwell
PROJECT NUMBER:	7332
ADDRESS:	2409 Goose Creek Bypass
CITY:	Franklin
COUNTY:	Williamson
PARCEL(S):	117 --- 02000
ACREAGE / SF OF SITE:	140.81 AC / 6,133,827.5 SF

BASE ZONING:	PD (0.7, 1,563,000 SF)
PROPOSED ZONING:	PD (10.87, 1,573,500 SF)
ZONING OVERLAY:	FFO,FWO

BOYLE

OWNER:
BOYLE INVESTMENT COMPANY
CONTACT: ADAM J. BALLASH
2000 MERIDIAN BLVD., SUITE 250
FRANKLIN, TENNESSEE 37067
(615) 550-5583
aballash@boyle.com

GDC

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

Kimley»Horn

ENGINEER:
KIMLEY-HORN
CONTACT: RYAN MCMASTER
214 OCEANSIDE DRIVE
NASHVILLE, TN 37024
(615) 564-2876
ryan.mcmaster@kimley-horn.com

**HISTORICAL
CONCEPTS**
ARCHITECTURE & PLANNING

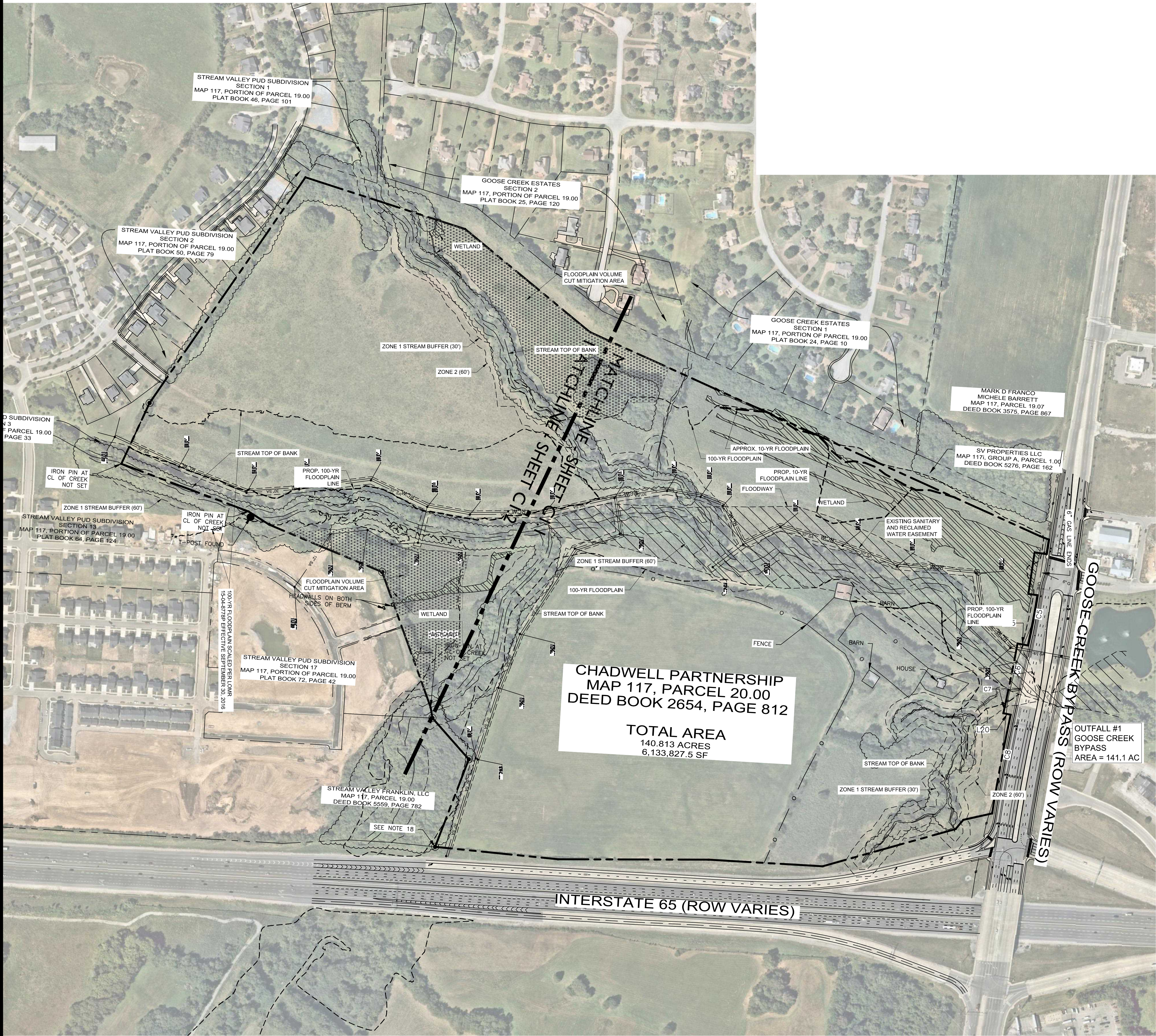
ARCHITECT:
HISTORICAL CONCEPTS
CONTACT: RYAN YURCABA
ARCHITECTURE & PLANNING
414 BILL KENNEDY WAY SE, SUITE 301
ATLANTA, GA 30316
(678) 325-6665
ryan.yurcaba@historicalconcepts.com

INITIAL SUBMITTAL: 8/10/2020
RESUBMITTAL: 01/07/2021
ONE STOP:



GDC

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



SITE DATA CHART

SITE INFORMATION:

PROJECT NAME: Berry Farms - Chadwell
PROJECT NUMBER: XXXX
ADDRESS: 2409 Goose Creek Bypass
CITY: Franklin
COUNTY: Williamson
PARCEL(S): 117 --- 02000
ACREAGE / SF OF SITE: 140.81 AC / 6,133,827.5 SF

BASE ZONING: PD (0.7, 1,563,000 SF)
PROPOSED ZONING: PD (10.87, 1,573,500 SF)
ZONING OVERLAY: FFO,FWO

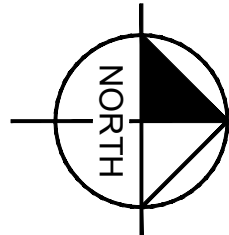
BERRY FARMS - CHADWELL
REZONING REQUEST
Franklin, Williamson County, Tennessee

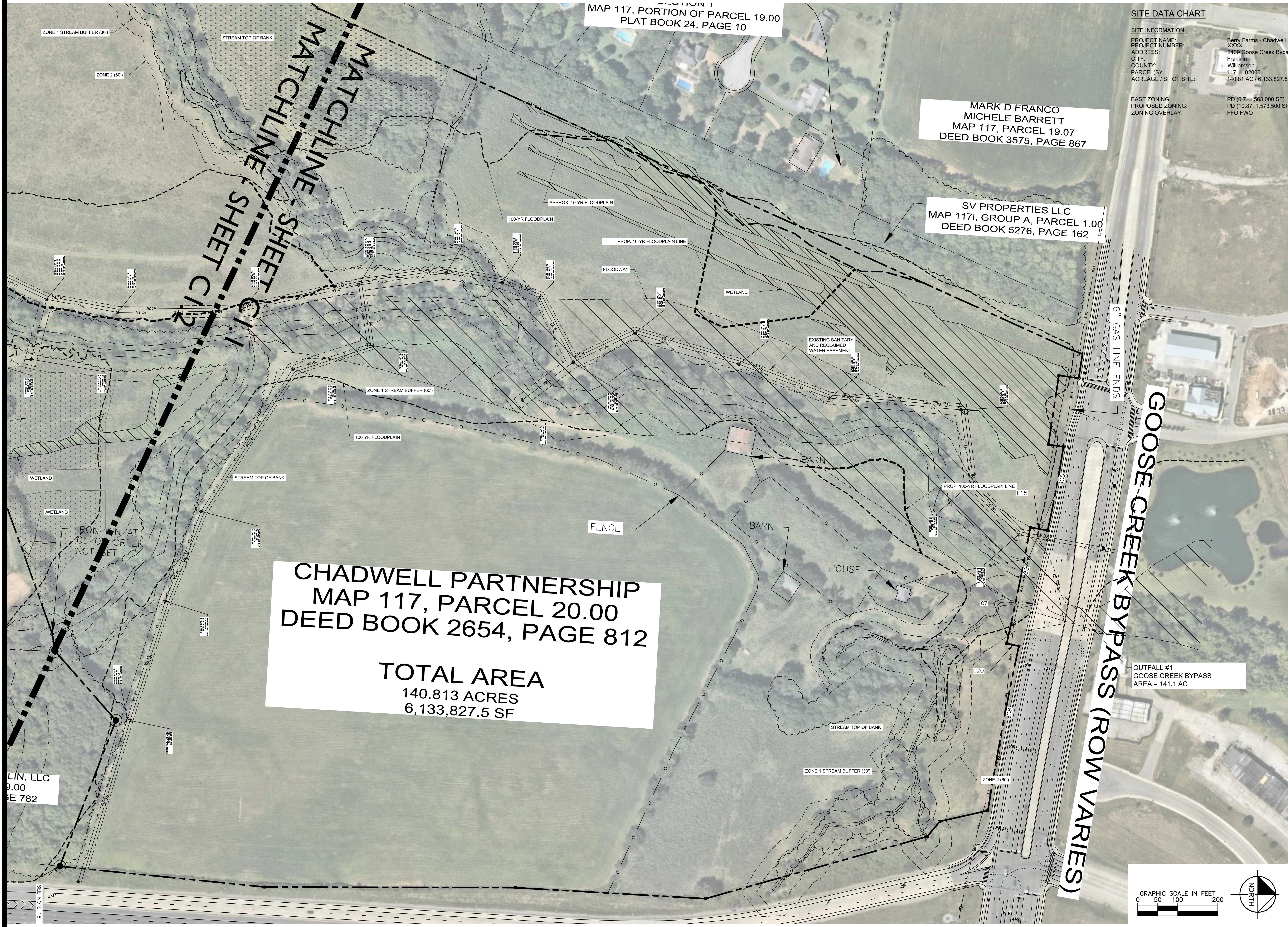


Revision Date	
△	
△	
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OVERALL EXISTING
CONDITIONS PLAN

GRAPHIC SCALE IN FEET
0 100 200 400





SECTION 1
MAP 117, PORTION OF PARCEL 19.00
PLAT BOOK 24, PAGE 10

MARK D FRANCO
MICHELE BARRETT
MAP 117, PARCEL 19.07
DEED BOOK 3575, PAGE 867

SV PROPERTIES LLC
MAP 117i, GROUP A, PARCEL 1.00
DEED BOOK 5276, PAGE 162

CHADWELL PARTNERSHIP
MAP 117, PARCEL 20.00
DEED BOOK 2654, PAGE 812

TOTAL AREA
140.813 ACRES
6,133,827.5 SF

SITE DATA CHART

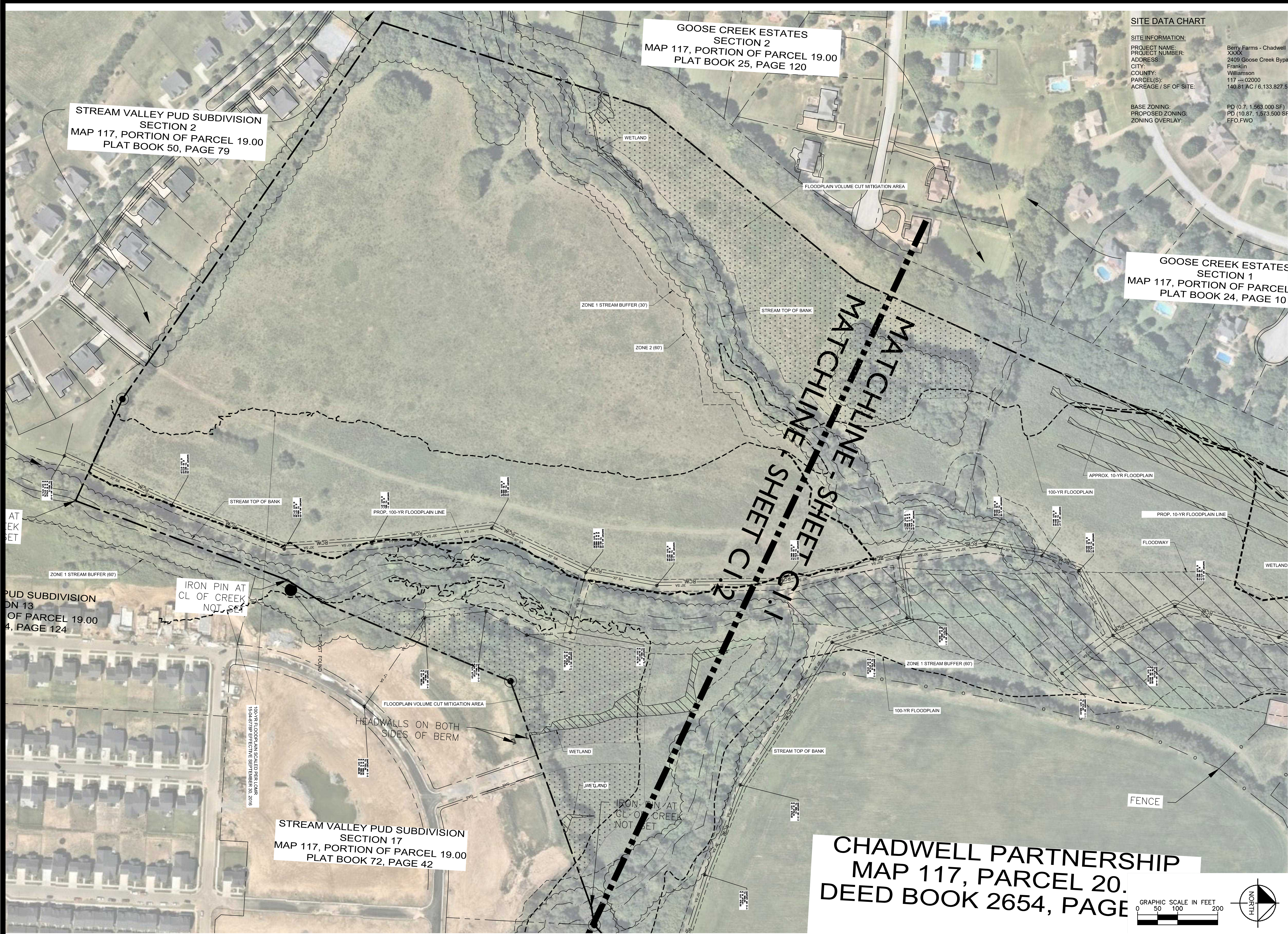
SITE INFORMATION:

PROJECT NAME: Berry Farms - Chadwell
PROJECT NUMBER: XXXX
ADDRESS: 2409 Goose Creek Bypass
CITY: Franklin
COUNTY: Williamson
PARCEL(S): 117 - 02000
ACREAGE / SF OF SITE: 140.81 AC / 6,133,827.5 SF

BASE ZONING: PD (0.7, 1,563,000 SF)
PROPOSED ZONING: PD (10.87, 1,573,500 SF)
ZONING OVERLAY: FFO,FWO



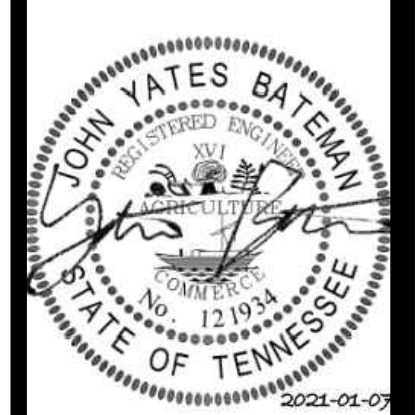
Revision Date
△
△
△
△



SITE DATA CHART	
SITE INFORMATION:	
PROJECT NAME:	Berry Farms - Chadwell
PROJECT NUMBER:	XXXX
ADDRESS:	2409 Goose Creek Bypass
CITY:	Franklin
COUNTY:	Williamson
PARCEL(S):	117 → 02000
ACREAGE / SF OF SITE:	140.81 AC / 6,133,827.5 SF
BASE ZONING:	PD (0.7, 1,563,000 SF)
PROPOSED ZONING:	PD (10.87, 1,573,500 SF)
ZONING OVERLAY:	FFO.FWO

BOYLE
GDC
Kimley»Horn
HISTORICAL
CONCEPTS
ARCHITECTURE & PLANNING

BERRY FARMS - CHADWELL
REZONING REQUEST
Franklin, Williamson County, Tennessee



Revision Date
△
△
△
△

ENLARGED
EXISTING
CONDITIONS PLAN
SHEET
C1.2
COF # xxxx

CONDITIONS OF APPROVAL:

Open Issues: 21 These issues are currently being filtered

Engineering - Development Plan Checklist

General Issues

66. F. Development Plan

jimmy.wiseman@franklin.tn.gov Related to the proposed development (i.e. the responsibility of Berry Farms – Chadwell), the following improvements are required and were included in the Future 2030 scenario:

Goose Creek Bypass (SR-248) Corridor and Lewisburg Pike (SR-106 / US-431) Corridor

- Develop and implement updated signal timings along these two (2) corridors to accommodate the forecasted increase in traffic volumes and change in traffic patterns between the Background 2030 scenario and the Future 2030 scenario.

Goose Creek Bypass (SR-248) at Berry Farms Crossing / Chadwell Site Access

- Modify the traffic signal to incorporate the Chadwell Site Access as the south leg (i.e. northbound approach) at the existing traffic signal.
- Construct one (1) additional eastbound through lane along Goose Creek Bypass.
 - Provide 550 feet of storage for this 3rd eastbound through lane.
 - It should be noted there are already three (3) eastbound receiving lanes along the east leg of the intersection.
- Construct one (1) eastbound right-turn lane along Goose Creek Bypass.
 - Provide 200 feet of storage for this eastbound right-turn lane.
- Construct two (2) westbound left-turn lanes along Goose Creek Bypass, which will require two (2) southbound receiving lanes along the south leg of the intersection.
 - Provide 600 feet of storage for these dual westbound left-turn lanes.
 - The storage length may require modification and/or relocation of the existing overhead sign structure across the eastbound travel lanes. Therefore, the storage length is contingent upon TDOT allowing modification and/or relocation of the existing overhead sign structure.
 - Allow for phasing of the storage length for these dual westbound left-turn lanes, since 600 feet of storage for two (2) left-turn lanes are not anticipated to be required during the initial phases of development. This will require additional coordination with the City of Franklin as necessary at the time of construction.
- Construct five (5) northbound lanes along the Chadwell Site Access: two (2) left-turn lanes, one (1) through lane, and two (2) right-turn lanes.
 - Provide 200 feet of storage for the dual northbound left-turn lanes.
 - Provide 500 feet of storage for the outermost right-turn lane.
 - The through and innermost right-turn lane will develop from the general travel lanes along Chadwell Site Access.
- Reconfigure the existing three (3) southbound lanes along Berry Farms Crossing: two (2) left-turn lanes, and one (1) shared through / right-turn lane.
 - Provide 150 feet of storage for all three (3) approach lanes. This appears feasible within the existing curb/gutter but may require

modifying the existing raised median along Berry Farms Crossing.

Lewisburg Pike (SR-106 / US-431) at Stream Valley Boulevard

- Restripe the westbound approach lane along Stream Valley Boulevard to maintain two (2) total approach lanes as one (1) left-turn lane, and one (1) shared through/right-turn lane.

Chadwell Site Access

- Construct the Chadwell Site Access, between Goose Creek Bypass and the North Parcel of the development, to provide four (4) travel lanes – two (2) lanes in each direction.

Stream Valley Boulevard at Streamside Lane (not a study intersection)

- Construct an eastbound left-turn lane along Stream Valley Boulevard.

Connection to Streamside Lane

- Provide a vehicle connection to the existing northern terminus of Streamside Lane, located north of Stream Valley Boulevard.

Connection to Lazy Vale Way

- Provide a vehicle connection to the existing northern terminus of Lazy Vale Way, located north of Fernshaw Lane.

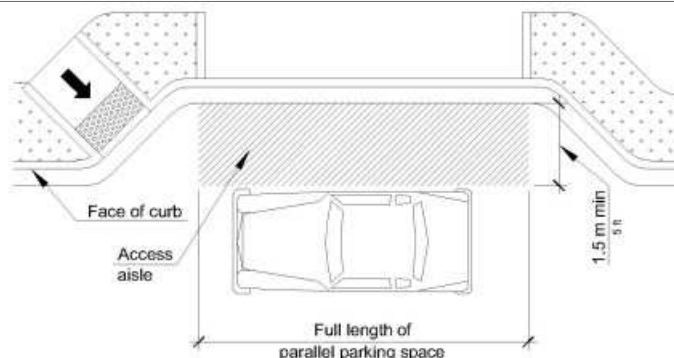
84. ADA On-Street Parking

joe.marlo@franklin.tn.gov Comment to remain open as a Condition of Approval. The Applicant is cautioned that the requirements herein are not currently reflected on the Development Plan drawings. The design shall be revised accordingly at Site Plan to accommodate the requirements in this Condition.

At the Site Plan stage, the Applicant shall provide accessible on-street parking spaces at striped parallel parking spaces. Accessible on-street parking spaces shall meet the following:

1. Quantity of accessible on-street parking spaces shall meet that required in Table R214 of the "Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way" by the United States Access Board.
2. A 5'-0" access aisle shall be provided at each accessible on-street parking space exclusive of the gutter and in addition to the 8'-0" minimum stall width. The access aisle shall be provided regardless of the location of the space along the block face.
3. Curb flares promoting vehicular entry/exit shall be provided at each end of the accessible space exclusive of the 22'-0" stall length to accommodate parking against the curb line.
4. Additional ROW shall be dedicated as necessary to accommodate the accessible on-street parking space and sidewalk beyond.

Table R214 On-Street Parking Spaces	
Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total



111. F. Development Plan

kevin.long@franklintn.gov Due to horizontal and vertical geometry specifics not shown at the Development Plan stage, the City can not verify nor approve the detailed geometric layout of streets and alleys at this stage. At the Site Plan stage, all street alignments shall comply with minimum design standards (curve radii, tangent lengths, etc.) or shall request a modification of engineering design standards to be approved by the City Engineer.

No further action is required by applicant, comment shall remain open as a condition to be addressed at site plan.

112. F. Development Plan

kevin.long@franklintn.gov At the Site Plan stage, the roundabouts/traffic circles shall be designed to appropriate geometric standards as established by AASHTO, FHWA and TDOT. For reference, see TDOT Standard Drawings:

[RD01-TS-9: DESIGN STANDARDS FOR SINGLE LANE URBAN AND RURAL ROUNDABOUTS](#)

[RD01-TS10: DESIGN STANDARDS FOR MULTI-LANE URBAN AND RURAL ROUNDABOUTS](#)

No further action is required by applicant, comment shall remain open as a condition to be addressed at site plan.

117. Phasing Plan

Off-Site Improvements:

1. Prior to Berry Farms Chadwell being fully developed it is assumed the infrastructure improvements required by Reams Fleming, Southbrooke Development, and Berry Farms Town Center have been completed.

2. Infrastructure improvements to Goose Creek Bypass at Berry Farms Crossing/Site Driveway should be phased based on a percentage threshold of total development trips as noted below. The phasing thresholds are based on a percentage of total trips based on the development plan traffic impact analysis, dated February 4, 2021, showing a total number of daily trips for the full development buildout to be +/-41,600.

- Phase 1 - Prior to first Certificate of Occupancy (CO) being issued for any structures within the Chadwell Development, the following improvements shall be constructed.
 - o An exclusive westbound left-turn lane on Goose Creek Bypass
 - o An exclusive eastbound right-turn lane on Goose Creek Bypass
 - o An exclusive northbound left-turn lane at Chadwell Entry Road
 - o An exclusive northbound through lane at Chadwell Entry Road
 - o An exclusive northbound right-turn lane at Chadwell Entry Road
 - o Modification to the southbound approach to be dual southbound left-turn lanes and a shared eastbound through-right lane at BPTC entry road (Berry Farms Crossing)
- Phase 2 - Prior to the CO being issued for the structure that exceeds 30% of the total development trips, the following improvements shall be constructed.
 - o Construction of an additional westbound left-turn lane on Goose Creek Bypass
 - o Construction of an additional northbound left-turn lane at Chadwell Entry Road
 - o Construction of an additional northbound right-turn lane at Chadwell Entry Road
 - o Construction of an additional eastbound through lane on Goose Creek Bypass

3. For each phase noted above of Berry Farms - Chadwell, signal timings adjustments to the Goose Creek Bypass and Lewisburg Pike corridors should be completed. This includes a total of seven intersections at Goose Creek Bypass and Lewisburg Pike, Captain Freeman Parkway, Village Plains Blvd, Berry Farms Crossing, I-65 South Interchange Signal, I-65 North Interchange Signal, and Long Lane at Peytonville Road.

The internal road phasing is as follows:

Internal Road Improvements :

Phase 1 – The entry road, starting at the northern roundabout and connecting the development to Goose Creek Bypass, shall be constructed as a two-lane road on the eastern side of the proposed entry road median through phase 1 of the development and can remain a two lane road up to the point of the need for a Certificate of Occupancy (CO) to be issued that would trigger the 30% threshold of total development trips. The road between the northern and southern roundabouts may or may not be constructed at this time depending on the development pattern of the property. Prior to receiving occupancy on the building that triggers Appendix D of the Fire Code (D1064), an all weather roadway connection from the development to Stream Valley shall be provided. This all weather roadway will be for emergency access and will require an emergency access gate and Knox box at the connection to Stream Valley.

Phase 2 – Prior to the CO being issued for the structure that exceeds 30% threshold of the total development trips, the full four-lane section of the entry road shall be completed. The four-lane section should continue from the northern roundabout to the Goose Creek Bypass intersection. The road between the northern and southern roundabouts may or may not be constructed at this time depending on the development pattern of the property.

Phase 3 – Prior to the CO that would trigger the 50% threshold of total development trips of the North Parcel, or when the first CO is issued for the South Parcel, a paved connection shall be completed from Goose Creek Bypass to Stream Valley and opened for public use. If the connection is only for the 50% threshold of total development trips of the North Parcel, then either connection, as shown above, may be utilized at the Developer's discretion.

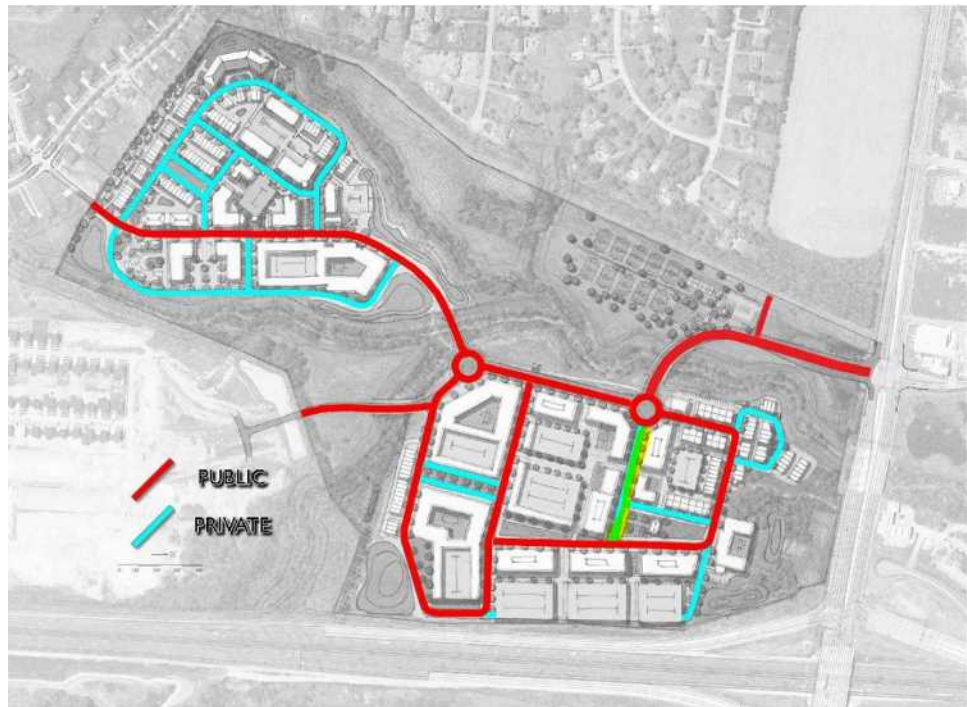
Phase 4 – Prior to the CO that would trigger the 50% threshold of total development trips of the North Parcel and the 75% threshold of total development trips of the South Parcel, a second paved connection to Stream Valley shall be completed and opened for public use.

*Road connectivity described above does not supersede the requirements in the International Fire Code.

[Edited By Jimmy Wiseman]

119. B. General Information

As depicted on the development plan, "Main Street" for which MOS 1 is being requested is depicted as a private street, and shall remain as such. Signage and other such private infrastructure is not permitted in or over any public ROW.



In the event that MOS 2 is approved, it shall be clearly understood that the allowance for sign structures to span the roadway does not entitle any portion of the structure's base or foundation to be located in public utility easements, and that all applicable standards and specifications for public infrastructure and utilities within the roadway being spanned shall be adhered to at Site Plan stage. In the event that application of such standards and specifications conflicts with the proposed arch sign locations, application of the standards and specifications for public infrastructure and utilities shall take precedence over the number and location of sign structures shown on the Development Plan. Inability to adhere to the applicable standards due to the location or number of proposed sign structures shall not be considered as grounds for any variance from the applicable standards.

[Edited By Lance Fittro]

130. H. Stormwater Management Plan

lance.fittro@franklinton.gov The 2016 BMP Manual in effect at the time of submittal of the revised Development Plan shall govern future site plan submittals and stormwater design for the development.

A Stormwater Management Report which includes Stormwater Management calculations based on the portion of the property which is to be developed and accounts for any applicable offsite drainage areas shall be submitted with future Site Plan submittals. The submitted Stormwater Management Plan(s) shall comply with Green Infrastructure - Runoff Reduction requirements and standards as outlined in the 2016 BMP Manual.

142. F. Development Plan

lance.fittro@franklinton.gov This comment previously communicated via e-mail from Parks staff has not been addressed appropriately on the Development Plan:

Sidewalks which are required to be installed along proposed roadways shall be installed as concrete sidewalk in the width shown on the typical section for each roadway. Sidewalks and trails which are otherwise required to be installed along roadways are not eligible for Parkland Fee offsets or reimbursement. Portions of trails not required for roadways but which are to be installed within ROW dedication or public access easements otherwise required for the roadway construction within the development, as indicated by the typical section for each roadway, are likewise ineligible for offset of the land cost for these areas within the ROW or public access easements otherwise required for the roadway construction.

Applicant shall revise Parkland Dedication and Offset exhibit and cost estimate on sheet C2.3 to reflect these conditions.

FIRE--Fire Sprinkler Systems

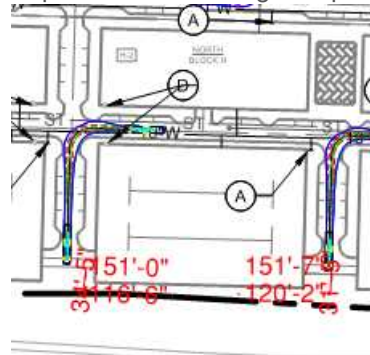
General Issues

105. Auto-turn

curt.edelmann@franklinton.gov Since these are development plans, I will accept the applicant's commitment to resolve these issues at the site plan stage.

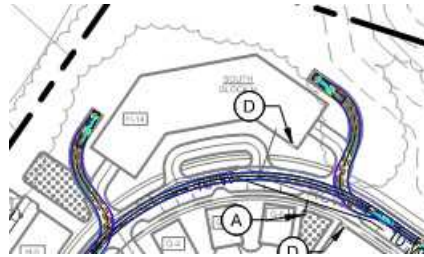
However, the following are major issues and will need to be adequately addressed at site plan.

Access to the parking garages east of North H-1 to H-3. If the driveways between the buildings are used as fire lanes, they will need to have code approved turnarounds. Even with the fire lanes at the sides of the building, hose lay requirements. Installing fire sprinklers would be an acceptable equivalent.



Access to South H-14. Code approved turnarounds will be required. Even with the fire lanes at the side of the building, hose lay requirements are not met. Non-

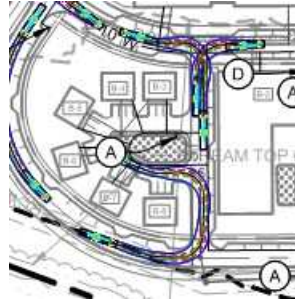
combustible construction would be an acceptable equivalent.



Access to North Block C



Access to the South B-3 to B-8 buildings.



Access to North Block F building. Similar issues as with other buildings.



[Edited By Curt Edelmann]

FIRE--Planning

General Issues

126. Phasing--Advisory comment

curt.edelmann@franklin.tn.gov Revise the note on Sheet C6.0 to include specific requirements:

Two remote fire department access routes are required when any one of the following situations occurs:

200-residential units
Commercial buildings exceeding 3-stories
Commercial buildings more than 124,000-SF

Also revise the note to indicate sections D104 and D106 of the IFC.

at the northern roundabout and connecting the development to Goose Creek Bypass, a road on the eastern side of the proposed entry road median through phase I of the 4-lane road up to the point of the need for a Certificate of Occupancy (CO) to be issued. The road between the northern and southern roundabouts shall be constructed at this time depending on the development pattern of the property. Prior to construction that triggers Appendix D of the Fire Code (D1064), an all weather roadway connection (alley) shall be provided. This all weather roadway will be for emergency access and will have a fire hydrant and Knox box at the connection to Stream Valley.

issued for the structure that exceeds 30% threshold of the total development trips, the

[Edited By Curt Edelmann]

135. Access to Block L

curt.edelmann@franklin.tn.gov Is there a plan to provide vehicle access to the playing fields?

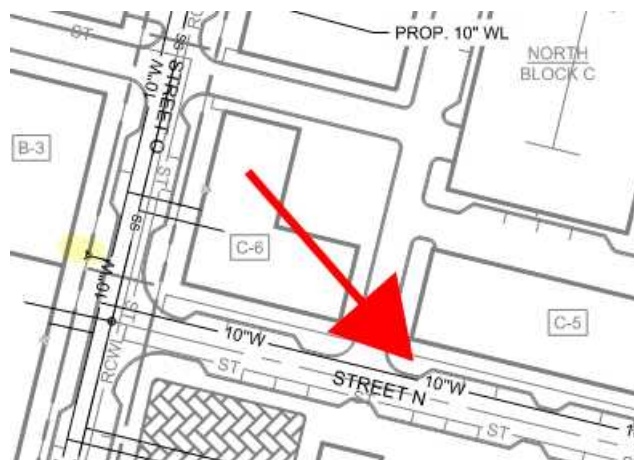
I'm concerned about gaining access to patients and transporting them from the far end of the playing fields.

I am not asking for an auto-turn. Just verify that there will be 13-6-inches of clearance under the archway or indicate if there will be an alternative way of reaching the apparent roadway between the fields.

[Edited By Curt Edelmann]

136. Hydrant coverage

curt.edelmann@franklin.tn.gov Install an additional hydrant On Street N to provide coverage for C-5 and North Block C.



Parks

General Issues

141. Parkland information

kevinl@franklintn.gov

Parks-Applicant shall revise sheet c2.3 to differentiate between 12' trails and required 5' sidewalks. Streets specs require a 5' sidewalk and can not be used for Parkland requirements. If the applicant would like to expand the 5' trail to a 12' trail then the applicant could ask for reimbursement for the extra 7' width. Revise and send the new exhibit B to Parks to update Parkland Agreement exhibit section.

Planning

General Issues

91. pattern book page 14

joseph.bryan@franklintn.gov

Should the MOSs for the arched signage and architectural design be denied, pages 13-18 in the Pattern Book shall be updated to remove the graphic representation of them.

133. Modification of Standards

joseph.bryan@franklintn.gov

Due to the road classification as a private street, Staff is able to support the MOS for the arched signage. See Comment 119 for specific criteria for the placement and construction of the signs should the MOS be approved by the Board of Mayor and Aldermen.

134. Modification of Standards

joseph.bryan@franklintn.gov

MOS #2

Staff is unable to support the MOS request as the Zoning Ordinance has just been updated with these standards in place.

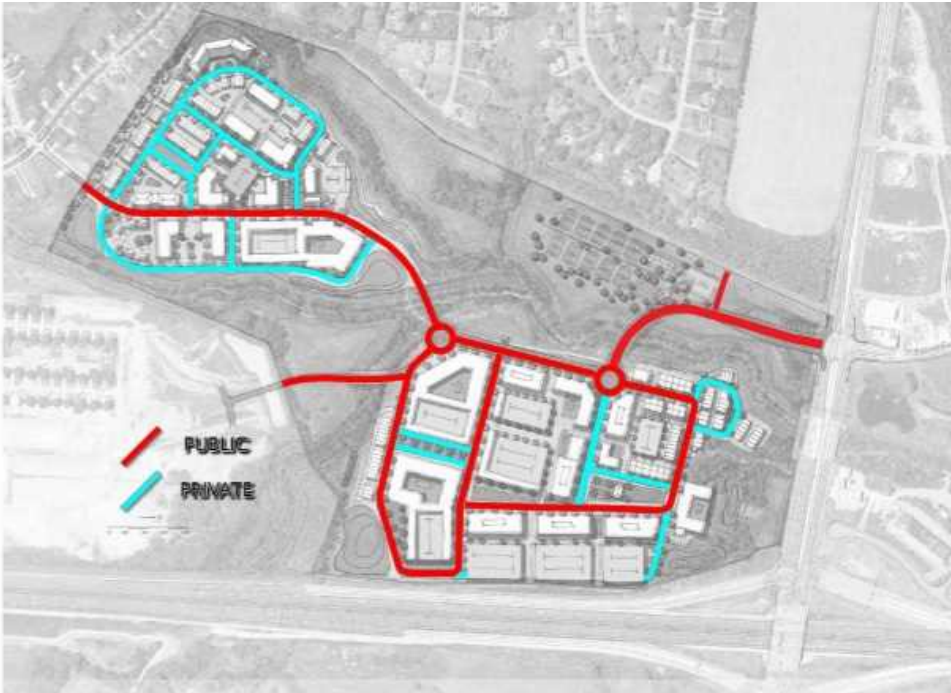
138. Entitlements

joseph.bryan@franklintn.gov

Include 450 keys in entitlements for proposed Zoning District.

PD 11.72/1,573,500 SF/450 Keys

139. Private-Public Roads Graphic



Planning (Landscape)

General Issues

137. Open Space

jason.arnold@franklintn.gov
Is Open Space 6 & 10 (Square/ Green) in the roundabout to be pedestrian accessible? If so, are there safety measures to cross the traffic?

Water/Sewer

General Issues

36. Future interceptors

ben.mcneil@franklintn.gov The applicant has submitted the development offset agreement and Franklin Water Management has prepared the agreement and submitted to legal for review. Per the agreement, the sanitary sewer infrastructure referenced in COF contract number 2021-0040, states that the infrastructure must be installed, tested, completed and accepted by July 1, 2023. See excerpt below

WHEREAS, the sanitary sewer infrastructure to be installed will not benefit the Developer.

NOW THEREFORE, the City and the Developer, their successors and assigns, do hereby agree as follows:

1. The foregoing recitals are incorporated into this Agreement and made a part thereof.
2. The Developer and the City agree that the Developer shall be eligible for reimbursed as hereafter set forth for the Sanitary Sewer Improvements shown on **Exhibit A**, as may be further revised.

3. The total eligible cost associated with the Sewer Improvements for which Developer is eligible for reimbursement are up to **FIVE HUNDRED FIFTY THOUSAND DOLLARS AND NO/100 DOLLARS (\$550,000.00)**, subject to the Sewer Improvements being designed, constructed, satisfactorily inspected, tested, and accepted no later than July 1, 2023 and with the provisions of section 6.

Page 1 of 5

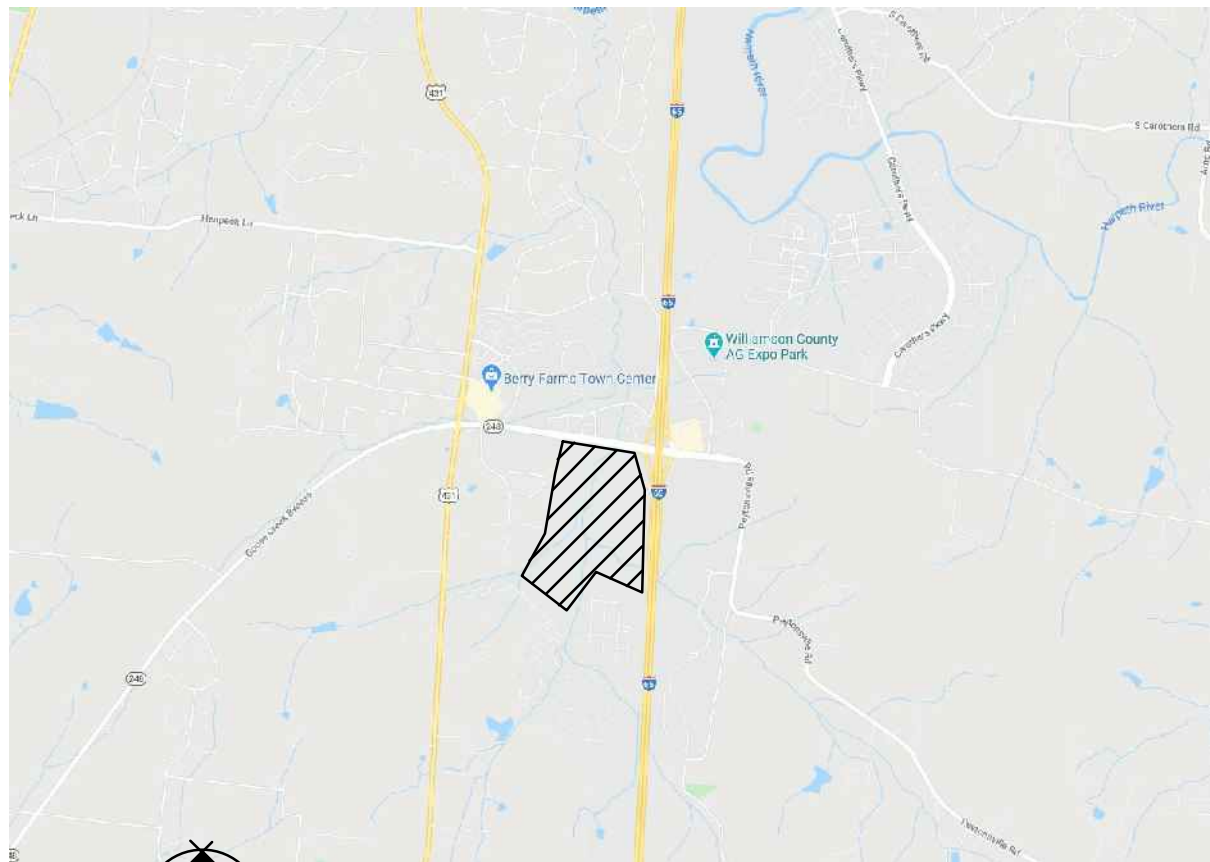
Zoning

General Issues

86. Floodway

shanna.mccoy@franklintn.gov Comment to remain open as project reminder.

Any encroachment into a FEMA designated floodway requires a H & H study. This study will be required to go through preliminary approval with the State of TN NFIP Coordinator and AECOM consultant.



SHEET INDEX

C0.0 Cover
C0.1 Approved PUD
C0.2 Illustrative Master Plan
C0.3A 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
C2.3 Parkland Dedication

C3.0 Overall Grading & Drainage Plan
C3.1 Enlarged Grading & Drainage Plan
C3.2 Enlarged Grading & Drainage Plan

C4.0 Overall ROW & Access Plan
C4.1 Enlarged ROW & Access Plan
C4.2 Enlarged ROW & Access Plan
C4.3 Street Sections
C4.5 Overall ROW & Access Plan
C4.6 Enlarged ROW & Access Plan
C4.7 Enlarged ROW & Access Plan
C4.10 Overall ROW & Access Plan
C4.11 Enlarged ROW & Access Plan
C4.12 Enlarged ROW & Access Plan

C5.0 Overall Utility Plan
C5.1 Enlarged Utility Plan
C5.2 Enlarged Utility Plan
C5.3 Utility Profiles
C5.4 Utility Profiles

C6.0 Phasing Plan

L1.0 Tree Preservation
L1.1 Conceptual Buffer Sections
L2.0 Stream Buffer

A1.0 Architecture Key Map
A1.1 Conceptual Architecture
A1.2 Conceptual Architecture
A1.3 Conceptual Architecture
A1.4 Conceptual Architecture
A1.5 Conceptual Architecture
A1.6 Conceptual Architecture

BOYLE

OWNER:
BOYLE INVESTMENT COMPANY
CONTACT: ADAM J. BALLASH
2000 MERIDIAN BLVD., SUITE 250
FRANKLIN, TENNESSEE 37067
(615) 550-5583
aballash@boyle.com

GDC

APPLICANT & LANDSCAPE ARCHITECT:
GAMBLE DESIGN COLLABORATIVE
CONTACT: GREG GAMBLE
324 LIBERTY PIKE, SUITE 145
FRANKLIN, TN
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HISTORICAL
CONCEPTS
ARCHITECTURE & PLANNING

ARCHITECT:
HISTORICAL CONCEPTS
CONTACT: RYAN YURCABA
ARCHITECTURE & PLANNING
414 BILL KENNEDY WAY SE, SUITE 301
ATLANTA, GA 30316
(678) 325-6665
ryan.yurcaba@historicalconcepts.com

MODIFICATION OF STANDARDS: SEE SHEET C0.3A



DEVELOPMENT PLAN NOTE:
BERRY FARMS DEVELOPMENT PLAN REVISION 1 SPECIFICALLY REQUESTS TO BE CONSIDERED UNDER THE CITY OF FRANKLIN'S 2020 ZONING ORDINANCE WITH AN EFFECTIVE DATE OF 12-08-2020.

STORMWATER NOTE:
ALL SUBSEQUENT SITE PLANS AS PART OF THIS DEVELOPMENT SHALL UTILIZE THE 2016 BMP STORMWATER MANUAL AND GUIDELINES.

SITE DATA CHART

SITE INFORMATION:

PROJECT NAME:	Berry Farms - Chadwell
PROJECT NUMBER:	7331
ADDRESS:	2409 Goose Creek Bypass Franklin, Williamson County, TN 117 --- 02000 140.81 AC / 6,133,827.5 SF
PARCEL(S):	
ACREAGE / SF OF SITE:	
BASE ZONING:	PD (0.7, 1,563,000 SF)
PROPOSED ZONING:	PD (11.72, 1,573,500 SF)
ZONING OVERLAY:	FFO,FWO
PROPOSED PRINCIPLE USE:	Pattern Book; Page 12
PROPOSED ACCESSORY USE:	Pattern Book; Page 12
BUILDING TYPES APPLIED:	Pattern Book; Page 12
FRONTAGE TYPES APPLIED:	Patter Book; Page 12
SETBACKS	
FRONT YARD:	Pattern Book; Page 61
SIDE YARD:	Pattern Book; Page 61
REAR YARD:	Pattern Book; Page 61
DWELLING UNIT COUNT, BY TYPE:	
MULTI-FAMILY APARTMENTS:	900 Units
MIXED-USE RESIDENTIAL, DUPLEX, MULTIPLEX, TOWNHOUSE, AND MULTIFAMILY:	630 Units
INDEPENDENT LIVING:	120 Units
COMMERCIAL S.F., BY USE:	
RETAIL:	132,200 S.F.
OFFICE:	1,430,800 S.F.
CIVIC:	10,500 S.F.
HOTEL KEYS:	450 Keys
LANDSCAPE/OPEN SPACE:	
MIN. LANDSCAPE SURFACE AREA:	20%
OPEN SPACE S.F. REQUIRED:	306,691 SF/ 7.04 AC (5% REQUIRED)
NATURAL AREA S.F. REQUIRED:	Not Required - Mixed Use Commercial/Residential
TREE CANOPY RETENTION ACREAGE:	869,792 SF/19.97 AC (26% of Existing Canopy Retention Req.)
PARKING:	Pattern Book; Page 62

PREVIOUSLY APPROVED SITE DATA [SEE SHEET C0.1 FOR APPROVED PLAN]

SITE INFORMATION:

PROJECT NAME:	Berry Farms - Chadwell
PROJECT NUMBER:	3005074
ADDRESS:	2409 Goose Creek Bypass
PARCEL(S):	N/A
ACREAGE / SF OF SITE:	+/- 144 AC
PREVIOUS ZONING:	AGRICULTURE
APPROVED REZONING:	PC - PLANNED COMMERCIAL (0.70)
PLANNED COMMERCIAL:	
TOTAL PROPOSED DWELLING UNITS:	100 Units
[A MIX OF LIVE/WORK UNITS, TOWN HOMES, APARTMENTS AND CONDOMINIUMS PENDING MARKET DEMAND]	
PROPOSED MAX. GROSS DENSITY:	0.70 DU/AC
TOTAL SF OF COMMERCIAL:	1,563,000 S.F.
PROPOSED FLOOR AREA RATIO:	0.25
MAXIMUM ALLOWABLE FLOOR AREA RATIO:	0.60
LANDSCAPE/OPEN SPACE:	
TOTAL FORMAL O/S PROVIDED:	+/- 163,610.59 SF / 3.76 AC (3.61% OF DEVELOPABLE AC)

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

PRE-APP SUBMITTAL: 6/29/2020
INITIAL SUBMITTAL: 8/10/2020
RESUBMITTAL: 2/04/2021
ONE STOP:



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

SITE TABULATION MATRIX NOTES:

- The improvements depicted on the Concept Plans are designed to provide the information required by Section 15.3.3 of the Franklin Zoning Ordinance. To accommodate the mixed-use/retail/offices/residential character of the property, actual uses may vary from those indicated and may include those uses permitted within the relevant Planned Commercial zoning use restrictions or a mix thereof, unless otherwise indicated. The proposed improvements are consistent with the goals of the property. Notwithstanding the Planned Commercial zoning uses, Single Family Dwellings may be permitted in Zones H, J, L and O located within the western portion adjacent to the existing Franklin Zoning Ordinance. The proposed improvements are consistent with the goals of the property as part of a mixed use development and when approved by the Franklin-Malden Planning Commission as part of a plat review and/or rezoning.
- The square footages for improvements are based on availability of parking for the uses indicated without accounting for a sharing arrangement. Because parking requirements will be adjusted for shared uses and uses different from those shown in the column above, actual square footages for improvements and parking improvements that will be adjusted in accordance with the utilization of parking for the actual use of the improvements and the adjacent buildings, taking into account the shared parking, parking resulting from the combination of such uses and the various levels, moorment buildings, or otherwise alter building conditions, could differ from those indicated.
- Individual building plans are schematic in concept and may be attached, combined or reconfigured in order to create larger footprints and/or smaller footprints, as needed, to meet the requirements of the Franklin Zoning Ordinance. This may result in overall FAR, density, setback, or other requirements applicable to the Concept Plan.
- Institutional/Office uses are allowed in any zone by Group.
- Apartment or townhomes shall not be permitted within Zones H, J, L, and O.

CHADWELL TRACT SITE DATA

CROSS SECTION AREA: EXISTING ZONING: EXISTING LAND USE: PROPOSED LAND USES	±14,400 AC. AGRICULTURE AGRICULTURE IMPROVED LAND USES
---	---

PLANNED COMMERCIAL: ±14,400 AC.

TOTAL PROPOSED DWELLING UNITS:	100 DWELLING UNITS
A MIX OF LOW/RENTAL HOMES, TOWNHOMES, APARTMENTS AND CONDOMINIUMS PROVIDING MIXED DEMAND.	
PROPOSED MAX. GROSS DENSITY:	0.70 D.U./AC.
PROPOSED ZONING:	PC-PLANNED COMMERCIAL (0.70)
TOTAL SF OF COMMERCIAL:	1,963,000 SF.
PROPOSED FLOOR AREA RATIO:	0.25
MAXIMUM ALLOWABLE FLOOR AREA RATIO:	0.60

■ REFER TO THE SITE TABULATION MATRIX FOR BUILDING USE RESIDENCY OPTIONS

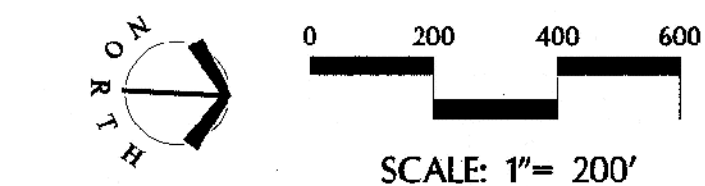
PROPOSED THOROUGHFARE DESIGNATIONS

Thoroughfare Type
Right of Way Width
Pavement Width

XX-XX-XX

Thoroughfare Types

CBV - Commercial Boulevard	RS - Residential Street
RBV - Residential Boulevard	RA - Residential Alley
CS - Commercial Street	



BERRY FARMS
Concept Plan - Rezoning Request
 Boyle Investment Company
 Franklin, Tennessee
 Williamson County
Overall Concept Plan - Chadwell Tract

REVISIONS:
 Jan. 31, 2006 Per City Comments
 DATE: 1/18/08
 DRAWN BY: GHV
 CHECKED BY: GHV
 Q.C. BY:
 SCALE: 1"=200'
 PROJECT #: 3005074
 SHEET NUMBER:
 1-2



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

BERRY FARMS - CHADWELL
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



Revision Date	
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ILLUSTRATIVE
MASTER PLAN

SHEET
C0.2
COP # 7331

MODIFICATION OF STANDARDS 1:

Section 15.11 Monument Sign

Standards:

- *Materials* - The sign area shall be surrounded by a brick, natural stone, cultured stone, or concrete frame
- *Height* - Maximum of six feet at the top of the sign area, measured from the height of the centerline of the adjacent right-of-way
- *Additional Standards* - The overall height of the sign structure shall not exceed eight feet, measured from the centerline of the adjacent right-of-way

A Modification of this standard is requested to allow the inclusion of four (4) free-standing arches over “Main Street” and to allow metal to be the primary material.

Justification:

1. The modification will enhance the design of the development more than if the standards were strictly adhered to: **This modification would allow the creation of a unique, place-making, vertical sign element that would distinguish the community from any other in the middle Tennessee region while still incorporating the established style of Berry Farms.**
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 modification specifically seeks to create a unique element that would not be applicable elsewhere.**
3. The modification is consistent with the intent of Envision Franklin: **Envision Franklin encourages the creation of exceptional places. This modification creates a unique, vertical element that would be a dynamic and unmistakable architectural feature to the Berry Farms Chadwell Development.**

MODIFICATION OF STANDARDS 2:

Section 6.8 Commercial / Mixed-Use Building

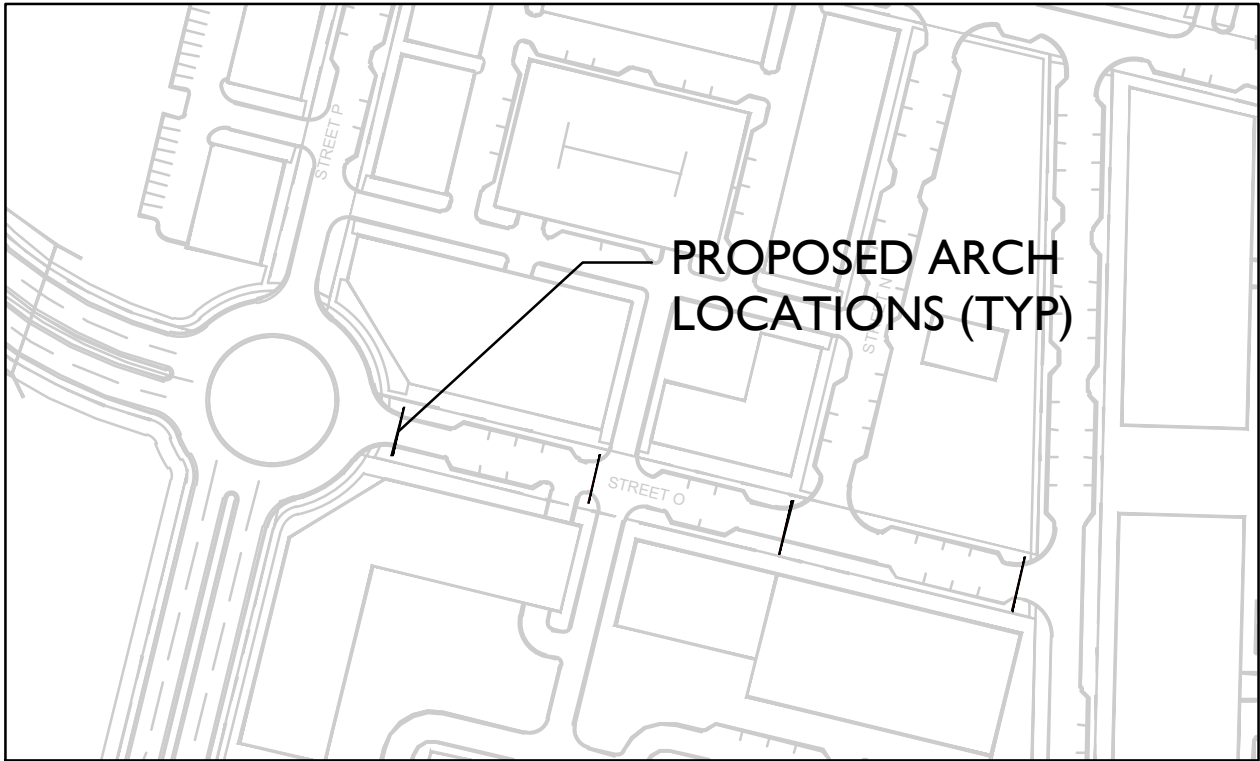
Standard: *Building Elements – Retail Storefronts* – Any storefront shall have display windows, transom windows, knee walls of between 18 and 24 inches tall...

A Modification of this standard is requested to allow storefront glass to the ground at multi-story Commercial / Mixed-Use Buildings. This modification additionally seeks flexibility such that transom windows are not required at *ALL* Commercial / Mixed-Use Buildings. This modification provides the opportunity to incorporate architectural variety throughout the development.

Justification:

1. The modification will enhance the design of the development more than if the standards were strictly adhered to: **This requested modification simply seeks to continue the ability to apply creative and unique architecture in the Berry Farms development. At multistory buildings (does not apply to single story buildings) this modification requests that glass storefronts be permitted to extend to the ground level to incorporate architectural variety. Similarly, the modification requests that not *all* commercial/mixed-use buildings require transoms.**
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 modification is related to the size and scale of the development and seeks to have multiple tools available to incorporate architectural variety.**
3. The modification is consistent with the intent of Envision Franklin: **Envision Franklin consistently refers to preserving the City's established character. This Modification of Standards would allow Commercial/Mixed-Use Buildings with glass to the ground level and/or without transoms as are already established in downtown Franklin and in mixed-use developments in cool springs both of which are prime example of successful, attractive mixed-use developments.**

MODIFICATION OF STANDARDS 1 ILLUSTRATIVE PHOTOS:



NOTE: THE ARCH SIGNS HAVE A PROPOSED HEIGHT OF 28' AND WILL HAVE A CLEARANCE HEIGHT OF 16' PER COORDINATION WITH FIRE.

MODIFICATION OF STANDARDS 2 ILLUSTRATIVE PHOTOS:

EXAMPLES OF APPROPRIATE ARCHITECTURE WITHOUT TRANSOM WINDOWS:



EXAMPLE FROM DOWNTOWN FRANKLIN



EXAMPLE FROM DOWNTOWN FRANKLIN



EXAMPLE FROM DOWNTOWN FRANKLIN

EXAMPLES OF APPROPRIATE ARCHITECTURE WITH WINDOWS TO GROUND (NO KNEE-WALL):



EXAMPLE FROM DOWNTOWN FRANKLIN

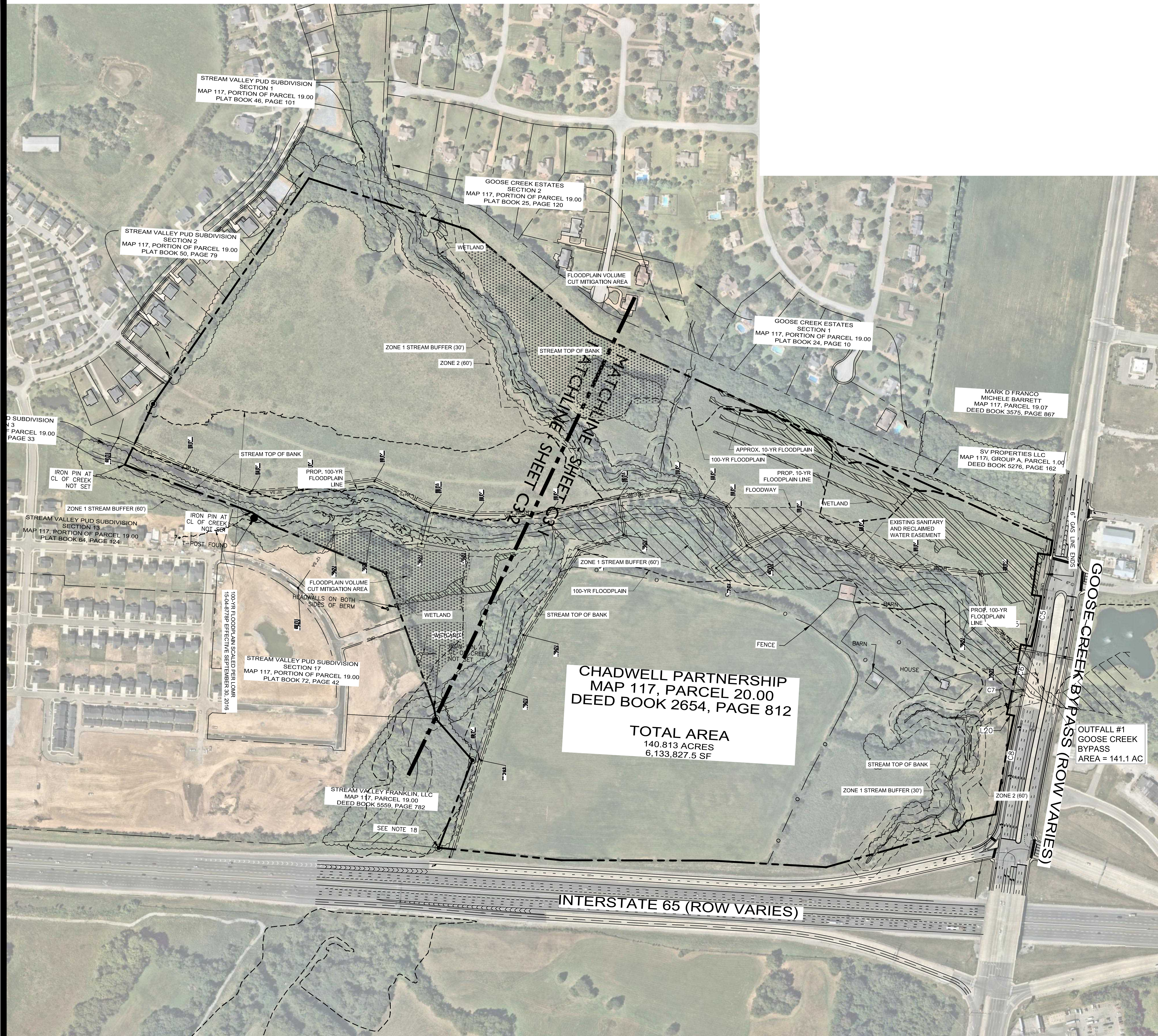


Chapter 06 BUILDING TYPES Commercial/Mixed-Use Building



ILLUSTRATIVE EXAMPLE FROM FRANKLIN ZONING ORDINANCE





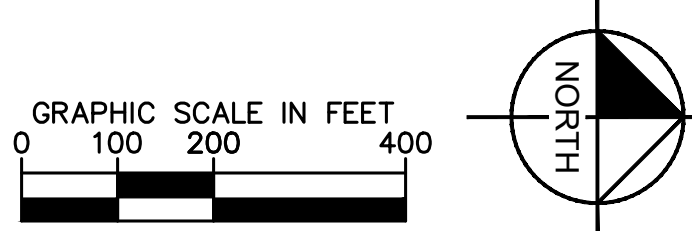
BERRY FARMS - CHADWELL
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

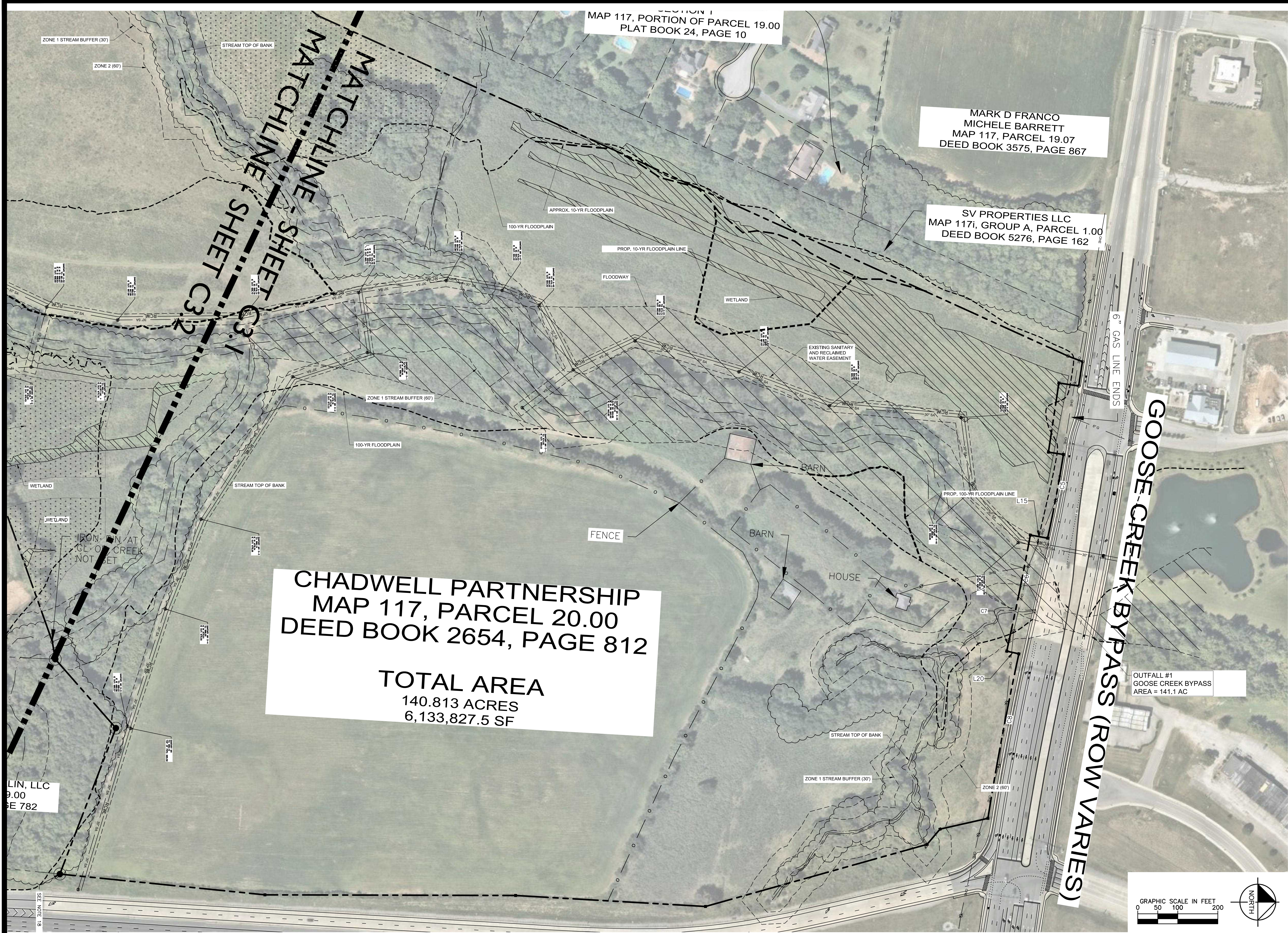


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OVERALL EXISTING
CONDITIONS PLAN

SHEET
C1.0
COF # 7331





SECTION 1
MAP 117, PORTION OF PARCEL 19.00
PLAT BOOK 24, PAGE 10

MARK D FRANCO
MICHELE BARRETT
MAP 117, PARCEL 19.07
DEED BOOK 3575, PAGE 867

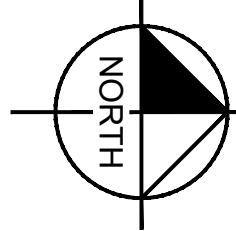
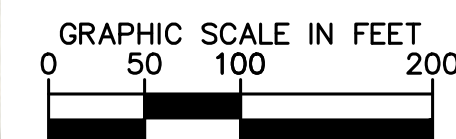
SV PROPERTIES LLC
MAP 117i, GROUP A, PARCEL 1.00
DEED BOOK 5276, PAGE 162

CHADWELL PARTNERSHIP
MAP 117, PARCEL 20.00
DEED BOOK 2654, PAGE 812

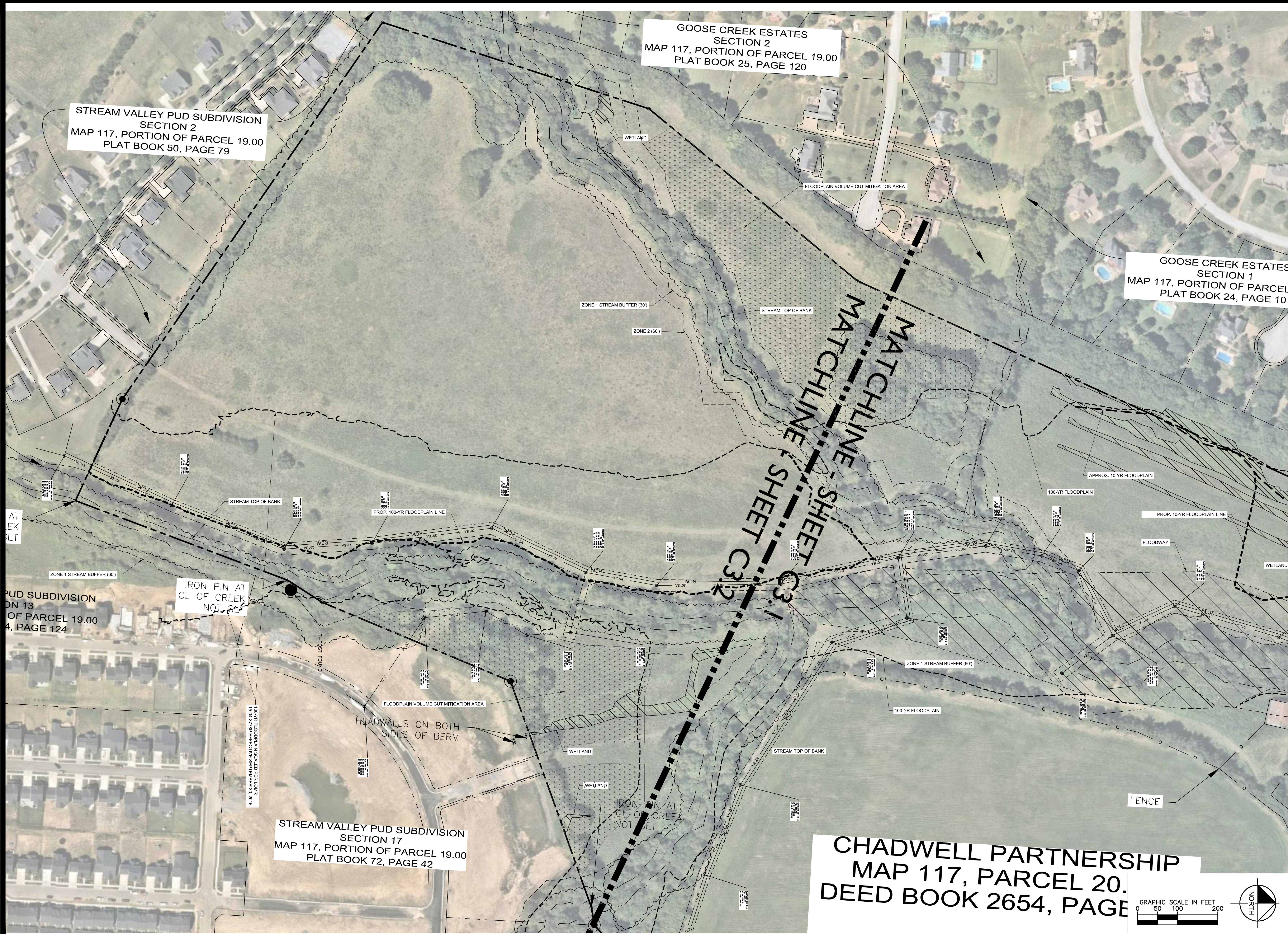
TOTAL AREA
140.813 ACRES
6,133,827.5 SF

OUTFALL #1
GOOSE CREEK BYPASS
AREA = 141.1 AC

CHADWELL PARTNERSHIP, LLC
MAP 117, PARCEL 20.00
DEED BOOK 2654, PAGE 812



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CHADWELL OVERALL DEVELOPMENT PROGRAM			
BUILDING USES			
	CHADWELL NORTH	CHADWELL SOUTH	TOTALS
COMMERCIAL (SF)	1,497,400	65,600	1,563,000
CIVIC (SF)	5,000	5,500	10,500
HOTEL (KEYS)	450	0	450
MULTI-FAMILY	771	879	1,650

KEY	
	PRESERVED CANOPY
	30', RIPARIAN BUFFER, ZONE 2
	60', RIPARIAN BUFFER, ZONE 1
	FLOODWAY
	OPEN SPACE

OPEN SPACE REQUIREMENT		
MINIMUM OPEN SPACE REQUIREMENT: 5%		
REQUIRED: 306,691 SF		
PROVIDED: 307,000 TOTAL (5%)		
ADDITIONAL NATURAL AREA: NOT REQUIRED		
TOTAL OPEN SPACE PROVIDED: 307,000 SF		
KEY	TYPE	AREA (SF)
CHADWELL NORTH		
OS-1	POCKET PARK	1,632 SF
OS-2	PLAZA	7,980 SF
OS-3	PLAZA	39,512 SF
OS-4	POCKET PARK	4,798 SF
OS-5	POCKET PARK	6,714 SF
OS-6	SQUARE/GREEN	8,011 SF
OS-7	PLAZA	8,000 SF
OS-8	AMENITY	19,222 SF
OS-9	POCKET PARK	8,319 SF
OS-10	SQUARE/GREEN	8,011 SF
OS-11	SQUARE/GREEN	14,176 SF
OS-12	SQUARE/GREEN	17,188 SF
OS-13	POCKET PARK	14,039 SF
CHADWELL SOUTH		
OS-16	GREENWAY/POCKET PARK	49,967 SF
OS-17	POCKET PARK	12,752 SF
OS-18	POCKET PARK	10,244 SF
OS-19	POCKET PARK	4,610 SF
OS-20	POCKET PARK	7,779 SF
OS-21	GREENWAY/POCKET PARK	20,330 SF
OS-22	SQUARE/GREEN	5,225 SF
OS-23	POCKET PARK	3,072 SF
OS-24	POCKET PARK	9,367 SF
OS-25	NEIGHBORHOOD AMENITY	9,233 SF

SITE DATA CHART

SITE INFORMATION:	
PROJECT NAME:	Berry Farms - Chadwell
PROJECT NUMBER:	7331
ADDRESS:	2409 Goose Creek Bypass Franklin, Williamson County, TN 117 -- 02000
PARCEL(S):	140.81 AC / 6,133,827.5 SF
ACREAGE / SF OF SITE:	
BASE ZONING:	
PROPOSED ZONING:	PD (0.7, 1,563,000 SF)
ZONING OVERLAY:	PD (11.72, 1,573,500 SF) FFO,FWO
PROPOSED PRINCIPLE USE:	Pattern Book; Page 12
PROPOSED ACCESSORY USE:	Pattern Book; Page 12
BUILDING TYPES APPLIED:	Pattern Book; Page 12
FRONTAGE TYPES APPLIED:	Patter Book; Page 12
SETBACKS:	
FRONT YARD:	Pattern Book; Page 61
SIDE YARD:	Pattern Book; Page 61
REAR YARD:	Pattern Book; Page 61
DWELLING UNIT COUNT, BY TYPE:	
MULTI-FAMILY APARTMENTS:	900 Units
MIXED-USE RESIDENTIAL, DUPLEX, MULTIPLEX, TOWNHOUSE, AND MULTIFAMILY:	630 Units
INDEPENDENT LIVING:	120 Units
COMMERCIAL S.F., BY USE:	
RETAIL:	132,200 S.F.
OFFICE:	1,430,800 S.F.
CIVIC:	10,500 S.F.
HOTEL KEYS:	450 Keys
LANDSCAPE/OPEN SPACE:	
MIN. LANDSCAPE SURFACE AREA:	20%
OPEN SPACE S.F. REQUIRED:	306,691 SF/ 7.04 AC (5% REQUIRED)
NATURAL AREA S.F. REQUIRED:	Not Required - Mixed Use Commercial/Residential
TREE CANOPY RETENTION ACREAGE:	869,792 SF/19.97 AC (26% of Existing Canopy Retention Req.)
PARKING:	Pattern Book; Page 62

STATEMENT OF IMPACTS

WATER FACILITIES
WATER SERVICE WILL BE PROVIDED BY CITY OF FRANKLIN.

SEWER FACILITIES
SEWER SERVICE WILL BE PROVIDED BY CITY OF FRANKLIN .

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

POLICE, FIRE, AND RECREATIONAL FACILITIES
NEAREST POLICE STATION: 5.7 miles to Police Headquarters
NEAREST FIRE STATION: 1.8 miles to Fire Station 7
NEAREST RECREATIONAL FACILITY: There will be a large park located on site that will be open to the public. It is 4.8 miles to Winstead Hill Park and 5.6 miles to Eastern Flank Battlefield Park.

PROJECTED STUDENT POPULATION
PROJECTED ELEMENTARY SCHOOL: 202 STUDENTS
PROJECTED MIDDLE SCHOOL: 90 STUDENTS
PROJECTED HIGH SCHOOL: 81 STUDENTS
TOTAL PROJECTED STUDENT POPULATION: 373 STUDENTS

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

PARKLAND
PARKLAND FEES TO BE PAID AT THE FINAL PLAT
1650 TOTAL UNITS WITH 100 UNITS APPROVED WITH PREVIOUS ENTITLEMENT
1550 UNITS X \$4,304= \$6,671,200

ESTIMATED AMOUNT OF SUCH ELIGIBLE COST AND THE POTENTIAL OFFSET IS \$5,003,400
25% OF THE TOTAL COST WILL NOT BE ELIGIBLE FOR REIMBURSEMENT AND GO TOWARD QUAD 2

ADA PARKING NOTE:
AT SITE PLAN STAGE, THIS PLAN SHALL PROVIDE ACCESSIBLE ON-STREET PARKING SPACES AT STRIPED PARALLEL PARKING LOCATIONS, PER TABLE R214 OF THE "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" BY THE UNITED STATES ACCESS BOARD.

SIGHT DISTANCE NOTE:
AT SITE PLAN, ALL AASHTO-PRESCRIBED SIGHT DISTANCE REQUIREMENTS SHALL BE MET. ON STREET PARKING SPACES SHALL BE REMOVED FROM THE PROPOSED LAYOUT WHERE PARKED CARS IN THESE SPACES WOULD OTHERWISE OBSTRUCT THE AASHTO-PRESCRIBED MINIMUM SIGHT DISTANCE. SIMILARLY, BUILDINGS AND OTHER OBSTRUCTIONS WILL BE REVIEWED IN DETAIL AT SITE PLAN STAGE AND WILL BE REMOVED OR ADJUSTED AS NEEDED TO ENSURE ALL SIGHT DISTANCE REQUIREMENTS ARE MET.



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Group	Building	Stories	Proposed Building Use	Commercial (SF)	Civic (SF)	Hotel (Keys)	Multi-Family (Units)	Parking Provided
A	1	4-5 STORY	MULTI-FAMILY	0	0	0	290	484
	Subtotal			0	0	0	290	
	1	4-6 STORY	COMMERCIAL	150,000	0	0	0	
B	2	4-6 STORY	HOTEL	0	0	200	0	
	3	1-2 STORY	COMMERCIAL/MIXED USE	6,600	0	0	0	
	4	6-9 STORY	MIXED-USE	200,000	0	0	0	
	5	4-5 STORY	COMMERCIAL/HOTEL/MULTI-FAMILY	104,000	0	0	0	
	6	4-5 STORY	COMMERCIAL/HOTEL/MULTI-FAMILY	38,000	0	0	0	
C	Subtotal			488,600	0	200	0	1,404
	1	4-6 STORY	MIXED-USE	150,000	0	0	0	
	2	1-3 STORY	MIXED-USE/COMMERCIAL	3,000	0	0	12	
	3	1-3 STORY	MIXED-USE/COMMERCIAL	5,000	0	0	12	
	4	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	18	
	5	1-4 STORY	MIXED-USE/COMMERCIAL	10,000	0	0	24	
D	6	1-2 STORY	MIXED-USE/COMMERCIAL	8,000	0	0	0	
	Subtotal			178,000	0	0	66	693
	1	1 STORY	COMMERCIAL	4,800	0	0	0	
E	2	1-2 STORY	MIXED-USE/COMMERCIAL	8,000	0	0	10	
	Subtotal			12,800	0	0	10	92
F	1	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	10	
	2	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	8	
	3	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	10	
G	4	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	6	
	Subtotal			0	0	0	30	51
	1	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	6	
H	2	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	10	
	3	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	10	
	4	1-4 STORY	MIXED-USE/COMMERCIAL/MULTI-FAMILY	0	0	0	6	
I	Subtotal			0	0	0	32	58
	1	6-8 STORY	HOTEL	0	0	250	0	
J	Subtotal			0	0	250	0	148
	1	7-10 STORY	COMMERCIAL	270,000	0	0	0	
K	2	7-10 STORY	MIXED-USE	270,000	0	0	0	
	3	7-10 STORY	MIXED-USE	270,000	0	0	0	
L	Subtotal			816,000	0	0	0	2192
	1	1-2 STORY	COMMERCIAL	8,000	0	0	0	
M	Subtotal			8,000	0	0	0	0
	1	4-5 STORY	MULTI-FAMILY	0	0	0	325	
N	Subtotal			0	0	0	325	542
	1	2-3 STORY	MULTI-FAMILY	0	0	0	11	
O	2	2-3 STORY	MULTI-FAMILY	0	0	0	7	
	3	2-3 STORY	MULTI-FAMILY	0	0	0	0	
P	Subtotal			0	0	0	18	59
	1	1-2 STORY	CIVIC	0	5,000	0	0	
Q	Subtotal			0	5,000	0	0	40
	NORTH VILLAGE SUBTOTAL			1,497,400	5,000	450	771	5763

Refer to Pattern Book for Base Parking Requirements
Refer to Pattern Book for Shared Parking Ratios

KEY

PRESERVED CANOPY

30', RIPARIAN BUFFER, ZONE 2

60', RIPARIAN BUFFER, ZONE 1

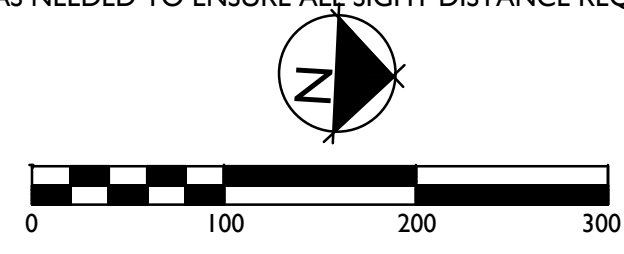
FLOODWAY

OPEN SPACE

OPEN SPACE REQUIREMENT		
MINIMUM OPEN SPACE REQUIREMENT: 5%		
REQUIRED: 306,691 SF		
PROVIDED: 307,000 TOTAL (5%)		
ADDITIONAL NATURAL AREA: NOT REQUIRED		
TOTAL OPEN SPACE PROVIDED: 307,000 SF		
KEY	TYPE	AREA (SF)
CHADWELL NORTH		
OS-1	POCKET PARK	1,632 SF
OS-2	PLAZA	7,980 SF
OS-3	PLAZA	39,512 SF
OS-4	POCKET PARK	4,788 SF
OS-5	POCKET PARK	6,714 SF
OS-6	SQUARE/GREEN	8,011 SF
OS-7	PLAZA	8,000 SF
OS-8	AMENITY	19,222 SF
OS-9	POCKET PARK	8,319 SF
OS-10	SQUARE/GREEN	8,011 SF
OS-11	SQUARE/GREEN	14,196 SF
OS-12	SQUARE/GREEN	17,188 SF
OS-13	POCKET PARK	14,039 SF
CHADWELL SOUTH		
OS-14	GREENWAY/POCKET PARK	49,967 SF
OS-15	POCKET PARK	12,752 SF
OS-16	POCKET PARK	10,244 SF
OS-17	POCKET PARK	4,610 SF
OS-18	POCKET PARK	7,779 SF
OS-19	POCKET PARK	20,330 SF
OS-20	SQUARE/GREEN	5,235 SF
OS-21	POCKET PARK	3,072 SF
OS-22	POCKET PARK	9,367 SF
OS-23	NEIGHBORHOOD AMENITY	9,233 SF

ADA PARKING NOTE:
AT SITE PLAN STAGE, THIS PLAN SHALL PROVIDE ACCESSIBLE ON-STREET PARKING SPACES AT STRIPED PARALLEL PARKING LOCATIONS, PER TABLE R214 OF THE "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" BY THE UNITED STATES ACCESS BOARD.

SIGHT DISTANCE NOTE:
AT SITE PLAN, ALL AASHTO-PRESCRIBED SIGHT DISTANCE REQUIREMENTS SHALL BE MET. ON STREET PARKING SPACES SHALL BE REMOVED FROM THE PROPOSED LAYOUT WHERE PARKED CARS IN THESE SPACES WOULD OTHERWISE OBSTRUCT THE AASHTO-PRESCRIBED MINIMUM SIGHT DISTANCE. SIMILARLY, BUILDINGS AND OTHER OBSTRUCTIONS WILL BE REVIEWED IN DETAIL AT SITE PLAN STAGE AND WILL BE REMOVED OR ADJUSTED AS NEEDED TO ENSURE ALL SIGHT DISTANCE REQUIREMENTS ARE MET.



BOYLE

GDC

KimleyHorn

HISTORICAL CONCEPTS ARCHITECTURE & PLANNING

BERRY FARMS - CHADWELL

DEVELOPMENT PLAN

Franklin, Williamson County, Tennessee

JEFFREY A. ROSS

REGISTERED PROFESSIONAL ARCHITECT

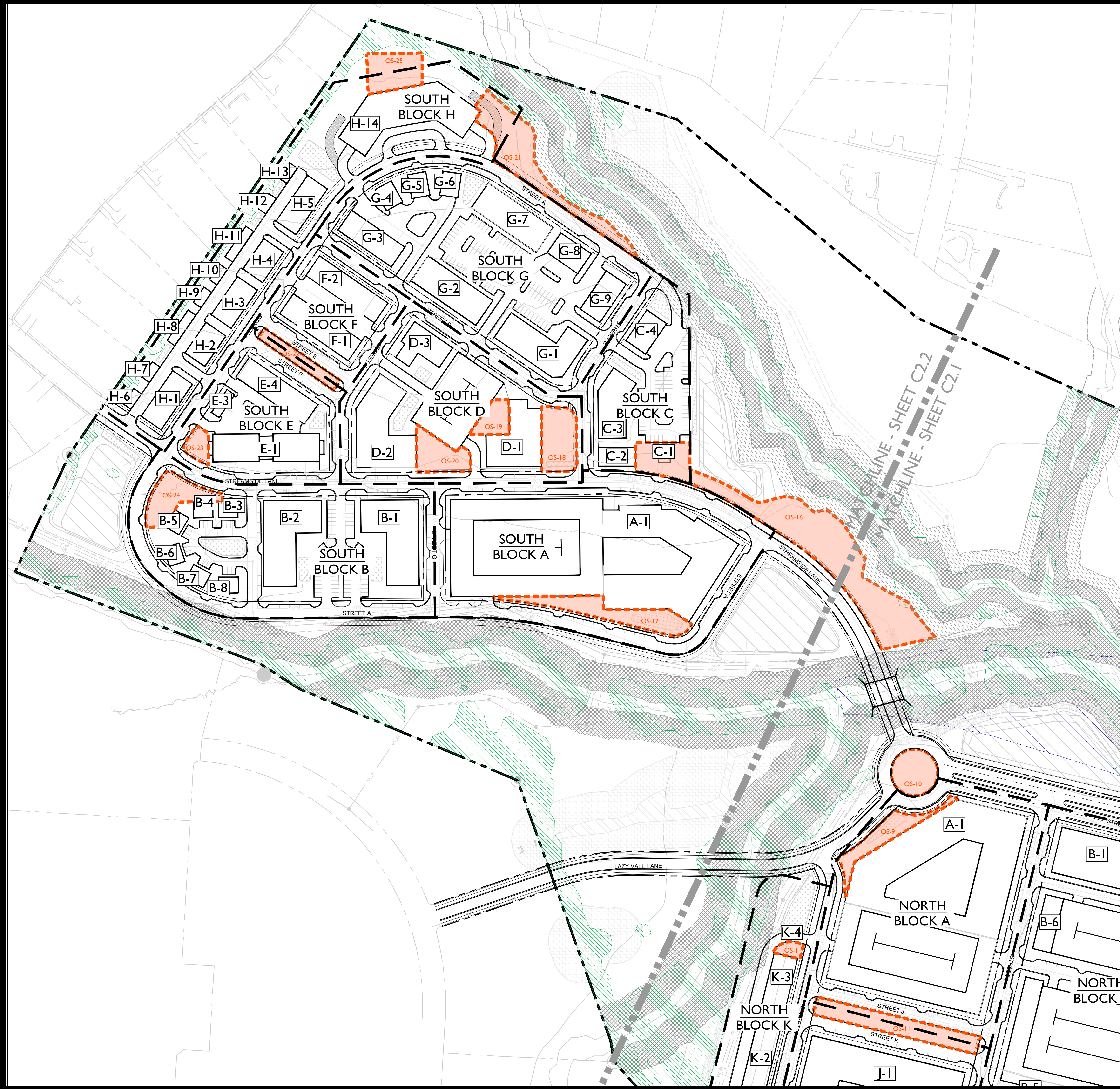
02-20-2021

Revision Date

CHADWELL NORTH ENLARGEMENT SHEET

C2.1

COP # 7331



Group	Building	Stories	Proposed Building Use	Commercial (SF)	Civic (SF)	Hotel (Keys)	Multi-Family (Units)	Parking Provided
A	1	4-5 STORY	MULTI-FAMILY	0	0	0	285	475
	2	3-4 STORY	MULTI-FAMILY / CIVIC	0	0	0	93	
	3	3-4 STORY	MULTI-FAMILY / CIVIC	0	0	0	4	
	4	2-3 STORY	MULTI-FAMILY	0	0	0	4	
	5	2-3 STORY	MULTI-FAMILY	0	0	0	4	
B	6	2-3 STORY	MULTI-FAMILY	0	0	0	4	
	7	2-3 STORY	MULTI-FAMILY	0	0	0	4	
	8	2-3 STORY	MULTI-FAMILY	0	0	0	4	
	9	2-3 STORY	MULTI-FAMILY	0	0	0	4	
	Subtotal			0	0	0	210	154
C	1	1-3 STORY	CIVIC	0	1,000	0	0	
	2	1-3 STORY	CIVIC / COMMERCIAL	0	4,500	0	0	
	3	3 STORY	MIXED-USE	8,200	0	0	14	
	4	3 STORY	MULTI-FAMILY	0	0	0	10	
	Subtotal			8,200	5,500	0	24	90
D	1	3-4 STORY	MIXED-USE / HOTEL	12,000	0	0	12	
	2	3-4 STORY	MIXED-USE	17,800	0	0	31	
	3	2-3 STORY	MIXED-USE/COMMERCIAL/MULTIFAM	12,000	0	0	0	
	4	1-3 STORY	MIXED-USE/COMMERCIAL	1,000	0	0	0	
	Subtotal			42,800	0	0	43	208
E	1	3-4 STORY	MULTI-FAMILY	0	0	0	28	
	3	2 STORY	MULTI-FAMILY	0	0	0	3	
	4	2-4 STORY	MULTI-FAMILY	0	0	0	18	
	5	2-4 STORY	MULTI-FAMILY	0	0	0	49	107
	Subtotal			0	0	0	98	
F	1	2-4 STORY	MULTI-FAMILY	0	0	0	18	
	2	2-4 STORY	MULTI-FAMILY	0	0	0	18	
	3	2-4 STORY	MULTI-FAMILY	0	0	0	36	85
	4	2-4 STORY	MULTI-FAMILY	0	0	0	18	
	Subtotal			0	0	0	90	
G	1	3-4 STORY	MIXED-USE	14,600	0	0	21	
	2	3-4 STORY	MULTI-FAMILY	0	0	0	35	
	3	2-4 STORY	MULTI-FAMILY	0	0	0	14	
	4	2-4 STORY	MULTI-FAMILY	0	0	0	4	
	5	2-4 STORY	MULTI-FAMILY	0	0	0	4	
H	6	2-4 STORY	MULTI-FAMILY	0	0	0	4	
	7	3-4 STORY	MULTI-FAMILY	0	0	0	35	
	8	2-4 STORY	MULTI-FAMILY	0	0	0	8	
	9	2-4 STORY	MULTI-FAMILY	0	0	0	10	
	Subtotal			14,600	0	0	115	252
I	1	2-4 STORY	MULTI-FAMILY	0	0	0	12	
	2	2-4 STORY	MULTI-FAMILY	0	0	0	8	
	3	2-4 STORY	MULTI-FAMILY	0	0	0	12	
	4	2-4 STORY	MULTI-FAMILY	0	0	0	8	
	5	2-4 STORY	MULTI-FAMILY	0	0	0	12	
J	6	1-2 STORY	MULTI-FAMILY	0	0	0	2	
	7	1-2 STORY	MULTI-FAMILY	0	0	0	2	
	8	1-2 STORY	MULTI-FAMILY	0	0	0	4	
	9	1-2 STORY	MULTI-FAMILY	0	0	0	2	
	10	1-2 STORY	MULTI-FAMILY	0	0	0	2	
K	11	1-2 STORY	MULTI-FAMILY	0	0	0	4	
	12	1-2 STORY	MULTI-FAMILY	0	0	0	2	
	13	1-2 STORY	MULTI-FAMILY	0	0	0	2	
	14	3 STORY	MULTI-FAMILY	0	0	0	45	
	Subtotal			0	0	0	117	256
SOUTH VILLAGE SUBTOTAL				65,600	5,500	0	879	1627

KEY

PRESERVED CANOPY

30', RIPARIAN BUFFER, ZONE 2

60', RIPARIAN BUFFER, ZONE 1

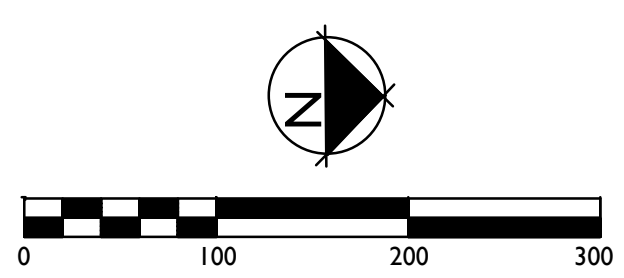
FLOODWAY

OPEN SPACE

OPEN SPACE REQUIREMENT		
MINIMUM OPEN SPACE REQUIREMENT: 5%		
REQUIRED: 306,691 SF		
PROVIDED: 307,000 TOTAL (5%)		
ADDITIONAL NATURAL AREA: NOT REQUIRED		
TOTAL OPEN SPACE PROVIDED: 307,000 SF		
KEY	TYPE	AREA (SF)
CHADWELL NORTH		
OS-1	POCKET PARK	1,632 SF
OS-2	PLAZA	7,980 SF
OS-3	PLAZA	39,512 SF
OS-4	POCKET PARK	4,798 SF
OS-5	POCKET PARK	6,714 SF
OS-6	SQUARE/GREEN	8,011 SF
OS-7	PLAZA	8,000 SF
OS-8	AMENITY	19,222 SF
OS-9	POCKET PARK	8,319 SF
OS-10	SQUARE/GREEN	8,011 SF
OS-11	SQUARE/GREEN	14,196 SF
OS-12	SQUARE/GREEN	17,188 SF
OS-13	POCKET PARK	14,039 SF
CHADWELL SOUTH		
OS-16	GREENWAY/POCKET PARK	49,967 SF
OS-17	POCKET PARK	12,752 SF
OS-18	POCKET PARK	10,444 SF
OS-19	POCKET PARK	4,610 SF
OS-20	POCKET PARK	7,779 SF
OS-21	GREENWAY/POCKET PARK	20,330 SF
OS-22	SQUARE/GREEN	5,235 SF
OS-23	POCKET PARK	3,092 SF
OS-24	POCKET PARK	9,367 SF
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Revision Date	
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ALL SUBSEQUENT SITE PLANS AS PART OF THIS DEVELOPMENT SHALL UTILIZE THE 2016 BMP STORMWATER MANUAL AND GUIDELINES.

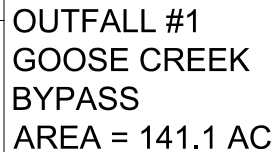
1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISBURING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT ALL TESTING AND INSPECTIONS. THE DEVELOPER SHALL PROVIDE ALL TESTS 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. THE 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 SHALL SUBMIT TO THE CITY A LETTER OF COMPLETION 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 SHALL BE WELL ABOVE ANY ROADWAY SUBGRADE, BASE STONE AND BINDER S AND GRADE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL COMPLETION INSPECTION SHALL BE CONDUCTED AFTER ALL DRAINAGE AND EROSION CONTROL DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTILL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATION OF 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 SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES.
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.

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

STREAM BUFFER BOUNDARY SIGNS EVERY 150' ALONG THE
STREAM BUFFER ON SOUTH SIDE OF THE CREEK. SIGNS TO
BE PROVIDED BY THE CITY OF FRANKLIN.

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.

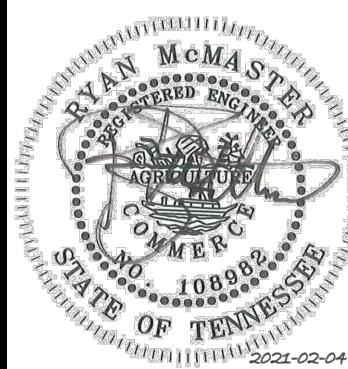
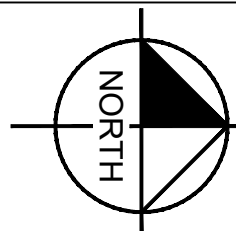
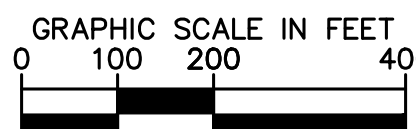
WATER QUALITY BMPS SHALL NOT BE INSTALLED UNTIL BUILD OUT IS NEAR COMPLETION TO PREVENT CONSTRUCTION SEDIMENT FROM ENTERING WATER QUALITY BMPS. WATER QUALITY AREAS SHALL NOT BE USED AS SEDIMENT BASINS DURING CONSTRUCTION. INSTALLERS OF WATER QUALITY BMPS SHOULD FOLLOW ALL INSTALLATION GUIDELINES SET FORTH IN THE CITY OF FRANKLIN BMP MANUAL LOCATED ON THE CITY'S WEBSITE.

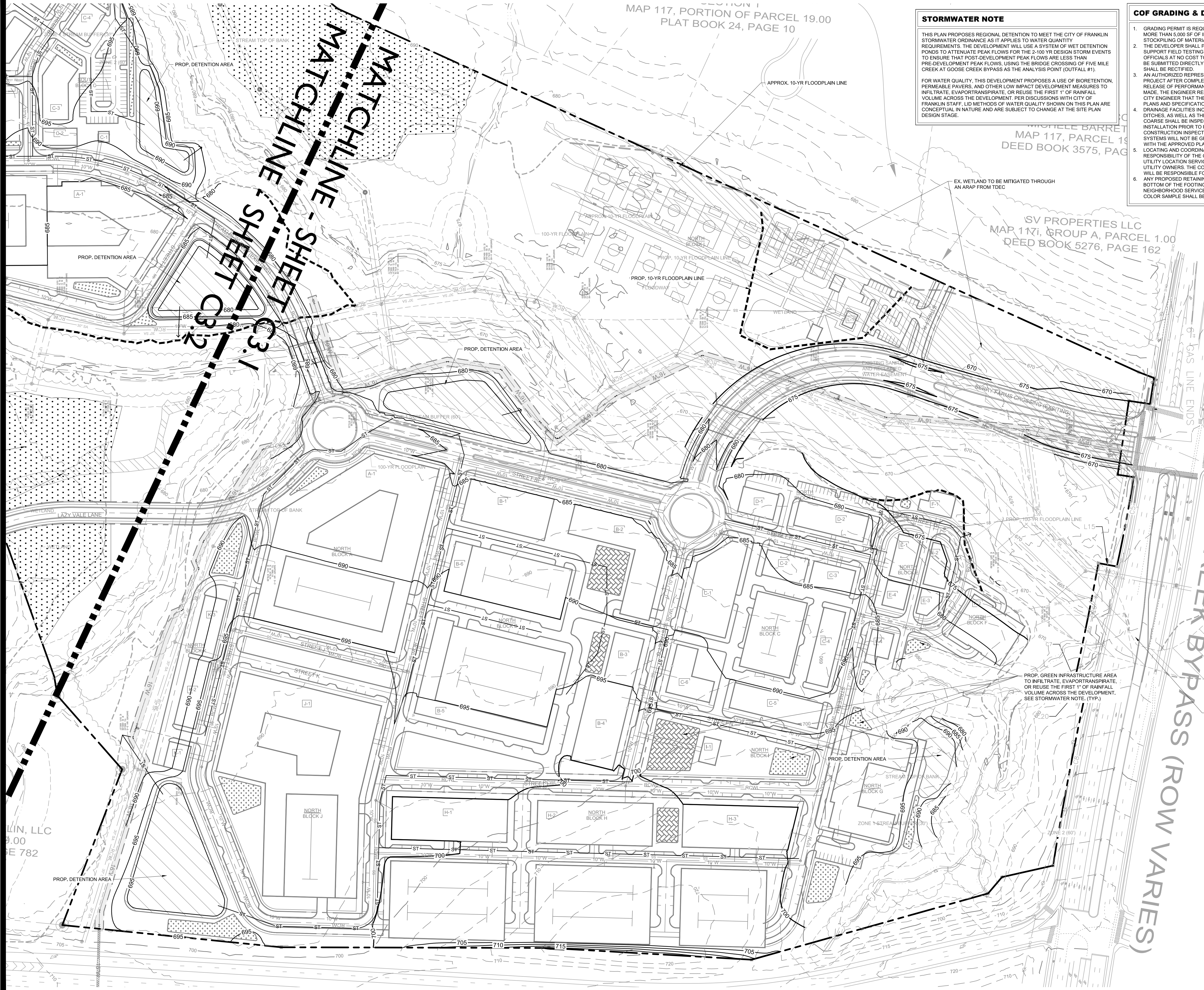


THIS PLAN PROPOSES REGIONAL DETENTION TO MEET THE CITY OF FRANKLIN STORMWATER ORDINANCE AS IT APPLIES TO WATER QUANTITY REQUIREMENTS. THE DEVELOPMENT WILL USE A SYSTEM OF WET DETENTION PONDS TO ATTENUATE PEAK FLOWS FOR THE 2-100 YR DESIGN STORM EVENTS AND TO PROVIDE FOR THE STORAGE OF EXCESS FLOWS THAT EXCEED THE PRE-DEVELOPMENT PEAK FLOWS, USING THE BRIDGE CROSSING OF FIVE MILE CREEK AT GOOSE CREEK BYPASS AS THE ANALYSIS POINT (OUTFALL #1).

FOR WATER QUALITY, THIS DEVELOPMENT PROPOSES A USE OF BIORETENTION PERMEABLE PAVERS, AND OTHER LOW IMPACT DEVELOPMENT MEASURES TO INFILTRATE, EVAPOR/TRANSPIRATE, OR REUSE THE FIRST 1" OF RAINFALL VOLUME ACROSS THE DEVELOPMENT. PER DISCUSSIONS WITH CITY OF FRANKLIN STAFF, LID METHODS OF WATER QUALITY SHOWN ON THIS PLAN ARE NOT IN THE NATURE AND ARE SUBJECT TO CHANGE AT THE SITE PLAN DESIGN STAGE.

	NORTH PARCEL PRE-DEV	NORTH PARCEL POST-DEV	SOUTH PARCEL PRE-DEV	SOUTH PARCEL POST-DEV	OUTFALL #1 PRE-DEV TARGET (NORTH + SOUTH)	OUTFALL #1 POST-DEV (NORTH + SOUTH)
DISTURBED AREA	49.06 AC	49.06 AC	30.85 AC	30.85 AC	79.91 AC	79.91 AC
IMPERVIOUS AREA (AC)	0.00 AC	39.01 AC	0.00 AC	24.68 AC	63.69 AC	63.69 AC
CURVE NUMBER	65.07	91.41	68.5	92.10		
2-YR STORM (CFS)	43.52	41.34	36.50	34.68	80.02	76.02
5-YR STORM (CFS)	73.60	69.92	57.44	54.57	131.04	124.49
10-YR STORM (CFS)	99.90	94.91	74.97	71.22	174.87	166.13
25-YR STORM (CFS)	138.56	131.63	101.34	96.27	239.90	227.91
50-YR STORM (CFS)	172.07	163.47	123.57	117.39	295.64	280.86
100-YR STORM (CFS)	207.66	197.28	147.50	140.10	355.16	337.40





STORMWATER NOTE

THIS PLAN PROPOSES REGIONAL DETENTION TO MEET THE CITY OF FRANKLIN STORMWATER ORDINANCE AS IT APPLIES TO WATER QUANTITY REQUIREMENTS. THE DEVELOPMENT WILL USE A SYSTEM OF WET DETENTION PONDS TO ATTENUATE PEAK FLOWS FOR THE 2-100 YR DESIGN STORM EVENTS TO ENSURE THAT POST-DEVELOPMENT PEAK FLOWS ARE LESS THAN PRE-DEVELOPMENT PEAK FLOWS, USING THE BRIDGE CROSSING OF FIVE MILE CREEK AT GOOSE CREEK BYPASS AS THE ANALYSIS POINT (OUTFALL #1).

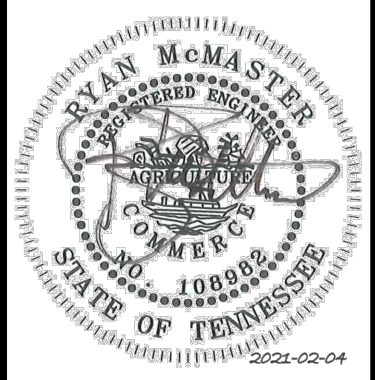
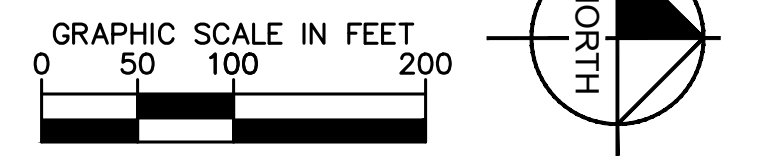
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- COF GRADING & DRAINAGE GENERAL NOTES**
1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
 2. THE DEVELOPER SHALL 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.
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 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 NOTE

ALL SUBSEQUENT SITE PLANS AS PART OF THIS DEVELOPMENT SHALL UTILIZE THE 2016 BMP STORMWATER MANUAL AND GUIDELINES.

OUTFALL #1
GOOSE CREEK BYPASS
AREA = 141.1 AC



Revision Date	
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PROP. GREEN INFRASTRUCTURE AREA TO INFILTRATE, EVAPORTRANSPIRATE, OR REUSE THE FIRST 1" OF RAINFALL VOLUME ACROSS THE DEVELOPMENT. SEE STORMWATER NOTE. (TYP.)

STREAM VALLEY PUD SUBDIVISION
SECTION 2
MAP 117, PORTION OF PARCEL 19.00
PLAT BOOK 50, PAGE 79

GOOSE CREEK ESTATES
SECTION 2
MAP 117, PORTION OF PARCEL 19.00
PLAT BOOK 25, PAGE 120

STORMWATER NOTE

THIS PLAN PROPOSES REGIONAL DETENTION TO MEET THE CITY OF FRANKLIN STORMWATER ORDINANCE AS IT APPLIES TO WATER QUANTITY REQUIREMENTS. THE DEVELOPMENT WILL USE A SYSTEM OF WET DETENTION PONDS TO ATTENUATE PEAK FLOWS FOR THE 2-100 YR DESIGN STORM EVENTS TO ENSURE THAT POST-DEVELOPMENT PEAK FLOWS ARE LESS THAN PRE-DEVELOPMENT PEAK FLOWS, USING THE BRIDGE CROSSING OF FIVE MILE CREEK AT GOOSE CREEK BYPASS AS THE ANALYSIS POINT (OUTFALL #1).

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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.
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GOOSE CREEK ESTATES
SECTION 1
MAP 117, PORTION OF PARCEL
PLAT BOOK 24, PAGE 10

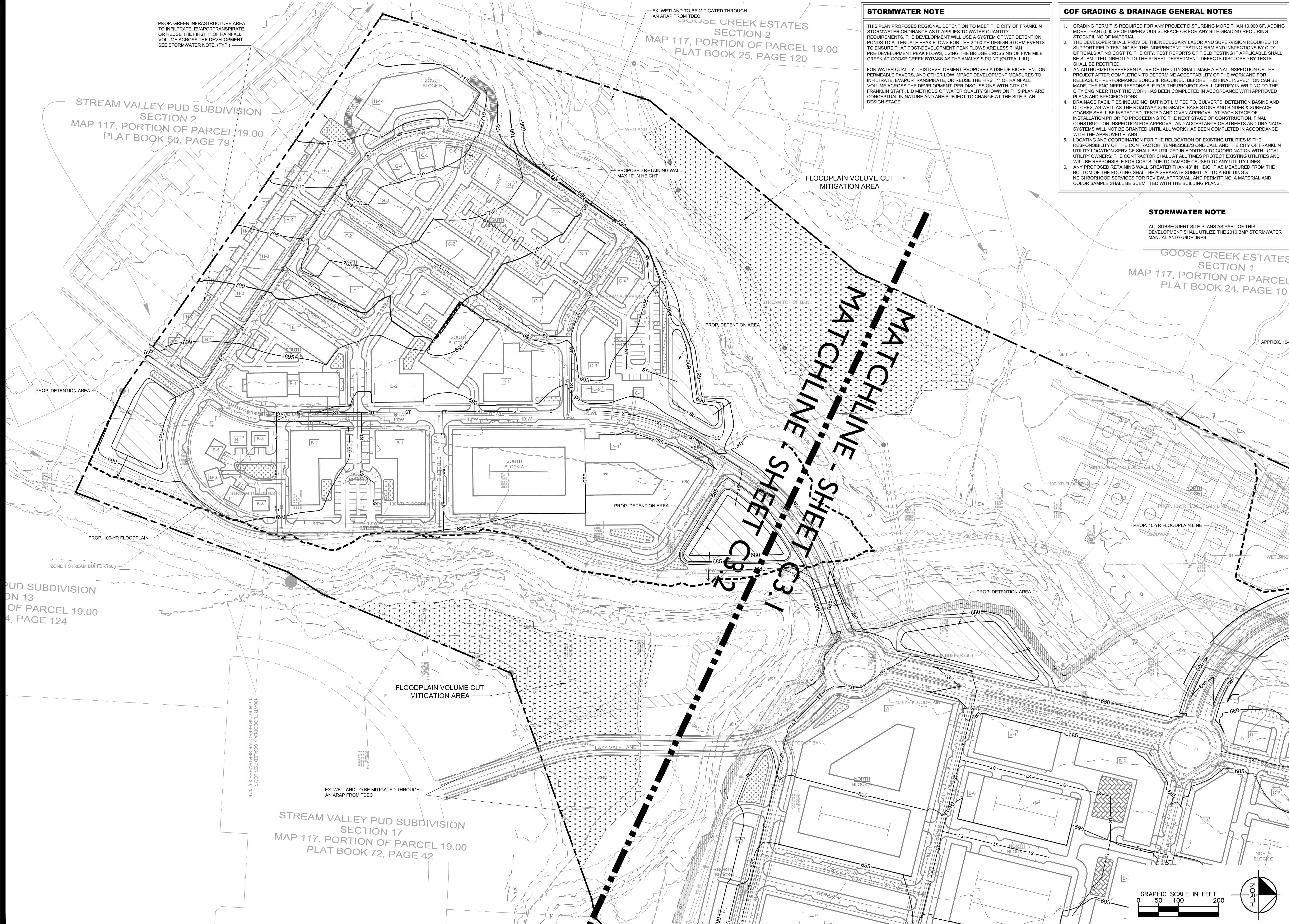
APPROX. 10'

BERRY FARMS - CHADWELL
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee



Revision	Date
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△	

ENLARGED
GRADING &
DRAINAGE PLAN
SHEET
C3.2
COF # 7331



R.O.W. & ACCESS GENERAL NOTES

1. PRIOR TO BEGINNING ANY CONSTRUCTION, THE DEVELOPER AND/OR CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AS REQUIRED BY LAW. SUCH PERMITS MAY INCLUDE, BUT ARE NOT LIMITED TO, THOSE REQUIRED BY STATE OF TENNESSEE, WILLIAMSON COUNTY AND OTHER CITY OF FRANKLIN AGENCIES.
2. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ON-SITE 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.
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OUTFALL #1
GOOSE CREEK
BYPASS
AREA = 141.1 AC

FIRE TRUCK ACCESS NOTE

- ANY FIRE TRUCK EMERGENCY ACCESS PATH OR DRIVE AISLE THAT IS GREATER THAN 150' SHALL PROVIDE AN APPROPRIATE TURNAROUND FOR THE STANDARD FRANKLIN FIRE TRUCK.
- 150' HOSE LAY ACCESS SHALL BE PROVIDED TO ALL BUILDINGS. IN LOCATIONS WHERE THIS IS NOT POSSIBLE, APPLICANT WILL WORK WITH THE COF FIRE MARSHALL AT SITE PLAN TO MEET ADDITIONAL REQUIREMENTS SUCH AS FIRE SPRINKLER SYSTEMS OR STANDPIPES TO MEET THE CURRENT FIRE CODE AT THAT TIME.
- AT SITE PLAN, ALL AUTOTURN MOVEMENTS FOR THE STANDARD CITY OF FRANKLIN FIRE TRUCK SHALL SHOW FULL ACCESS WITHOUT CONFLICTS FOR THE APPROPRIATE EMERGENCY VEHICLES PATHS.

SIGHT DISTANCE NOTE

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AT SITE PLAN STAGE, THIS PLAN SHALL PROVIDE ACCESSIBLE ON-STREET PARKING SPACES AT STRIPED PARALLEL PARKING LOCATIONS, PER TABLE R214 OF THE "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" BY THE UNITED STATES ACCESS BOARD.

FDC LOCATIONS NOTE

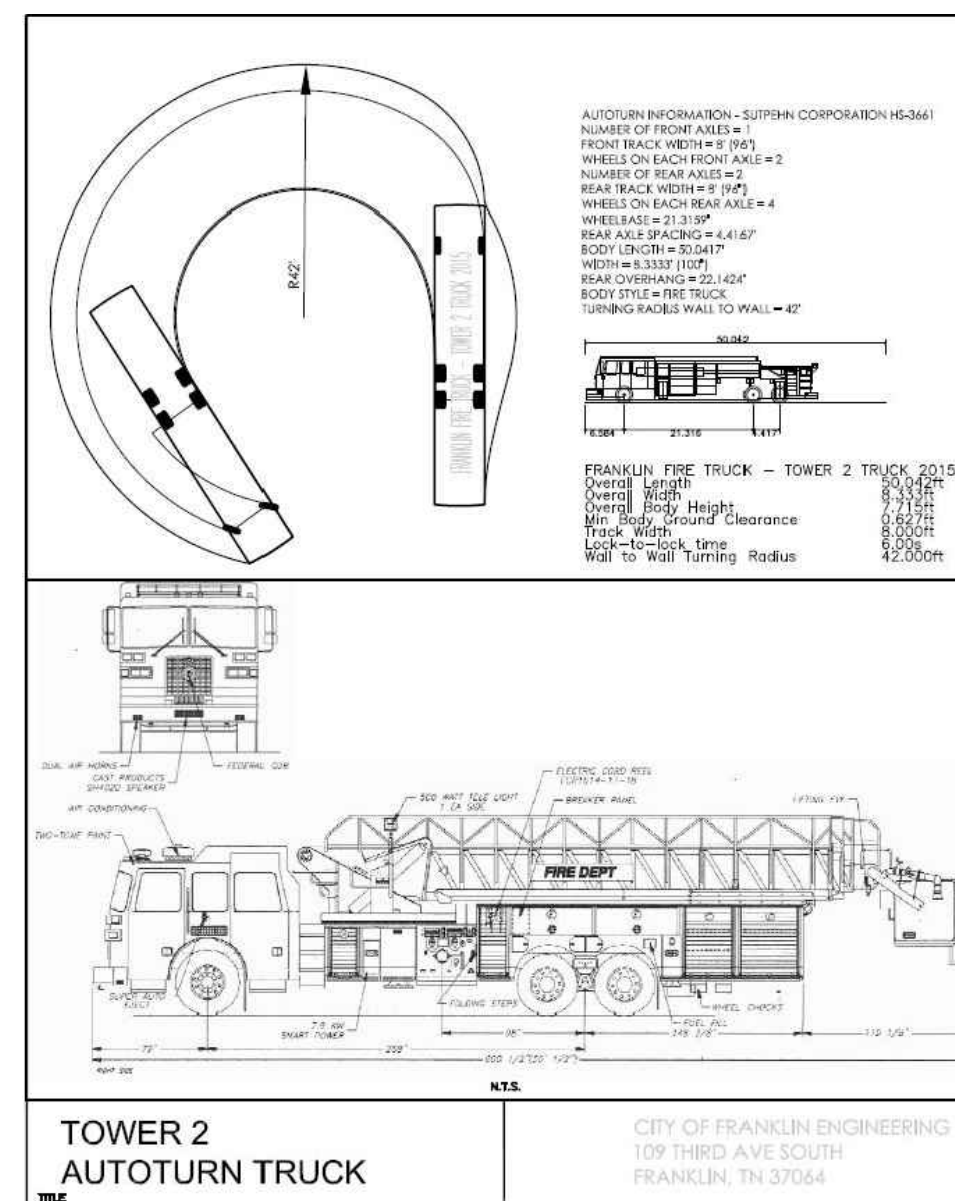
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AUTO-TURN DESIGN SPEED NOTE

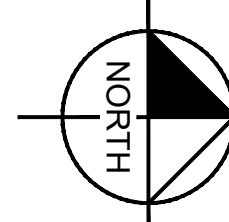
MINIMUM DESIGN SPEED IS 5-MPH

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- (F) CITY OF FRANKLIN GARBAGE TRUCK
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GRAPHIC SCALE IN FEET
0 100 200 400



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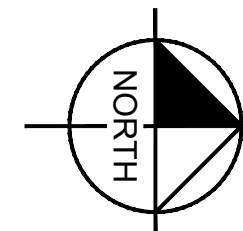
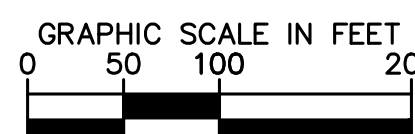
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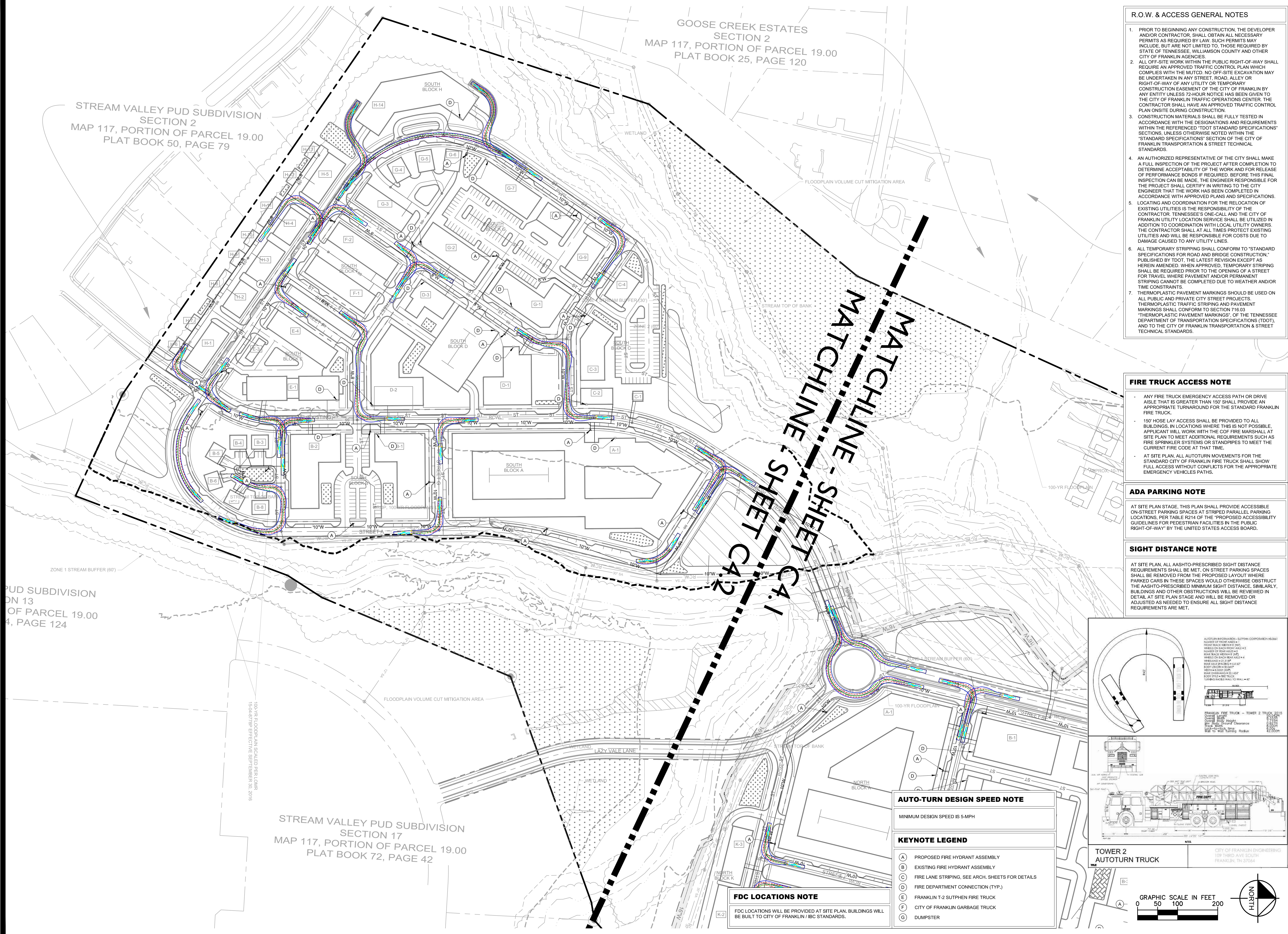
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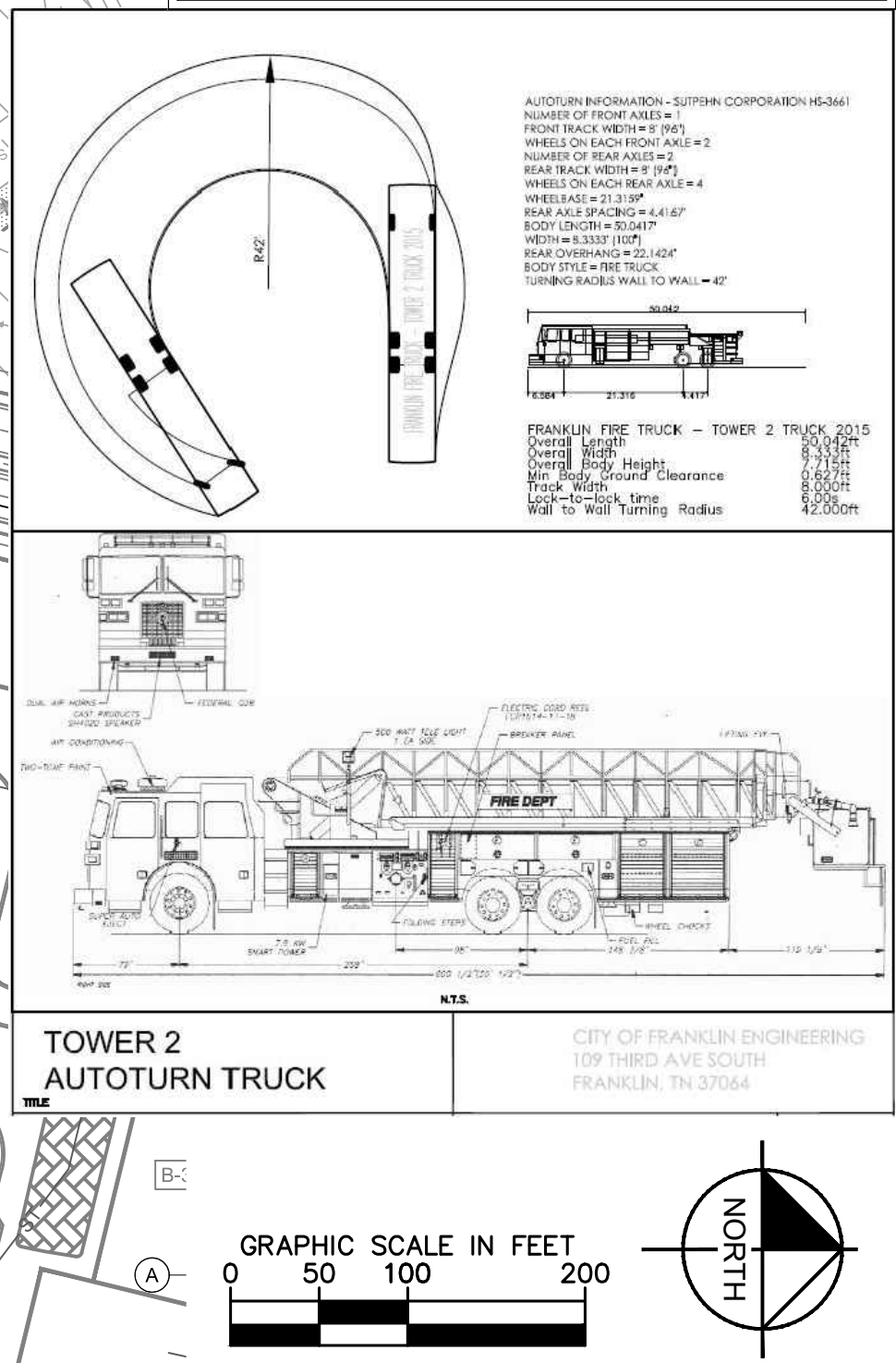
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BOYLE

GDC

Kimley **Horn**

HISTORICAL
CONCEPTS
ARCHITECTURE & PLANNING

BERRY FARMS - CHADWELL
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

Revision Date

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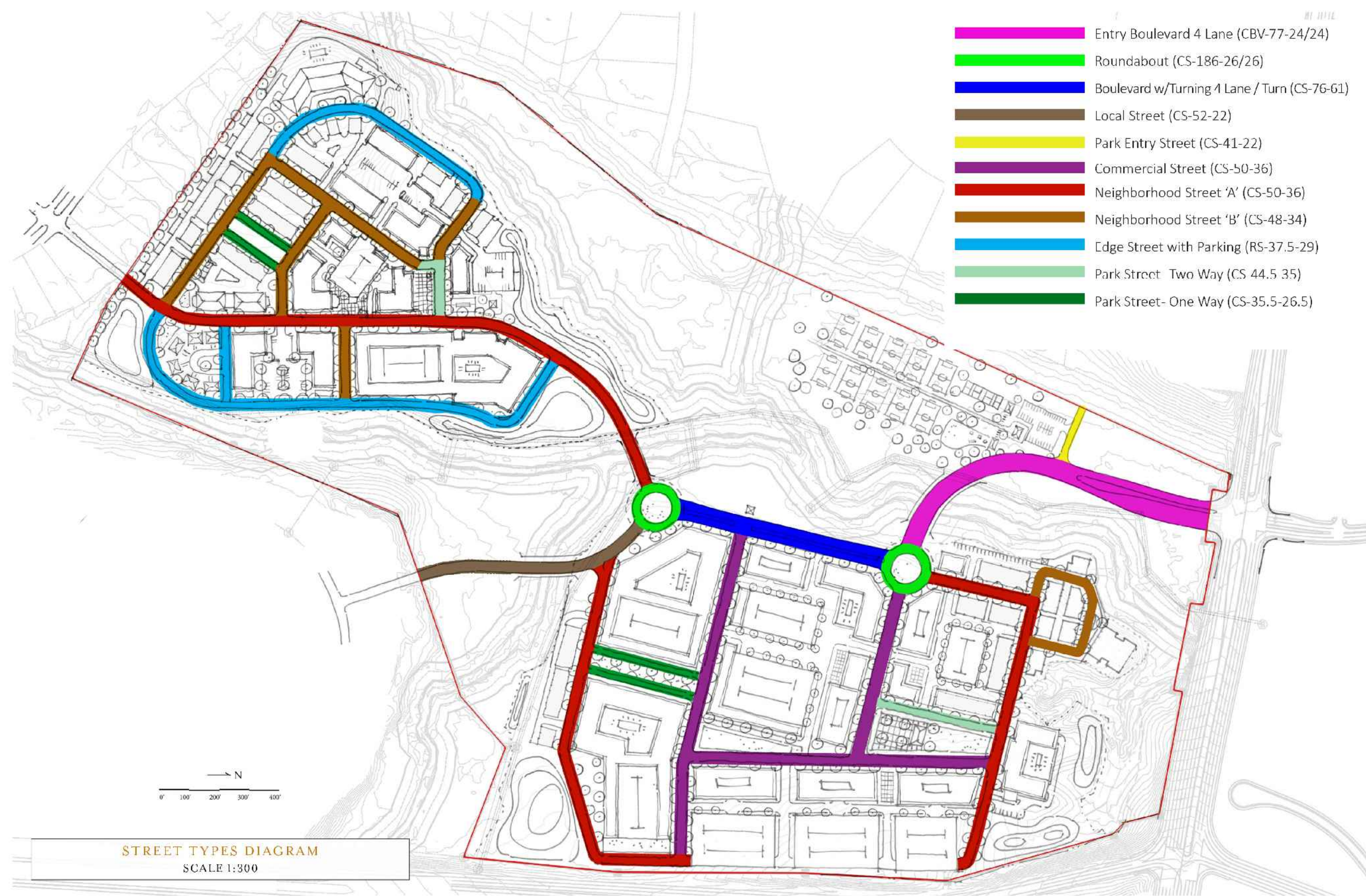
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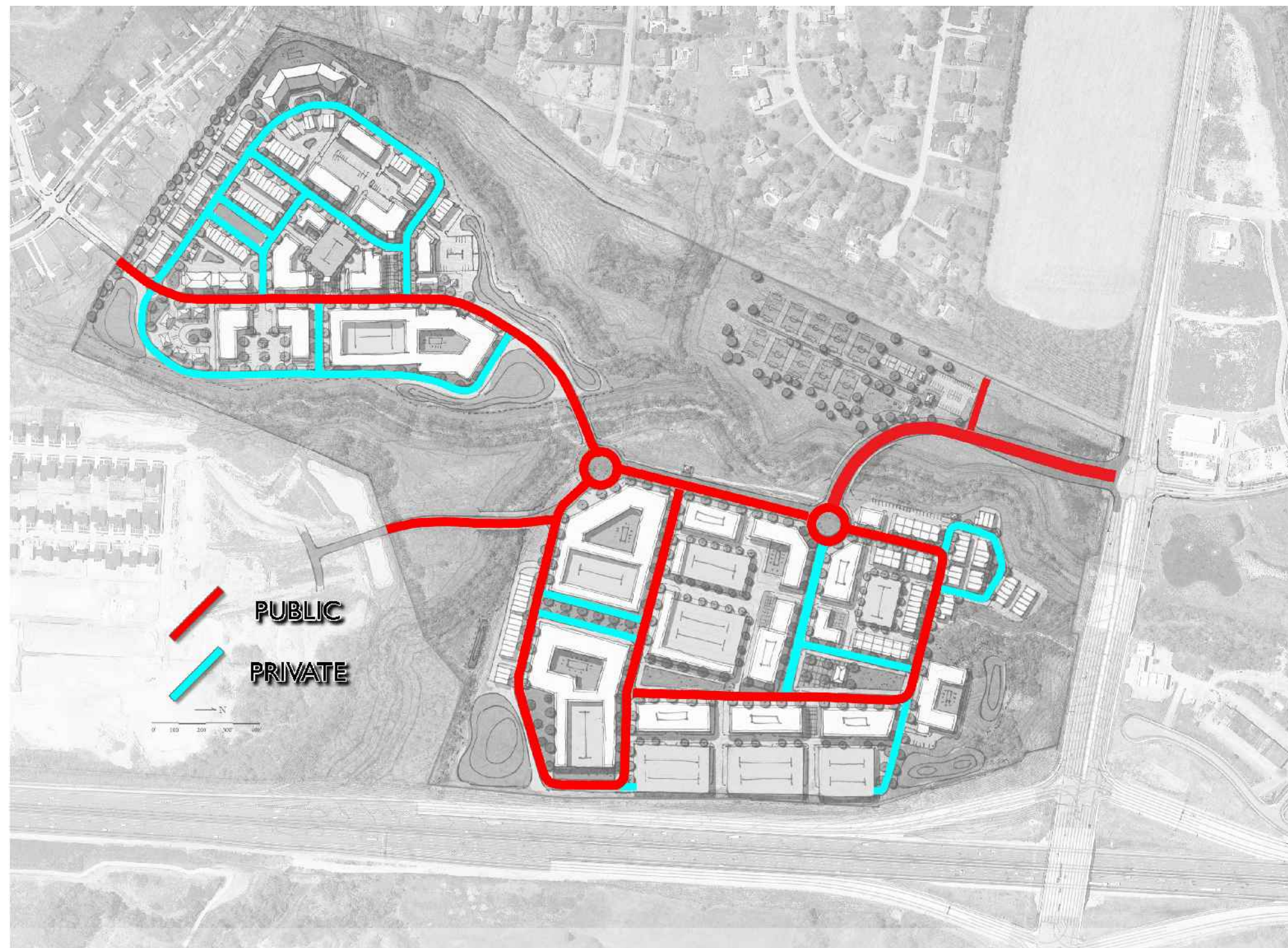
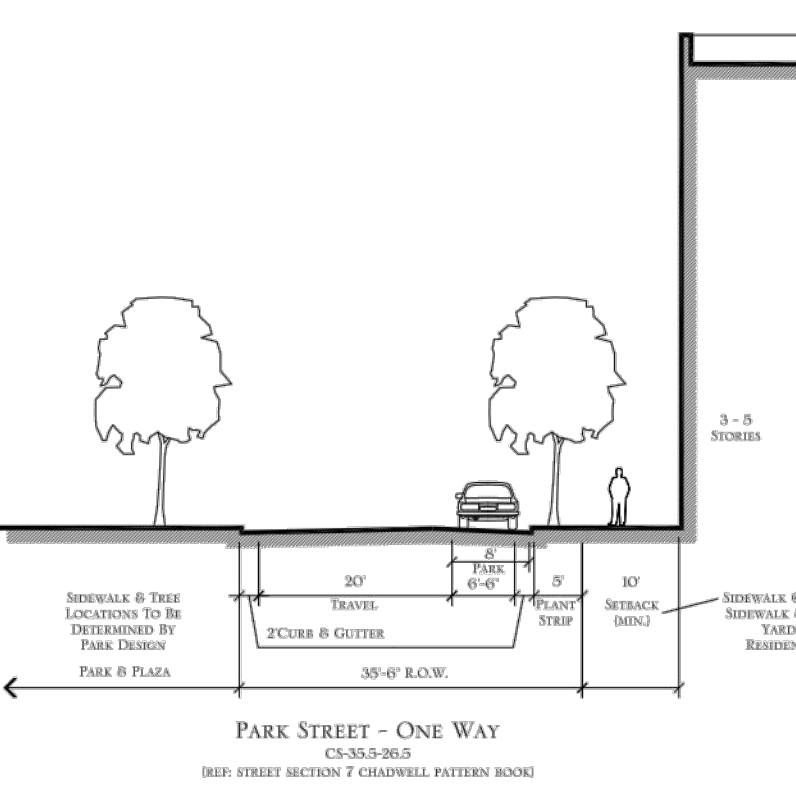
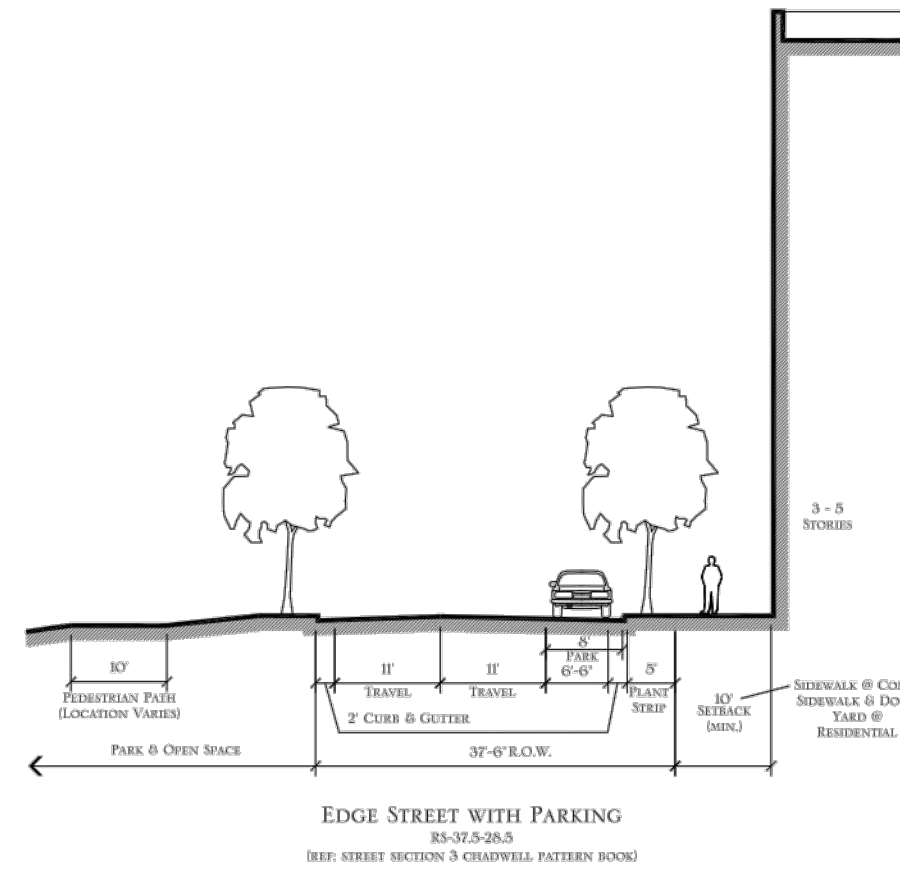
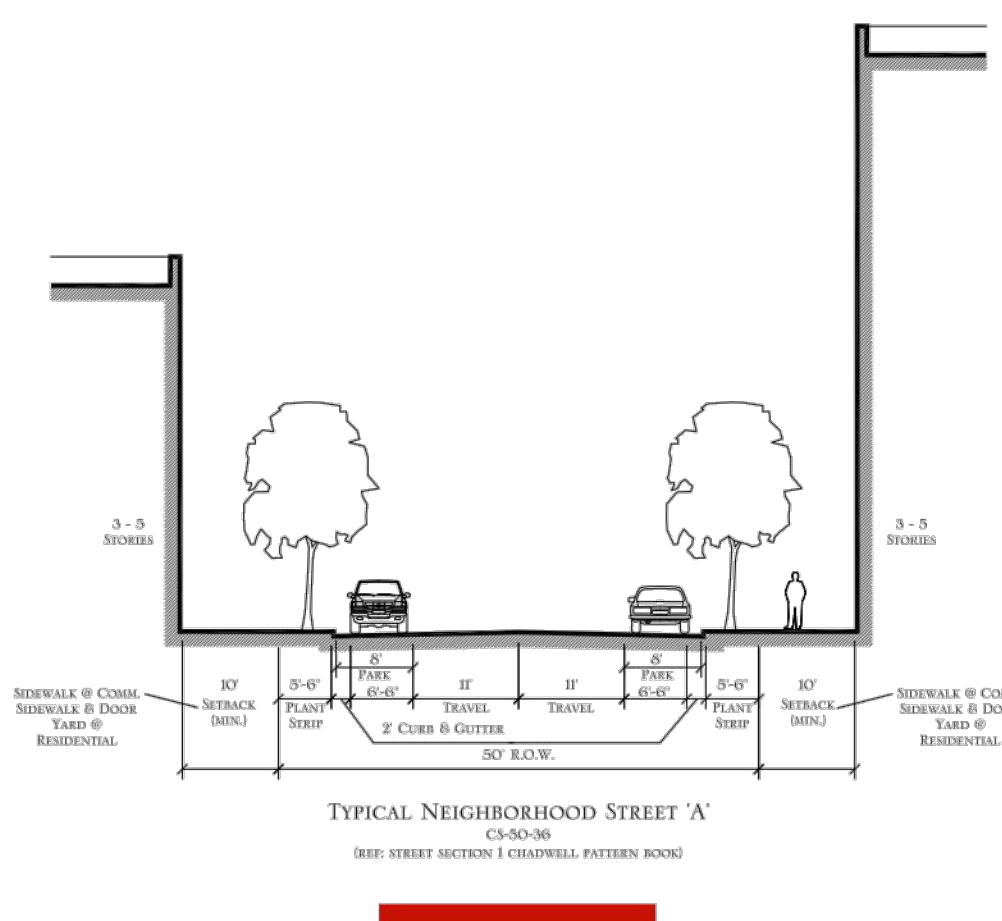
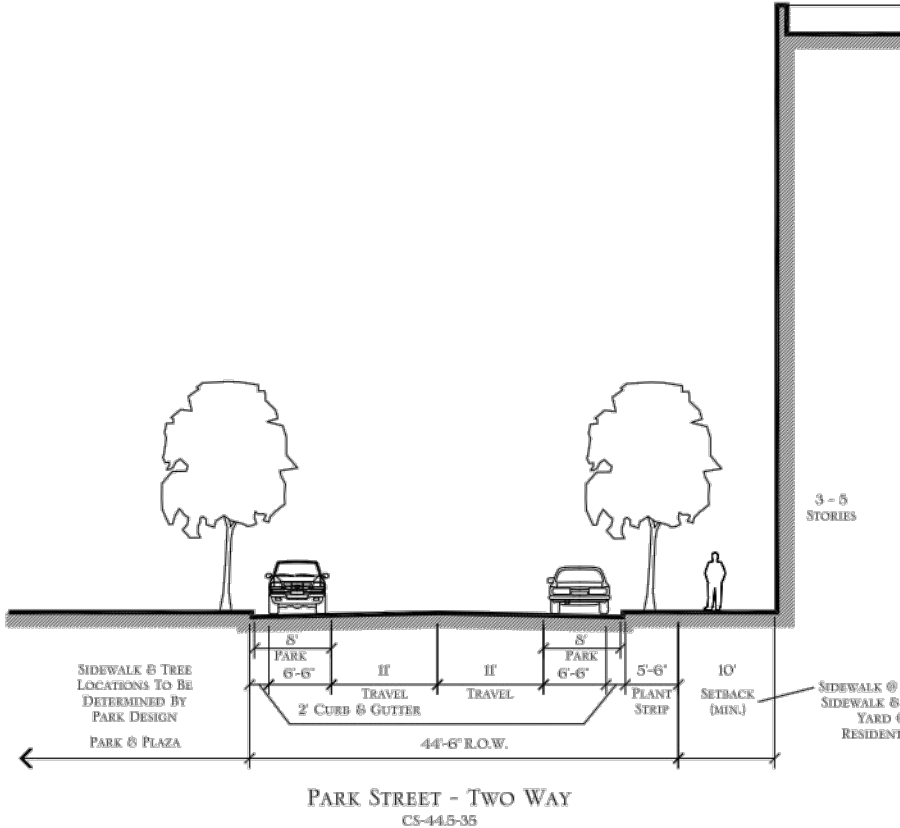
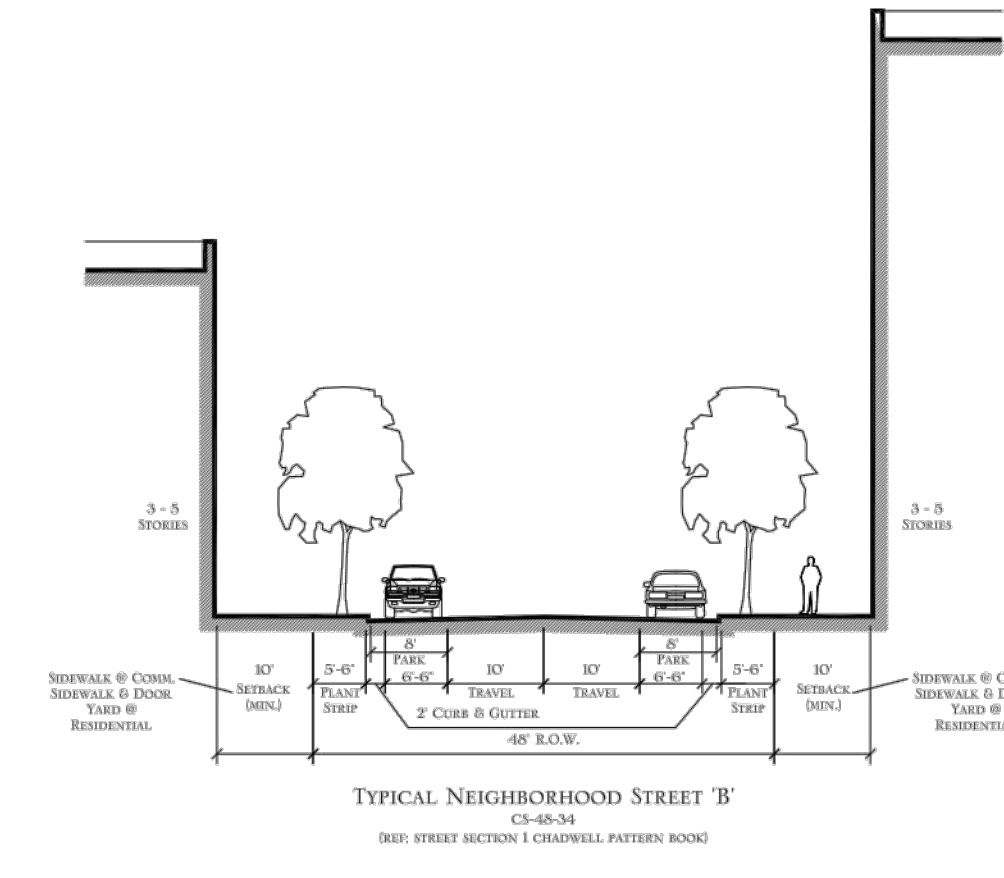
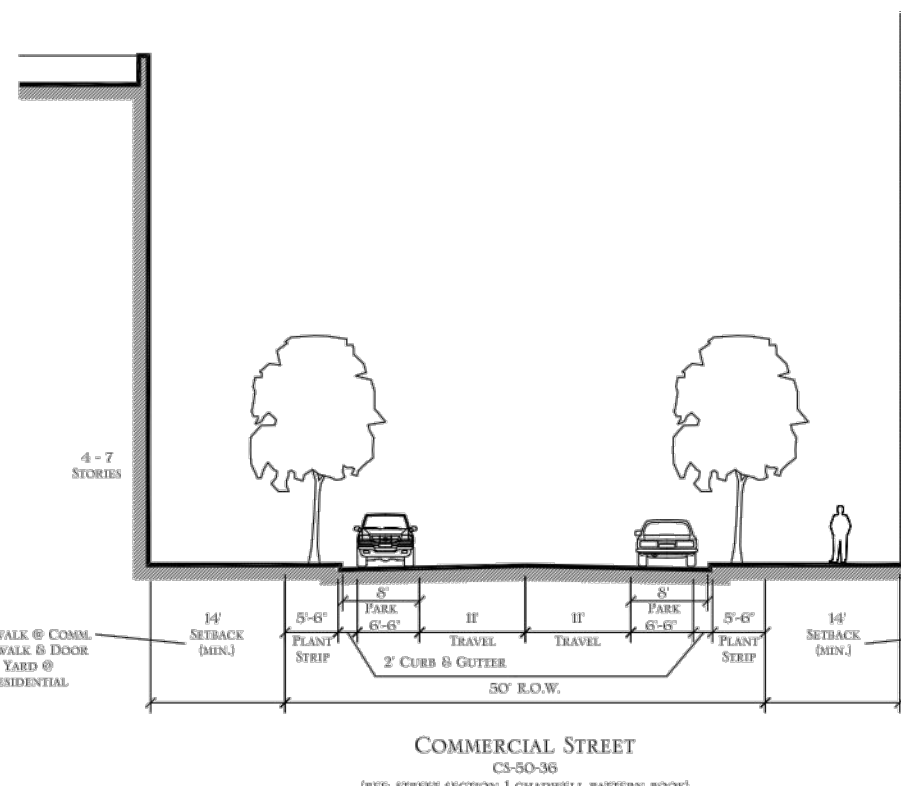
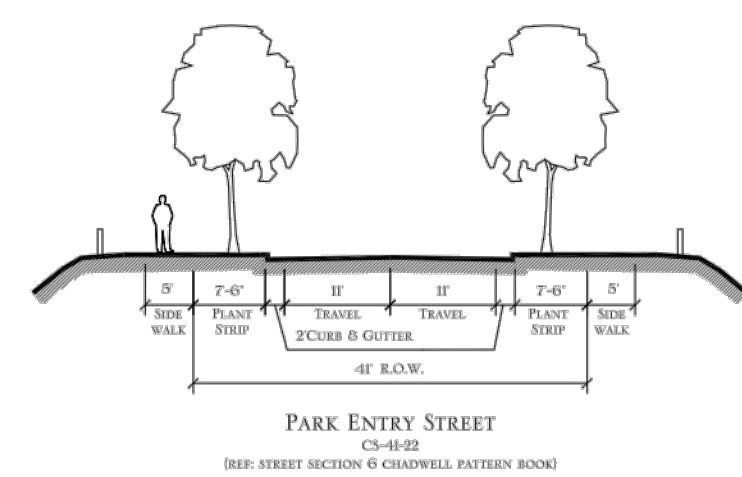
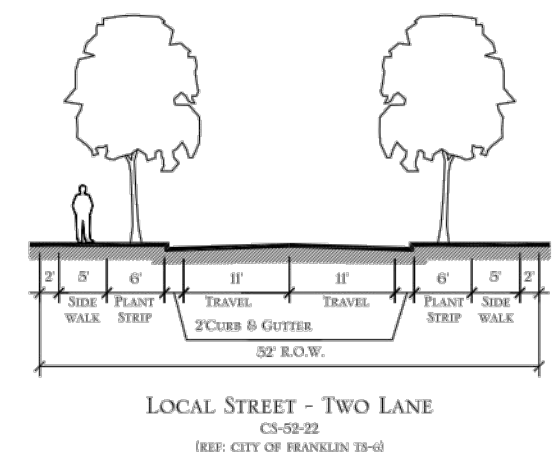
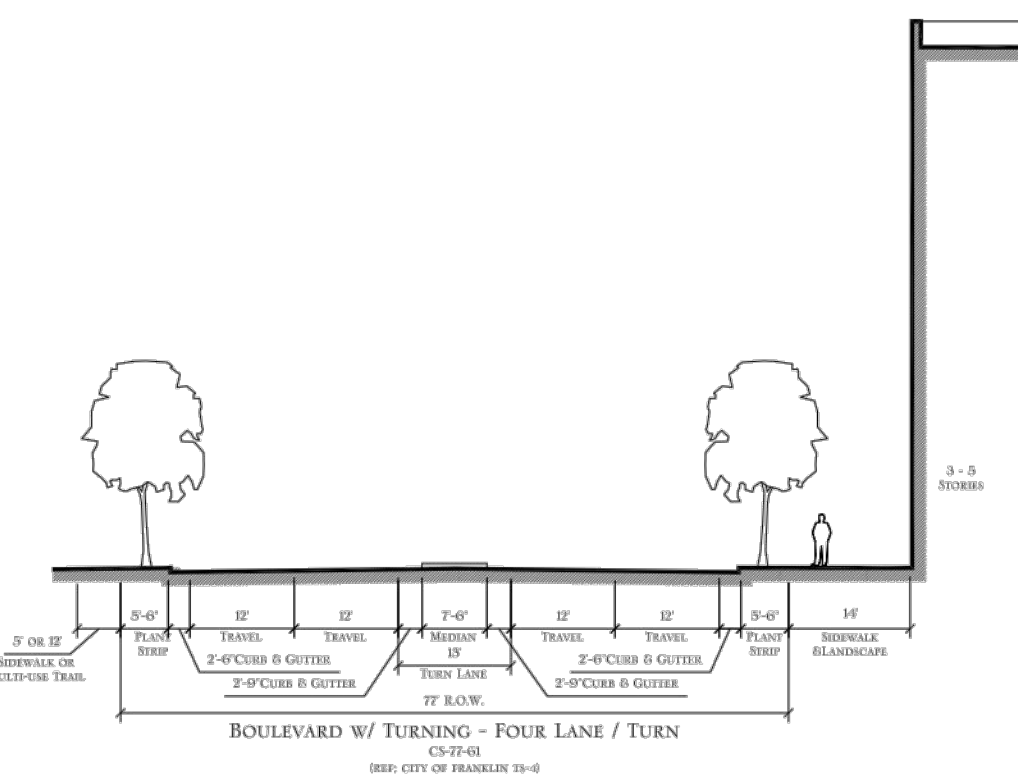
ENLARGED ROW & ACCESS PLAN

SHEET
C4.2
COF # 7331

FRANKLIN, TENNESSEE
JULY 1, 2016
2022-02-04



NOTE: ALL PRIVATE STREETS AND SIDEWALKS/PEDESTRIAN PATHS OUTSIDE THE PUBLIC ROW WILL BE LOCATED IN A PUBLIC ACCESS EASEMENT





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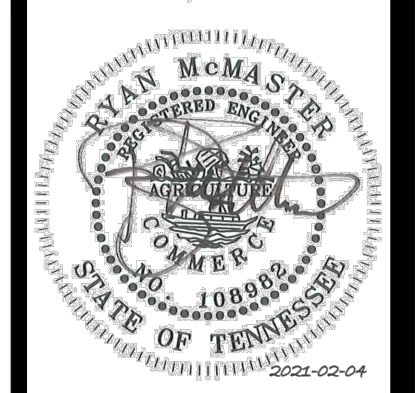
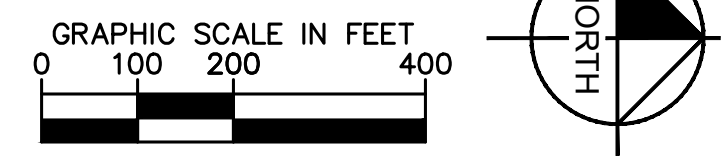
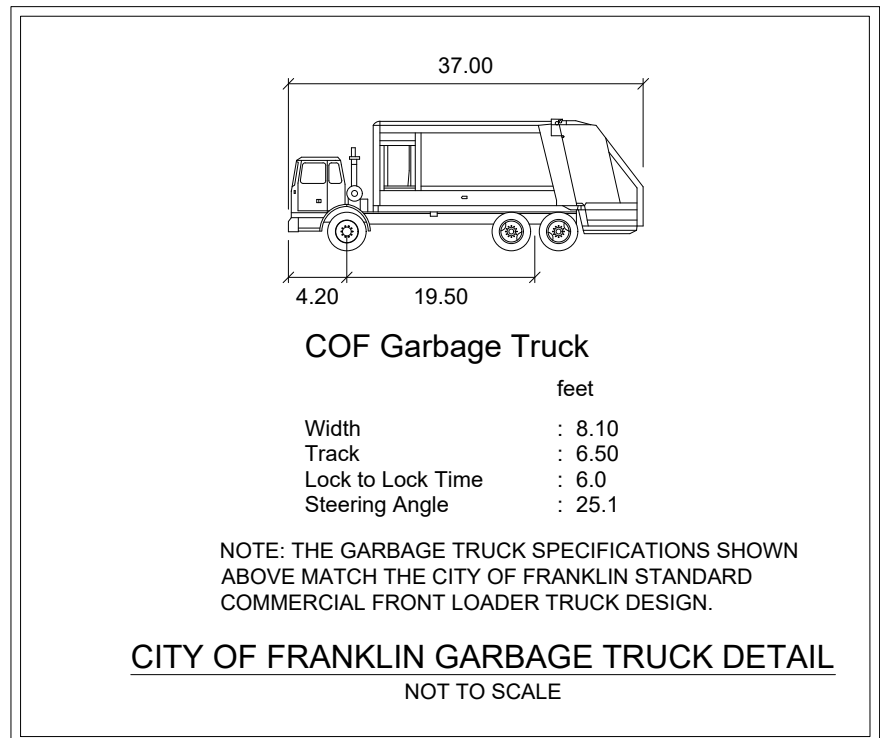
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TRASH COLLECTION NOTES	
1.	NORTHERN PARCEL SECTIONS E, K AND F WOULD HAVE PUBLIC TRASH COLLECTION.
2.	SOUTHERN PARCEL BLOCK F, G, H & B3-B8 WOULD HAVE PUBLIC TRASH COLLECTION.
3.	ALL OTHER AREAS WILL HAVE PRIVATE TRASH PICKUP VIA PRIVATE COMPANY OR CONCIERGE TRASH AT A ROLL-OUT DUMPSTER TO BE STORED INSIDE THE BUILDING.
4.	THE PARK WOULD BE PRIVATELY MAINTAINED.

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TRASH COLLECTION NOTES

1. NORTHERN PARCEL SECTIONS E, K AND F WOULD HAVE PUBLIC TRASH COLLECTION.
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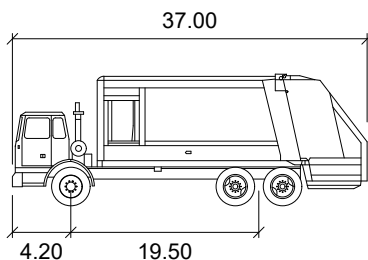
SIGHT DISTANCE NOTE

AT SITE PLAN, ALL AASHTO-PRESCRIBED SIGHT DISTANCE REQUIREMENTS SHALL BE MET. ON STREET PARKING SPACES SHALL BE REMOVED FROM THE PROPOSED LAYOUT WHERE PARKED CARS IN THESE SPACES WOULD OTHERWISE OBSTRUCT THE AASHTO-PRESCRIBED MINIMUM SIGHT DISTANCE. SIMILARLY, BUILDINGS AND OTHER OBSTRUCTIONS WILL BE REVIEWED IN DETAIL AT SITE PLAN STAGE AND WILL BE REMOVED OR ADJUSTED AS NEEDED TO ENSURE ALL SIGHT DISTANCE REQUIREMENTS ARE MET.

ADA PARKING NOTE

AT SITE PLAN STAGE, THIS PLAN SHALL PROVIDE ACCESSIBLE ON-STREET PARKING SPACES AT STRIPED PARALLEL PARKING LOCATIONS, PER TABLE R204 OF THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" BY THE UNITED STATES ACCESS BOARD.

OUTFALL #1
GOOSE CREEK BYPASS
AREA = 141.1 AC



COF Garbage Truck

	feet
Width	: 8.10
Track	: 6.50
Lock to Lock Time	: 6.9
Steering Angle	: 25.1

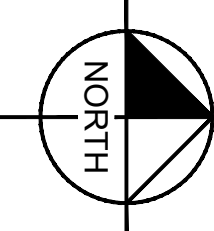
NOTE: THE GARBAGE TRUCK SPECIFICATIONS SHOWN ABOVE MATCH THE CITY OF FRANKLIN STANDARD COMMERCIAL FRONT LOADER TRUCK DESIGN.

CITY OF FRANKLIN GARBAGE TRUCK DETAIL
NOT TO SCALE

KEYNOTE LEGEND

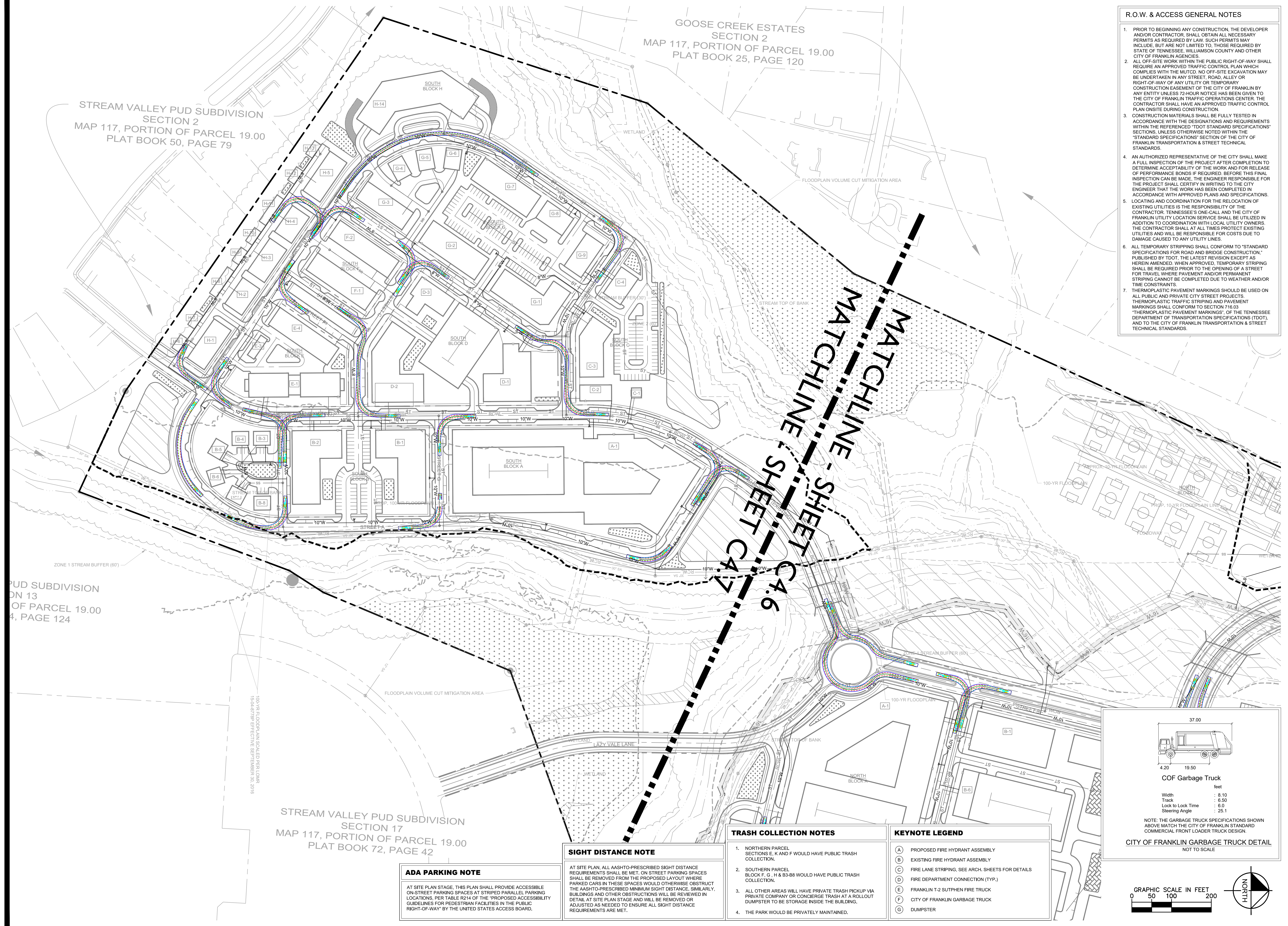
- (A) PROPOSED FIRE HYDRANT ASSEMBLY
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- (C) FIRE LANE STRIPING, SEE ARCH. SHEETS FOR DETAILS
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- (F) CITY OF FRANKLIN GARBAGE TRUCK
- (G) DUMPSTER

GRAPHIC SCALE IN FEET
0 50 100 200



Revision Date

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MATCHLINE - SHEET C4.6
MATCHLINE - SHEET C4.7

STREAM VALLEY PUD SUBDIVISION
SECTION 2
MAP 117, PORTION OF PARCEL 19.00
PLAT BOOK 50, PAGE 79

GOOSE CREEK ESTATES
SECTION 2
MAP 117, PORTION OF PARCEL 19.00
PLAT BOOK 25, PAGE 120

PUD SUBDIVISION
ON 13
OF PARCEL 19.00
4, PAGE 124

STREAM VALLEY PUD SUBDIVISION
SECTION 17
MAP 117, PORTION OF PARCEL 19.00
PLAT BOOK 72, PAGE 42

ADA PARKING NOTE

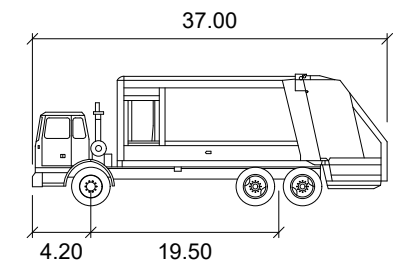
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 - (G) DUMPSTER



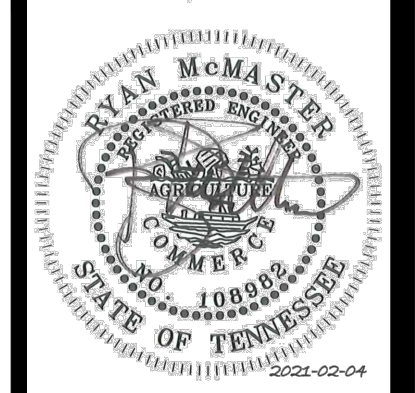
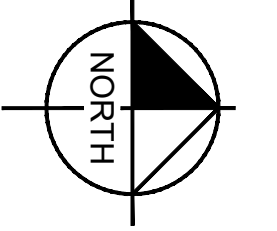
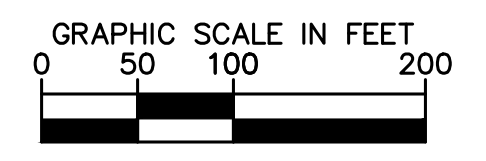
COF Garbage Truck

feet	
Width	: 8.10
Track	: 6.50
Lock to Lock Time	: 6.0
Steering Angle	: 25.1

NOTE: THE GARBAGE TRUCK SPECIFICATIONS SHOWN ABOVE MATCH THE CITY OF FRANKLIN STANDARD COMMERCIAL FRONT LOADER TRUCK DESIGN.

CITY OF FRANKLIN GARBAGE TRUCK DETAIL

NOT TO SCALE



Revision Date

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OUTFALL #1
GOOSE CREEK
BYPASS
AREA = 141.1 AC

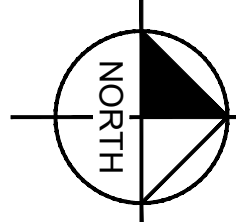
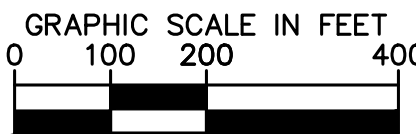
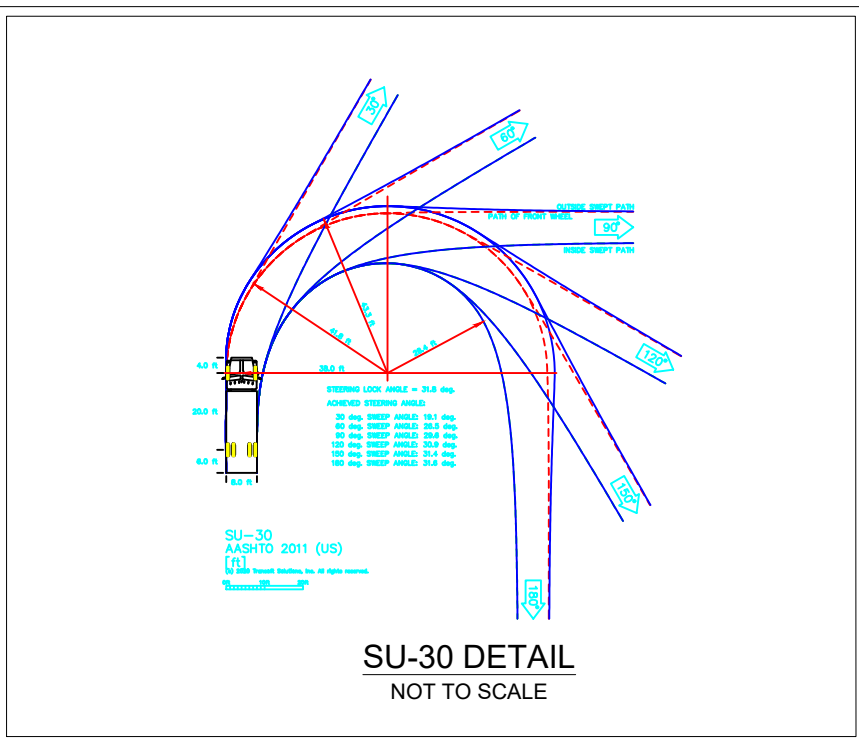
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 - (G) DUMPSTER



Revision	Date
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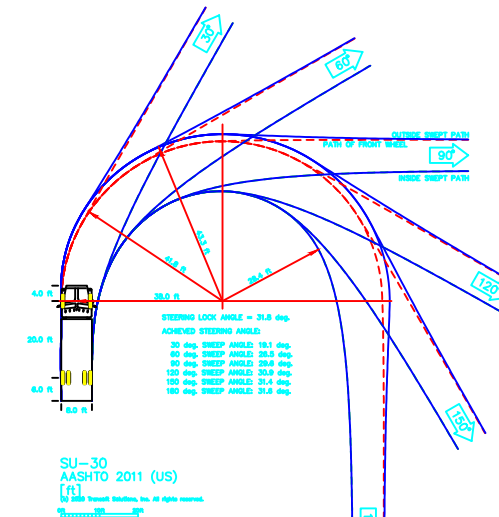
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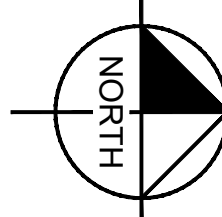
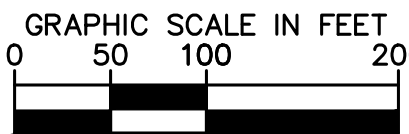
OUTFALL #1
GOOSE CREEK BYPASS
AREA = 141.1 AC



SU-30 DETAIL
NOT TO SCALE

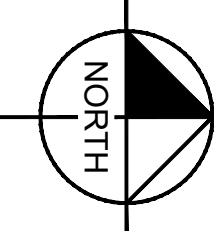
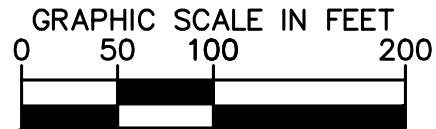
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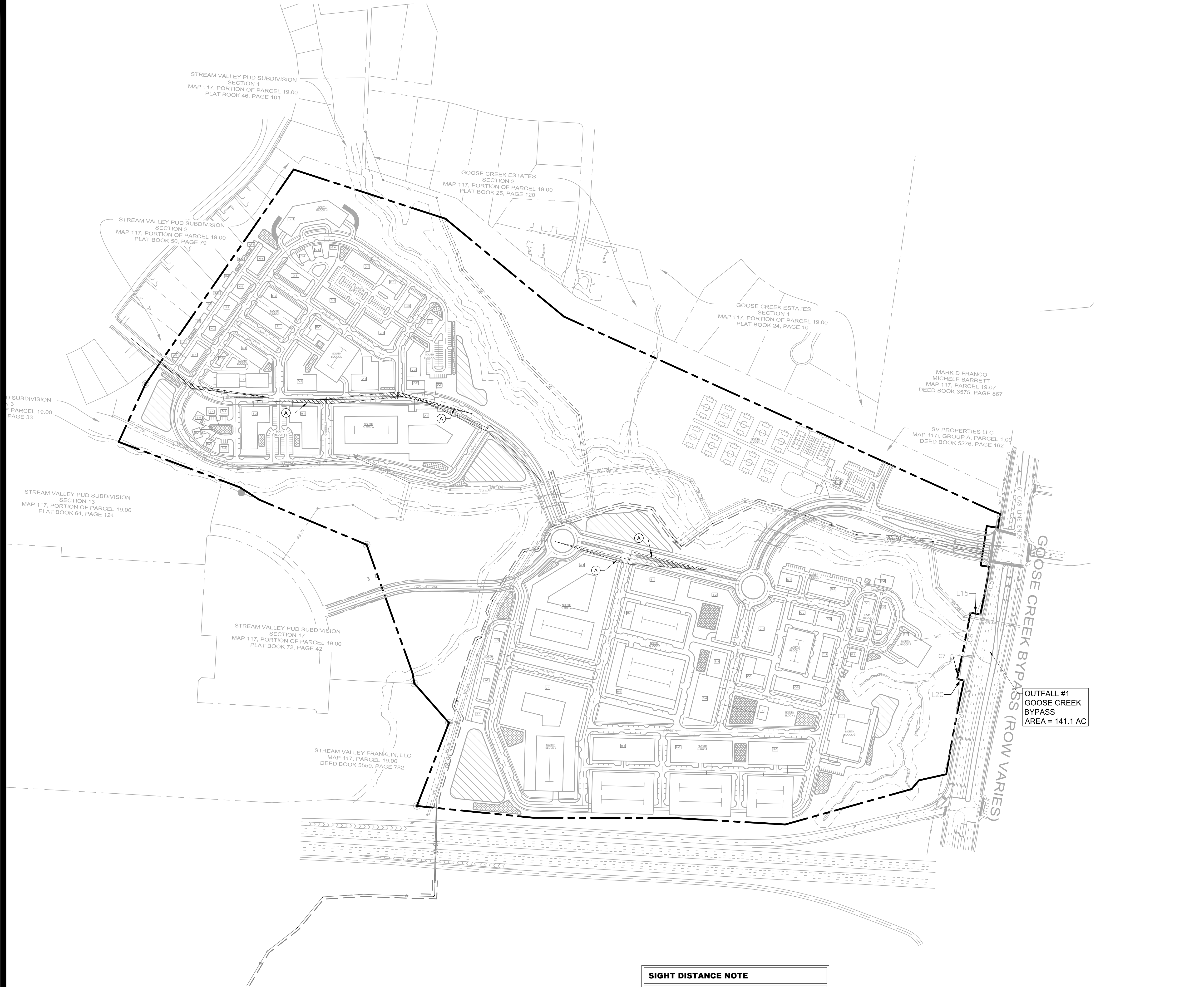


Revision Date	
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- R.O.W. & ACCESS GENERAL NOTES
1. PRIOR TO BEGINNING ANY CONSTRUCTION, THE DEVELOPER AND/OR CONTRACTOR, SHALL OBTAIN ALL NECESSARY PERMITS AS REQUIRED BY LAW. SUCH PERMITS MAY INCLUDE, BUT ARE NOT LIMITED TO, THOSE REQUIRED BY STATE OF TENNESSEE, WILLIAMSON COUNTY AND OTHER CITY OF FRANKLIN AGENCIES.
 2. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLIES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ONSITE DURING CONSTRUCTION.
 3. CONSTRUCTION MATERIALS SHALL BE FULLY TESTED IN ACCORDANCE WITH THE DESIGNATIONS AND REQUIREMENTS WITHIN THE REFERENCED '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 FULL 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 STRIPPING 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.

SIGHT DISTANCE NOTE

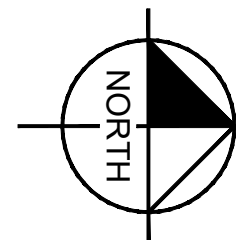
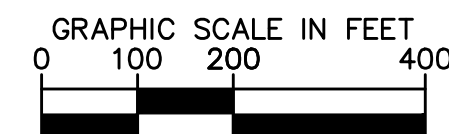
AT SITE PLAN, ALL AASHTO-PREScribed SIGHT DISTANCE REQUIREMENTS SHALL BE MET. ON STREET PARKING SPACES SHALL BE REMOVED FROM THE PROPOSED LAYOUT WHERE PARKED CARS IN THESE SPACES WOULD OTHERWISE OBSTRUCT THE AASHTO-PREScribed MINIMUM SIGHT DISTANCE. SIMILARLY, BUILDINGS AND OTHER OBSTRUCTIONS WILL BE REVIEWED IN DETAIL AT SITE PLAN STAGE AND WILL BE REMOVED OR ADJUSTED AS NEEDED TO ENSURE ALL SIGHT DISTANCE REQUIREMENTS ARE MET.

SIGHT DISTANCE TRIANGLE NOTE

DESIGN SPEED IS 30-MPH

KEYNOTE LEGEND

A PROPOSED SIGHT DISTANCE TRIANGLE



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UTILITY EASEMENT NOTE

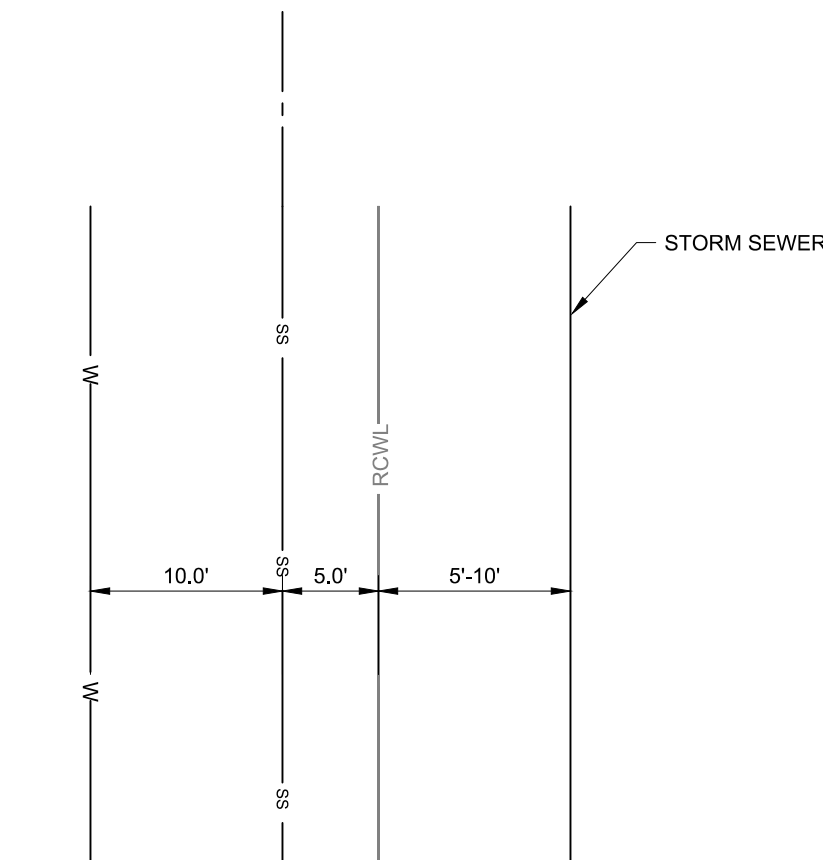
10' EASEMENT SHALL BE ADDED TO ANY PUBLIC UTILITIES WITHIN A PRIVATE ROAD.

PROP. UTILITY PLAN

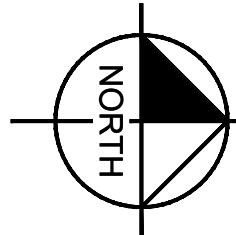
THE PROPOSED UTILITY LAYOUT SHOWN ON THE DEVELOPMENT PLAN IS CONCEPTUAL IN NATURE, AND DUE TO THE LACK OF INFORMATION PROVIDED REGARDING BUILDING USES AND OCCUPANCY LOADS, THE FINAL UTILITY ALIGNMENTS FOR WATER, SANITARY SEWER AND RECLAIM WATER SHALL BE DETERMINED AT SITE PLAN, IF AT SITE PLAN THE UTILITY 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.

SANITARY SEWER CAPACITY PHASING NOTE

ALTHOUGH EXACT PHASING IS UNKNOWN, THIS DEVELOPMENT WILL BE BROKEN INTO APPROXIMATELY 20 PHASED THROUGHOUT THE LIFETIME OF THE PROJECT, BEGINNING IN 2023, +/-350 SFUE'S WILL COME ONBOARD WITH +/-150 SFUE'S COMING ONBOARD EACH YEAR THEREAFTER THROUGH COMPLETION OF ENTITLEMENTS.



TYPICAL UTILITY PIPE LAYOUT



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UTILITY EASEMENT NOTE
10' EASEMENT SHALL BE ADDED TO ANY PUBLIC UTILITIES WITHIN A PRIVATE ROAD.

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'S 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.

OUTFALL #1
GOOSE CREEK BYPASS
AREA = 141.1 AC

TYPICAL UTILITY PIPE LAYOUT

BOYLE
GDC
KimleyHorn

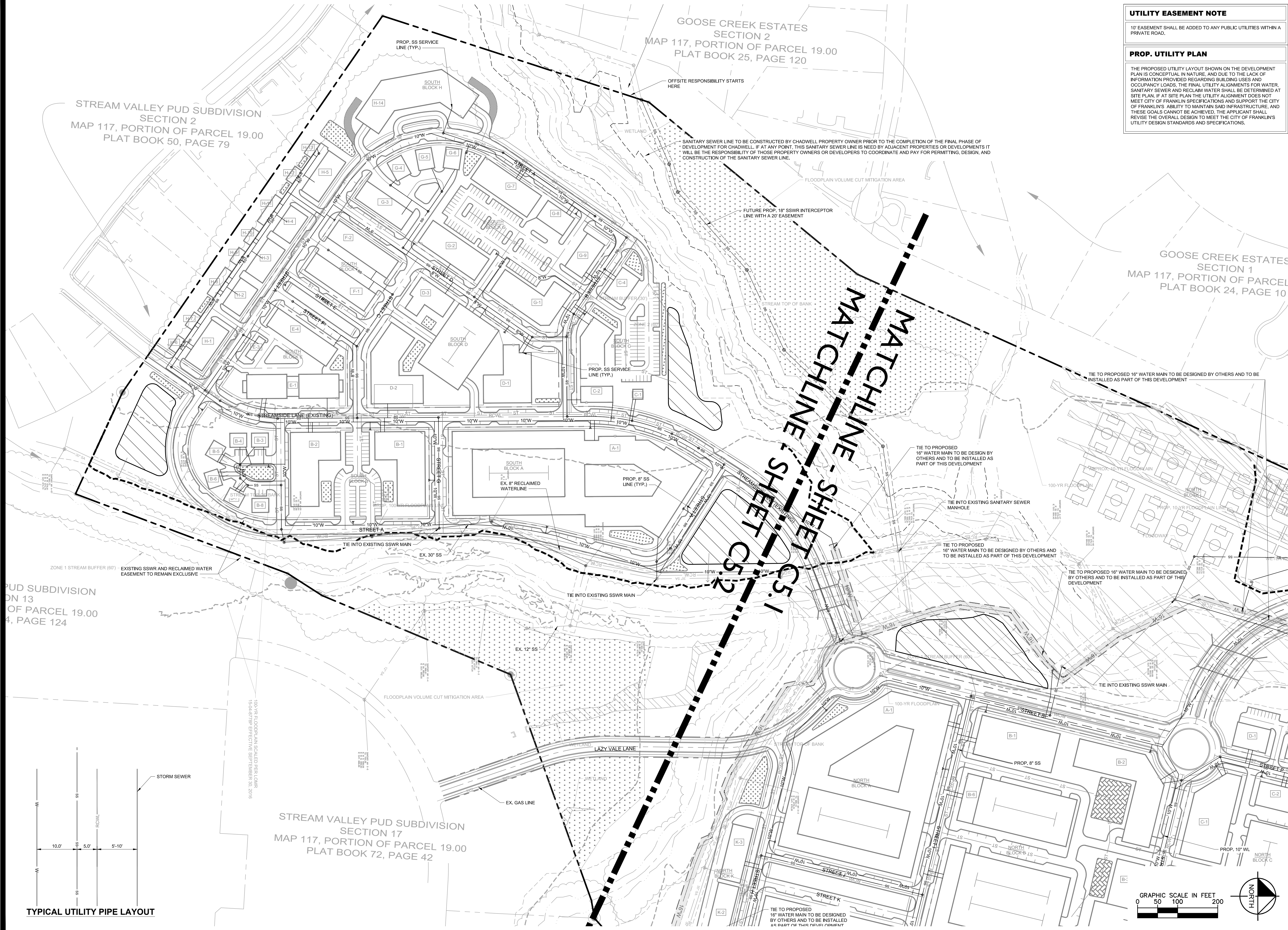
HISTORICAL
CONCEPTS
ARCHITECTURE & PLANNING

BERRY FARMS - CHADWELL
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

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ENLARGED UTILITY PLAN

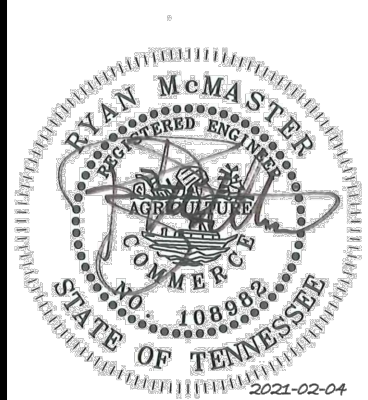
SHEET
C5.1
COF # 7331



UTILITY EASEMENT NOTE
10' EASEMENT SHALL BE ADDED TO ANY PUBLIC UTILITIES WITHIN A PRIVATE ROAD.

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.

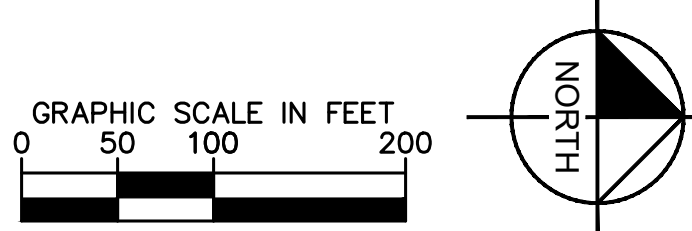
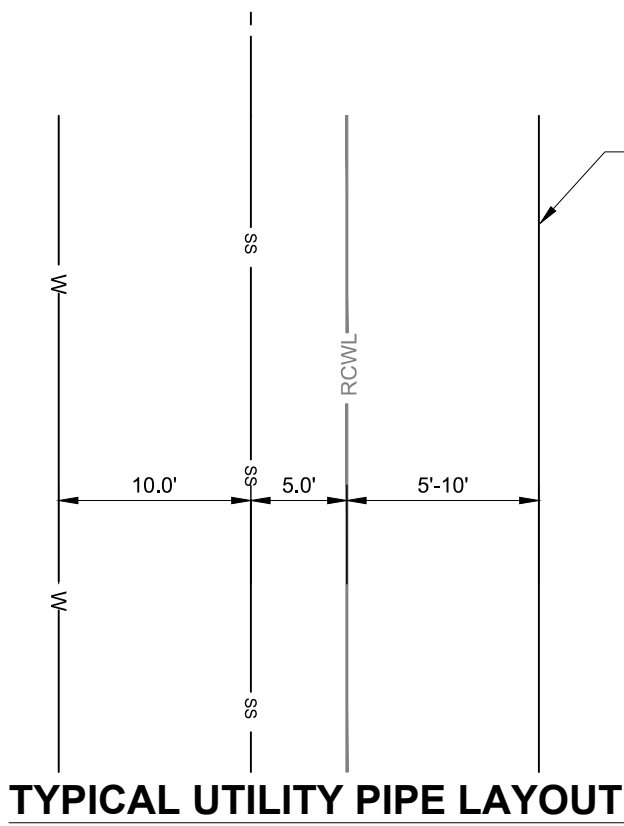
BERRY FARMS - CHADWELL
DEVELOPMENT PLAN
Franklin, Williamson County, Tennessee

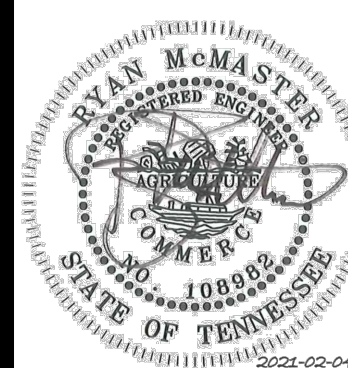
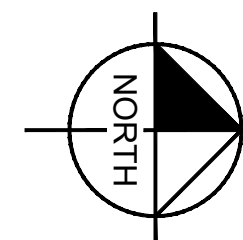
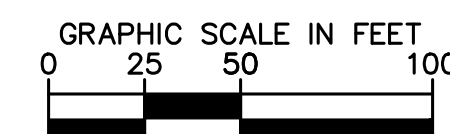
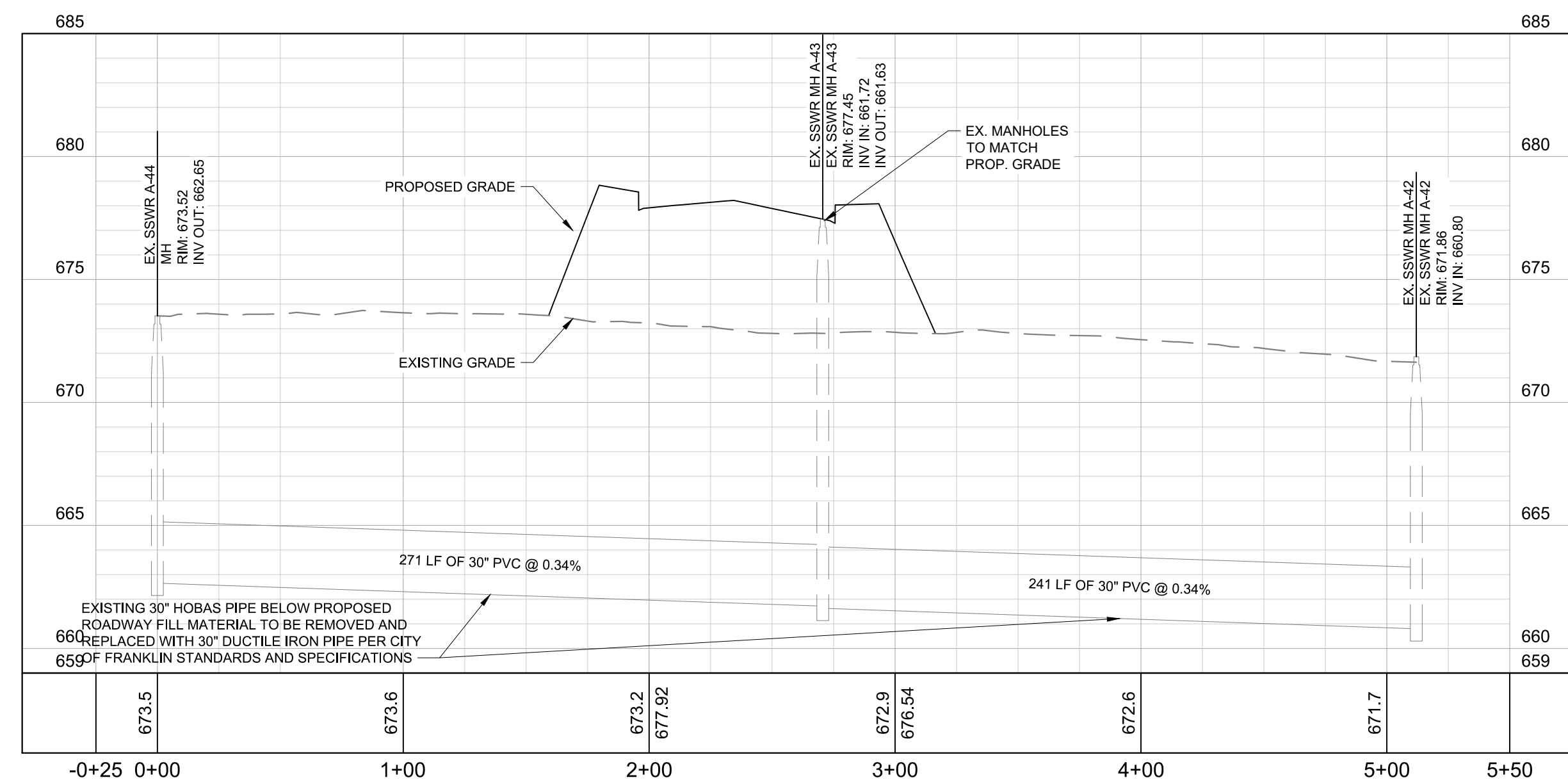
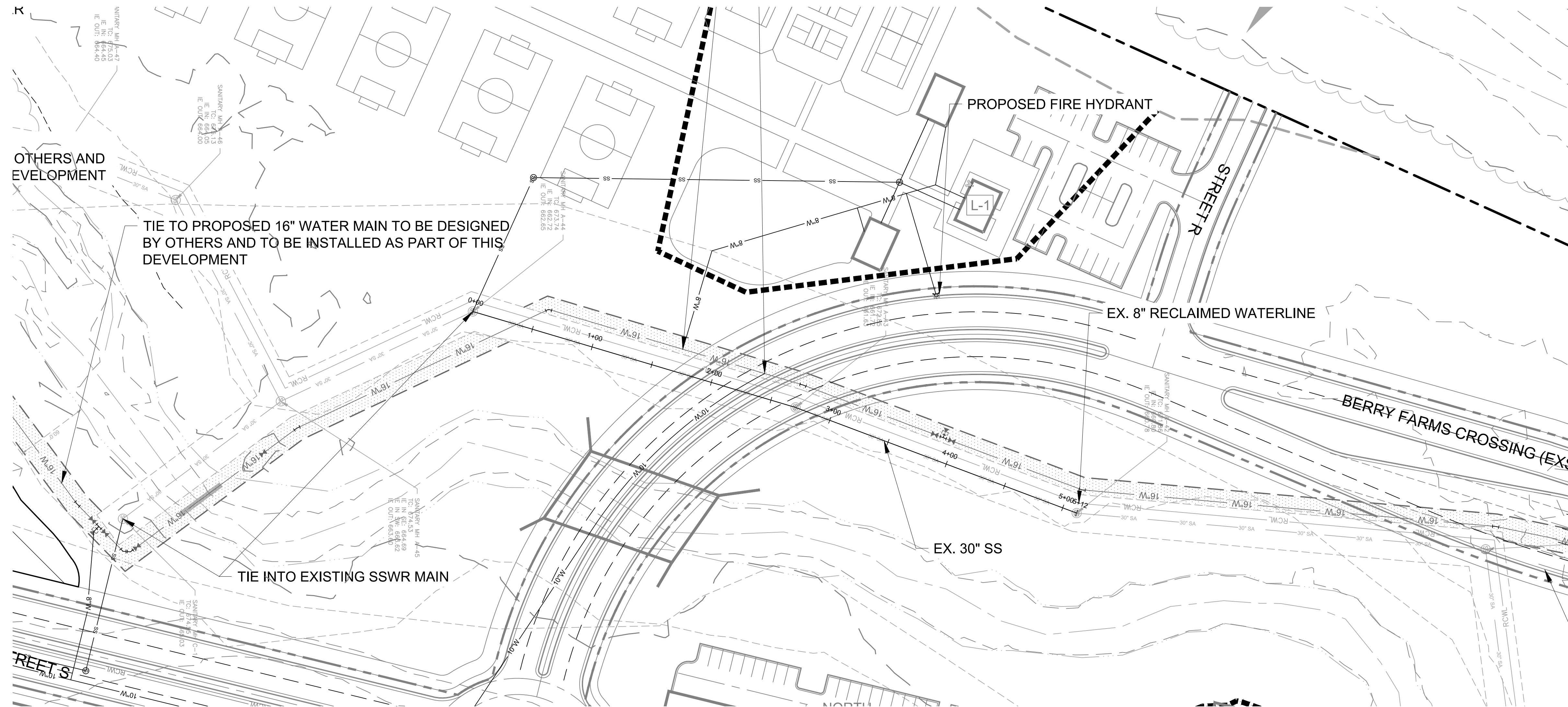


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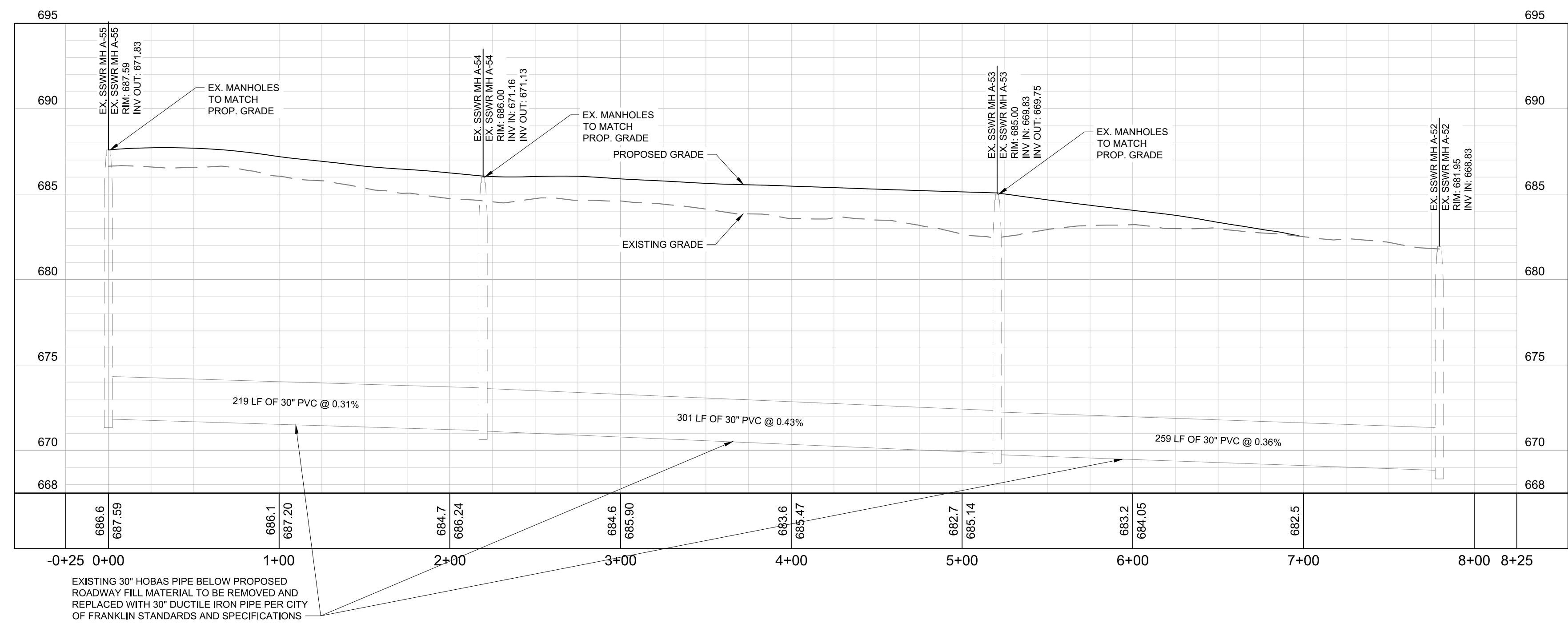
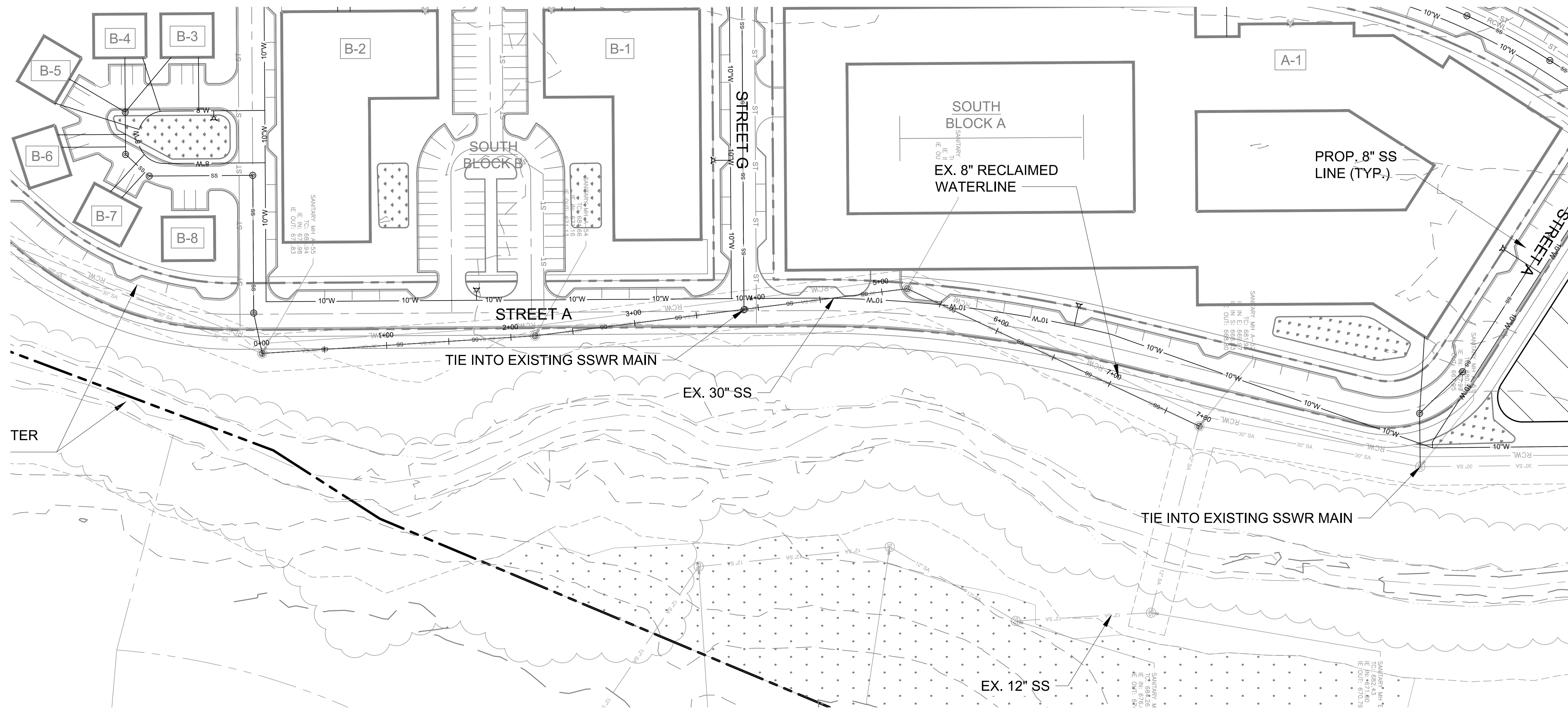
ENLARGED UTILITY
PLAN

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C5.2
COF # 7331

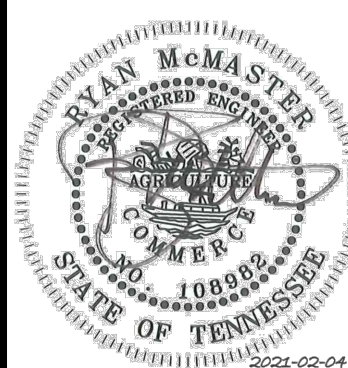
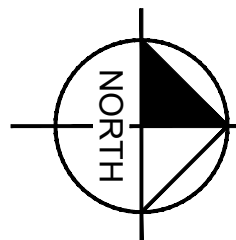




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GRAPHIC SCALE IN FEET
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KEY

PRESERVED TREE CANOPY

REMOVED TREE CANOPY

SPECIMEN TREE TO BE REMOVED

TREE CANOPY RETENTION

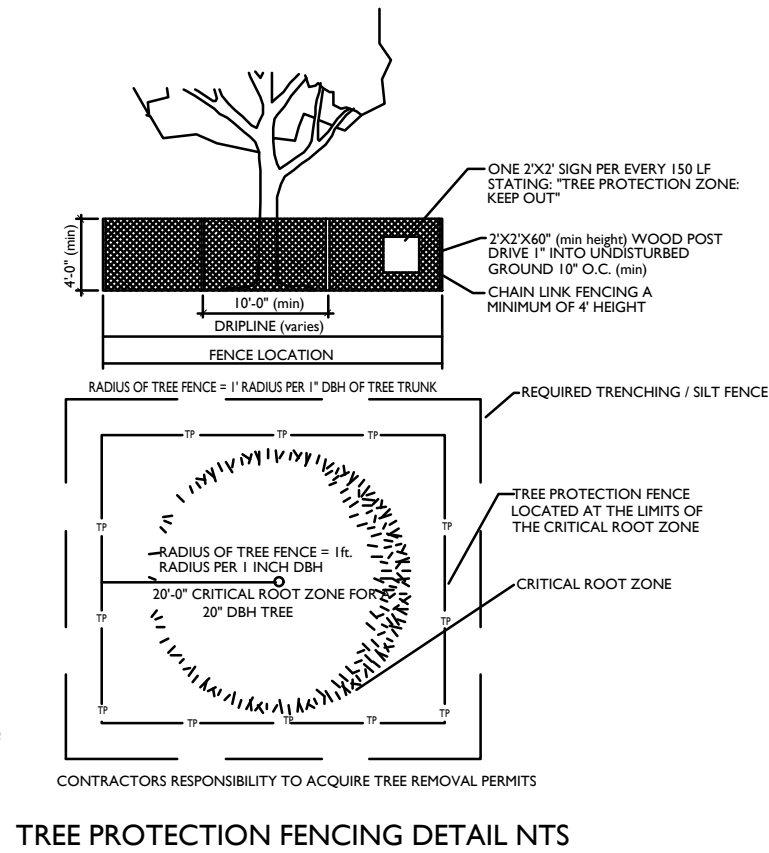
OVERALL SITE AREA = 6,133,827.5 SF (140.81 AC)
EXISTING TREE CANOPY = 1,158,983 SF

PERCENTAGE OF EXISTING TREE CANOPY ON SITE: 19%
PERCENTAGE CANOPY PRESERVATION REQUIRED: 26%

REQUIRED CANOPY PRESERVATION: 278,156 SF (6.39 AC)
PROVIDED CANOPY PRESERVATION: 869,792 SF (19.97 AC)

NOTE: THIS IS AN APPROXIMATION BASED ON CONCEPT. ACTUAL TREE PRESERVATION MAY VARY BASED ON SITE PLAN. IN ACCORDANCE WITH ZONING ORDINANCE 17.2.4, THIS DEVELOPMENT MUST MAINTAIN A MINIMUM 26% CANOPY RETENTION (278,156 SF)

- TREE PROTECTION NOTES:**
- The tree protection barriers shall be constructed before the issuance of any permits, and shall remain intact throughout the entire period of construction.
 - 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.
 - Any required excavation in or around the protection zone to accommodate underground services, footings, etc; shall be indicated on the plan, and shall be excavated by hand. In addition, related root pruning shall be accomplished via ANSI A-300-95 standard so as to minimize impact on the general root system.
 - The storage of building materials or stock piling shall not be permitted within the limits of or against the protection barriers.
 - 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.



SITE DATA CHART	
SITE INFORMATION:	
PROJECT NAME:	Berry Farms - Chadwell
PROJECT NUMBER:	7331
ADDRESS:	2409 Goose Creek Bypass Franklin, Williamson County, TN 117 -- 02000
PARCEL(S):	140.81 AC / 6,133,827.5 SF
ACREAGE / SF OF SITE:	
BASE ZONING:	
PROPOSED ZONING:	PD (0.7, 1,563,000 SF)
ZONING OVERLAY:	PD (11.72, 1,573,500 SF) FFO,FWO
PROPOSED PRINCIPLE USE:	Pattern Book; Page 12
PROPOSED ACCESSORY USE:	Pattern Book; Page 12
BUILDING TYPES APPLIED:	Pattern Book; Page 12
FRONTAGE TYPES APPLIED:	Patter Book; Page 12
SETBACKS	
FRONT YARD:	Pattern Book; Page 61
SIDE YARD:	Pattern Book; Page 61
REAR YARD:	Pattern Book; Page 61
DWELLING UNIT COUNT, BY TYPE:	
MULTI-FAMILY APARTMENTS:	900 Units
MIXED-USE RESIDENTIAL, DUPLEX, MULTIPLEX, TOWNHOUSE, AND MULTIFAMILY:	630 Units
INDEPENDENT LIVING:	120 Units
COMMERCIAL S.F., BY USE:	
RETAIL:	132,200 S.F.
OFFICE:	1,430,800 S.F.
CIVIC:	10,500 S.F.
HOTEL KEYS:	450 Keys
LANDSCAPE/OPEN SPACE:	
MIN. LANDSCAPE SURFACE AREA:	20%
OPEN SPACE S.F. REQUIRED:	306,691 SF/ 7.04 AC (5% REQUIRED)
NATURAL AREA S.F. REQUIRED:	Not Required - Mixed Use Commercial/Residential
TREE CANOPY RETENTION ACREAGE:	869,792 SF/19.97 AC (26% of Existing Canopy Retention Req.)
PARKING:	Pattern Book; Page 62

SPECIMEN TREE REPLACEMENT	
TREE NUMBER	INCHES REMOVED
1	60
2	43
3	27
4	24
5	40
6	24
7	24
8	35
9	27
10	45
11	24
12	30
13	37
14	30
15	27
16	50
17	24
18	24
19	40
20	42
21	40
22	63
23	25
24	32
25	33
26	27
APPROXIMATE INCHES REMOVED	897
APPROXIMATE INCHES TO BE REPLACED	1794

NOTE: TREES WERE FIELD SURVEYED BY LANDSCAPE ARCHITECT BASED ON AREAS OF REMOVED CANOPY; ACTUAL REPLACEMENT INCHES WILL BE DETERMINED AT SITE PLAN STAGE WITH TREE SURVEY.

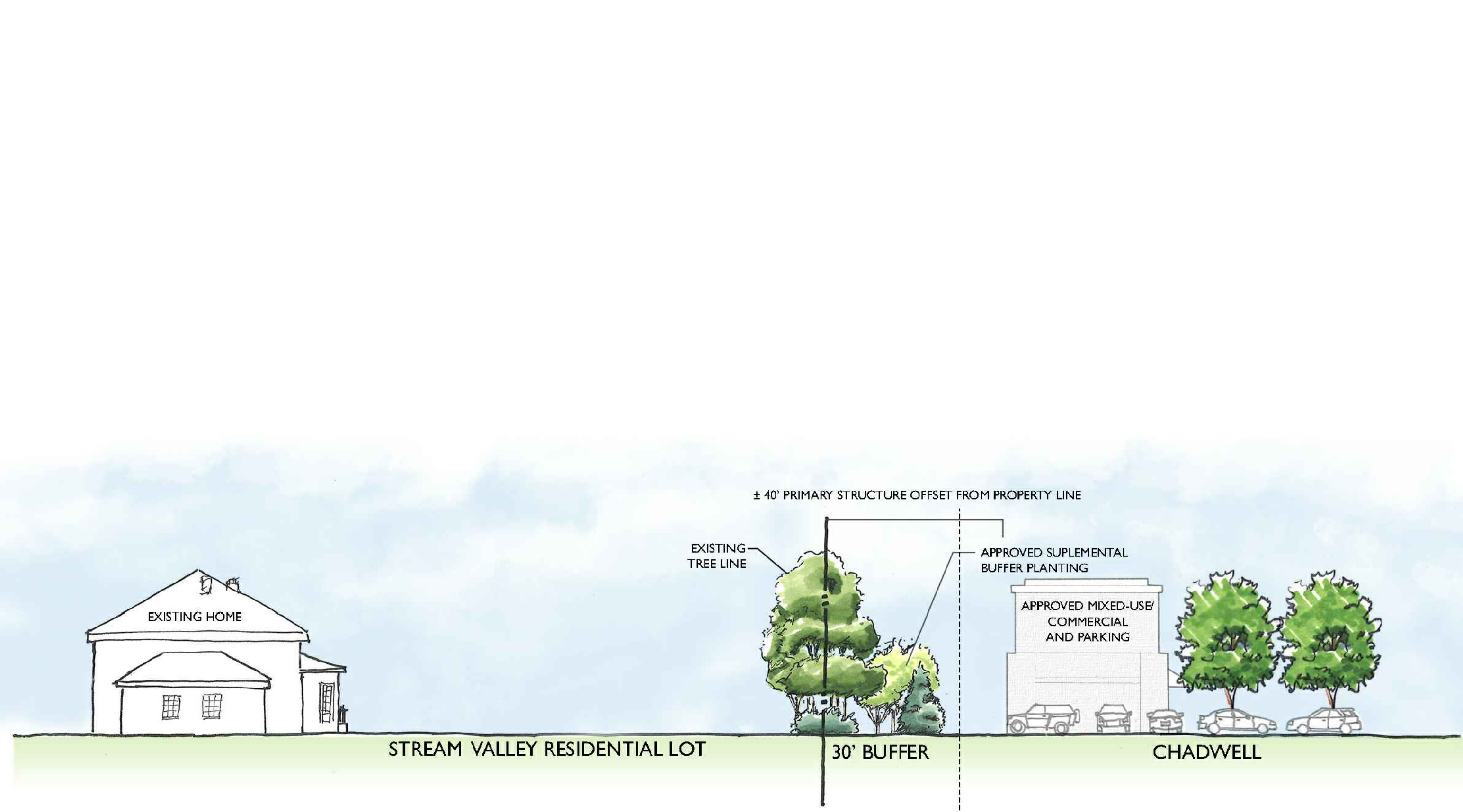


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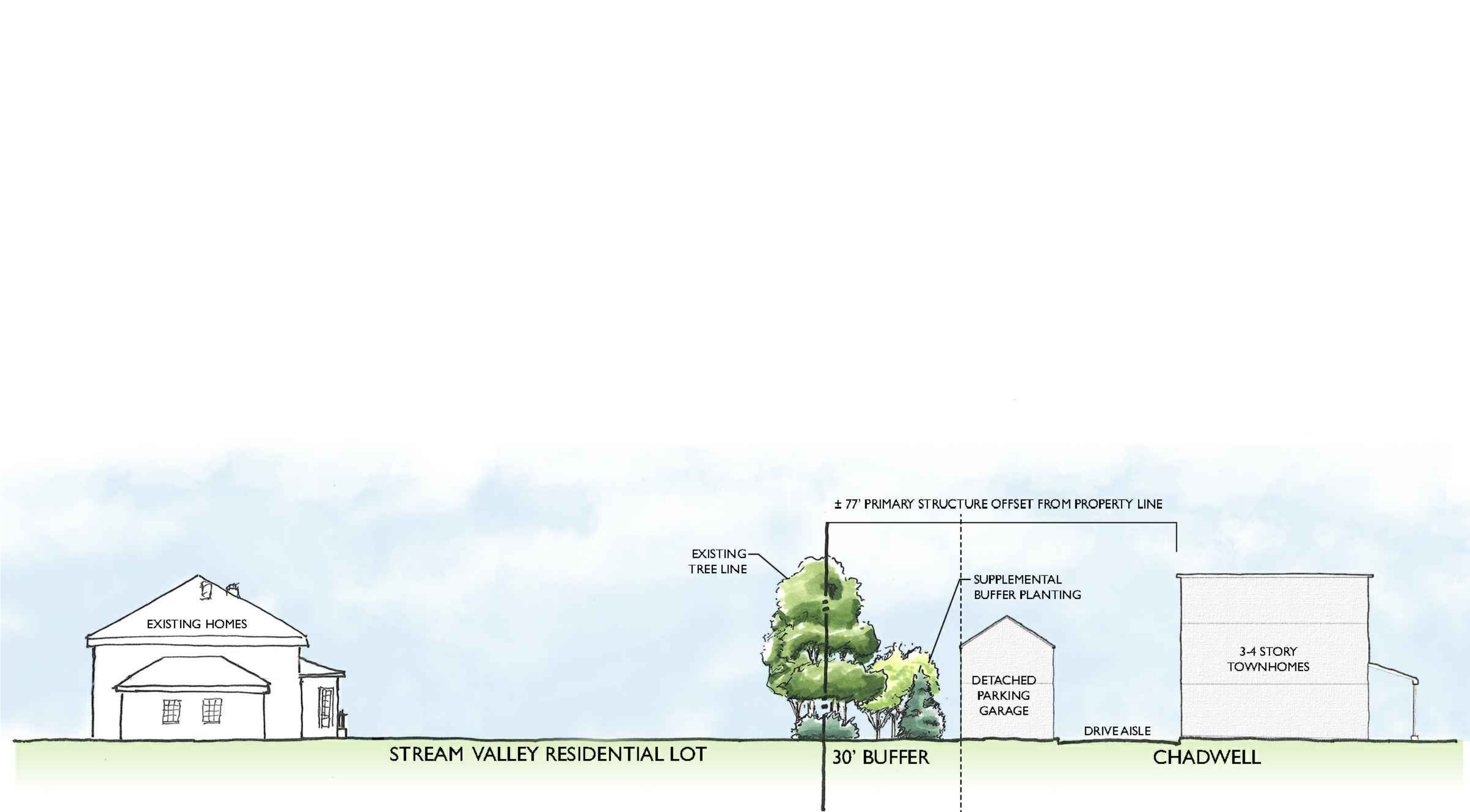
APPROVED MASTER PLAN



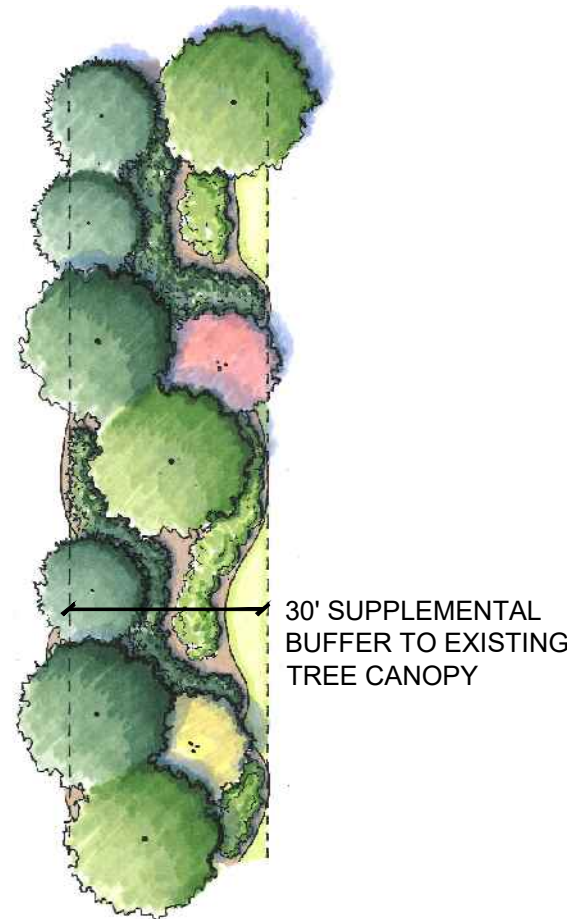
APPROVED CONCEPTUAL SECTION

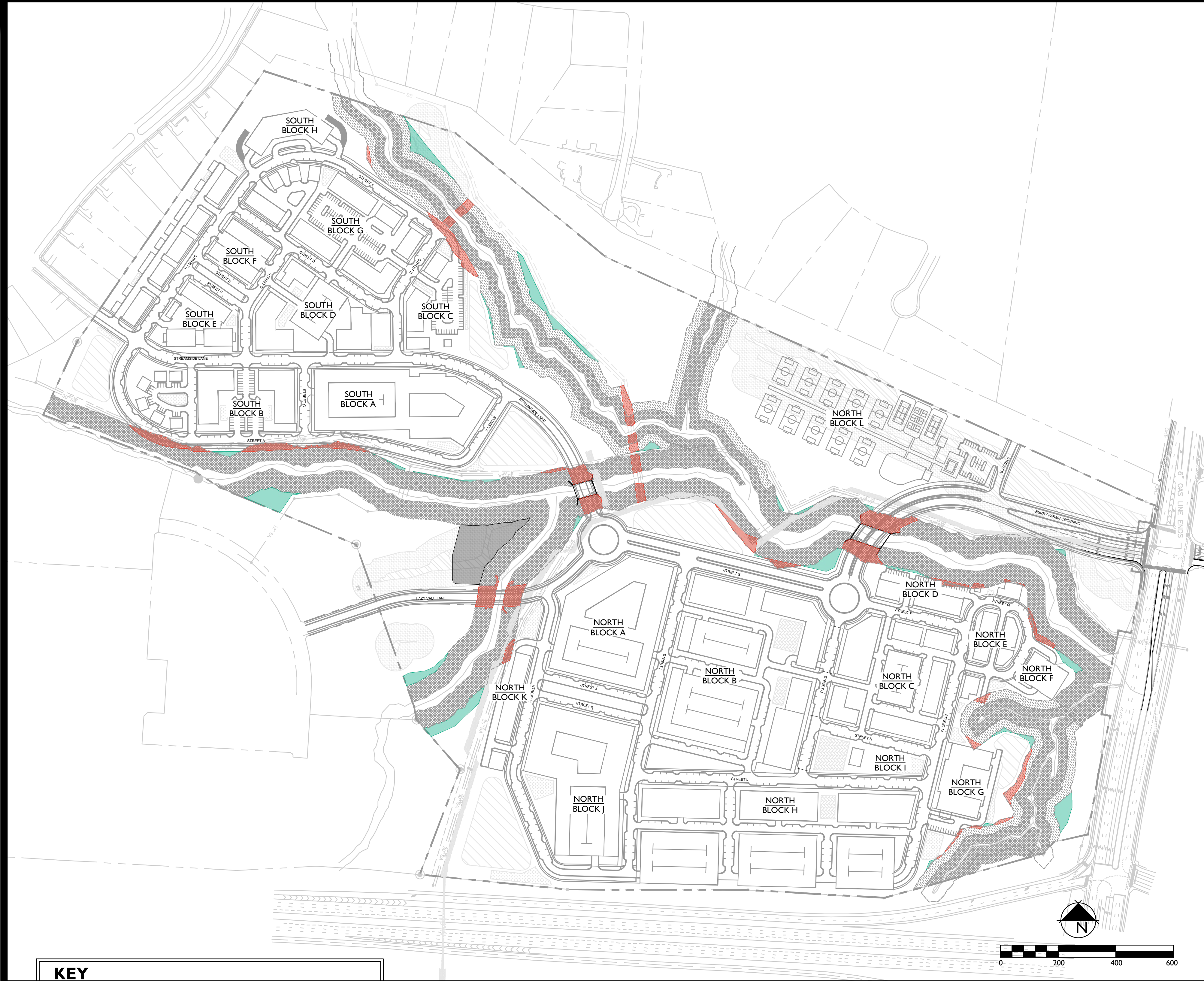


PROPOSED MASTER PLAN



PROPOSED CONCEPTUAL SECTION AND BUFFER PLANTING





KEY

- STREAM BUFFER AVERAGING
- STREAM BUFFER IMPACTS
- 30', RIPARIAN BUFFER, ZONE 2
- 30' & 60', RIPARIAN BUFFER, ZONE 1
- WETLAND
- 60', WETLAND BUFFER
- POTENTIAL CULVERT REMOVAL

BUFFER AVERAGING

STREAM A:		
AREA OF BUFFER ENCROACHMENT:		50,816 SF
AREA OF NEW STREAM BUFFER ZONE 2:		50,910 SF
STREAM B:		
AREA OF BUFFER ENCROACHMENT:		15,518 SF
AREA OF NEW STREAM BUFFER ZONE 2:		15,518 SF
STREAM C:		
AREA OF BUFFER ENCROACHMENT:		11,198 SF
AREA OF NEW STREAM BUFFER ZONE 2:		11,707 SF
STREAM D:		
AREA OF BUFFER ENCROACHMENT:		6,764 SF
AREA OF NEW STREAM BUFFER ZONE 2:		6,922 SF
TOTALS:		
AREA OF BUFFER ENCROACHMENT:		84,296 SF
AREA OF NEW STREAM BUFFER ZONE 2:		85,057 SF

PROPOSED COMPARABLE WATER QUALITY IMPROVEMENTS

THE SITE IS CURRENTLY AN AGRICULTURAL LOT ON APPROXIMATELY 140.81 ACRES AND NEW DEVELOPMENT IS BEING PROPOSED. NATURAL FEATURES OF THIS PROPERTY INCLUDE THE 5 MILE CREEK AND VARIOUS TRIBUTARIES THAT BISECT THE SITE NORTH TO SOUTH. ALSO LOCATED ON SITE ARE 3 AREAS DESIGNATED AS WETLANDS. THERE ARE TWO RIPARIAN BUFFERS TYPES APPLIED TO STREAMS AND TRIBUTARIES, THESE INCLUDE SECTIONS WITH 30' ZONE 1 BUFFERS AND 30' ZONE 2 BUFFERS AS WELL SECTIONS THAT HAVE 60' ZONE 1 BUFFERS.

BOYLE, THE DEVELOPER AND APPLICANT, REQUESTS TO MITIGATE PORTIONS OF THE RIPARIAN BUFFER ZONE ASSOCIATED WITH 5-MILE CREEK AND ASSOCIATED PERENNIAL STREAMS LOCATED ON SITE. DUE TO SITE CONSTRAINTS AND ACCESS ACROSS THE SITE, SOME DEVELOPMENT WILL OCCUR IN THE RIPARIAN BUFFERS. IF THE BUFFER MITIGATION IS GRANTED, THE APPLICANT PROPOSES COMPARABLE WATER QUALITY IMPROVEMENTS. THE FOLLOWING DESCRIBES THE METHODS OF BUFFER AVERAGING AND POTENTIAL CULVERT REMOVAL:

- BUFFER AVERAGING:
- REMOVAL OF INVASIVE SPECIES
 - RE-ESTABLISHMENT OF NATIVE SPECIES
 - MIX A CANOPY TREES, UNDERSTORY TREES, SHRUBS, AND A NATIVE SEED MIX OF FORBES/GRASSES/SEDGES/RUSHES SUITABLE FOR A MOIST SHADED UNDERSTORY ENVIRONMENT.

- POTENTIAL CULVERT REMOVAL:
- THE CULVERT REMOVAL WILL BE EXPLORED WITH SUBSEQUENT SITE PLANS AND FEASIBILITY OF ITS REMOVAL WILL BE DETERMINED.

ANY WORK SHALL BE COORDINATED WITH THE COF STORM WATER COORDINATOR AND WILL BE DEFINED FURTHER IN SITE PLAN SUBMITTAL DOCUMENTS. AT SITE PLAN, A SCHEDULE FOR URBAN RIPARIAN BUFFER ZONE ENHANCEMENT WILL BE APPLIED TO THIS AREA.

WETLAND IMPACTS:

THE APPLICANT IS PURSUING WETLAND MITIGATION THROUGH TDEC AND AN ARAP WILL BE REQUIRED BEFORE AN WORK SHALL BE DONE IN THESE AREAS.

RIPARIAN BUFFER VEGETATION

IN THE RESTORED RIPARIAN BUFFER ZONE, ALL WATER RESOURCES SHALL BE ENHANCED. ENHANCEMENT SHALL INCLUDE REMOVAL OF INVASIVE SPECIES AND THE RE-ESTABLISHMENT OF NATIVE SPECIES WHICH INCLUDES A MIX A CANOPY TREES, UNDERSTORY TREES, SHRUBS, AND A NATIVE SEED MIX OF FORBES/GRASSES/SEDGES/RUSHES SUITABLE FOR A MOIST SHADED UNDERSTORY ENVIRONMENT.

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.

FLOODPLAIN MITIGATION AREA OPTIONS

A PORTION OF THE SOUTHWESTERN SITE IS IN A FLOODPLAIN MITIGATION AREA, LOCATED BETWEEN STREAM A AND STREAM C. THIS AREA IS NOT PART OF THE RIPARIAN BUFFER BOUNDARIES, BUT CAN BE UTILIZED TO ENHANCE AND MITIGATE ENCROACHED RIPARIAN BUFFERS. A PORTION OF THIS AREA WILL BE DEVELOPED. HOWEVER, IT IS UNCERTAIN AS TO THE EXTENT OF THIS DEVELOPMENT. THEREFORE, THE DEVELOPER IN COORDINATION WITH THE STORMWATER MANAGER PROPOSES TWO OPTIONS FOR UTILIZING THE FLOODPLAIN AREA BASED ON THE EXTENT OF CUT IN ORDER TO HELP OFFSET THE ENCROACHED RIPARIAN BUFFER AREAS.

SEE THE TWO OPTIONS BELOW.

MITIGATION OPTION A:
IF ONLY A PORTION OF THE FLOODPLAIN MITIGATION AREA WILL BE CUT, THEN OPTION A PROPOSES TO CREATE A WETLAND ENHANCEMENT. SEE MAP FOR DELINEATED ENHANCEMENT AREA.

- THE DESIGN INTENT OF THE LANDSCAPING IS TO ESTABLISH AN INFORMAL AND NATURAL PLANTING OF NATIVE CANOPY TREES AND SHRUB PLANT MATERIAL.
- AFTER INSTALLATION THERE SHALL BE NO MOWING, CLEARING, GRADING, CONSTRUCTION, STORAGE OR DISTURBANCE OF VEGETATION IN THIS RIPARIAN MITIGATED AREA.

MITIGATION OPTION B:
IF THE FULL AREA BETWEEN STREAM A AND STREAM C WILL BE CUT FOR FLOODPLAIN, THEN ANY OF THAT AREA IS AVAILABLE TO BE UTILIZED AS REFORESTATION. REFORESTATION IS A MORE INTENSE METHOD TO RE-ESTABLISH NATIVE MATERIAL WHICH HELPS TO BUFFER WATER ENTERING INTO THE STREAMS. THE DEVELOPER PROPOSES TO REFOREST AT A RATE 1.5 TIMES THE STANDARD RIPARIAN MITIGATION SQUARE FOOTAGE.

- THE REFORESTATION AREA IS TO FOLLOW GUIDELINES FROM GIP-08, INCLUDING BUT NOT LIMITED TO:
 - THE MINIMUM CONTIGUOUS AREA OF REFORESTATION MUST BE GREATER THAN 5,000 SQUARE FEET, WITH NO MORE THAN 20% OF THE AREA IN ANY SINGLE TREE SPECIES. THE BASIC DENSITY OF PLANTINGS IS 300 LARGE CANOPY TREES PER ACRE, APPROXIMATELY 12 FEET ON CENTER.
 - TWO SMALL CANOPY TREES, SUCH AS DOGWOOD OR REDBUD, MAY BE SUBSTITUTED FOR ONE LARGE CANOPY TREE.
 - REFORESTATION SHOULD CONSIDER THE COMPOSITION OF AREA FORESTS, AND TWO THIRDS OF SELECTED TREES MUST BE LARGE CANOPY. REFORESTATION METHODS SHOULD ACHIEVE 75% FOREST CANOPY WITHIN TEN YEARS.
 - THE MINIMUM SIZE REQUIREMENT FOR REFORESTATION IS SAPLINGS 6-8 FEET IN HEIGHT.
 - IN ADDITION, THE ENTIRE REFORESTATION SHOULD BE COVERED WITH 2-4 INCHES OF ORGANIC MULCH OR WITH A NATIVE SEED MIX IN ORDER TO HELP RETAIN MOISTURE AND PROVIDE A BENEFICIAL ENVIRONMENT FOR THE REFORESTATION.

ANY WORK SHALL BE COORDINATED WITH THE COF STORM WATER COORDINATOR AND WILL BE DEFINED FURTHER IN SITE PLAN SUBMITTAL DOCUMENTS. AT SITE PLAN, A SCHEDULE FOR URBAN RIPARIAN BUFFER ZONE ENHANCEMENT WILL BE APPLIED TO THIS AREA.







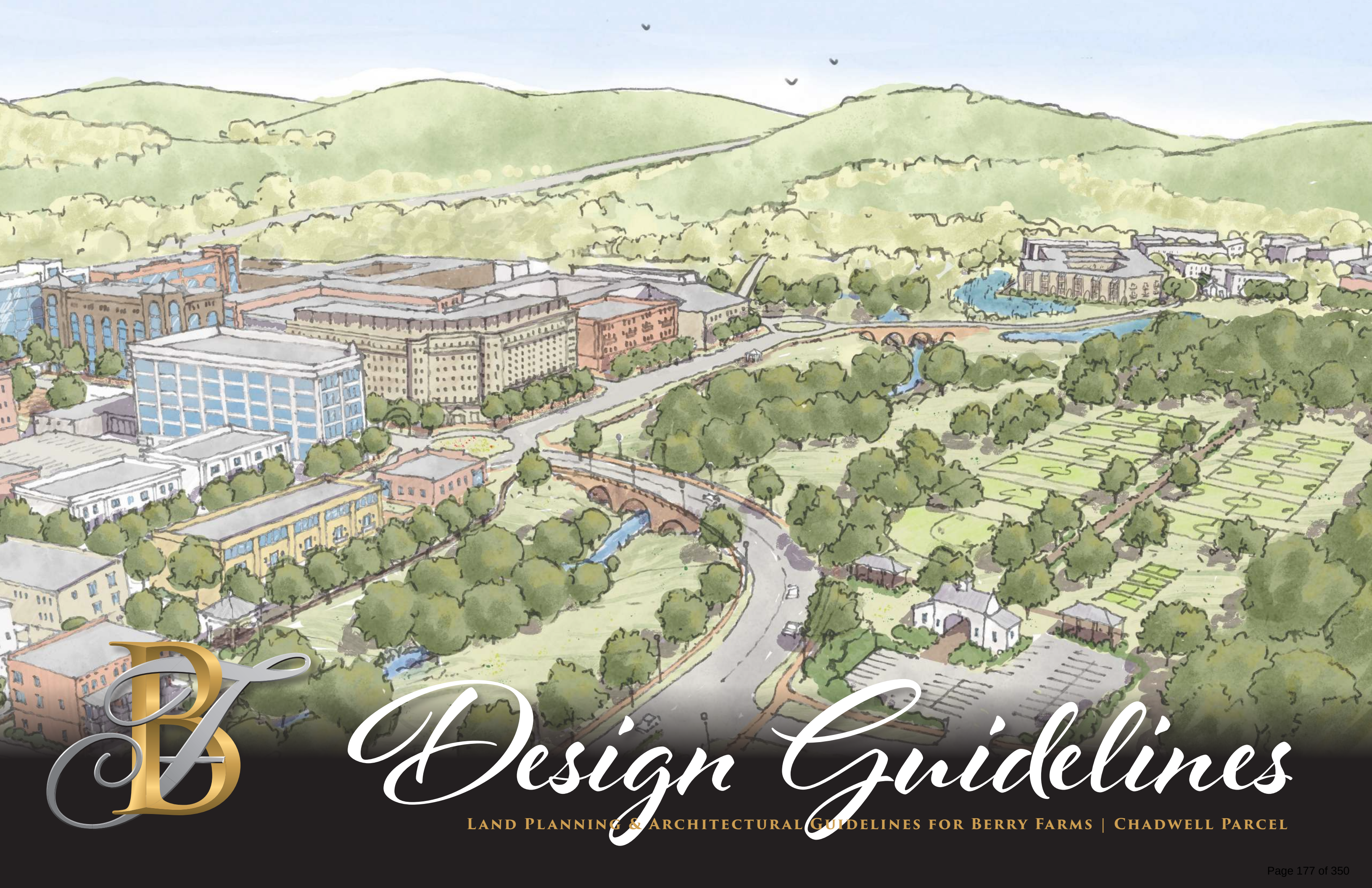


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CONCEPTUAL
ARCHITECTURE

SHEET
AI.3
COP # 7331





Design Guidelines

LAND PLANNING & ARCHITECTURAL GUIDELINES FOR BERRY FARMS | CHADWELL PARCEL



Design Guidelines

PREPARED FOR

BOYLE

BOYLE INVESTMENT COMPANY

CHADWELL PARTNERSHIP
BNB - WCO INVESTORS, LLC
FRANKLIN, TENNESSEE

ORIGINAL AUTHORED DATE: JANUARY 31, 2006

ORIGINALLY PREPARED BY:

LANDDESIGN, INC.
LANDSCAPE ARCHITECTS & LAND PLANNERS

RTKL ASSOCIATES INC,
ARCHITECTS, DESIGNERS, PLANNERS, ENGINEERS AND CONSULTANTS

LITTLEJOHN ENGINEERING ASSOCIATES, INC.
CIVIL ENGINEERING, SURVEYING

LORENCE YOO DESIGN
LANDMARKS

REVISED DATE: SEPTEMBER 03, 2020

REVISED BY:



GAMBLE DESIGN COLLABORATIVE
LANDSCAPE ARCHITECTS & LAND PLANNERS

HISTORICAL
· CONCEPTS ·
ARCHITECTURE & PLANNING

HISTORICAL CONCEPTS
ARCHITECTURE & PLANNING

Kimley»Horn

KIMLEY-HORN
CIVIL ENGINEERING

Design Guidelines



INTRODUCTION.....PG 4 - Project Description / Implementation - Project Location / Vicinity Map - Envision Franklin / Existing Conditions - Existing Soils - Character Elements	SITE SIGNAGE AND GUIDELINES.....PG 62 - Introduction & General Conditions - Requirements - Definition of Terms - Project Logos - Project Typefaces - Colors & Materials - Site Signage Overview - Intersection Locations - Marketing & Construction Signage Drawings - Tenant Signage Drawings
CHADWELL MASTERPLAN.....PG 9 - Concept Masterplan - Masterplan Guidelines - Perspectives - Character Images	
STREET AND THOROUGHFARE STANDARDS.....PG 18 - Phasing Plan - Street Types - Street Sections	
SITE AMENITIES.....PG 25 - Miscellaneous Amenities - Lighting - Site Furniture - Street Signs	
ARCHITECTURAL GUIDELINES.....PG 34 - Design Foundation - Design Principles 1. Proportion 2. Hierarchy A. Centrality B. Hierarchy of Building Planes C. Massing 3. Differentiation 4. Balance 5. Consistency 6. Simplicity 7. Solidity 8. Respect for the Public Realm - Architectural Details - Building Types - Parking Matrix and Building Heights	

I. INTRODUCTION

The Berry family or its relatives have owned the underlying land for multiple generations – stretching back to the earliest history of Franklin, Tennessee. The overall property is composed of three tracts that straddle the I-65/Goose Creek Bypass interchange and total over 602 acres. The northern tract (known as Rural Plains) is 223 acres. The southeastern tract (known as Reams Fleming) encompasses 235 acres, and the southwestern tract (known as Chadwell) exceeds 144 acres. Construction of both the Rural Plains Tract and the Reams Fleming Tract is ongoing.

Avalyn Berry Swain and her nephew Tyler Berry are direct descendants of John Hughes who moved to Williamson County in 1828 with his wife Sally Martin Hughes to care for her brother, General “Buck” Martin. Hughes lived much of his life in the house still standing on the north-western tract. The property originally was known as Meadowbrook, but John Hughes began referring to it as “Rural Plains” as it has continued to be called ever since, and as it is recognized in many historical and architectural books on middle Tennessee and Williamson County. The original house was built between 1806 and 1812. Not far from its boundaries the fourth United States Cavalry ambushed the rear element of the Third Tennessee Cavalry during the battle of Franklin



NOTE [4]

PRIMARY DESIGN GOAL

Our primary design goal is to create a community rich in uses that evokes the small town character of the past, provides a memorable gateway into Franklin and preserves the remembrance of the Berry family’s history on the property. This means that not only does the Berry Property have an opportunity to contribute to the dialogue of how American suburban areas grow, but its scale and economic setting require it to include within its boundaries uses rarely grouped together by suburban developers. We have the chance to encompass almost the entirety of uses found within towns as we historically have known them. Practically, this means that we gracefully must include on one end of the spectrum commercial uses and at the other end fine residences.

SECONDARY DESIGN GOALS

SENSE OF PLACE.

We want a strong sense of place that springs from the following:

- A. Middle Tennessee historic design heritage, for both landscape and buildings with particular attention to the design foundations of the Federal architecture upon which Franklin was founded.
- B. An overall development that fits gently into the wide open rolling terrain.
- C. A development that provides accessibility to Five Mile Creek while simultaneously protecting it.
- D. An overall image that at least in several districts feels like the best of “small town”. We want a clear sense of two things: being in Franklin and being in the Berry property. If you are a visitor from New York who visits a district in Franklin, you should have a sense of both the regional identity of old Franklin but also a unique sense of being on the Berry Farms. In other words, we are looking for two levels of identity and sense of place.

KINDNESS AND GRACIOUSNESS.

These values should be the hallmark of the Berry Property. We want to deal as gently as possible with both the land, the visitor, employees and residents. This attitude can be thought of as symbolic of small southern communities. We want to have kindness and graciousness as a design goal throughout the development. There are many ways it can be revealed.

ENVIRONMENTAL SENSITIVITY.

We want to deal with the natural environment as sensitively as possible. This includes protection of the natural habitat along Five Mile Creek as well as the provision of strict erosion control measures during development. All of our consultants are aware of our concerns and have advised us of the best possible ways to achieve minimum negative impact on the overall environment.

CLIMATE SENSITIVITY.

Vernacular architecture always reflects its climatic context. At “Chadwell” we want historically relevant techniques of dealing with climatic conditions and specific techniques for inclusion according to the type of use or district. Southern porches, tall ceilings, roof pitches, “shade” trees, and sweeping allees to channel the prevailing winds which come from the southeast are examples of climatically derived features which help reinforce a sense of place.

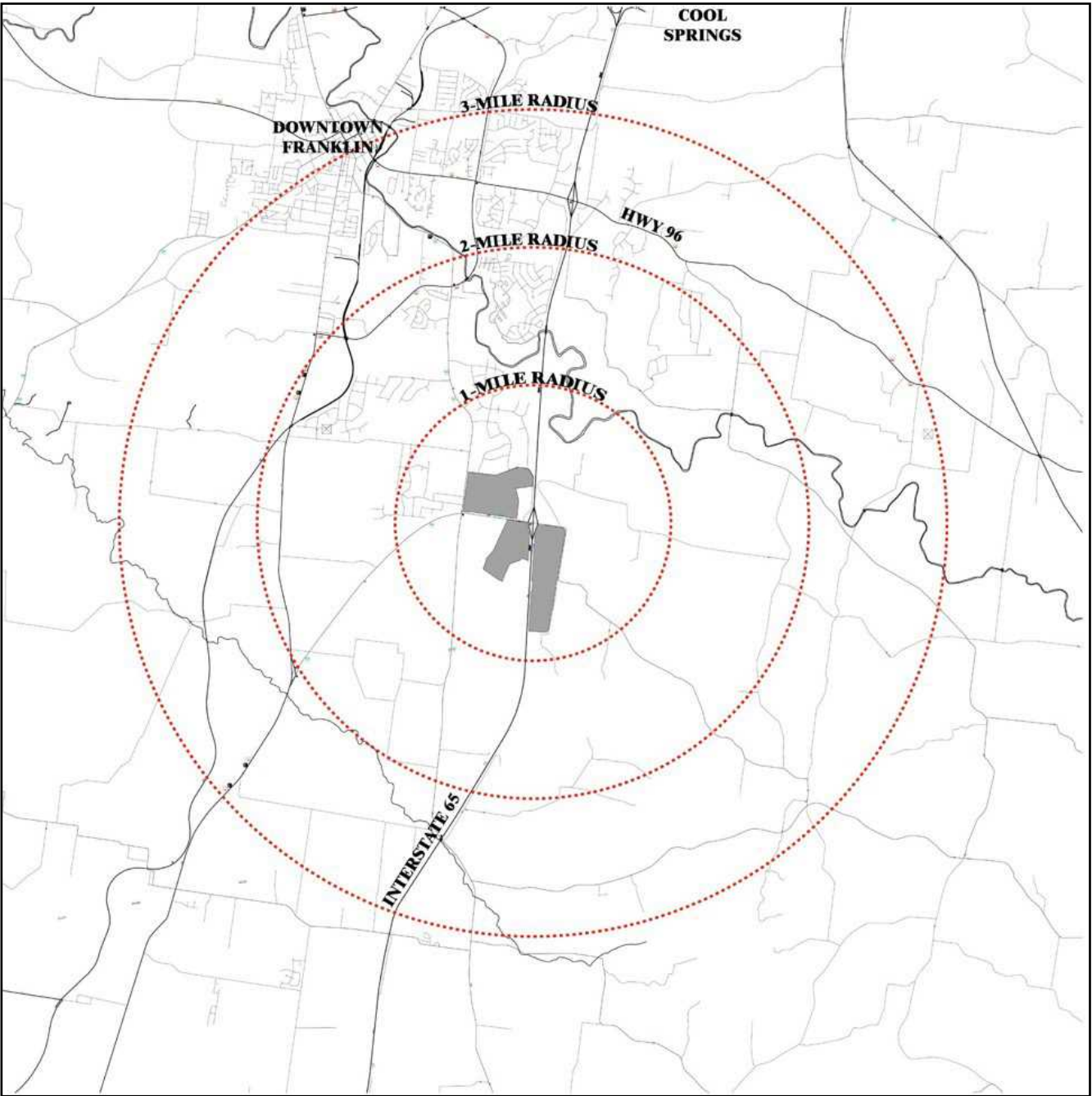
PEDESTRIAN SENSITIVITY.

Every building should be logically and obviously tied to a thoughtful pedestrian system which knits together the entire community. Part of our best images of the past, sensitivity to the pedestrian is a lost art. We need to choose appropriate treatments that vary between conditions (along the boulevards versus minor streets for example). Street furniture includes benches, trash containers, street and walk lighting, bollards, shade trees, telephone stations, mailboxes and bus stops. These must be appropriate to our overall goals as well to frequency and location.

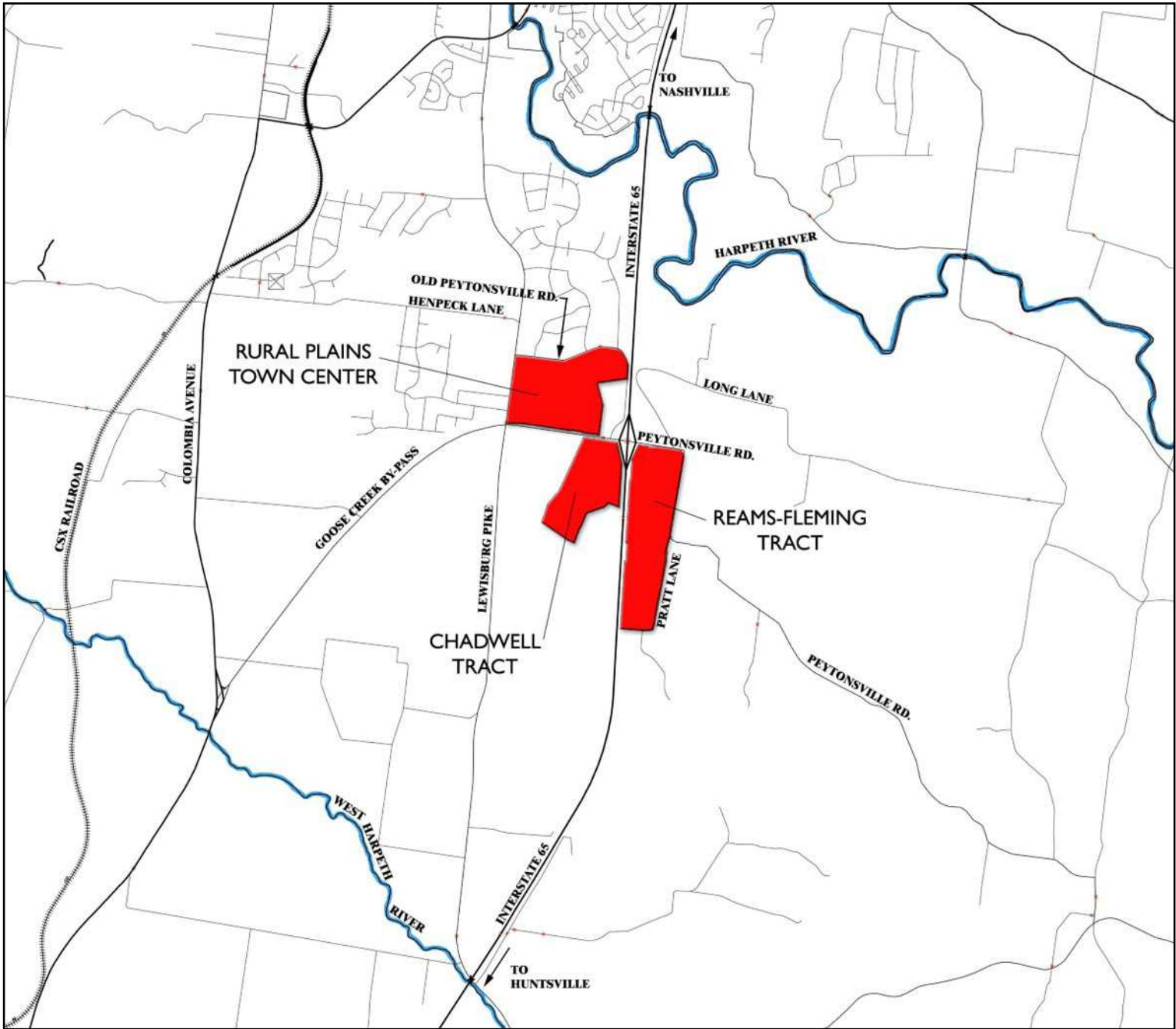
FOUNDATION FOR OUR DESIGN IMAGE.

Franklin’s town square was donated in 1799. “Rural Plains” was being built between 1806 and 1812. American architecture was still under the influence of the neoclassical revival that had swept England and France during the last third of the 18th century. Jefferson was finishing his great work, Monticello, and beginning to envision the architecture of the University of Virginia. Excavations of Roman ruins at Pompeii and Herculanaeum prompted the attention of British and French architects to the cheerful and intimate aspects of Roman houses while Andrea Palladio’s architectural work of the mid 1500’s enjoyed renewed interest. What we hope to do for the Berry property is emphasize the basic aspects of an architectural approach sympathetic to these roots, particularly as they found expression in the middle Tennessee region.

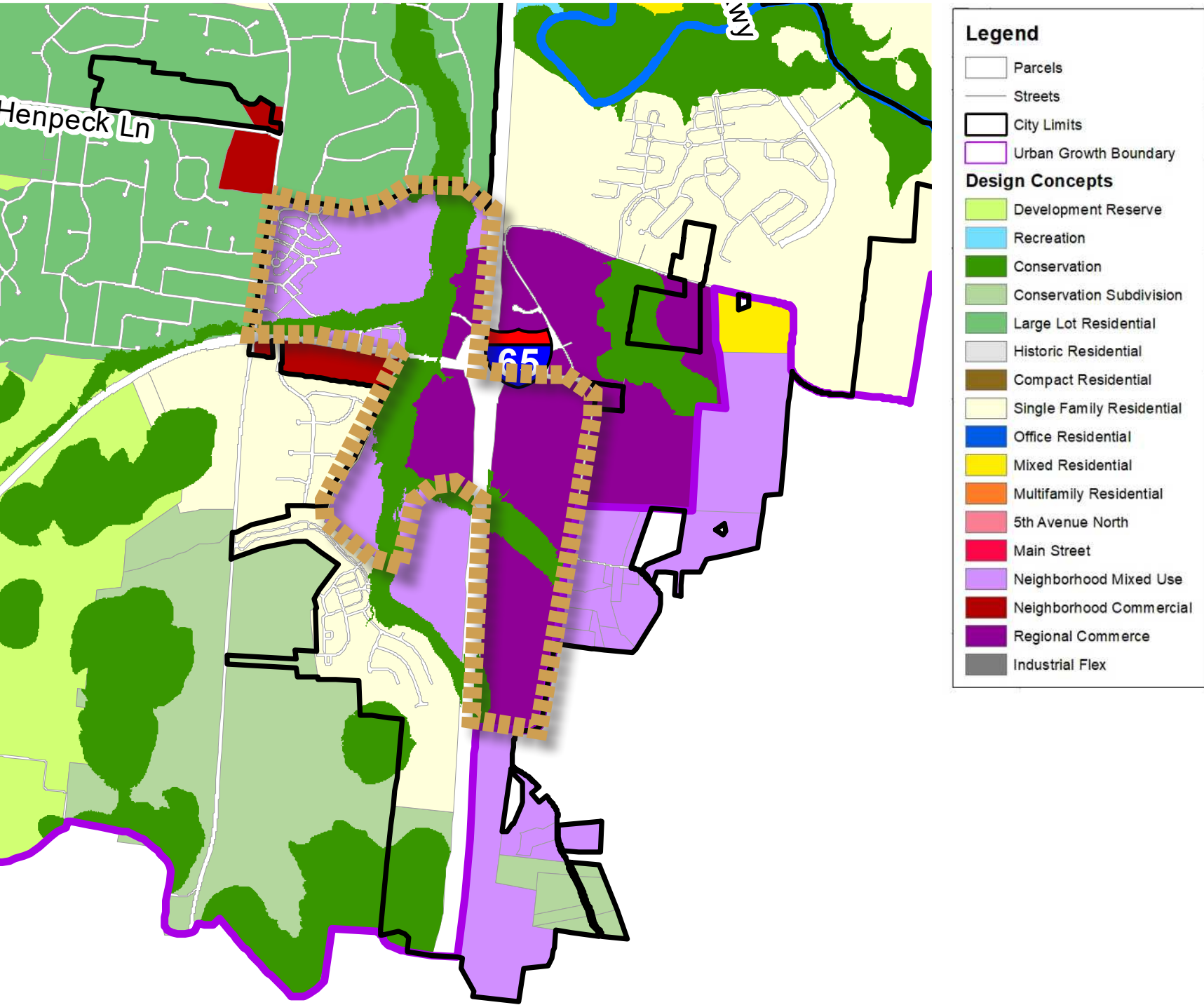
- A focus on classical geometrical proportions.
- A soft brick, limestone and natural stone palette with limited contrast on masonry buildings with light accents on trim, cornice and base. The brick may also be painted so long as it fits within the overall color palette of the community. Clapboard buildings for residential scale buildings are also appropriate, having been used throughout Williamson County.
- These almost universally were painted white with no color change for fascia or trim.
- A restrained but clear expression of entrance.
- A massing organization that works off a central axis, with dominant, secondary and even tertiary flanking elements.
- A clear distinction between the base of a building, its middle and top. Buildings which “engage” the street with almost no exception. This will mean primary building facades will be parallel to their street frontage and buildings whose placement and massing emphasize the underlying road geometry.



REGIONAL CONTEXT



LOCAL CONTEXT



ENVISION FRANKLIN - GOOSE CREEK STUDY
UPDATE

NOTE [5]



Symbol	Description
ArA	Armour silt loam, 0 to 2 percent slopes.
ArB	Armour silt loam, 2 to 5 percent slopes.
ArB2	Armour silt loam, 2 to 5 percent slopes, eroded.
ArC	Armour silt loam, 5 to 12 percent slopes.
ArC2	Armour silt loam, 5 to 12 percent slopes, eroded.
AtC3	Armour silty clay loam, 5 to 12 percent slopes, severely eroded.
CaB	Captina silt loam, phosphatic, 2 to 5 percent slopes.
CaB2	Captina silt loam, phosphatic, 2 to 5 percent slopes, eroded.
CkD	Culleoka silt loam, 12 to 20 percent slopes.
CkD3	Culleoka silt loam, 12 to 20 percent slopes, severely eroded.
DoB2	Donerail silt loam, concretionary, 2 to 5 percent slopes, eroded.
Du	Dunning silt loam, phosphatic.
Eg	Egam silt loam, phosphatic.
Gu	Gullied land.
HeC2	Hampshire-Colbert silt loams, 5 to 12 percent slopes, eroded.
HeD2	Hampshire-Colber silt loams, 12 to 20 percent slopes, eroded.
Hu	Huntington silt loam, phosphatic.
La	Lanton silt loam, phosphatic.
Lp	Lindside silt loam, phosphatic.
MnE	Mimosa very rocky soils, 20 to 40 percent slopes.
Rc	Rockland.
SrC3	Stiversville clay loam, 5 to 12 percent slopes, severely eroded.
SrD3	Stiversville clay loam, 12 to 20 percent slopes, severely eroded.

Symbol	Description
StB2	Stiversville silt loam, 2 to 5 percent slopes, eroded.
StC2	Stiversville silt loam, 5 to 12 percent slopes, eroded.
StD2	Stiversville silt loam, 12 to 20 percent slopes, eroded.
TvD	Talbott very rock soils, 2 to 15 percent slopes.

Based upon data obtained Williamson County Soil Survey from the United States Department of Agriculture Soil Conservation Service, Series 1961, No. 5



CHADWELL MASTERPLAN

Concept Masterplan
Masterplan Guidelines
Perspectives
Character Images



CHADWELL TRACT

The buildings and sites on the Chadwell site are designed to include a mix of uses throughout the site. A range of office, retail, hotel, residential, and civic uses may be integrated in both vertical and horizontal mixed-use configurations. Generally buildings or landscape buffers have been designed to form a consistent edge on the street that encloses the block to create defined streets and pedestrian areas. The buildings are designed to encourage pedestrian activity by addressing a human scale through the use of arcades, awnings, frequent building entrances, and large ground windows. In addition, the sidewalk areas will include walkways, benches, kiosks, pedestrian scaled lighting, on-street parking to shield pedestrians from vehicular traffic, mature shade trees, and plants with seasonal color to further enhance the pedestrian experience. All buildings within its district will have consistent architectural style that is reminiscent of the regional vernacular not only in form, but in use of materials as well. While primary building entrances will be facing the street or main parking area, buildings will be designed to be appealing from all sides. Shared service areas will occur between buildings where possible in order to easily screen them from public view. Buildings are grouped with consistent heights and density.

When parking occurs in front of buildings, where applicable a street configuration will divide the buildings from the parking with landscape and sidewalk areas on both sides of the street in order to enclose and define the parking areas. In addition, the parking areas may be compartmentalized within the interior islands, decorative fences, dense landscaping and trees to reduce the amount of paved areas in the parking fields.

The street circulation system is designed to allow easy movement between uses for both vehicular and pedestrian traffic. The streets will include on street parking to reduce traffic speed and to shield pedestrians from vehicular traffic. The intent is to provide for the needs of automobile traffic, but to encourage pedestrians to experience and explore the project's human scaled qualities.

NOTE [6]



NOTE [6]

PERMITTED USES: All principle and accessory uses permitted or permitted with additional use regulations for planned districts under section 5.1 and 5.2 of the Zoning Ordinance. Accessory Dwellings, Independant Living, and Assisted Living permitted.

BUILDING TYPES: Commercial / Mixed-Use Buildings, Civic Buildings, Multi-Family, Multiplex, Duplex, and Townhomes.

BUILDING FORM:

APARTMENT HOUSE: multiple unit buildings with apartments vertically arranged and with parking located near the building. Units may be for rental or for sale in condominium or cooperative ownership. Apartment blocks are a building type accommodating multiple dwellings disposed above and beside each other, sharing a common entry. Apartment buildings may be perimeter blocks, urban villas, and forecourt yard apartments.

Apartments are a rear yard residential building type. This building type occupies the full frontage of its lot. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. The rear yard accommodates substantial parking, while the front façade may accommodate on street parking.

Lobby apartment building: units enter off stair lobby with two to four units per floor.

Corridor apartment building: units enter off double-loaded corridor, with six or more units per floor.

Double decker: two unit buildings with one unit located directly above the other

FLEX APARTMENT HOUSE: a rear yard, flexible commercial building type with one or two dwellings and a commercial space. Common walls are permitted on the side lot lines. Multiple unit buildings with the first story available as commercial space, either leased independently or in conjunction with the apartments above (via internal stairs). Units may be for rent or for sale in condominium or cooperative ownership.

LOFT BUILDING: multiple-unit buildings with units available for either residential or commercial use. The ceilings must be high to permit a greater distance from windows required in commercial units. Units may be for rent or for sale in condominium or cooperative ownership.

FLEX TOWNHOUSE: a rear yard, flexible commercial building type with one dwelling and a commercial space. Common walls are permitted on the side lot lines. Rowhouse with the first story available as a commercial space, either independently leased or in conjunction with the residential unit above. A rear alley or parking lot may accommodate the additional parking requirement.

TOWNHOME: buildings with two or more units, located side by side, with or without an ancillary building, either as a detached outbuilding or an attached backbuilding to the rear. The outbuildings can be used as garages, ancillary rental units, or garages with apartments on the second story. Units may be for rent or for sale, either fee simple or condominium/cooperative ownership.

NOTE [7]

The Townhome is a rear yard residential building type with common walls on the side lot lines, the facades reading continuously.

The building facade steadily defines the edge of the public space, while the rear elevation may be articulated for functional purposes. Usually served by alleys, with on street parking in front of the dwelling.

FLEX HOUSE: a rear yard, flexible commercial building type with one dwelling and a commercial space. Common walls are permitted on the side lot lines. Single-family house or townhouse with the front of the building available as a commercial space or as an ancillary rental unit.

MANSION: a building similar in appearance to a large single-family detached house, regulated in form but flexible in use. The building is able to accommodate a wide variety of uses, including apartments for rent or sale, single-room occupancy (boarding house), bed and breakfast inn, small professional offices, ground-floor retail or restaurant. Units may be for rent or sale, condominium/cooperative ownership.

NEIGHBORHOOD STORE: a retail shop where residential units or offices can be located above.

SHOPPING DISTRICT: a building providing general merchandise, a range of services, recreation facilities, as well as restaurants.

OFFICE BUILDING: a fixed commercial building type with commercial use throughout. Common walls are permitted on the side lot lines. Office buildings are among the largest urban type as they must accommodate floor plates of modern corporation buildings. Office buildings shall front thoroughfares with parking relegated generally to the side or rear of the building. Retail is permitted on the ground floor.

CIVIC: Location of civic uses are conditional by approval of the Franklin Municipal Planning Commission (e.g.: church, daycare, schools, post office, community center, fire station, YMCA, library, Performing Arts Center, clubhouse, Continuum of Care Facilities, Assisted Living, and others). Proposed locations are preliminary in location and subject to change.

BUILDING PLACEMENT:

1. Lot lines fronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.

2. Buildings shall have facades generally along frontage lines.

3. The facades and elevations of a building shall be a minimum distance from the frontage and lot lines per the proposed thoroughfare standards section.

4. Primary facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

5. Lot coverage for all buildings shall be a maximum of 80%. Arcades and open porches do not count towards lot coverage.

6. Arcades may be built overlapping the sidewalk per Thoroughfare Street Standards and the Architectural Guidelines.

BUILDING HEIGHT:

1. The maximum overall building height exclusive of attic, roof or parapet and architectural elements shall be measured in number of stories. Refer to the Building Height Matrix (p. 61) for maximum dimensions.

2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.

3. A portion of the building with lot coverage no greater than 900 sq. ft. may exceed the height limit.

4. Fences and garden walls at frontage lines shall be between +2.5 and +4.5 ft. in height.

5. Fences and garden walls at and behind the front facade line shall be at 7 ft. max.

PARKING PLACEMENT:

1. The number of parking places provided shall be as required by Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within alley where applicable.

BUILDING USE:

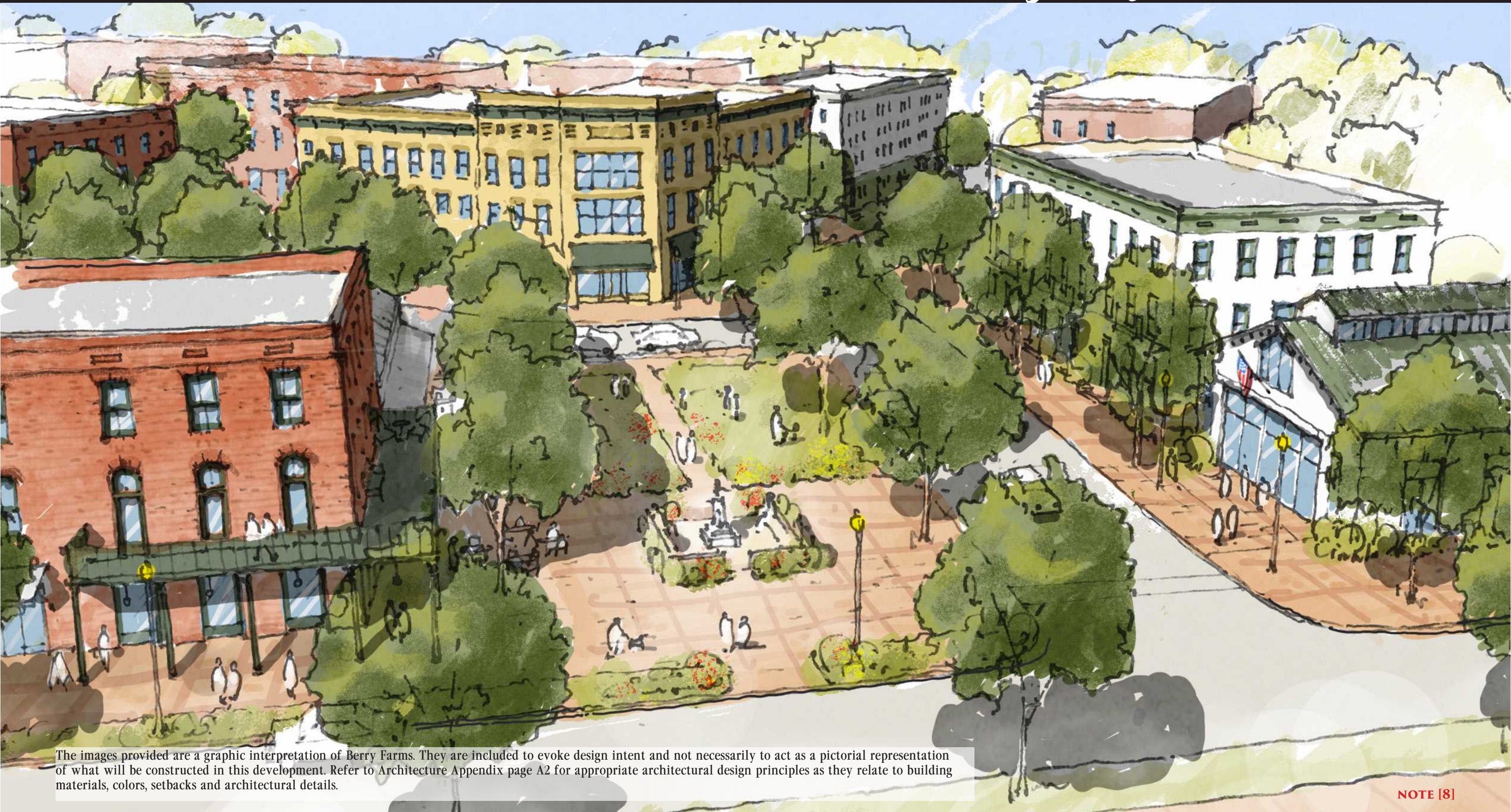
Residential: The number of dwellings is limited by the requirement of 2 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

Lodging: The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom and employee, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times.

Office: The area available for office use is limited by the requirement of 3 spaces/1,000 sq ft. of gross office space, a ratio which may be reduced according to the shared parking standards.

Retail: The area available for retail use is limited by the requirement of 4 spaces/1,000 sq ft. of gross retail space, a ratio which may be reduced according to the shared parking standards.

Civic: Civic uses are conditional by approval of the Franklin Municipal Planning Commission (e.g.: church, daycare, post office, community center, fire station, schools, library, clubhouse, Continuum of Care Facilities, Assisted Living and others). Proposed locations are preliminary and are subject to change.



The images provided are a graphic interpretation of Berry Farms. They are included to evoke design intent and not necessarily to act as a pictorial representation of what will be constructed in this development. Refer to Architecture Appendix page A2 for appropriate architectural design principles as they relate to building materials, colors, setbacks and architectural details.

NOTE [8]



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NOTE [8]



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NOTE [8]

B Design Guidelines

LAND PLANNING & ARCHITECTURAL GUIDELINES FOR BERRY FARMS CHADWELL PARCEL



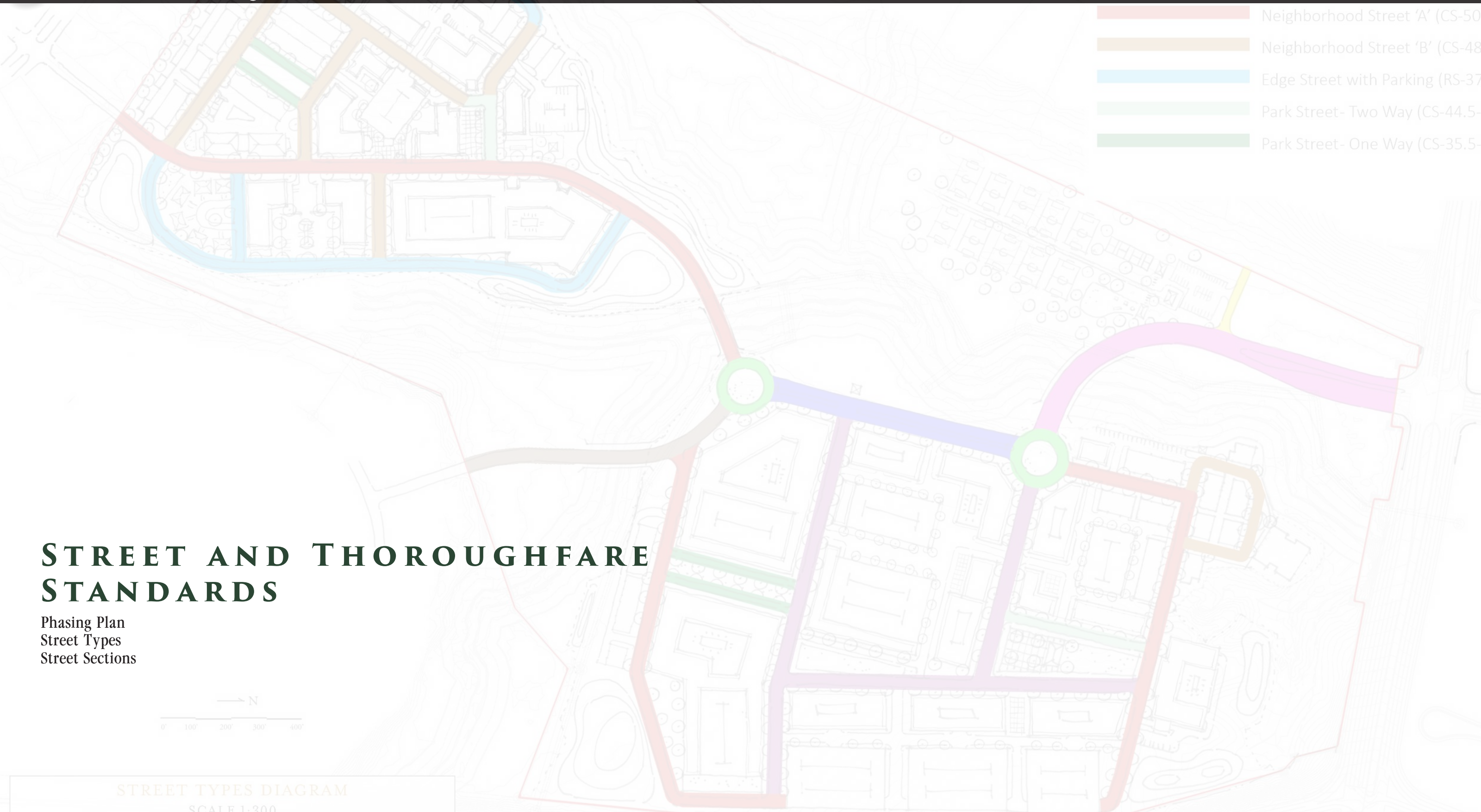
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NOTE [9]



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NOTE [9]



STREET AND THOROUGHFARE
STANDARDS

Phasing Plan
Street Types
Street Sections

PHASING PLAN

Off-Site Improvements:

1. Prior to Berry-Farms Chadwell being fully developed it is assumed the infrastructure improvements required by Reams Fleming, Southbrooke Development, and Berry Farms Town Center have been completed.

2. Infrastructure improvements to Goose Creek Bypass at Berry Farms Crossing/Site Driveway should be phased based on a percentage threshold of total development trips as noted below. The phasing thresholds are based on a percentage of total trips based on the development plan traffic impact analysis, dated February 4, 2021, showing a total number of daily trips for the full development buildout to be +/-41,600.

- Phase 1 - Prior to first Certificate of Occupancy (CO) being issued for any structures within the Chadwell Development, the following improvements shall be constructed.
 - o An exclusive westbound left-turn lane on Goose Creek Bypass
 - o An exclusive eastbound right-turn lane on Goose Creek Bypass
 - o An exclusive northbound left-turn lane at Chadwell Entry Road
 - o An exclusive northbound through lane at Chadwell Entry Road
 - o An exclusive northbound right-turn lane at Chadwell Entry Road
 - o Modification to the southbound approach to be dual southbound left-turn lanes and a shared eastbound through-right lane at BFTC entry road (Berry Farms Crossing)
- Phase 2 - Prior to the CO being issued for the structure that exceeds 30% of the total development trips, the following improvements shall be constructed.
 - o Construction of an additional westbound left-turn lane on Goose Creek Bypass
 - o Construction of an additional northbound left-turn lane at Chadwell Entry Road
 - o Construction of an additional northbound right-turn lane at Chadwell Entry Road
 - o Construction of an additional eastbound through lane on Goose Creek Bypass

3. For each phase noted above of Berry Farms - Chadwell, signal timings adjustments to the Goose Creek Bypass and Lewisburg Pike corridors should be completed. This includes a total of seven intersections at Goose Creek Bypass and Lewisburg Pike, Captain Freeman Parkway, Village Plains Blvd, Berry Farms Crossing, I-65 South Interchange Signal, I-65 North Interchange Signal, and Long Lane at Peytonsville Road.

Internal Road Improvements :

Phase 1 – The entry road, starting at the northern roundabout and connecting the development to Goose Creek Bypass, shall be constructed as a two-lane road on the eastern side of the proposed entry road median through phase 1 of the development and can remain a two lane road up to the point of the need for a Certificate of Occupancy (CO) to be issued that would trigger the 30% threshold of total development trips. The road between the northern and southern roundabouts may or may not be constructed at this time depending on the development pattern of the property. Prior to receiving occupancy on the building that triggers Appendix D of the Fire Code (D1064), an all weather roadway connection from the development to Stream Valley shall be provided. This all weather roadway will be for emergency access and will require an emergency access gate and Knox box at the connection to Stream Valley.

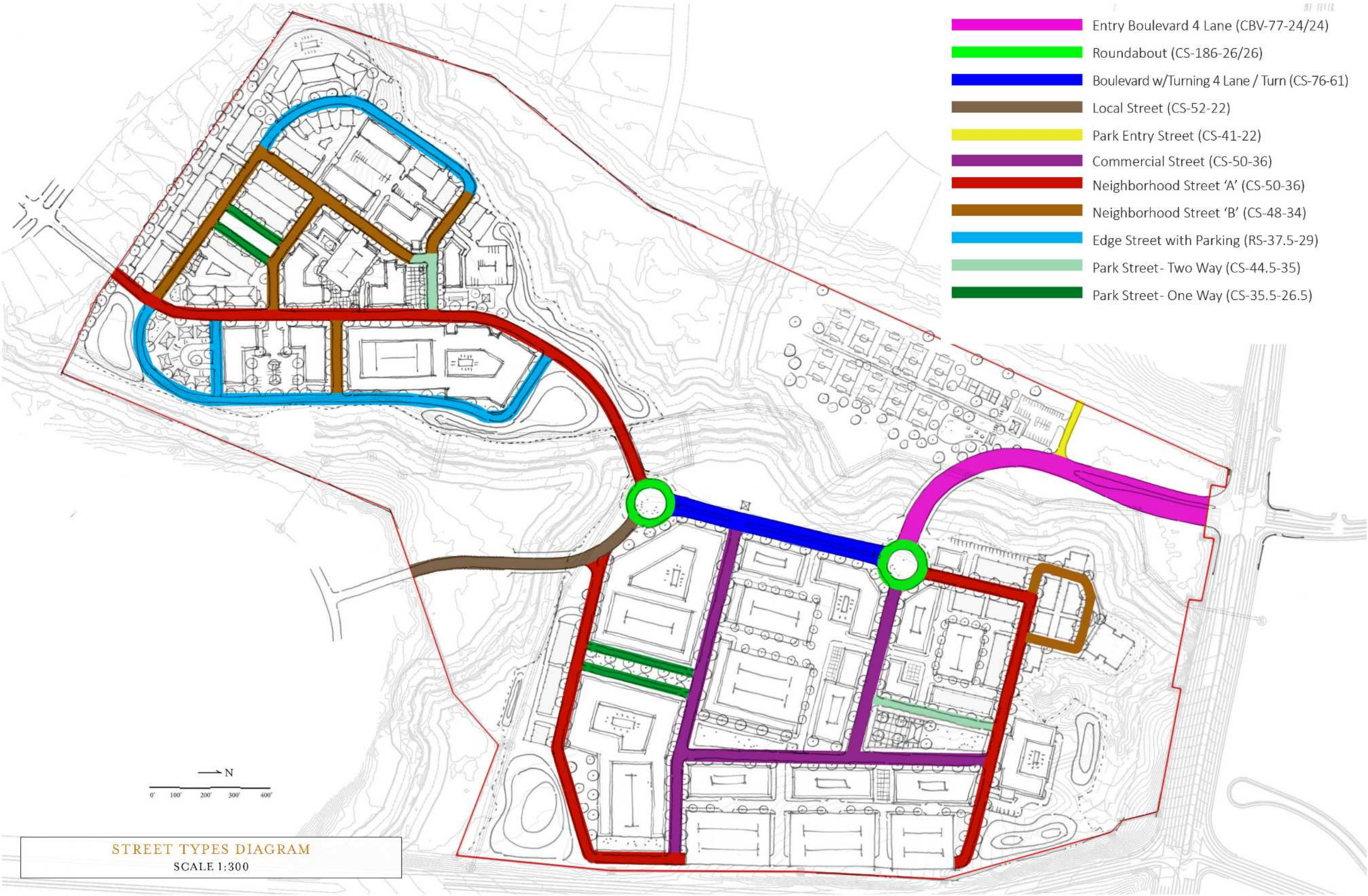
Phase 2 – Prior to the CO being issued for the structure that exceeds 30% threshold of the total development trips, the full four-lane section of the entry road shall be completed. The four-lane section should continue from the northern roundabout to the Goose Creek Bypass intersection. The road between the northern and southern roundabouts may or may not be constructed at this time depending on the development pattern of the property.

Phase 3 – Prior to the CO that would trigger the 50% threshold of total development trips of the North Parcel, or when the first CO is issued for the South Parcel, a paved connection shall be completed from Goose Creek Bypass to Stream Valley and opened for public use. If the connection is only for the 50% threshold of total development trips of the North Parcel, then either connection, as shown above, may be utilized at the Developer's discretion.

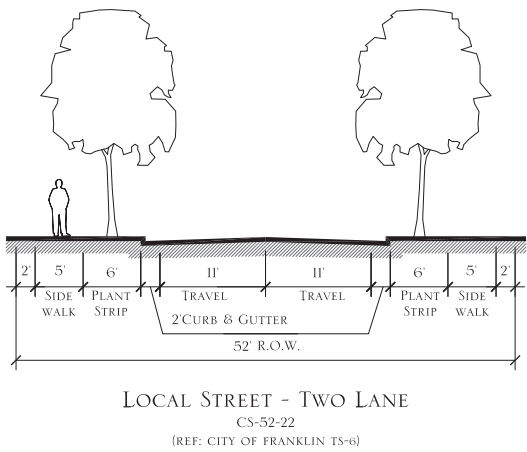
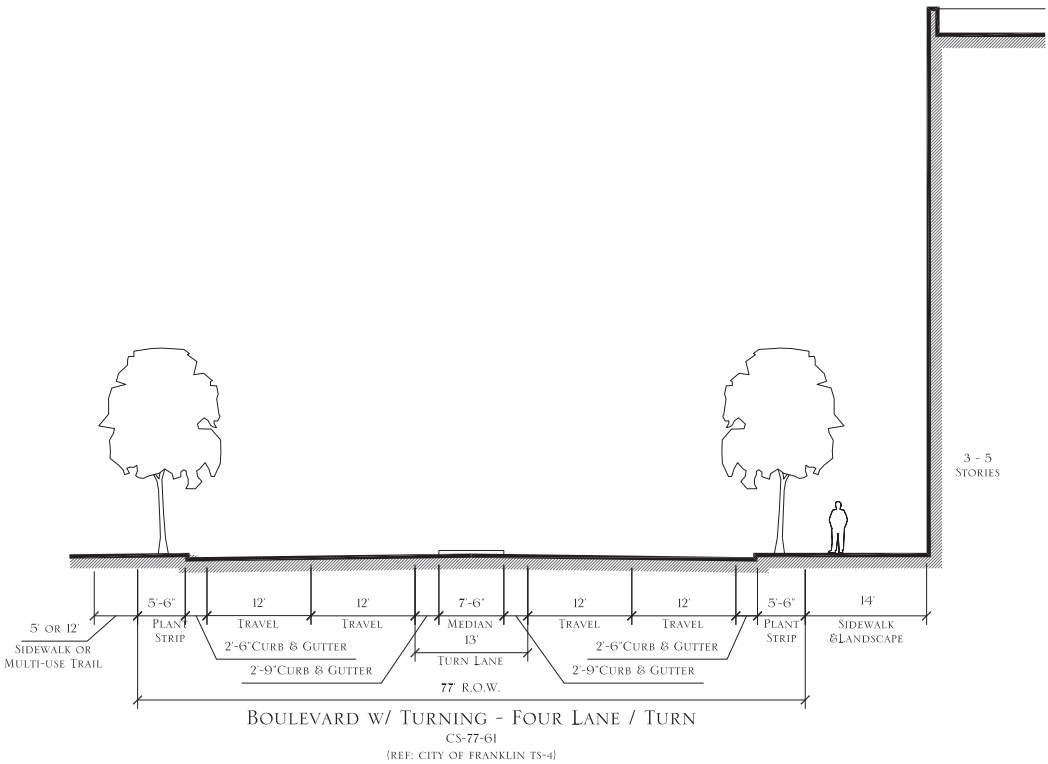
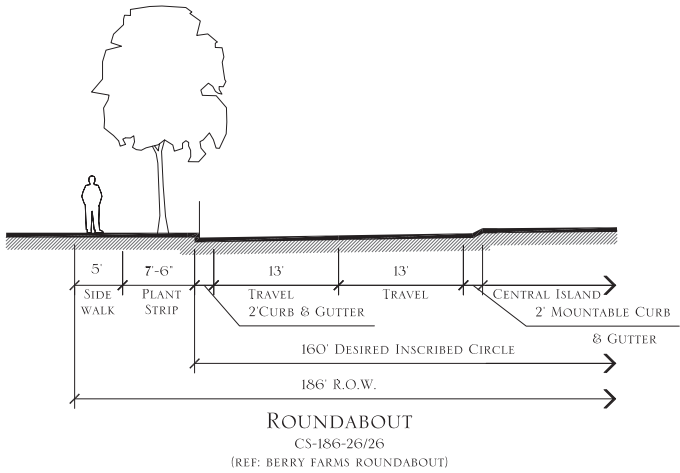
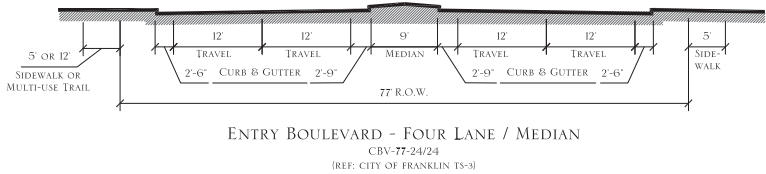
Phase 4 – Prior to the CO that would trigger the 50% threshold of total development trips of the North Parcel and the 75% threshold of total development trips of the South Parcel, a second paved connection to Stream Valley shall be completed and opened for public use.



NOTE [10]

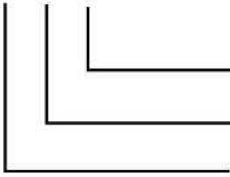


NOTE [11]



THOROUGHFARE DESIGNATIONS

XX-XX-XX

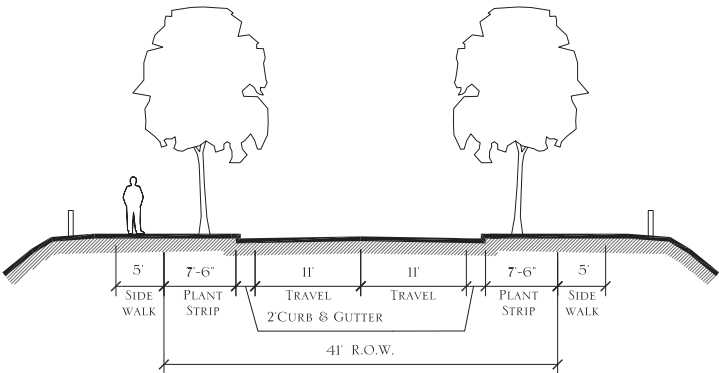


PAVEMENT WIDTH
RIGHT OF WAY WIDTH
THOROUGHFARE TYPE

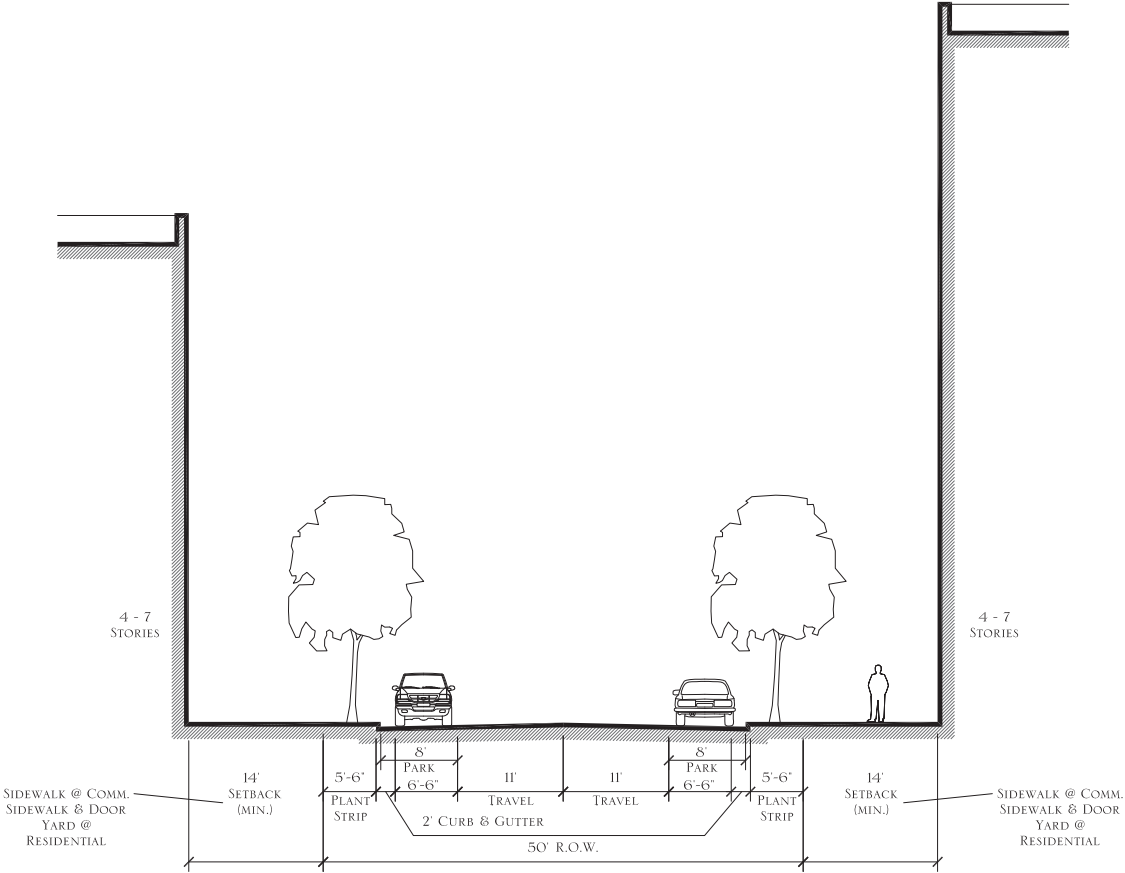
THOROUGHFARE TYPES

CBV - COMMERCIAL BOULEVARD
RBV - RESIDENTIAL BOULEVARD
CS - COMMERCIAL STREET
RS - RESIDENTIAL STREET
CA - COMMERCIAL ALLEY
RA - RESIDENTIAL ALLEY

NOTE [12]



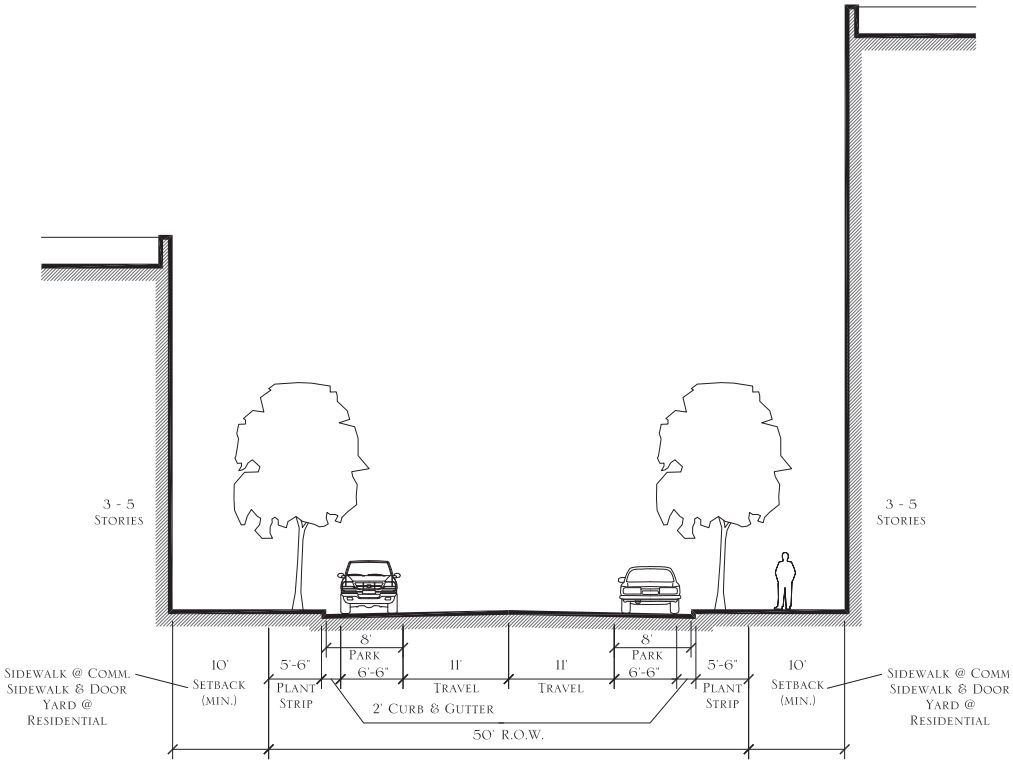
PARK ENTRY STREET
CS-41-22
(REF: STREET SECTION 6 CHADWELL PATTERN BOOK)



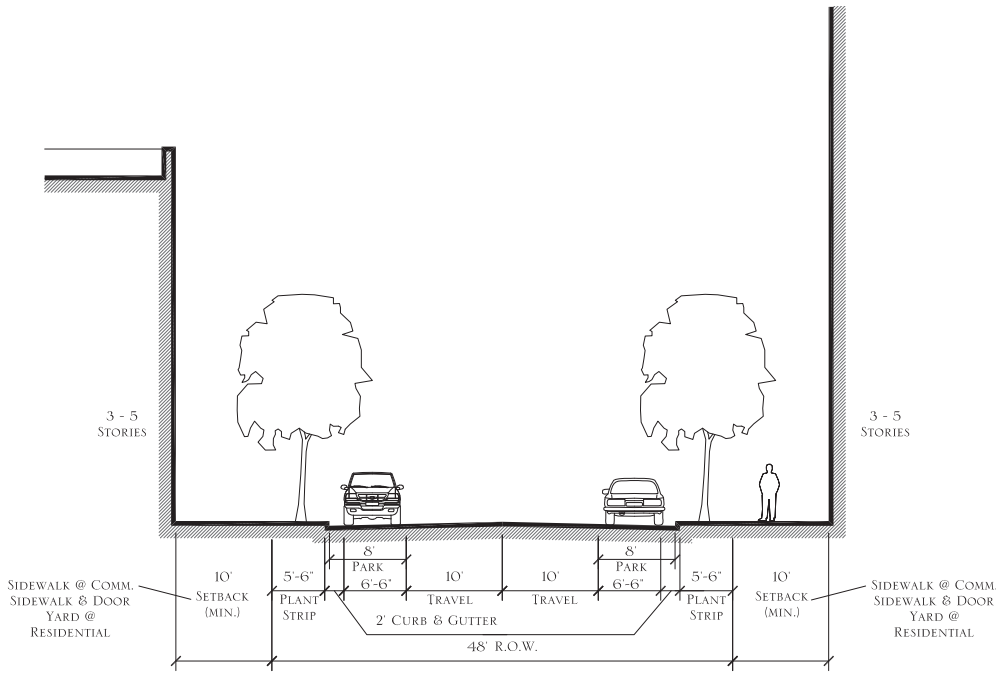
COMMERCIAL STREET
CS-50-36
(REF: STREET SECTION 1 CHADWELL PATTERN BOOK)



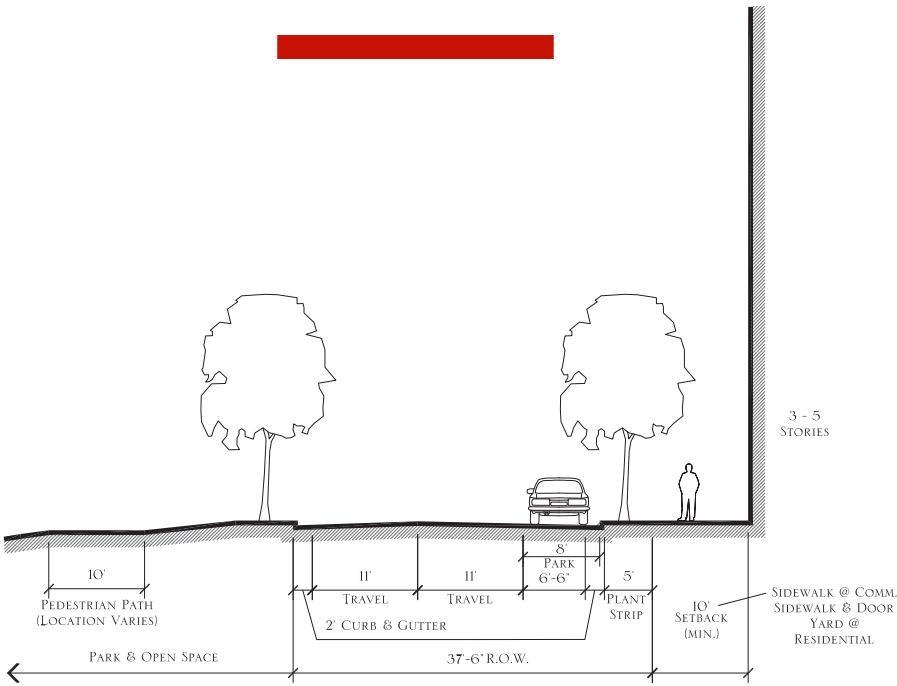
NOTE [12]



TYPICAL NEIGHBORHOOD STREET 'A'
CS-50-36
(REF: STREET SECTION 1 CHADWELL PATTERN BOOK)

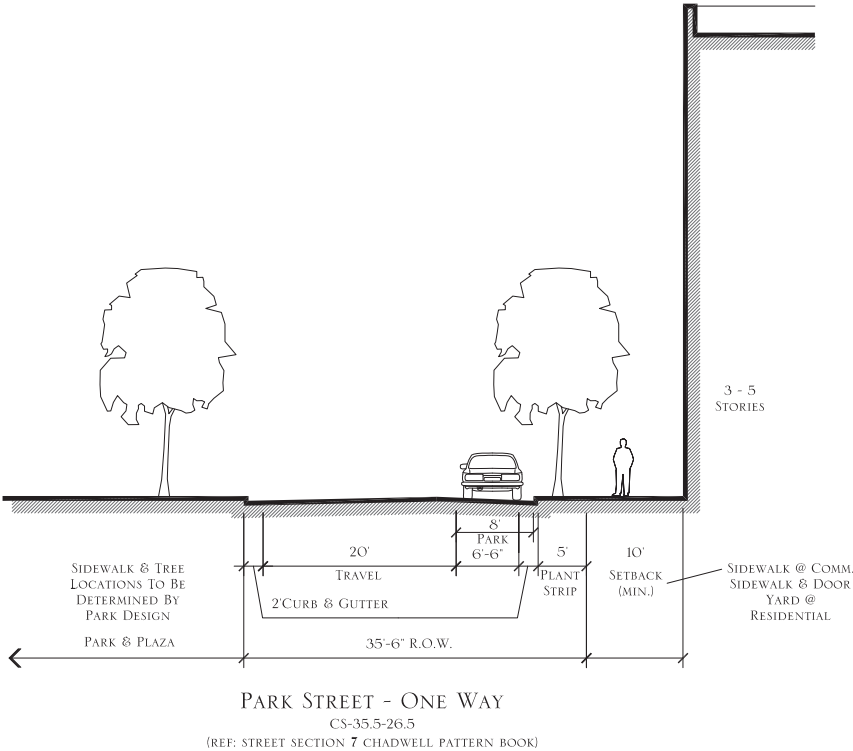
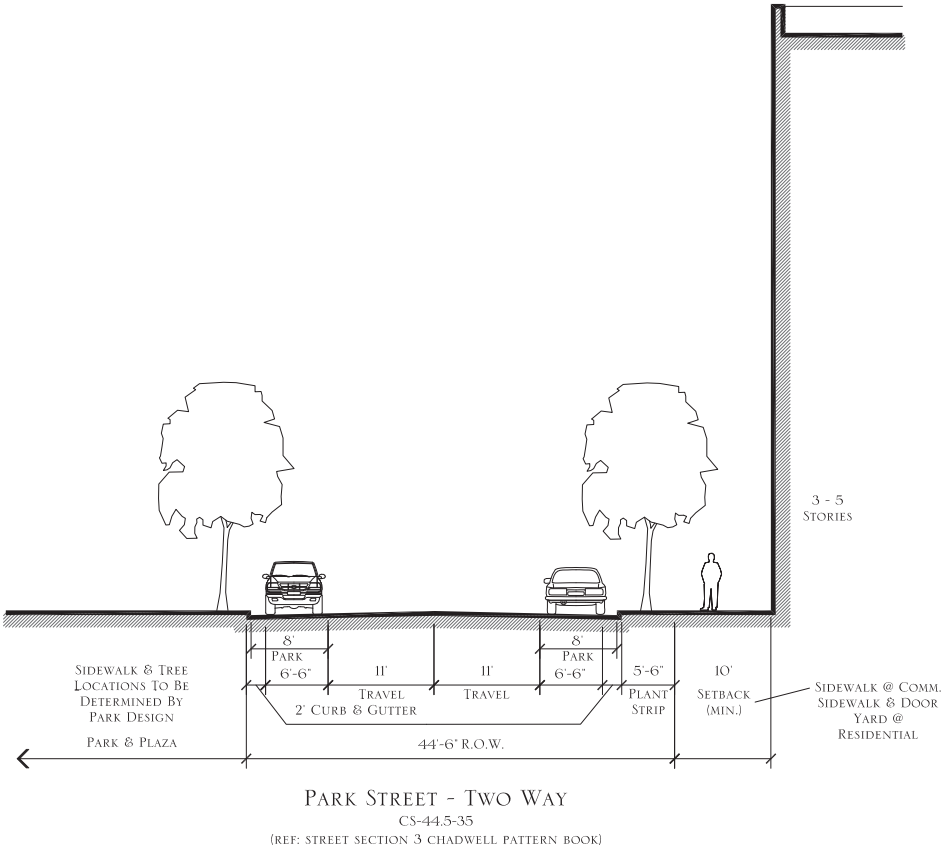


TYPICAL NEIGHBORHOOD STREET 'B'
CS-48-34
(REF: STREET SECTION 1 CHADWELL PATTERN BOOK)



EDGE STREET WITH PARKING
RS-37.5-28.5
(REF: STREET SECTION 3 CHADWELL PATTERN BOOK)

NOTE [12]



NOTE [12]

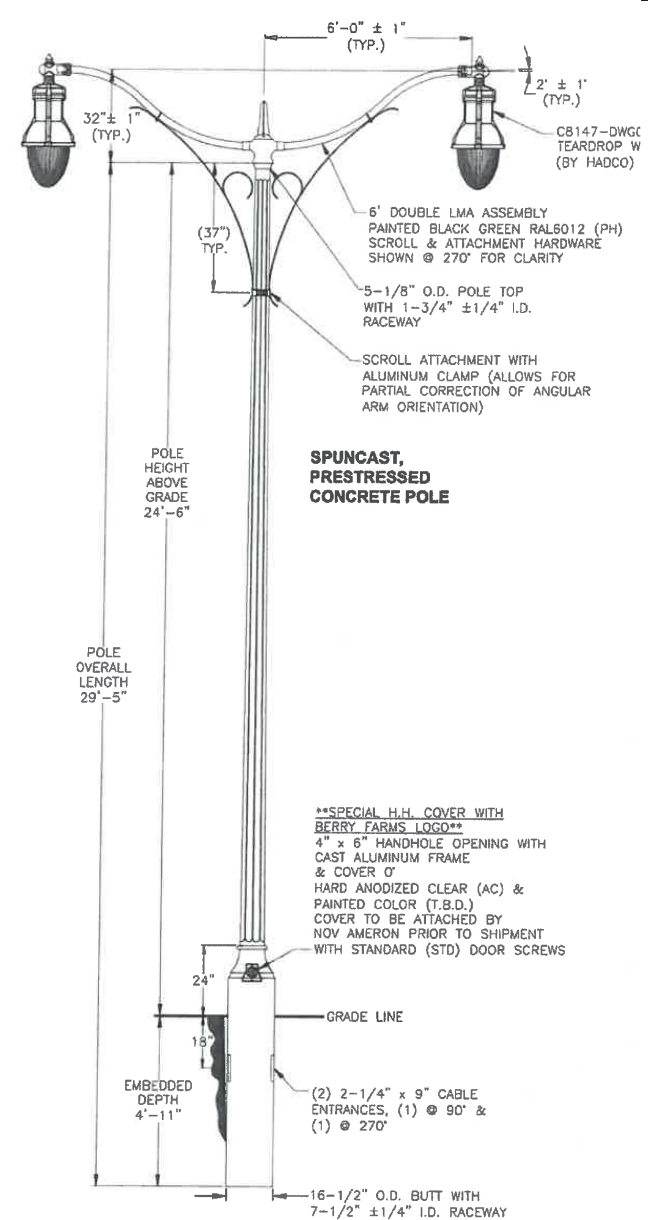
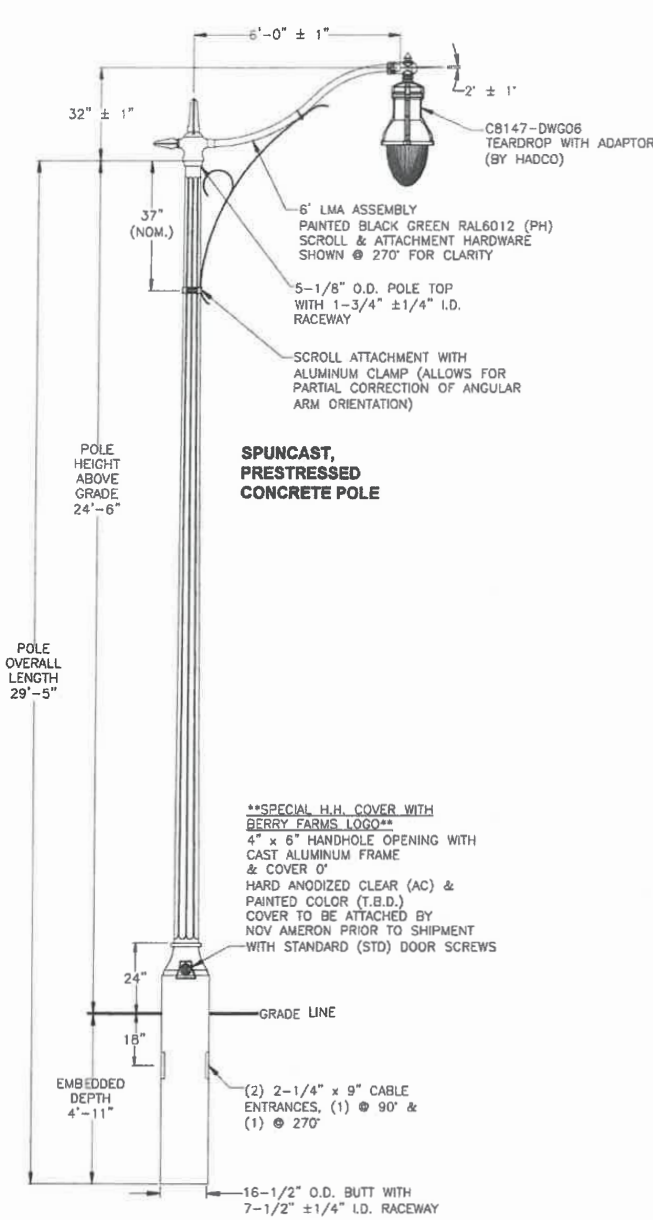
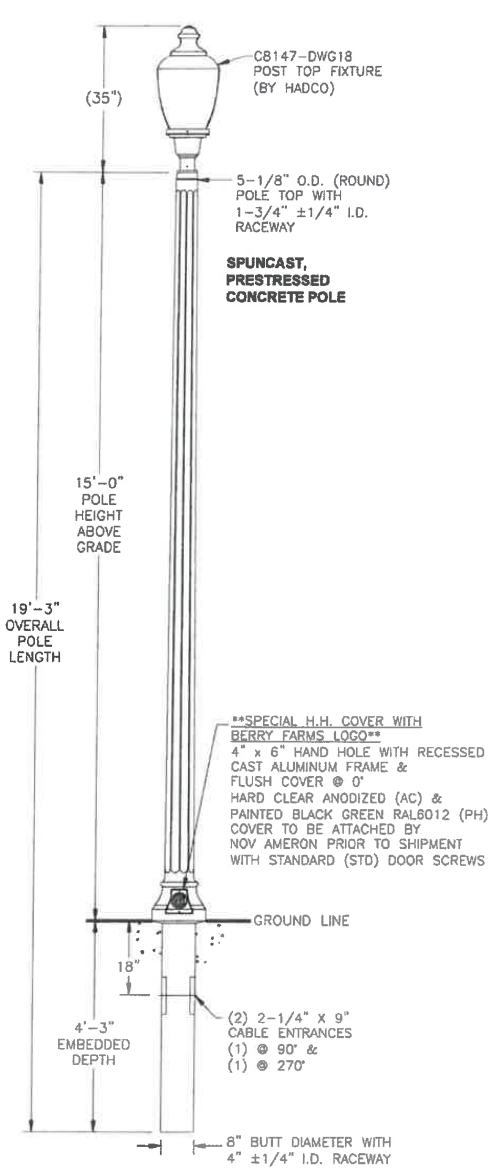
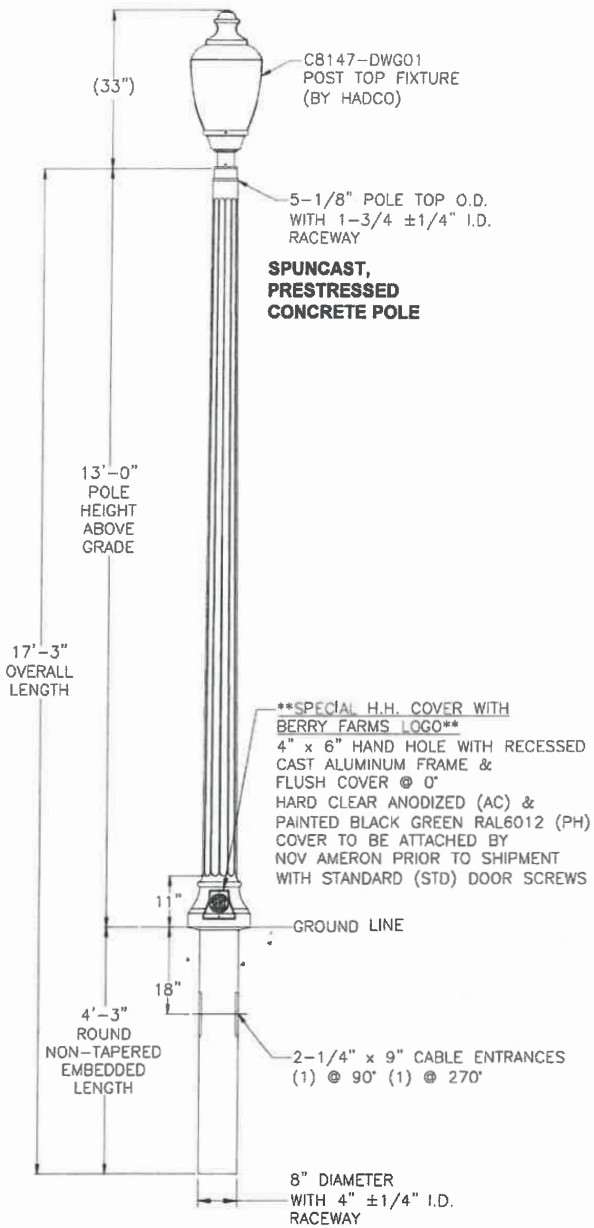


SITE AMENITIES

- Miscellaneous Amenities
- Lighting
- Site Furniture
- Street Signs

B Design Guidelines

LAND PLANNING & ARCHITECTURAL GUIDELINES FOR BERRY FARMS CHADWELL PARCEL

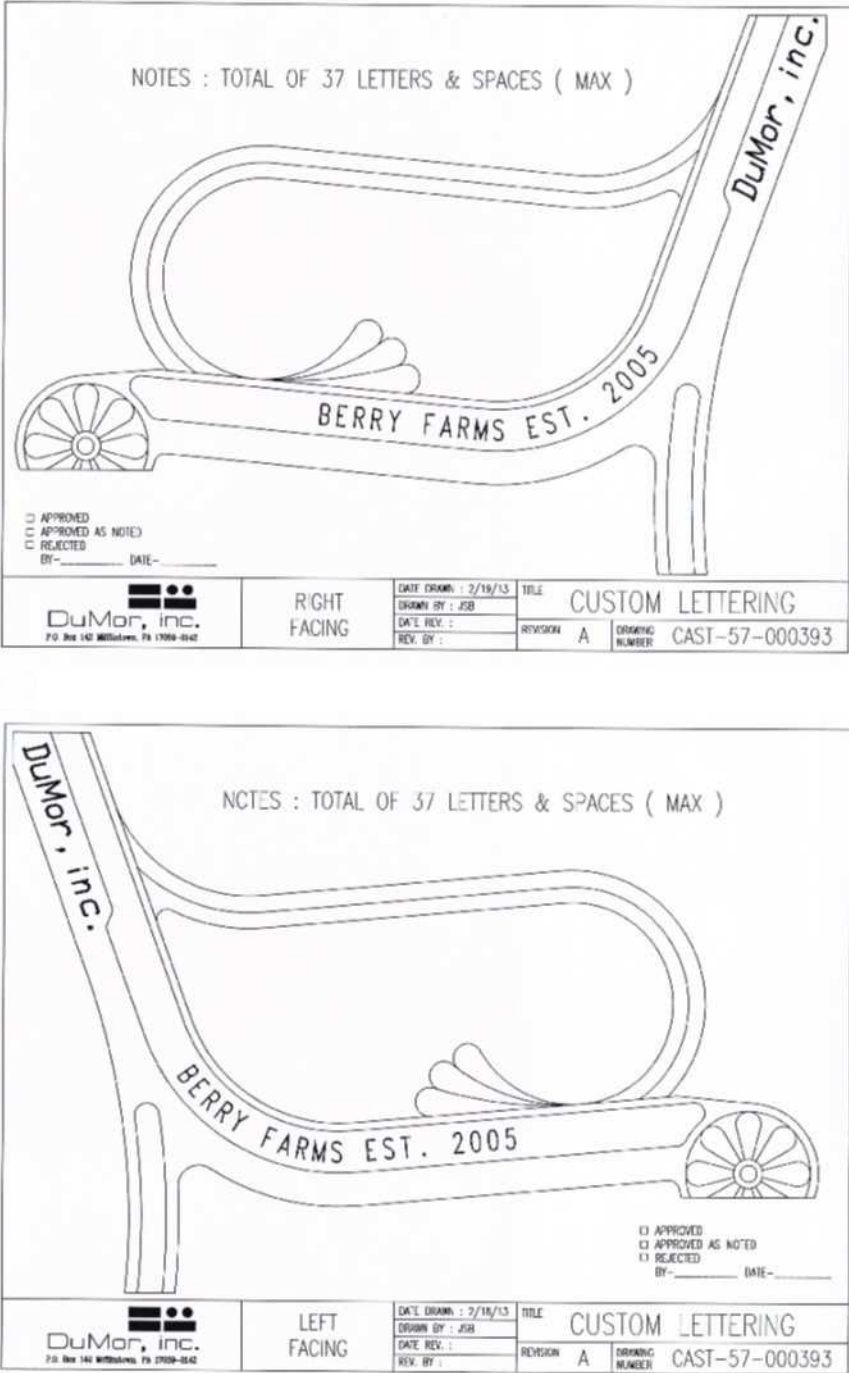
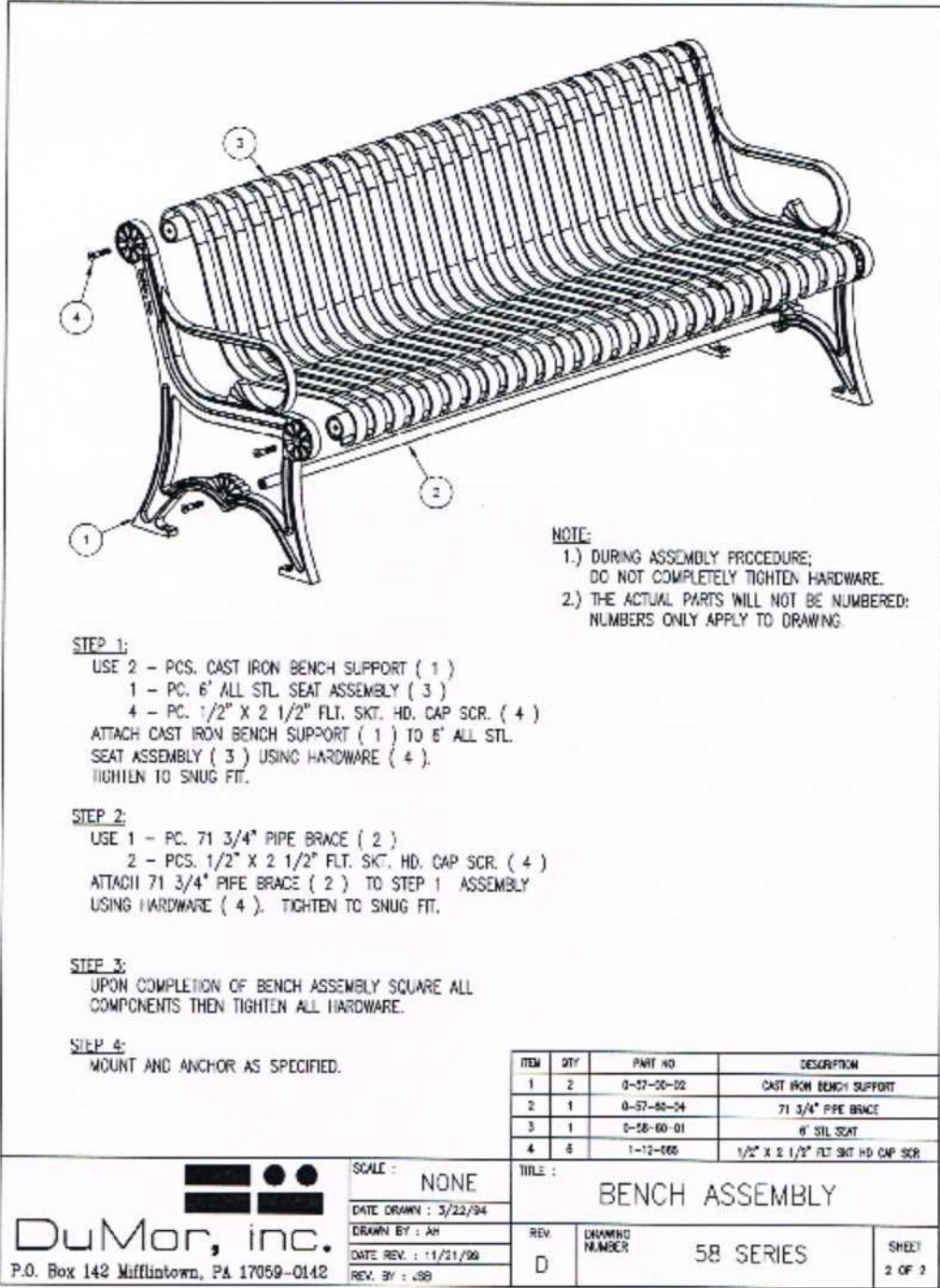
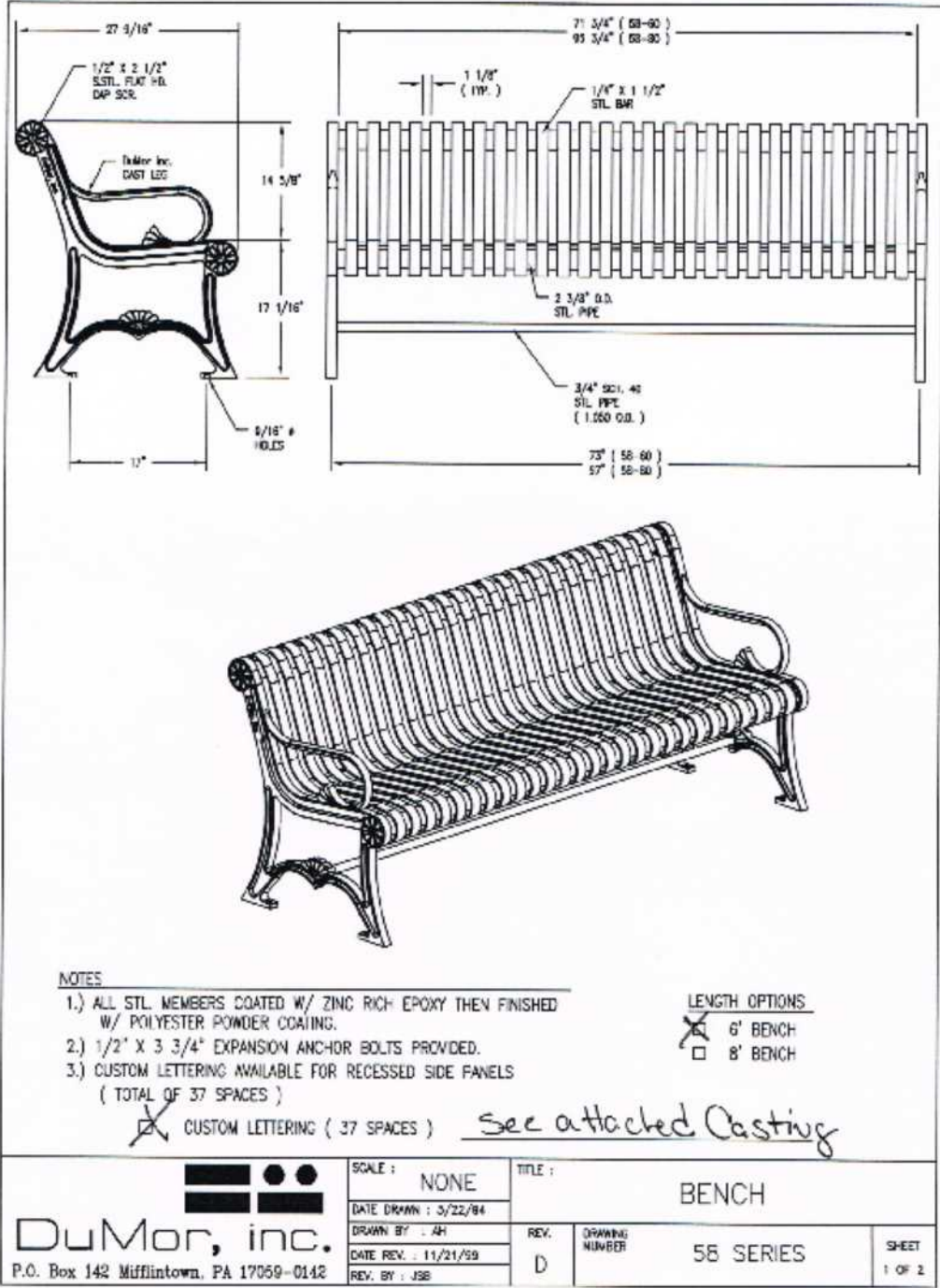


SPECIAL H.H. COVER WITH BERRY FARMS LOGO DETAILS

*FOR NON-RESIDENTIAL DEVELOPMENTS WITH STRUCTURES THIRTY-FIVE (35) FEET OR LESS IN HEIGHT, FIXTURES SHALL NOT EXCEED TWENTY (20) FEET IN HEIGHT. FOR NON-RESIDENTIAL DEVELOPMENTS WITH STRUCTURES GREATER THAN THIRTY-FIVE(35) FEET IN HEIGHT, FIXTURE SHALL NOT EXCEED A HEIGHT OF THIRTY (30) FEET. SHOEBOX-STYLE LIGHTING FIXTURES SHALL NOT BE USED FOR POLES OF SIXTEEN (16) FEET OR LESS IN HEIGHT.

-FRANKLIN DESIGN STANDARDS (ORDINANCE 2001-29 -APRIL 9,2002)

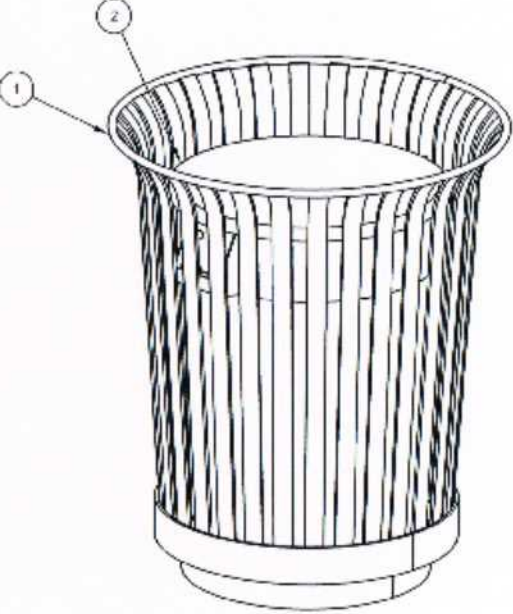
NOTE [13]



BERRY FARMS STANDARD FIXTURES IN COMMON OPEN SPACE
ALTERNATE SITE FURNISHINGS MUST BE APPROVED BY THE ARCHITECTURAL COMMITTEE FOR BERRY FARMS COMMERCIAL ASSOCIATION OF OWNERS.

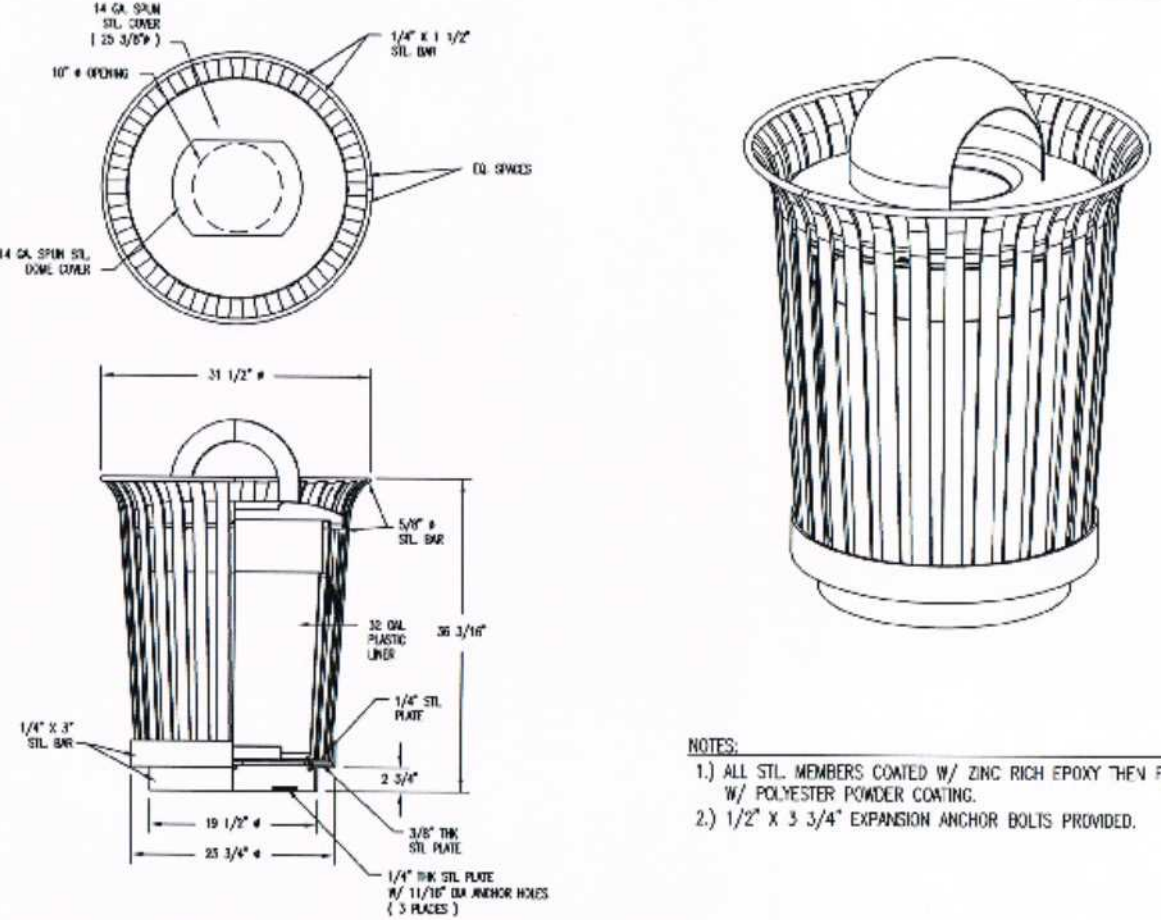
NOTE [13]

NOTE:
1.) RECEPTACLE SHIPPED FULLY ASSEMBLED.
2.) SEE SH1 FOR COVER OPTION.
3.) MOUNT AND ANCHOR AS SPECIFIED.



ITEM	QTY	PART NO.	DESCRIPTION
1	1	0-84-32	30 GAL. STL. RECEPT. ASSEMBLY
2	1	49-32	32 GAL. PL. LINER W/ HANDLE, BUN

 DuMor, inc. P.O. Box 142 Mifflintown, PA 17050-0142	TOOLS REQ'D: 3/4" WRENCH DRILL & 1/2" MASONRY DRILL BIT	DATE DRAWN : 08/20/12	TITLE	
		DRAWN BY : RDH	RECEPTACLE	
		DATE REV. : 01/18/10	REVISION	E
		REV. BY : ESS	DRAWING NUMBER	84-32 SH2



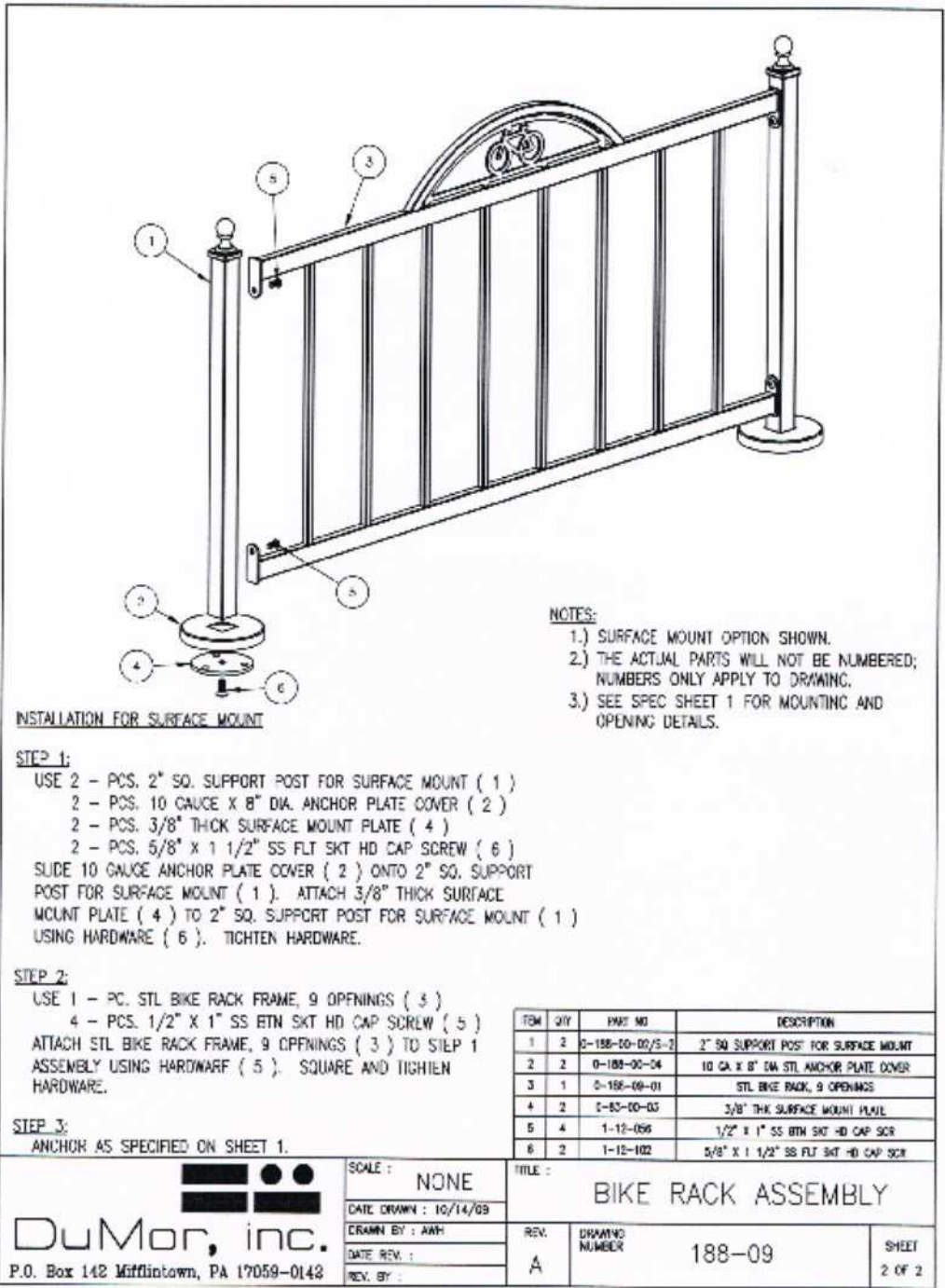
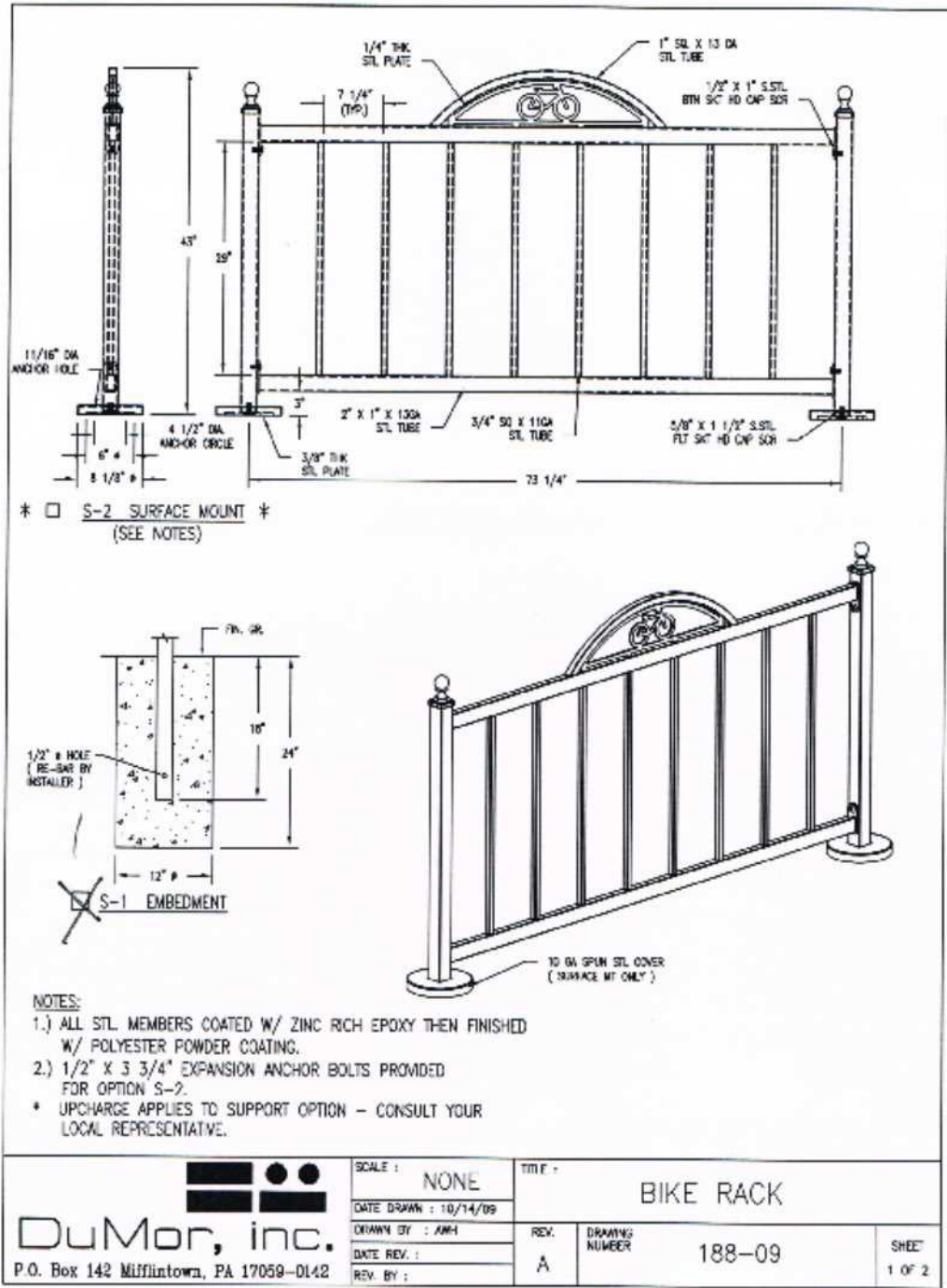
14 GA. SPIN STL. COVER (25 3/8" x 25 3/8")
10" x 10" OPENING
EQ. SPACES
1/4" x 1/2" STL. BAR
32 GAL. STL. RECEPT. ASSEMBLY
32 GAL. PL. LINER W/ HANDLE, BUN
1/4" x 3" STL. BAR
31 1/2" x 31 1/2"
5/8" x 5/8" STL. BAR
32 GAL. PLASTIC LINER
36 3/16"
1/4" STL. PLATE
2 3/4"
3/8" THK STL. PLATE
1/4" THK STL. PLATE W/ 11/16" DIA. ANCHOR HOLES (3 PLACES)
19 1/2" x 25 3/4"

NOTE:
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" x 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.

 DuMor, inc. P.O. Box 142 Mifflintown, PA 17050-0142	DATE DRAWN : 10/20/97	TITLE	
	DRAWN BY : AH	RECEPTACLE	
	DATE REV. : 12/28/12	REVISION	G
	REV. BY : JSB	DRAWING NUMBER	84-32-DM

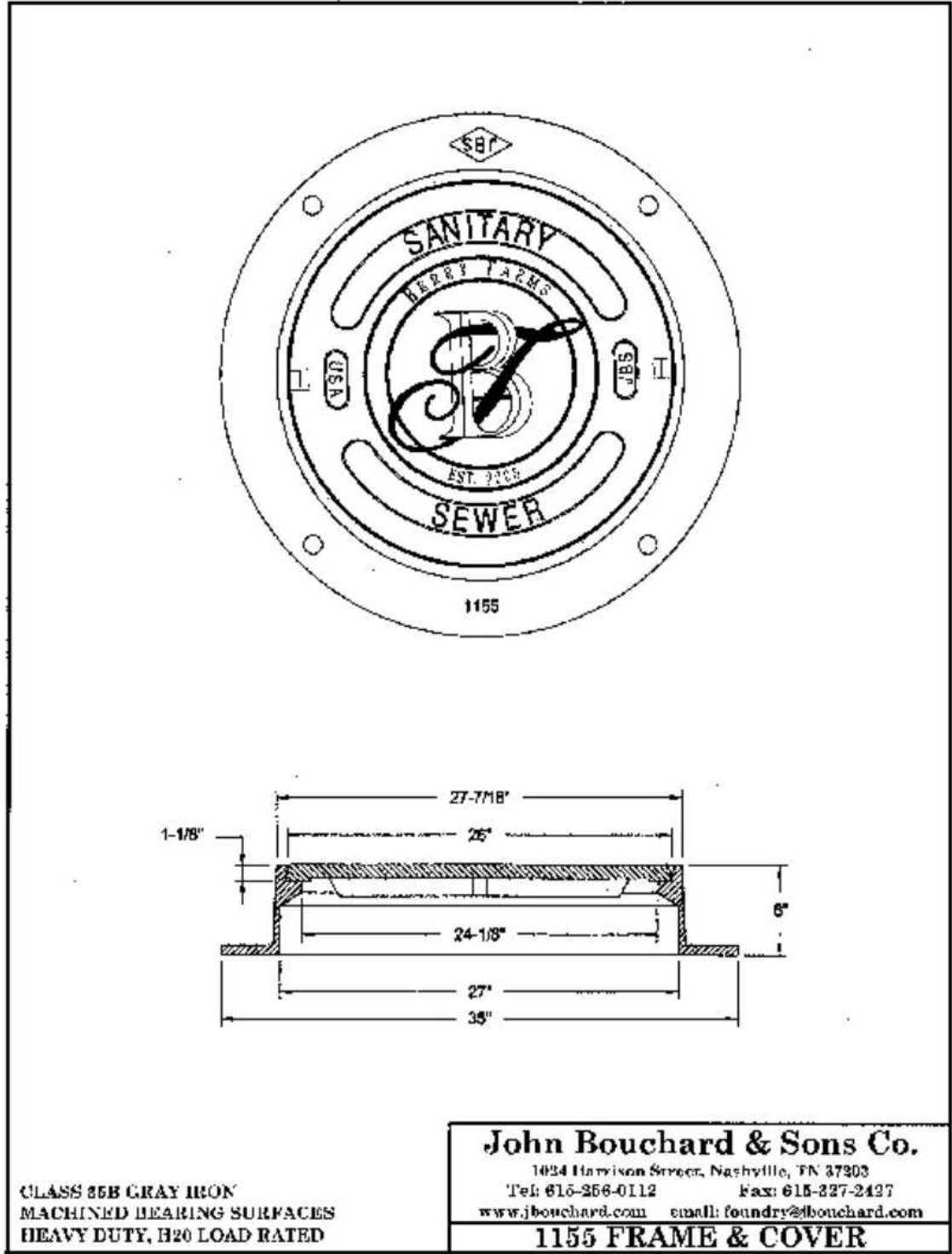
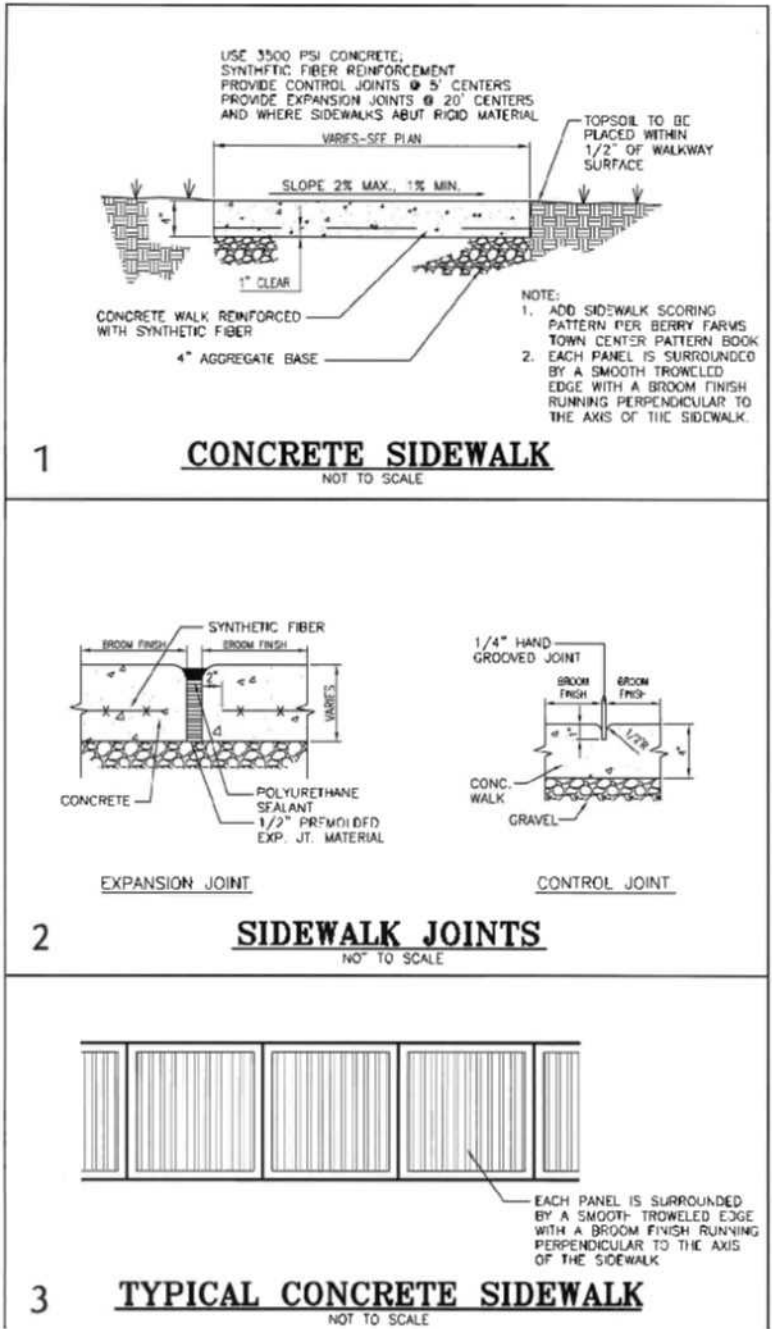
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NOTE [13]



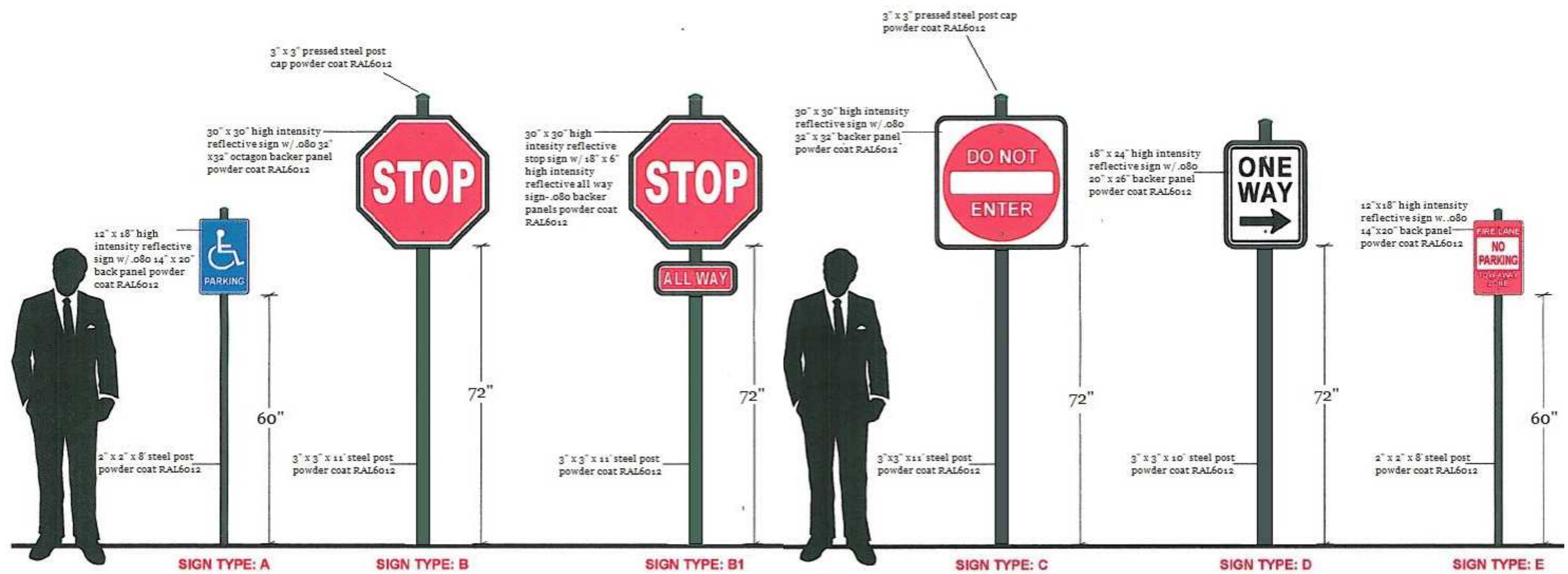
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NOTE [13]

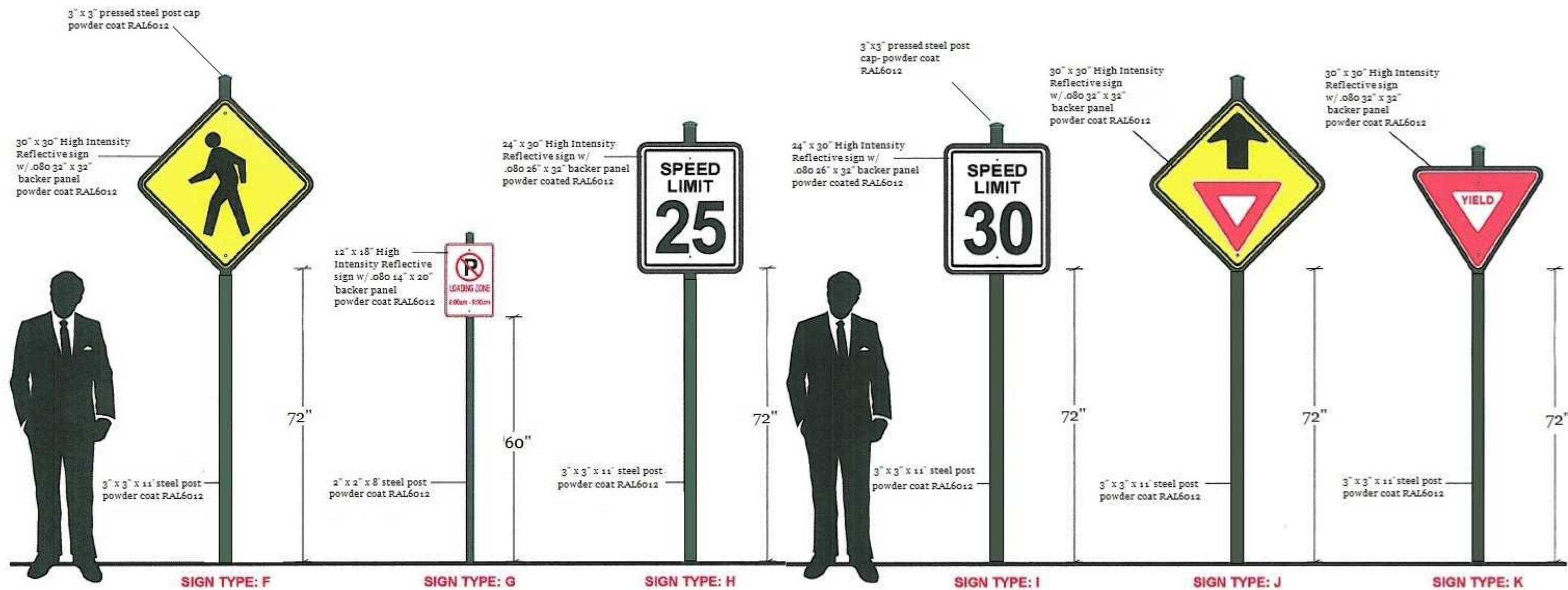


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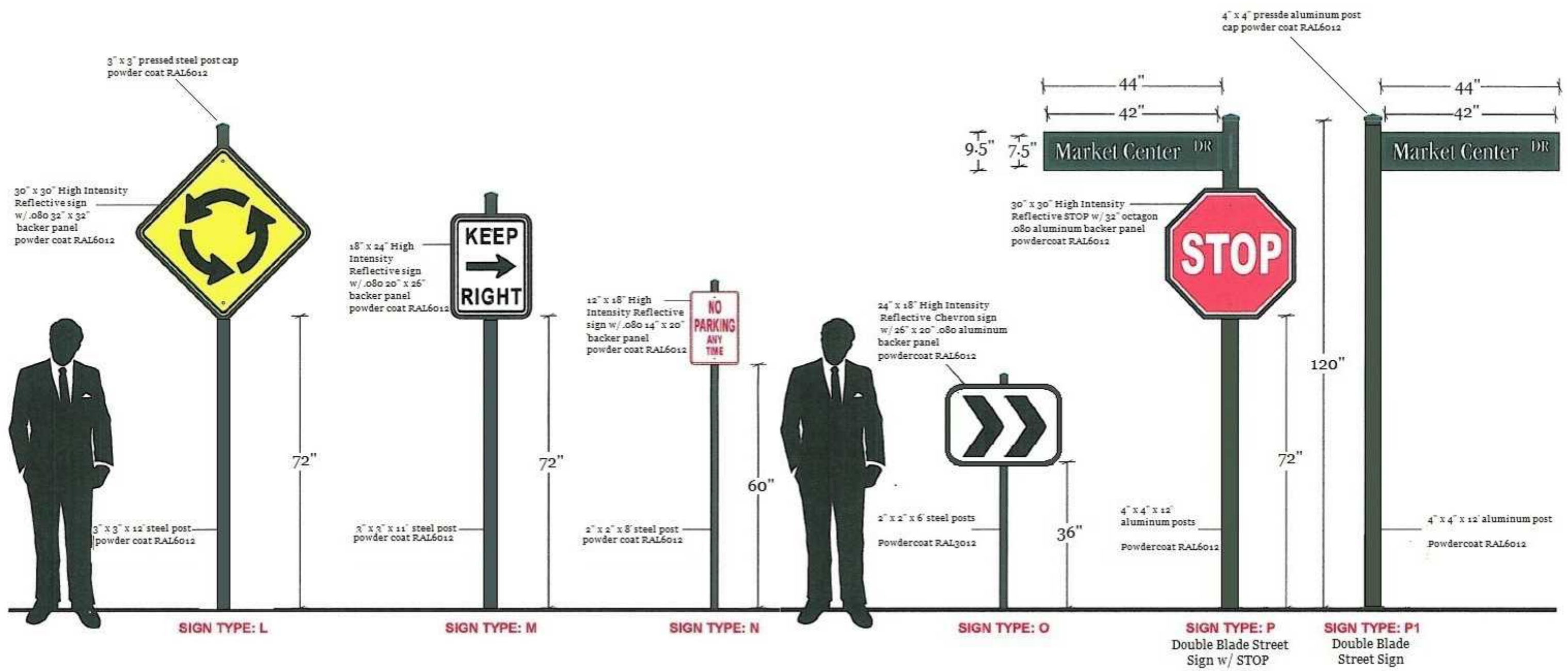
NOTE [13]



NOTE: each post has a pressed steel or aluminum post cap powder coat RAL6012- cap size same as post size.



NOTE: each post has a pressed steel or aluminum post cap powder coat RAL6012- cap size same as post size.



NOTE: each post has a pressed steel or aluminum post cap powder coat RAL6012- cap size same as post size.

ARCHITECTURAL GUIDELINES

Design Foundation

Design Principles

1. Proportion
2. Hierarchy
 - A. Centrality
 - B. Hierarchy of Building Planes
 - C. Massing
3. Differentiation
4. Balance
5. Consistency
6. Simplicity
7. Solidity
8. Respect for the Public Realm

Architectural Details

Building Types

Parking Matrix and Building Heights

I. DESIGN FOUNDATION

The design foundation for Berry Farms is rooted in Middle Tennessee history. Franklin’s creation in 1799 coincided not only with Berry ancestor John Henderson’s move to Rural Plains, but the infant United States’ infatuation with what later would be called Federal architecture.

This new Federal style was captured in the architecture of early Middle Tennessee in houses such as Traveller’s Rest and Fairvue. Each of these houses is unique, but classical architectural principles from Greece and Rome are clearly the unifying feature. This rebirth of interest in pure classical arrangements had its origins in England with Lord Burlington at his home Cheswick around 1730, but came to represent for men like Jefferson the physical embodiment of the principles of the “New Republic.” The somewhat austere neoclassical revival from England was enriched by Jefferson’s exposure to the more delicate architectural refinements of France as well as exposure to the work of Robert and James Adams in England. In addition to looking back to Palladio’s earlier rediscovery of Roman architectural principals during the Renaissance, architects in the New Republic were inspired by the remarkable revelations that came to light from the archaeological digs at Herculaneum and Pompeii between 1738 and 1748.

The foundation principle guiding all classical architecture was expressed best by Aristotle’s idea of taxis, the “orderly arrangement of parts.” Architecture and the manipulation of space at Berry Farms are not meant to slavishly recreate copies of Federal architecture, but rather follow the principles that under gird Federal architecture. Particularly in relationship to the non-residential components of the village center and village core, building design need not mimic stylistic details, but rather follow the underlying classical principles. These are elaborated below.



Fairvue, 1830-1845
The concept of taxis addresses the issue of mass as it helps divide a building either vertically or horizontally. The center of a building becomes the most important part when used effectively as illustrated by the plantation house of Fairvue whose height to width ratio is 2:1.



Traveller’s Rest, 1799
This house built of beaded weather boarding has undergone many changes since its early days dating back to the federalist period.

II. DESIGN PRINCIPLES

AT BERRY FARMS, THERE ARE SEVEN KEY PRINCIPLES
GUIDING THE DESIGN OF THE BUILT ENVIRONMENT:

1. PROPORTION
2. DIFFERENTIATION
3. HIERARCHY
4. BALANCE
5. CONSISTENCY
6. SOLIDITY
7. SIMPLICITY
8. RESPECT FOR THE PUBLIC REALM

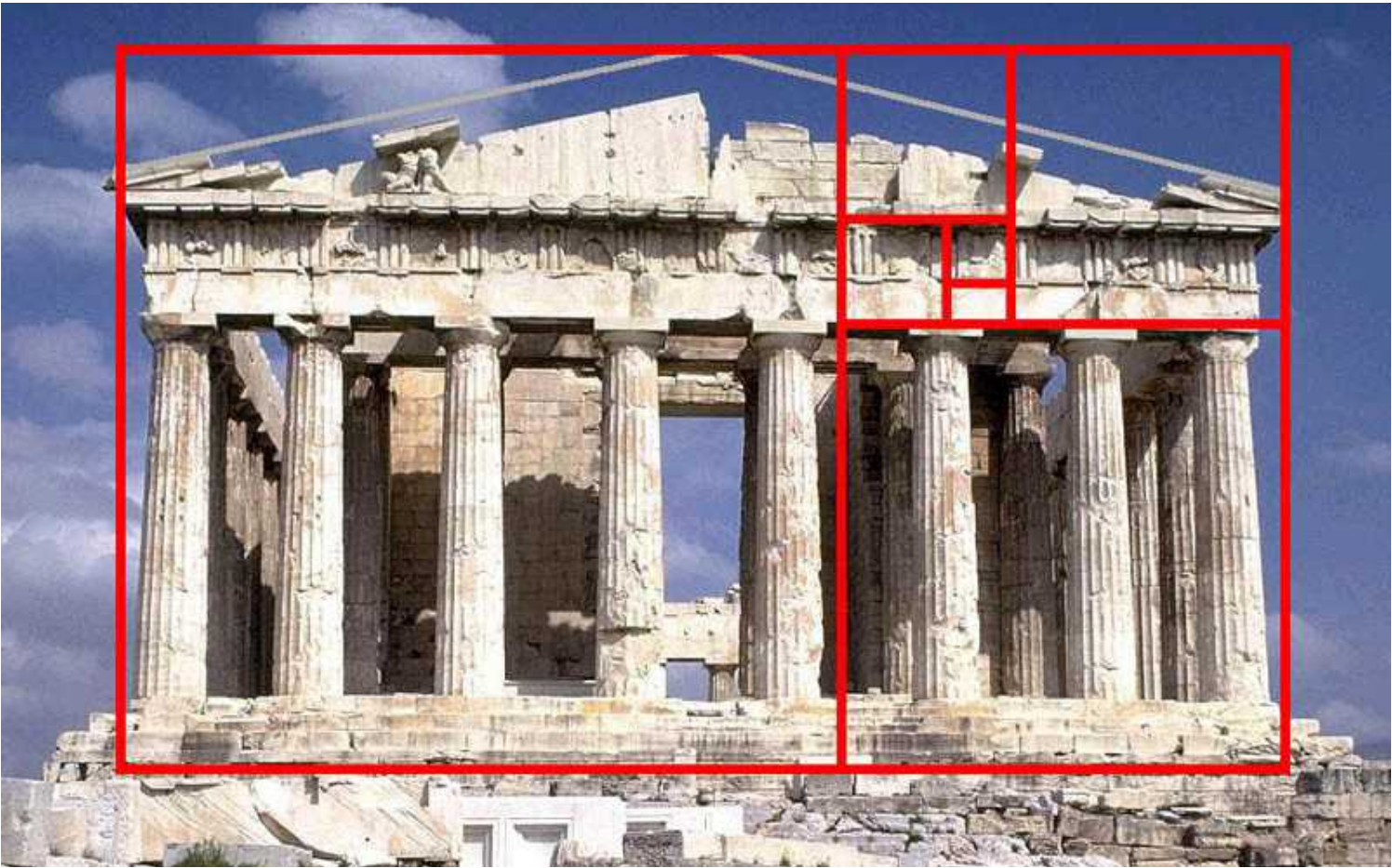
II. 1. PROPORTION:

Proportion is that agreeable harmony between the several parts of a building, which is the result of a just and regular agreement of them with each other; the height to the width, this to the length, and each of these to the whole. (Vitruvius, Book One, Chapter Two).

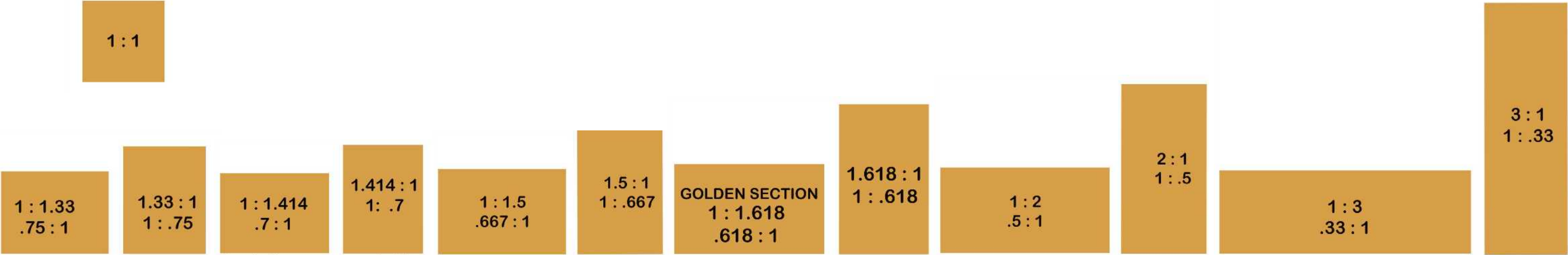
Buildings should be thoughtfully designed with attention to the relationship of the length, height and depth of facades and elements.

The proportions of the façade and buildings elements generally should mimic those most commonly used in the Federal era. Those proportions may be added together, and include the following:

- 1 : 1
- 1 : 1.33 (.75:1)
- 1 : square root of 2 (1 : 1.414)
- 1 : 1.5 (.667 :1)
- 1 : 1.618 (The Golden Section) (.618 :1)
- 1 : 2 (.5 :1)
- 1 : 3 (.33 :1)



Parthenon, Acropolis, Athens.
The major architectural features of the parthenon fits within the golden rectangle, a shape designed by the ratio of the golden section, 1:1.61814.



One to the square root of two

General Proportions of the Federal Era, Height to Base

II. 2. HIERARCHY

The concept of hierarchy differentiates between that which is important and that which is less important. This organizing principle has an impact on three areas: symmetry, the hierarchy of building facades, and the hierarchy of building massing.

A. SYMMETRY

“Symmetria” is the parity of the parts to one another; each corresponding with its opposite, as in the human figure. The arms, feet, hands, fingers, are similar to, and symmetrical with, one another; so should the respective parts of a building correspond. (Vitruvius, Book One, Chapter Two).

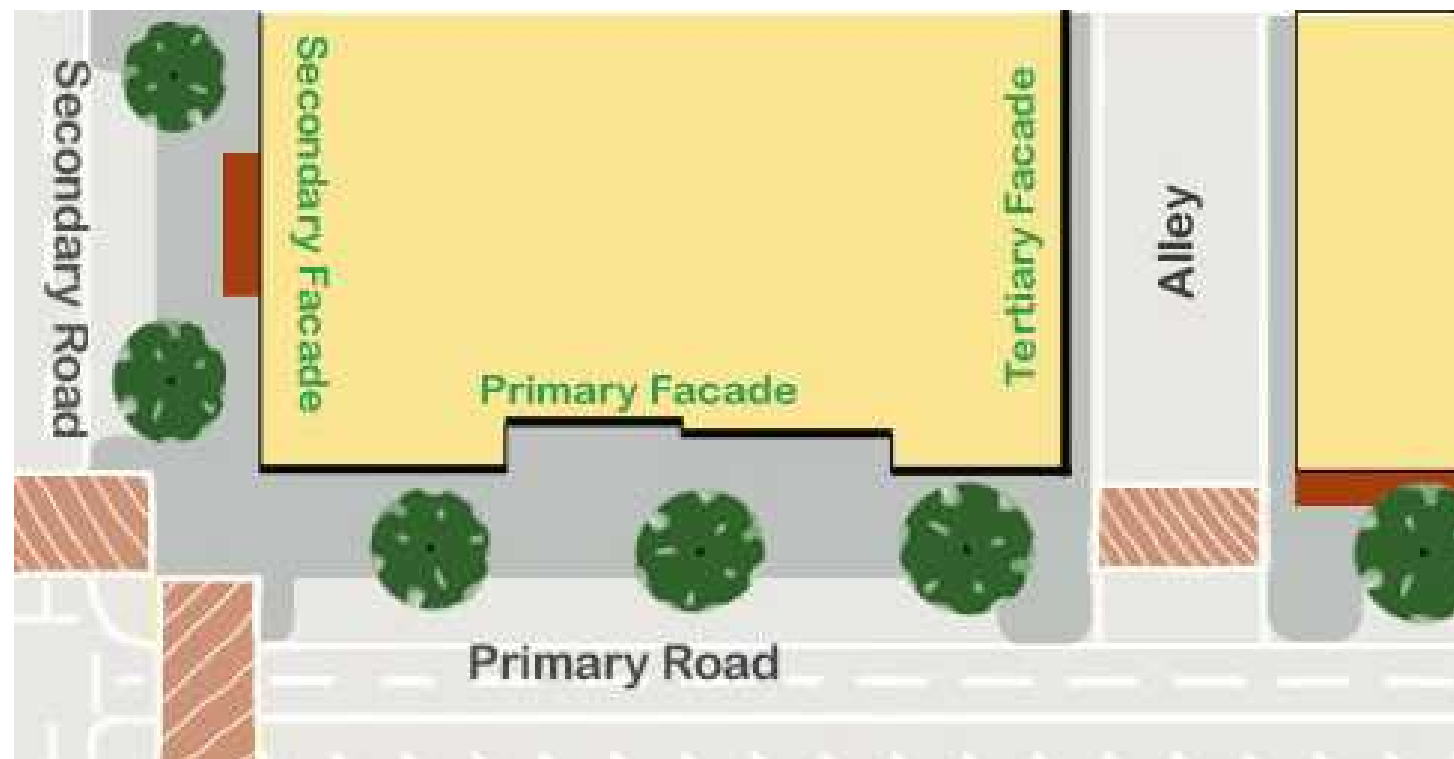
Symmetry refers to the classical principle that organizes building elements and the facade around a central axis emphasizing a restrained but clear expression of entrance and center upon which the human eye naturally focuses. The building and even more specifically the entrance are organized in such a way as to further emphasize the importance of the center. By the end of the 18th century, architects in Europe had become adept at emphasizing the center of building elements, even when the building elements themselves were in secondary or tertiary location within an overall scheme. This subsidiary concept is termed “recentering.” Both centering and recentering are appropriate organizing principles for buildings at Berry Farms.

B. HIERARCHY OF BUILDING FACADES

The specific treatment of each facade type varies according to the building type, but each approach shares certain common characteristics. The primary facade demands the greatest care in development of satisfactory architectural solution. The secondary facade, while not primary, still should be organized in such a manner as to meet the other design principles. The tertiary facade allows the most freedom in the organization of building elements.



Symmetry
Dumbarton Oaks House, Washington, DC. Circa 1800.



Hierarchy of Building Facades

B.1. PRIMARY FACADE

The Primary Facade adjoins a primary street or an important figural space such as a square or crescent park, and should clearly address the street or space it adjoins in such a way as to reinforce the quality of th street or figural space it adjoins. The Primary Facade should be considered the most important facade of a building since it most directly affects the dominant public realm that it adjoins.

Under normal conditions, the primary entry into a building should be accessed on the Primary Facade, and this entry point should be emphasized architecturally. The location of this entry ideally should be at the center of the facade unless the width of the building (or individual occupancy within the building) is below 25 feet, in which instance the entry point will likely need to be to one side or another, or when the building adjoins the intersection of two Primary streets, in which case a corner entry solution may be more appropriate. Regardless, the location of the primary entrance itself is the foremost determinant of the organization of the Primary Facade, with regards to articulation, massing, and proportion.

It is possible, as the example of Marriott Courtyard in Charlottesville, Virginia illustrates, to develop an appropriate side entrance on a Secondary Facade, but this approach still requires an appropriate handling of the Primary Facade.

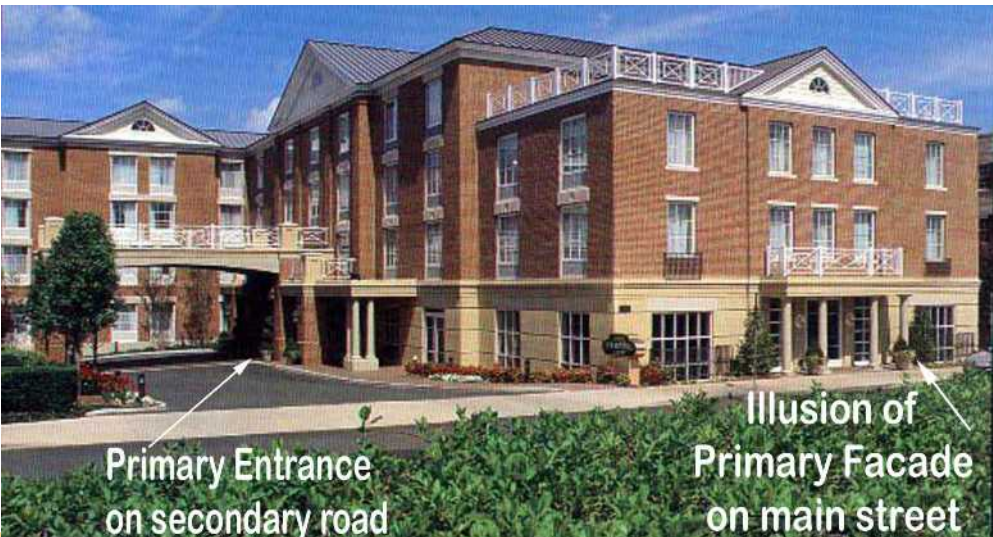


Left: Downtown Franklin, TN.
Central entry on Primary Facade.

Right: Retail at Market Common, Arlington, VA.
A corner entry is appropriate when the building adjoins the intersection of two primary streets.



King Street, Alexandria, VA. The entry of the nearest building is to one side of the facade, as the it is below 25 feet.



The Marriott Hotel, Charlottesville, VA.
The primary entrance of this hotel is on a secondary street, but the hotel still addresses both the main street and the secondary street with architectural details.

B.2. SECONDARY FACADE

The Secondary Facade of a building adjoins either a secondary public street or a secondary public figural space, and should be designed with care to assure that it makes a contribution to the public realm. Like the Primary Façade, the human scale of the massing is important, and the same principles for division of the mass generally apply to the Secondary Façade. Additionally, recognizing the importance of the public realm, some architectural feature should be included on the secondary façade to enrich the public realm.

B.3. TERTIARY FACADE

The Tertiary Facade of a building fronts a commercial or residential alley, side yard or rear yard. If the Tertiary Facade faces a service drive at the intersection of a primary or secondary street, then some storefront treatment should be applied to the Tertiary Facade within 15 feet of the corner of the other frontage plane.

C. HIERARCHY OF BUILDING MASSING

The massing organization of primary and secondary facades generally will express a central axis with dominant, secondary and even tertiary flanking elements. The building mass of the Primary Facade should reinforce the importance of the entry as well as keep the mass at a human scale.



King Street, Alexandria.

This small corner retail store addresses the main street and the secondary street with openings (windows and doors), landscaping, and box windows with greenery.



A primary street intersection with a secondary street. The secondary facade of this Schilling Farms residential house has been enhanced by a side porch.



A primary street intersection with a residential alley. Both the front and side facades have openings, landscaping, and interest from the street.

II. 3. DIFFERENTIATION

The subtle differentiation between the elements of a building is a characteristic of Federal architecture. The design of buildings at Berry Farms should provide differentiation in several ways: Vertically, horizontally, in palette (both color and material) and in architectural detail. Differentiation should further emphasize function, hierarchy, and solidity.

II. 3.A.VERTICALLY

The building facade should be designed so that there is a clear sense of base, middle and top. Palladio’s Villa Rotunda articulates this tripartite division both horizontally and vertically and thus is a good prototype, for contemporary examples. The central porch and the neighboring sides of the Villa Rotunda reinforce the vertical division. The central porch is comprised of three parts: the stairs (base), the columns (middle), and the portico (top).

The Marriott building (on the bottom left) and the Schilling Farms Business Center in a Boyle community use different materials and shapes to articulate the tripartite scheme of top, middle, and base.



Villa Rotunda, Italy



The Schilling Farms Business Center illustrates a clear division of the vertical facade. In the picture, the base is articulated in a differently colored brick, while windows and brick columns characterize the middle, and a band of brick flanked by off white trim separates the top.



II. 3.B. HORIZONTALLY

When the length of a façade in comparison to its height reaches an excessive proportion, the facade will need to be broken into divisions. Generally, the longer a building facade, the greater the requirement to break the facade into smaller masses. Additionally, this division facilitates the introduction of additional entry points for commercial buildings, each carefully organized within the individual mass. The number of divisions required will vary according to both the length of the facade and its general height. The facade should be broken up horizontally when it exceeds 2:1, but it must be broken up if the facade is greater than one story and exceeds 2.5:1. This can be done by a change in the horizontal plane or a change in the vertical mass of the building or both. (use va house and Easton as example; how this building is both broken in the horizontal plane as well as the vertical massing.) This is both an issue of relating to human scale as well as satisfying the visual concern.

Regardless of the number of divisions of the Primary Facade, the centrality of the building should be emphatically articulated. There are numerous ways to achieve this articulation, but one approach has been used throughout history with great success. This approach is to shape the central mass in such a way three dimensionally that it implies clear prominence. This may occur by:

- The sheer dominating size of the central mass (greater than its subsidiary flanks).
- The introduction of a bulging or protruding shape (the central mass, for instance, could be bowed)
- The inclusion of a top or an element on the facade, which accentuates the prominence of the central mass



Woodlawn Plantation, Virginia circa 1805.
By looking at this Virginian federal style house, a horizontal division of space into five parts is clearly evident.



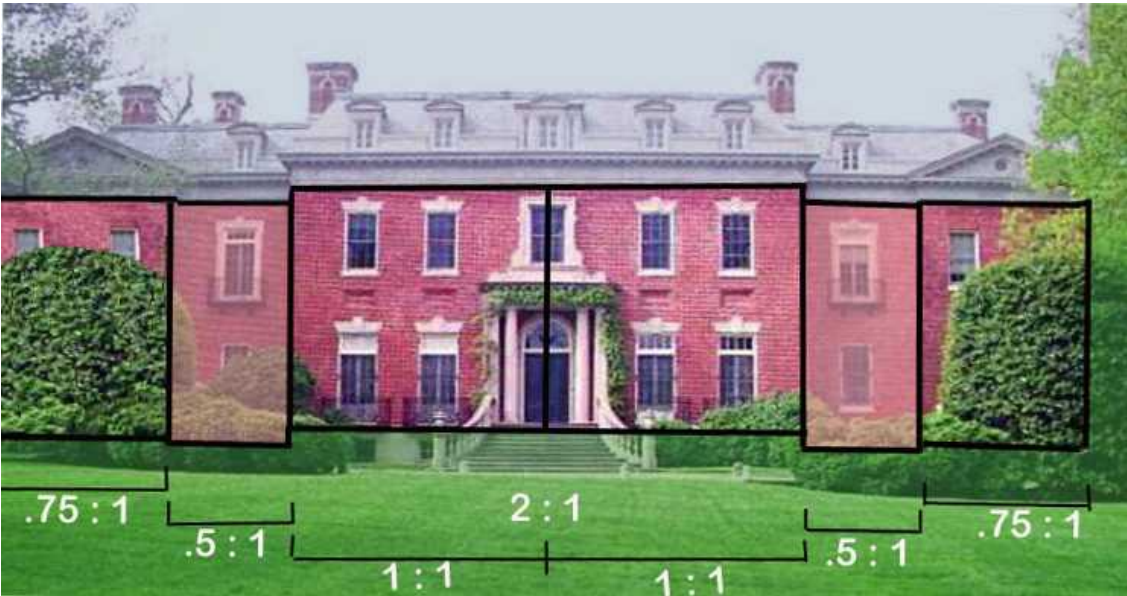
Easton Retail Building, Ohio
The Easton retail building (shown left) incorporates a tripartite scheme into its principal facade by emphasizing the central entry. The central section is the most distinctive element on this building because of its dominating size, its protruding nature, and by incorporating a federal-style pediment.

DUMBARTON OAKS

For example, the Dumbarton Oaks House in Washington, DC built in 1800 has a two story Primary Facade approximately 120 feet long and less than 30 feet high and is divided into five parts whereas a taller building might have been divided into only three parts. For example, had the Dumbarton Oaks Primary Facade only been 70 feet in width but with the same two story configuration, the facade would have likely been divided into only three parts. What are driving the appropriate division of massing is the overall proportion of the facade and the proportion of the individual divisions. What we find in late Neo Classical architecture is a tendency to break down the mass of a facade when the proportion exceeds two parts horizontally to one part vertically. In fact, the Neo Classical architect rarely allowed the mass to exceed one and one half to one (façade width to facade height) without division.

RECENT EXAMPLE OF HORIZONTAL DIVISION OF THE FAÇADE

Boyle’s Schilling Farms’ Helena Chemical building breaks the massing horizontally by dividing the facade into three parts horizontally and retaining the central entry part as the most distinctive element.



Dumbarton Oaks, Washington, DC.
Circa 1800



Helena Chemical Building, Schilling Farms.
The two shaded regions on the sides of the center section divides the 1:3.9 height to width ratio into three parts. Each of the side sections (shaded in gray) has a height to width ratio of 1:1.1, and the central part has a ratio of 1:1.618.

II. 3.C.PALETTE

Subtle differentiation may be accomplished by a change in material, color or both. This is an issue of breaking the elements into a more human scale as well as achieving a satisfactory combination of colors and textures.

II. 3.C. (1) MATERIALS:

(a) The Base: Exclusive of window areas: Natural stone, brick, cast stone, brick and cast stone, stucco, limestone, brick with cast stone water table, and stone cleft masonry block. Wood and metal paneling also may be acceptable in the base of retail and office buildings if properly articulated. Additional flexibility is appropriate with regard to the retail storefronts (please see Retail Building Types for further elaboration).

(b) The Middle: Exclusive of window areas: brick, clapboard (wood or hardiplank), smooth faced wood shingles, e.i.f.s., cast stone, stucco, limestone, natural stone and stone cleft masonry block. There are restrictions on the amount of clapboard in the Mixed Use Building Type (please see Mixed Use Building Type for further elaboration).

(c) Top: Brick (when adequately differentiated from brick in the Middle), clapboard (wood or hardiplank), e.i.f.s., cast stone, stucco, limestone, and stone cleft masonry block.

(d) Roof: Federal style buildings commonly had a gable or shallow hiproof often hidden by a balustrade. Acceptable roofing materials for Residential conditions: at least 25 year dimensional fiberglass shingles in one of the approved colors for Berry Farms, standing seam metal roofing, cedar shake, slate (natural or synthetic), and tile. Built up roofing is also allowed where surrounded by a parapet with or without a balustrade.

Acceptable roofing materials for retail and office buildings are the foregoing materials excluding pliable fiber glass shingles.

(e) Trim: Wood, fiberglass, aluminum, plastic clad wood, caststone, limestone.

(f) Windows:Glass.

Palette Examples:

Base: Natural Stone
Middle: Brick
Roof: Painted metal
Downtown, Franklin



Base:Brick
Middle: Brick
Roof: Built up roofing
Sills and Lents: Precast concrete
Cornice: e.i.f.s.
Trim:Painted aluminum

Base: e.i.f.s. and brick.
Middle: Hardiplank.
Top: e.i.f.s
Roof: Fiberglass shingles.
Trim:Aluminum,
plastic clad wood.



Base and Middle: Stucco, stone
Roof (not shown): Slate.
Trim: Wood, stone.

Egerton Circle, London.



Base and Middle: Precast concrete.
Top: e.i.f.s.

Morgan Keegan Building, TN.

II. 3.C. (2) COLOR:

For Berry Farms, a soft color palette and limited contrast in value generally is appropriate. Additionally, the delicacy evident in Federal window tracery of white muttons and rails should be captured in the buildings of Berry Farms. Bricks may be painted so long as the color fits within the overall color palette of the community. Soft brick and limestone colors with limited contrasts on masonry buildings with light accents on trim, cornice, and base should predominate. Additional color accents may be introduced by use of shutters in blackish green, burgundy or sealed natural wood. Additionally, the Architectural Committee may allow additional shutter colors when appropriate with the field color of the main body of the building. See attached list of approved colors for the main body of the residential buildings, excluding the trim, if painted or clapboard.

- (a) Base: limestone color, dark reddish brick, natural stone, and white.
- (b) Middle: Unless painted or on a Mixed Use Building Type, soft colored traditional brick similar to that on Fairvue in Gallatin or the FranklinVistor's center. Painted clapboard or brick can occur within a wide variety of field colors consistent with the Benjamin Moore Historical Color Series. (see attached list).
- (c) Top: Generally the color of limestone on traditional brick colored buildings though white is appropriate when combined with clapboard middles or other painted surfaces.

Color Examples:

Base



Middle



Top



(d) Roof: Too much variation of roof color from building to building normally creates a less than acceptable condition. For this reason, only certain hues will be approved by the Architectural Committee for the Berry Farms Association of Owners. These include grays that mimic slate and weathered wood shakes and greens and reds that are compatible with historic Middle Tennessee roof colors. Upon infrequent occasion the Architectural Committee may approve roofs of a different cast, but they will be infrequent.

(e) Trim: With the exception of the Retail Building Type, trim, including rails and mullions, shall be white or eggshell. (Photo example)

All wood and synthetic wood fences must be white unless specifically approved by the Architectural Committee. Iron and non-corrosive metal fencing shall either be Davy's Gray, Black or Blackish Green.

(f) Glass: clear. Glass color in Office Building Type may vary (see Office Building Type).

Roof Colors:



Fence and Trim Colors:



II. 3.D. ARCHITECTURAL DETAILS

It is appropriate to differentiate between elements based on their function and location. The primary entry, for example, should be treated in a more developed manner than a subsidiary entrance. Likewise, window treatment may vary according to floor level. Great care must be taken as differentiation, if done improperly, instead of strengthening the whole, will take away from the overall quality of the facade.

From the point of view of the overall village, an occasional breaking out of the overall Berry Farms general system will enhance the urban plan. This too must occur with great sensitivity, though the whole will be enhanced where approximately ten to fifteen percent of the whole assemblage of buildings breaks somewhat from the system.



Number 2, Lowndes Street, London, England.

Good example of using building elements for differentiation vertically. At every level the window treatment is handled in a slightly different manner.

Breaking out of the System:



Celebration School, Florida



Legacy, Texas. RTKL

II. 4. BALANCE

“Fitness” is the adjustment of size of the several parts to their several uses, and required due regard to the general proportions of the fabric: it arises out of dimension.... Dimension regulated the general scale of the work, so that the parts may all tell and be effective. Arrangement is the disposition in their just and proper places of all the parts of the building, and the pleasing effect of the same; keeping in view its appropriate character. (Vitruvius, Book One, Chapter two)

Balance is related to the adjustment of size of the various parts so that the building is not, for example, top heavy, or too developed on one side rather than the other. Generally, this is easy to accomplish horizontally when the various elements are arranged around a central axis. However, when the dimensions or function of a building necessitates an off center entry, the importance of the entry door (which therefore is off set) will have to be balanced by the introduction of an element or elements that will balance the facade. This problem is particularly evident in shop front and narrow townhome design when the dimensions are so narrow that they do not allow center entries. Additionally, a plan solution may sometimes require balancing different building elements to create a pleasing overall solution.

II. 5. CONSISTENCY

Consistency is found in that work whose whole and detail are suitable to the occasion. It arises from circumstance, custom, and nature.... So also, if dentilled cornices are used in the Doric order, or triglyphs applied above the voluted Ionic, thus transferring parts to one order which properly belong to another, the eye will be offended, because custom otherwise applies these peculiarities.(Vitruvius, Book One, Chapter Two)

A building at Berry Farms will exemplify a consistency within its fabric where the details of architectural elements and the approach to the articulation of base, middle and top spring from a common approach through the building.

Balance:



Consistency:



II. 6. SIMPLICITY

Economy consists in a due and proper application of the means afforded according to the ability of the employer and the situation chosen; care being taken that the expenditure is prudently conducted.... The other branch of economy consists in suiting the building to the use which is to be made of it, the money to be expended, and the elegance appropriate thereto; because, as one or other of these circumstances prevails, the design should be varied. That which would answer very well as a town house, would ill suit as a country house, in which storerooms must be provided for the produce of the farm. So the houses of men of business must be differently designed from those which are built for men of taste. Mansions for men of consequence in the government must be adapted to their particular habits. In short, economy must ever depend on the circumstances of the case. (Vitruvius, Book One, Chapter Two)

There was a degree of simplicity in most examples of Federal architecture that perhaps accounts for its common appreciation by our current generation. The memorable examples that are extant from the ear are rarely “overdone” or fussy in execution. Necessity usually meant that design was appropriate for the function to be housed and straightforward. This tendency toward simplicity finds additional favor within a village setting where the design and execution of one building does not overwhelm its neighbor.



Franklin, TN

II. 7. SOLIDITY

All these should possess strength, utility, and beauty. Strength arises from carrying down the foundations to a good solid bottom, and from making a proper choice of materials without parsimony. Utility arises from a judicious distribution of the parts, so that their purposes be duly answered, and that each have its proper situation. Beauty is produced by the pleasing appearance and good taste of the whole, and by the dimensions of all the parts being duly proportioned to each other. (Vitruvius, Book One, Chapter Three)

The principle of Solidity has two aspects. One, the primary building, as well as its dependencies, should be designed in such a way that each element will hold up well under normal use. Two, facades will be designed to appear “solid.”

To achieve good resistance to wear and tear, heavily traveled zones of a building will need to be designed with care. Additionally, trash location facilities in the Commercial Districts must be enclosed by masonry walls capped by precast (or equal caps) that will minimize deterioration of the enclosing walls from weather or truck movement. Trash gates shall be metal appropriately designed and fabricated. For longevity and reduced maintenance, fencing (where appropriate) will be constructed out of quality synthetic materials, such as those manufactured by Country Estate Fence, if approved by the Architectural Committee, as well as painted heart redwood or heavy gauge non corrosive metal.

To meet the second goal of having a building look solid, building should be designed so that they do not appear to be pushed into the ground by the upper levels. This is more important in the design of buildings higher than two stories. The judicious use of both appropriate architectural elements in relationship to one another and the appearance of lightness, which can occur as the eye reviews the upper reaches of a facade, are both appropriate to Berry Farms.



Egerton Crescent, London, England

II. 8. RESPECT FOR THE PUBLIC REALM

A. Buildings will “engage” the street with almost no exception. This will mean that primary building facades normally will be parallel to their street frontage. Additionally, the placement and massing of a building will emphasize the adjoining road geometry.

B. Feature Building. In addition to basic architectural elements, certain key buildings will express a special civic presence. This occurs at all street corners, with particular emphasis on those leading into the Berry Farms property as well as all buildings fronting on the main boulevards and buildings that terminate street and pedestrian vistas.

C. All Corners at Primary Intersections need special attention because of their prominence.

D. Pedestrian friendly. A clear path for public access will go from the external pedestrian system to the primary building entry.



Turning the corner at Southlake, Texas.



The Rotunda at the University of Virginia,
Circa 1819
A prototype of a feature building terminating an axis.



Governor's Palace, Williamsburg, VA.

III. ARCHITECTURAL DETAILS

The architectural details of buildings in Berry Farms generally should reflect the basic principles behind the architectural details of the late Federal era. There are some architectural elements that were used frequently in the Federal era to emphasize both primary entries and to break up the massing of facades, and those elements, when employed, will need to meet reasonable contemporary expectations as defined here. Occasionally, and particularly within residential buildings, some latitude in style and detail will be appropriate so long as the overall effect does not take away from the broad goals of the community. Some buildings, where allowed by the Architectural Committee for the Berry Farms Association of Owners, may incorporate features from other styles that bracket the town's evolution from 1799 to 1900. However, the architectural style from the Greek Revival period will be deemphasized throughout Berry Farms in an attempt to prevent its overpowering nature from detracting from the Federal roots of the town.

Many of the following architectural details are expressions of Federal or neoclassical architecture appropriate in Berry Farms.

PEDIMENT

Since antiquity, the most frequently used devices to accentuate the top of a central mass have been the triangular pediment and its occasional companion, the segmental pediment. Because these devices also may occur over doors, windows, and porches, the proper design and construction of a classical pediment deserves careful attention. Although pediments vary in slope, the appropriate slope for a Federal style pediment is no greater than 7 inches of rise for every 12 inches in length. The Richmond architect Bottomley designed the entry to the Milburne estate with a slightly less slope. (Milbourne entry pictured on right, middle column, third from the top).

Archetype: The arch of Hadrian in Athens, built in 131 AD, is a classical example of a pediment from antiquity. It serves as one of the original models upon which other pediments are based.

Prototype: The best examples of neoclassical pediments date back to the Renaissance, with examples such as a Vicenza window, as pictured on the right.

Contemporary examples include buildings executed in the past ten years such as Bank Tennessee in Boyle's Schilling Farms Collierville community, or examples such as the Milburne entry designed by Bottemley in the federal period and the pediment at Westhaven on the one car garage.

ARCHETYPE



PROTOTYPE



5 in 12 Slope

CONTEMPORARY EXAMPLES



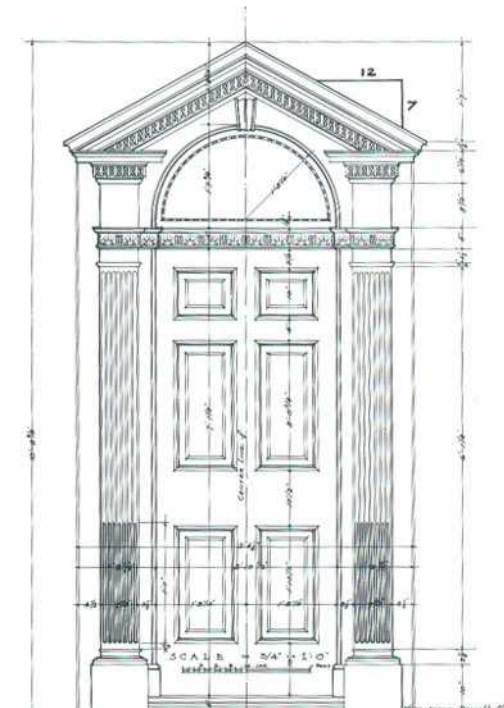
12 IN 6 SLOPE



WESTHAVEN, FRANKLIN, TN



5 IN 12 SLOPE



DOORWAY • THE • IZARD • HOUSE •
CHARLESTON • SOUTH • CAROLINA •

7 IN 12 SLOPE, CHARLESTON, SC

CLASSICAL COLUMNS

Columns that are used in building design within Berry Farms will require classical column detailing. These are available in the market, and are sometimes referred to as “architectural series” columns that meet correct classical proportions. These columns include a correct base and capital details and round columns a proper entasis, or taper, where the tops of all column shafts align with the face of the finished or implied beam above the capital.

Examples from antiquity, such as the Parthenon, serve as the archetype or the best model for creating the correct proportions of a column. Pictured on the right is a detail of a Doric column showing the various components of the classical column. Palladio’s Villa Rotunda is a fine example of the classical column, and may serve as a prototype for today. Also, note how the capital of the column extends past edge of the architrave (this is a detail often mishandled by contemporary contractors).

The contemporary example shown on the right is an illustration of the “architectural series” columns on a federal style house. (Design by LRK).

Columns may be made of wood, stone, fiberglass or cast concrete and should have a smooth finish.

ARCHETYPE
THE PARTHENON



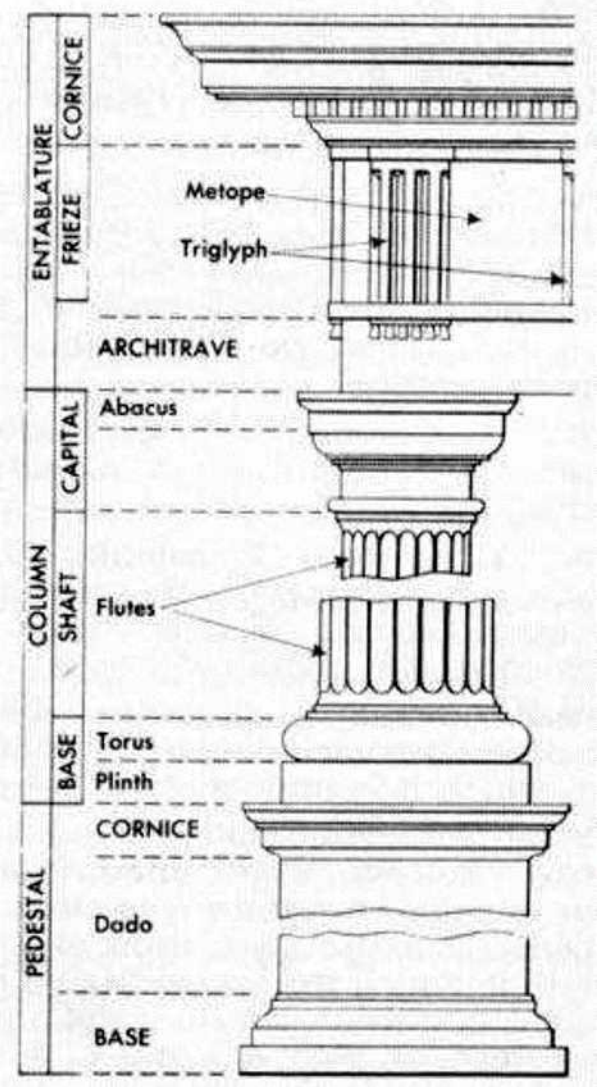
PROTOTYPE



CONTEMPORARY EXAMPLE



COLUMN DETAIL



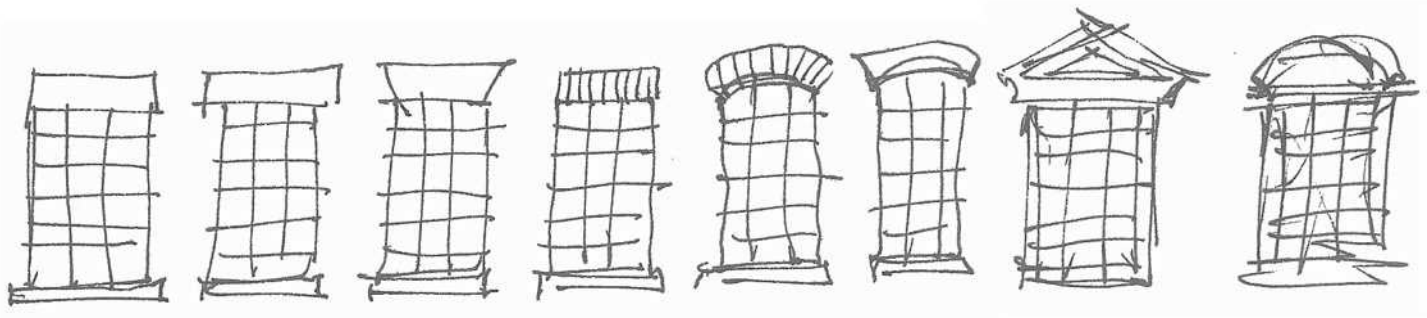
Columns and pilasters (or engaged columns) are to be centered under the entablature. In all of the given examples, the column is centered under the entablature and that the capital is large enough to project an inch or two.

LENTILS

Stone lentils were often used in Federal architecture over windows when the buildings were made of brick. The examples to the right show different ways of expressing this classical element in not only limestone, but in precast concrete executed in a shade of mimicking limestone.



Window Treatment Examples



DORMERS

The sash is the most important element of the dormer. In all of the examples shown, notice that the trim surrounding the sash is minimum. In many poorly designed dormers, the sash is undersized or the body of the dormer is too large and not in scale with the rest of the building.

One common feature of properly detailed dormers of the Federal era is a minimal roof overhang. In each of these examples, the overhang is only as wide as the depth of the crown mold or trim that has been used.

Siding should be applied horizontally or diagonally with the roof slope, and should not be used on the face of the dormer.



Architect:
Ken Tate

FLASHING

Must be copper, painted galvanized metal, or a Kayneer type paint finish on aluminum. Exposed unpainted galvanized or natural aluminum colored flashing is not permitted where flashing may be seen by a motorist or pedestrian.

TOWER

Towers, where they can be integrated into a building scheme, contribute in a special way to the architectural quality of a place, and, when appropriate, are encouraged in Berry Farms. The existing tower elements in downtown Franklin attest to the value of tower elements in a village setting.



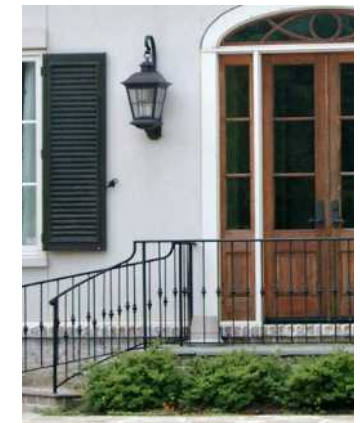
Downtown Franklin, TN



Athens, Greece



Rowan Oak
Germantown, TN
Wrought iron railing



Green Shadows
Memphis, TN

RAILINGS AND BALUSTRADES

Railings should have well-proportioned balusters that are square or turned balusters, and shall be made of wood, an approved synthetic such as certain products available from Fypon, and factory finished metal railings. Iron railings and combination masonry are also acceptable where approved by the Architectural Committee of the Berry farms Association of Owners. Certain stone and cast products may also be allowed for use in balustrades.

CHIMNEYS

Chimney exteriors must be brick, natural stone native to Middle Tennessee or stucco of an approved color. No lap siding or stucco board may be used on chimneys.

CLAPBOARD

4” to 8” smooth horizontal lap siding in wood or Hardy Plank.

SHUTTERS

Berry Farms requires authentically detailed wide blade synthetic wood shutters (2 1/2” blades) sized to the actual door or window opening. The shutters should be mounted with hinges and held in position with shutter dogs unless specifically approved by the Architectural Committee. Louvered wood shutters, unless treated by an acceptable preservative, are prohibited due to the difficulty of maintenance. Colors as described in section on Color Palette.

WINDOWS

Rails, Mullions, Mutins and Sash must be white unless another color is approved by the Architectural Committee of the Berry Farms Association of Owners. The panes of glass generally should be proportional throughout the building even if the window units themselves vary in size.



Architect: Oscar Menzer
In this example, notice the wood siding, the brick chimneys, and the brick foundation.



Architect: Ken Tate (far left)
Example of louvered shutters

Shutters (middle left). These plank type shutters are well suited to French country and some American vernacular styles.

Louvered shutters such as these (left) must have 2.5” blades with a 2” exposure.



Example of raised panel shutters (left)

IV. BUILDING TYPES

NEIGHBORHOOD STORE, SHOPPING DISTRICT, APARTMENTS, TOWN-HOMES, REGIONAL RETAIL, AND OFFICE BUILDING TYPES:

Retail stores by their nature must provide an appealing invitation to shoppers to come inside and shop, and be handicap accessible. For this reason, most retail Primary Facade entries generally will be at ground level without steps. Except for Regional Retail, a significant portion of the Primary Facade at the ground level normally will be devoted to window glass (up to 80% of the store front surface area).

When the Primary Facade includes retail uses on the ground floor of a multistory building, care must be taken to emphasize the individual character and nature of the various occupancies. This can be accomplished in a variety of ways such as:

- Awnings (must be 8.5 feet and above from sidewalk).
- Boxed windows or bay windows.
- Transparent windows with “picture frame” treatment.
- Unique signage.
- Special doorway treatments.
- Colonnades



Retail at Southpark, Dallas, Texas



Example of Boxed and Bay Windows, transparent windows, unique signage, and use of color.



Example of Awnings, color, transparent windows. Retail at Southpark, Dallas, Texas

COLOR PALETTE FOR RETAIL STORE FRONTS

Since clear identification is one of the keys to successful retailing, great latitude will be allowed in the development of an individual look on the ground floor serving retail or office tenants. Individual, creative expression of tenant identity and bold approaches to lighting, signage and storefront design support shopping vitality. For this reason, the color palette is broader for retail uses. Though the standard color for sash, mullions, mutins and rails is white, retail window units painted or clad in black, copper, teal, beige, dark green, deep blue, burgundy, and sealed natural wood may be approved by the Architectural Committee for Berry Farms Commercial Association of Owners.

Other colors for other store front elements that will be acceptable in an appropriate location include glossy white, glossy black, copper, teal, beige, dark green, deep blue, burgundy, sealed natural wood and small quantities of gold and goldleaf highlights.

GLASS COLOR PALETTE FOR OFFICE BUILDINGS

Because of the nature of the occupancy of office buildings, a wider flexibility is allowed for window glass selections. High performance glass may be used with a slight blueish, greenish, or bronze tint.

Glass Color Colors:



Example Colors:



BUILDING CONFIGURATION

MIXED-USE, RETAIL, OFFICE, CIVIC, HOTEL, ASSISTED LIVING, AND MULTI-FAMILY BUILDING TYPES



Occupancy divisions range from 18-200 feet in width and from 50 to 225 feet in depth. They vary in size depending on location and type of user.

Primary and Secondary Facades setback:

- At the ground level, setbacks correspond to street sections, but are a minimum of 10 feet from the face of the curb. Bay windows and box windows may extend 2 feet into the setback (to within 8 feet of the face of the curb).
- Arcade columns, porticos, and awnings may extend 7 feet into the setback (to within 3 feet of the face of the curb).
- Balconies may extend to within 8 feet of the face of the curb.

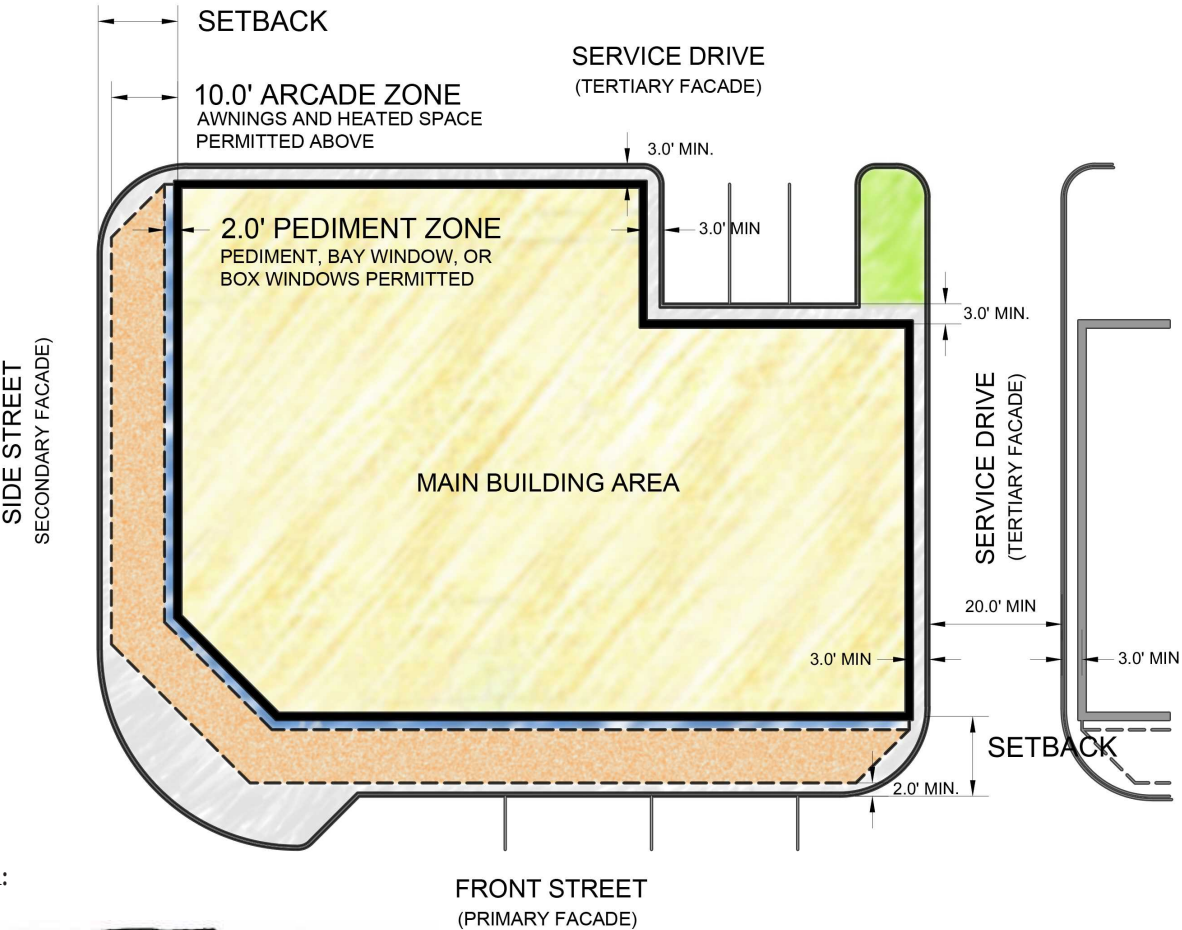
Primary and Secondary Facades setback at upper levels:

- May extend to within 8 feet of the face of the curb, though this condition will rarely occur along an entire building facade.

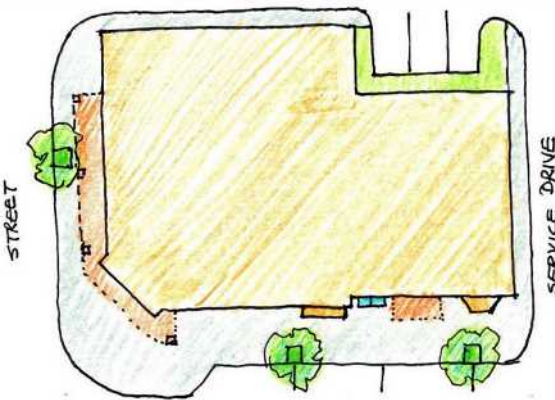
Tertiary Facade setbacks from service drive or parking: 3 feet.

NOTE [14]

Setbacks:



Example Plan:



Example Elevation:



Setbacks Notes:

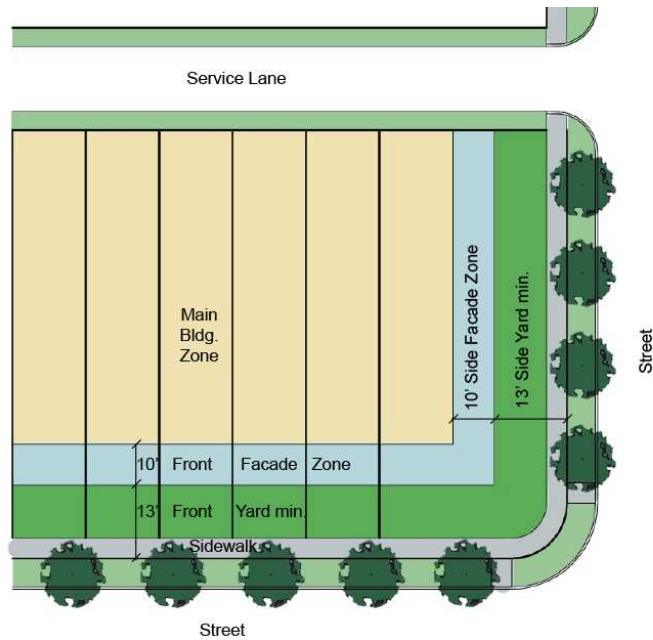
- Where code requires sidewalks, sidewalk standards will be met
- Where buildings abut each other, a 0' setback is permitted

Building Setbacks by Street Type:

See thoroughfare key map for street location and associated setbacks.

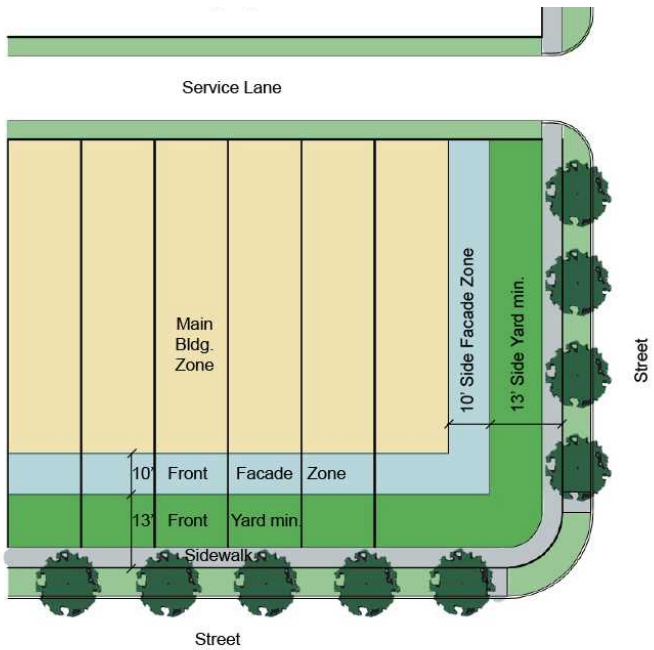
- Minor Collector - Four Lane: 14'
- Park Street Two Way: 10'
- Park Street One Way: 10'
- Commercial Street: 14'
- Edge Street with Parking: 10'
- Typical Neighborhood Street 'A': 10'
- Typical Neighborhood Street 'B': 10'

Townhome Setbacks:



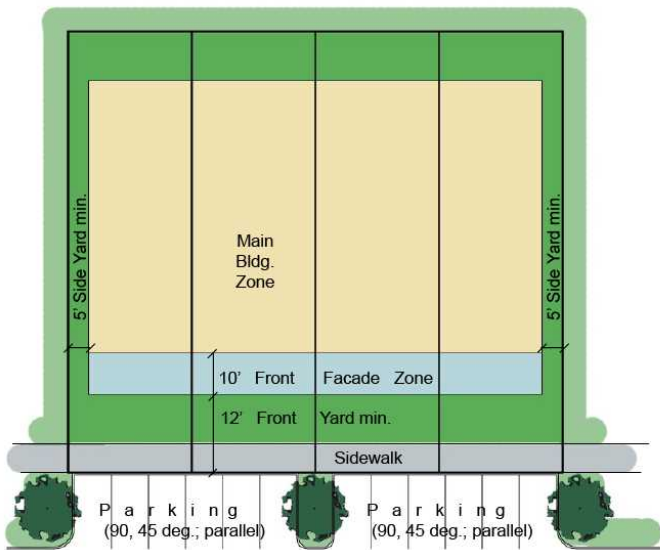
- Width: Ranges from 18 - 30 feet
- Depth: Range from 70 - 120 feet
- Front Yard Setback: 13 feet
- Front Facade Zone: 10 feet
- Side Street Setback (Corner Lots): 13 feet.
- Side Street Facade Zone (Corner Lots): 10 feet
- Side Yard Setback: Townhomes must be at least 10 feet apart.
- Garages: May be placed at either 5 feet or 22 feet from the edge of the alley, and within the side facade zones.
- Porches, Bay Windows, and Stoops: May extend into the Front Yard Setback, but no closer than 5' to sidewalk.

Livework Type A Setback:



- Width: Ranges from 18 - 30 feet
- Depth: Range from 100 - 120 feet
- Front Yard Setback: 13 feet
- Front Facade Zone: 10 feet
- Side Street Setback (Corner Lots): 13 feet.
- Side Street Facade Zone (Corner Lots): 10 feet
- Side Yard Setback: Townhomes must be at least 10 feet apart.
- Garages: May be placed at either 5 feet or 22 feet from the edge of the alley, and within the side facade zones.
- Porches, Bay Windows, and Stoops: May extend into the Front Yard Setback, but no closer than 5' to sidewalk.

Livework Type B Setback:



- Width: Ranges from 18 - 30 feet
- Depth: Range from 70 - 100 feet
- Front Yard Setback: 12 feet
- Front Facade Zone: 10 feet
- Side Yard Setback: Units must be at least 10 feet apart.
- Porches, Bay Windows, and Stoops: May extend into the Front Yard Setback, but no closer than 5' to sidewalk.

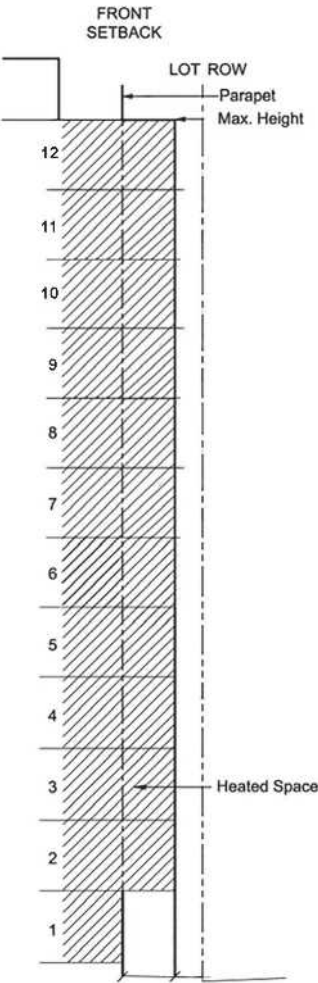
NOTE [14]

MAXIMUM BUILDING STORY HEIGHTS

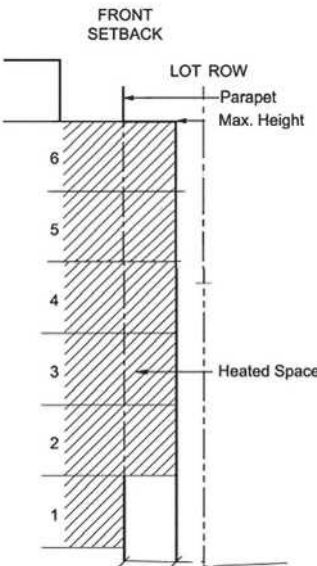
Building Story Height Standards
The vertical extent of a building shall be measured by number of stories, not including a raised basement or an inhabited attic. Building story height shall be measured from the average grade of the fronting frontage line. Height limits shall not apply to portions of inhabited structures with a lot coverage of less than 900 square feet or to masts, belfries, chimneys, mechanical equipment, parapets, dormers, pediments, architectural elements, signage, water tanks, elevators, bulkheads and the like.

MAXIMUM STORY HEIGHTS*
All uses other than single story

NORTH VILLAGE



SOUTH VILLAGE



1st Floor 18 ft.
2nd Floor and Above 14 ft.
Single Story 40 ft.

*Except in height overlay zones depicted on the plan, where height overlay will prevail.

PARKING MATRIX
Minimum Parking Requirements

	Village Core	SHARING FACTOR
Residential	2.0/dwelling	
Lodging	1.0/bedroom	
Office	3.0/1000 sf	
*Retail***	4.0/1000 sf	

Note: Divide parking requirement by sharing factor to calculate modified parking requirements.

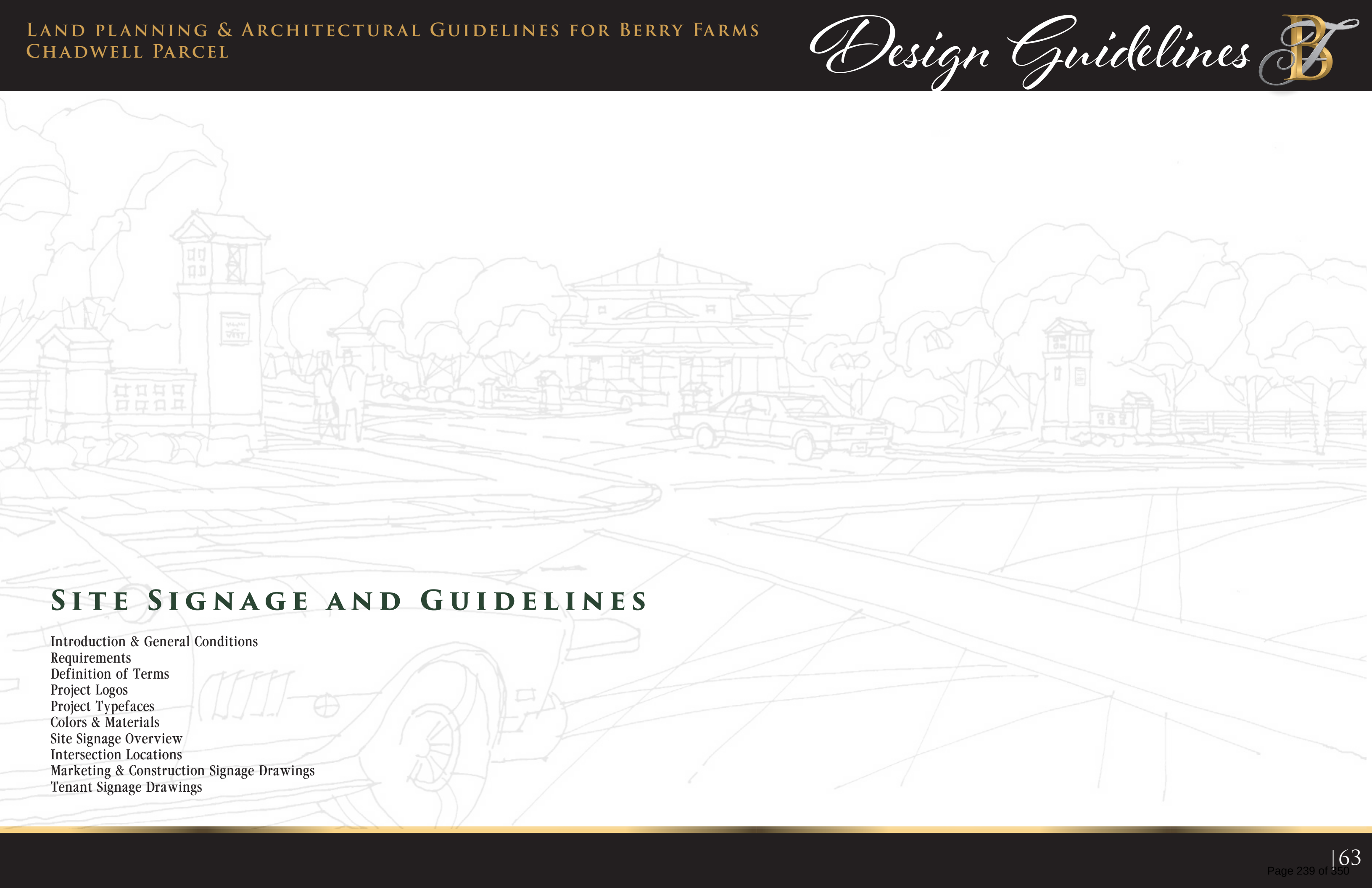
* Full Service Sitdown establishments in excess of 160 seats are to provide 10 spaces / 1,000 sf

** Add 1.0 parking space for each bedroom in Accessory Dwellings

*** Theater Building 1 space / 4 seats

PARKING TABULATIONS EXAMPLE

OFFICE:	15,000 SF @ 3/1000 = 45 SPACES
RETAIL:	22,000 SF @ 4/1000 = 88 SPACES
TOTAL:	= 133 SPACES
SHARING FACTOR:	= /1.20
TOTAL REQUIRED:	= 111 SPACES



SITE SIGNAGE AND GUIDELINES

- Introduction & General Conditions
- Requirements
- Definition of Terms
- Project Logos
- Project Typefaces
- Colors & Materials
- Site Signage Overview
- Intersection Locations
- Marketing & Construction Signage Drawings
- Tenant Signage Drawings

INTRODUCTION

Signs are an integral part of any commercial establishment. The primary objectives of the Signage Design Guidelines is the creation of a vibrant street scene within Berry Farms, in coordination with the Architectural Design Guidelines. This will be accomplished by setting forth a strong identity for the overall development, while at the same time allowing each business to communicate with the public in a consistent, community-building, coordinated manner. Balance of sign size to overall environment, and overall enhancement of the development is desired and the Sign Guidelines are designed to achieve this goal. Architectural consistency, and variation simultaneously must be respected and addressed with an identification program that follows the lead design influences.

These examples illustrate a well-orchestrated system of architectural features along with harmonious, readable, well scaled, well-integrated signage and identification elements. Even though the architectural personality shown in these photos vary strongly from one to the next, the overall harmony of architecture, landscaping, and identification elements is evident.

These images portray a successful composition which is the goal of these standards for implementation at Berry Farms. Allowable signs fall into two categories; the first is Site Signage, which are standard-format elements in terms of shape and size and materials, with provision for graphic items to be applied to them.

The second category is for Tenant Signage, which is intended to suit the needs of Tenant or Developer, and is to be coordinated with the architecture and built environment. These sign items must be designed as needed and submitted for review and approval.

GENERAL CONDITIONS

Signs must conform with the standards set forth by the Owner/Landlord, and all zoning, building, and life safety codes which have jurisdiction in this county within the State of Tennessee.

It is the contractor's responsibility to engineer signs to conform to local code. Shop drawings shall be marked with the seal of a state registered engineer.

All materials shall be of new stock, free from defects impairing strength, durability, or appearance.

All aluminum fabrication shall be per the Contract Documents and all joints shall be welded, filled, ground, and sanded smooth prior to painting to ensure a uniform surface.

The number of mechanical fasteners shall be minimized in favor of welded joints. Fasteners shall be concealed except where noted on drawings. Exposed fasteners are to be flush, and matched in color and finish to adjacent surfaces.

When dissimilar metals are in contact, the contacting surfaces shall be coated with asphaltic paint to prevent oxidation and electrolysis. Aluminum and steel are not to come in contact with each other.

All aluminum materials shall be thoroughly sanded to remove oxidation and primed prior to painting to ensure maximum paint adhesion.

All corners shall be 90° with crisp, clean edges.

All adhesives shall be used in accordance with recommendations made by the manufacturer of the materials specified to be laminated ore adhered. Adhesives that will fade, discolor, or delaminate as a result of proximity to ultraviolet light sources or heat shall not be used and shall not change the color of or deteriorate the materials to which they are applied. The adhesives shall have a non-staining, non-yellowing quality, and all visible joints shall be free from air bubbles and other defects.

Sign faces must be left clean and free of glue or other foreign material. Edges are to be routed smooth and straight.

Primer coats or other surface pretreatment, where recommended by the manufacturer for inks and paints, shall be included as part of the finished surface work at no extra cost to the owner.

Painted surfaces are to bee resistant to crazing, peeling, scratching, and fading. A polyurethane coating shall be applied over the screened messages and metallic surfaces (bronze, stainless steel, brass, etc.) to seal the paint and preserve the surface from wear and oxidation.

All inks and paints shall be evenly applied without pinholes, scratches, orange-peeling, application marks and other imperfections. Workmanship, finishes and formation of letters shall conform to the highest standards of the trade.

Original art for each sign shall be prepared by the Contractor. Artwork will be provided by Lorenc Design on computer disk as necessary.

All baselines shall be horizontal on the sign face. Margins must be maintained as specified in the drawings.

All screen-printing shall be executed in such a manner that all edges and corners of finished letterforms are true, sharp and clean. Letterforms with rounded inside or outside corners, edge build-up, bleeding, sawtoothing, pinholes, etc. will not be accepted.

All die cutting shall be executed in such a manner that all edges and corners of finished letterforms are true and clean. All die cuts must adhere for a period of 1 year or will be replaced by the signage contractor free of charge. Engineer grade reflective material or equal shall be used on exterior signs.

The Contractor shall field verify all measurements indicated on drawings to establish correctness. All footings for freestanding signs are to be of adequate PSI strength and aggregate to admixture ratio to withstand soil and wind conditions at the site. All footings necessary for all exterior sign types should be installed in a on-time erection crew operation.

Anchoring devices are to be adequate types of non-corrosive materials for securing signs to in place structures.

All installations are to be level and plumb or will be deemed unacceptable.

Immediately after erection, Contractor shall touch-up paint all field welds, bolted connections and abased areas of shop paint. If marred areas cannot be adequately touched up on site, the sign(s) will be returned to the shop for controlled refinishing.

Installation areas are to be left as found without debris or excess material used in installation.

REQUIREMENTS

A. QUALITY: All signs shall be constructed of quality materials and shall conform with the General Conditions in these Guidelines and with the most current county regulations.

B. TENANT RESPONSIBILITY: All Tenants are required to purchase and install their own signs and pay all costs for installation and any electrical service connections (to the Tenant’s individually metered service) as required. The storefront and blade signage must be installed on or before Tenant opens for business in the Tenant space.

C. TYPESTYLES/LOGOS: Tenant may choose any typestyle, subject to approval by the Owner/Landlord. Tenant may use custom logos on any of the allowed sign faces when such graphics are specified and approved in advance by the Owner/Landlord.

D. SIGN TEXT: Sign text is limited to business names and symbols, development name or symbol, or other text which describes regulations or project information. Brief text which describes products or services is permitted at a size smaller than the associated business name.

E. LIGHTING: All sign lighting shall conform with Berry Farms commercial area design guidelines and be designed to adequately illuminate sign messages while producing minimum glare and stray light in the general project area and night sky.

F. CODE COMPLIANCE: Sign fabrication and installation shall comply with any applicable building codes and electrical codes, and all internal and external wiring, lighting and other electrical devices shall bear the UL symbol. It is the Tenant’s responsibility to verify that its sign and installation are in accordance with these requirements.

G. DESIGN SUBMITTALS: Each Tenant shall supply three (3) copies of the Sign Contractor’s scaled drawings to the Owner/Landlord for review. The drawings should include elevations, sections, details, color and material specifications as necessary to fully illustrate the intended designs.

H. COMPLIANCE/APPROVAL: To verify compliance with the design intent of these Guidelines, the Owner/Landlord reserves the right to review and approve or disapprove all proposed signs and/or graphic treatment governed by these Guidelines per the Owner/Landlord’s interpretation of these Guidelines, and to require revisions of any sign design which the Owner/Landlord judges not in compliance.

I. FABRICATION/INSTALLATION: All signs must be fabricated as described herein by a Sign Contractor approved by the Owner/ Landlord. All signs shall be mounted according to Owner/Landlord approved drawings. All fasteners shall be of non-corrosive material and concealed. Installation shall be by Owner/Landlord approved Sign Contractor only or Tenant’s national signage contractor. Sign company names or stamps shall be concealed if permitted by code.

J. SIGN MAINTENANCE: Tenant shall be responsible for maintaining its sign(s) in a good state of repair, including prompt replacement of burned out lighting or damaged components. Tenant has 24 hours to initiate repairs and 48 hours to make repairs after being notified in writing by Landlord.

K. SIGN REMOVAL: Tenant shall be responsible for removal of its signs upon termination of lease. Fascia and other damaged or otherwise altered building elements shall be returned to the original condition, and all penetrations appurtenant to the Tenant’s sign installation shall be repaired by the Tenant to the satisfaction of the Owner/Landlord.

L. TEMPORARY SIGNS: Temporary signs shall be permitted to announce special events for a business. These shall be allowed to remain in place for a maximum of fifteen (15) days and must be approved in advance by the Owner/Landlord.

M. NON-CONFORMING SIGNS: Tenant shall not erect, install, paint or affix any signs, posters, cards/banners or other advertising medium to, upon or above the exterior of the premises of the building, nor on the interior or exterior of the premises of the building, nor on the interior or exterior of the glass surface of the windows and doors, except as stated herein. Tenant shall be held liable and shall bear all costs for removal and/or correction of sign installation and damage to building by signs that do not conform to the Signage Guidelines or those signs required to be removed by termination of lease. The Owner/Landlord reserves the right to have all non-conforming signs removed regardless of state of erection.

N. PROHIBITED SIGNS: The following types of signs, sign components and devices shall not be permitted:

- 1. Flashing, oscillating or moving signs
- 2. Visible names or stamps of sign manufacturers (unless required by code)
- 3. Raceways, exposed transformers, conduit, junction boxes, crossovers or power supplies
- 4. Temporary posters, balloons, notices or announcements other than those approved in advance by the Landlord
- 5. Floating or inflated objects with signage or logos
- 6. Abandoned signs – these will be removed at the Tenant’s expense after 30 (thirty) days’ notice
- 7. Vacuum-formed or injection-molded plastic signs
- 8. Paper or cardboard signs
- 9. Box-type or solid panel signs
- 10. Signs that emit sound
- 11. Non-conforming signs

O. GUIDELINES CHANGES: The Owner/Landlord reserves the right to make periodic changes to the Signage Guidelines as it sees fit for the benefit of Berry Farms.

DEFINITION OF TERMS

ABANDONED SIGN: A sign which identifies or advertises a business which is no longer operating.

ANIMATED SIGN: Any sign which includes actual moving parts or a visual effect which simulates moving parts or motion.

ARCADE SIGN: A building-mounted projecting sign which is attached to or contained within a permanent covered public circulation area, which is intended to identify or advertise a business or organization to passing pedestrians.

ARCHITECTURAL REVIEW BOARD: An official entity which has jurisdiction over the development and character of the project.

AWNING: An applied shelter above windows doors or other openings constructed of non-permanent materials which may also carry identification images.

BUILDING FRONTAGE: The face of a building which contains the main building entrance. If more than one main entrance occurs, the building frontage shall be that which faces the more highly trafficked street or walkway area.

BUILDING SIGN: A sign attached or applied to the wall of a building, supported by the building, which identifies the building and/or business within. A building sign does not project more than twelve inches from the face of the building.

BULKHEAD: An overhead architectural feature which spans across open space or windows below.

COMMERCIAL BUILDING IDENTIFICATION: A large-scale commercial sign which identifies a retail store larger than 50,000 gross square feet.

CONSTRUCTION SIGN: A temporary sign displayed on a site or building only during the time of ongoing construction work. It may indicate the character of the development and the names of firms involved in the construction effort.

DIRECTIONAL SIGN: A permanent sign which provides directions, instructions, or information for businesses, facilities and features of the development site.

DIRECTORY: Index sign which lists commercial enterprises, individuals, occupations, and locations of each.

ENTRY SIGN: A monument, pole, or pier sign which provides the name of a district, service area, business, subdivision, or development. No advertising or promotional information may be included.

FLAG: A fabric element, used to display an emblem, logo, or other symbol of a town, city, state, country, business, organization or charity.

ILLUMINATED SIGN: A sign that incorporates an internal or external integral lighting feature intended to illuminate the sign message only.

MARKETING SIGN: A temporary sign utilized for advertising or identification of a business for a short (180 days or less) period of time.

MARQUEE SIGN: A sign with changeable message capability intended to identify and/or advertise special events including performances.

MAJOR TENANT IDENTIFICATION: A permanent ground-mounted, freestanding sign which identifies a building, district, driveway or other area. The message may not include promotional, advertising, or temporary items.

MULTI-TENANT IDENTIFICATION: A sign that identifies a group of businesses under a common roof.

NEON SIGN: A sign constructed entirely of or to accommodate neon glass tube illumination always enclosed in clear acrylic tubing.

NON-CONFORMING SIGN: Any sign which may be lawfully constructed but which does not meet the requirements of land use, setback, size or lighting conditions, or which later does not comply due to changing conditions or requirements.

OUTLINE METHOD: Construct an outline box which contains the entire graphic/logo/typography image upon the background surface. Calculate the height and width of the outline box, multiply to find the area of the outline box, which shall equal Sign Area.

OUTPARCEL: A legally defined plat of land which was created within a parent tract of land containing the overall development.

PERMANENT SIGN: A sign that is attached to or painted upon a permanent structure, wall, pier, building facade, or the ground.

PERMIT: A sign and/or electrical permit issued by the Building Department, and subject to the requirements of this sign guideline.

POLE SIGN: A sign which is affixed to a supporting pole which is independent of any other structure or support.

SIGN: An object, display, structure, device or panel which advertises, identifies, displays, or attracts attention for a person, business, product, service, institution, organization, event or location. The term shall include without limitation any permanently or temporarily installed or situated merchandise, emblem, fixture, painting, flag, banner, pennant, placard, text message, parked vehicle, lighting effect or device.

SIGN STRUCTURE: A structure which may contain or uphold any combination of one or more separate signs or messages.

STREET SIGN: A permanent sign that displays the official names of streets.

TEMPORARY SIGN: A non-permanent sign utilized for a specific, approved length of time.

WALL SIGN: A sign permanently affixed or applied to a freestanding or building wall.

WINDOW SIGN: A sign installed upon or behind a window and intended to be viewed from the exterior, public side.



BERRY FARMS

PRISMATIC
THIS IS THE STANDARD LOGO
CAN BE USED WITHOUT TEXT



BERRY FARMS

TWO COLOR
FOR TWO COLOR PRINT APPLICATIONS, EMBROIDERY
CAN BE USED WITHOUT TEXT



BERRY FARMS

ONE COLOR (HALFTONE)
FOR ONE COLOR PRINT APPLICATIONS (NEWSPAPER)
CAN BE USED WITHOUT TEXT
DO NOT USE ALL BLACK

BERRY FARMS

TYPE ONLY



REVERSED 1
FOR USE IN SPECIAL SITUATIONS ONLY



REVERSED 2
FOR USE IN SPECIAL SITUATIONS ONLY



RING
FOR USE IN SPECIAL SITUATIONS ONLY



MEDALLION
FOR USE ON PROJECT MONUMENT SIGNAGE ONLY

TRAJAN PROBOLD (for identification)
ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890

CORPORATE CAMPUS
THE NEIGHBORHOOD

FRUTIGER ROMAN (for support copy)
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

AT BERRY FARMS

FRUTIGER BOLD (for support copy)
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

97 Estate Home Sites

GARAMOND BOOK CONDENSED (for directional copy)
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Berry Farms Lane
YMCA

SIGN STRUCTURE MATERIALS;
TOWER MULLIONS (D)

SIGN AND LOGOMARK
LETTERS

GLASS WINDOWS

LIGHT FIXTURES

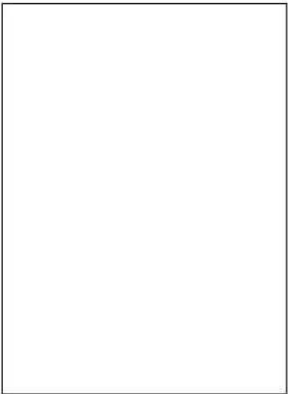
- [A] WHITE PAINTED BRICK: ASTM C-216, FBS Red Smooth Select Brick: BORAL Burns Red Smooth or RICHTEX #140 Red Smooth; 1/8" raked mortar joints; brick painted white
- [B] WHITE PLASTIC FENCE: similar to existing fences on site, by others
- [C] CODA GREEN ALUMINUM: painted with catalyst-hardened urethane to match TNEMEC #F175G2490 A, low-gloss finish
- [D] WHITE ALUMINUM: painted with catalyst-hardened urethane to match Benjamin Moore Brilliant White, low-gloss finish
- [K] BLACK ALUMINUM: painted black with catalyst-hardened urethane, low-gloss finish
- [R] GREEN ALUMINUM: painted with catalyst-hardened urethane to match project lightpole: RAL6012 Black Green, low-gloss finish
- [E] GREEN ALUMINUM: painted with catalyst-hardened urethane to match PMS 554U, satin finish
- [F] CAST PRISMATIC METAL: painted Matthews Brilliant Gold
- [G1] GREEN TEXTURED GLASS: The Paul Wissmach Glass Co., Corella Classic 161
- [G2] GREEN TEXTURED GLASS: The Paul Wissmach Glass Co., Corella Classic 40CX
- [G3] GREEN TEXTURED GLASS: The Paul Wissmach Glass Co., Corella Classic 195
- [G4] GREEN TEXTURED GLASS: Uroboros, #60-70390
- [G5] GREEN TEXTURED GLASS: TO BE DETERMINED
- [H1] CANOPY LIGHT: RUUD MCL0 Series; 175W metal halide; clear lens; MCL0417-M-F-SB16
- [H2] CANOPY LIGHT: RUUD MCL0 Series; 150W high pressure sodium; clear lens; MCL0515-M-F-SB16
- [F1] DOWNLIGHT: RUUD R Series; 32W 6" fluorescent triple tube; clear reflector; white baffle
- [L1] (G1 by Ramon) FLOODLIGHT: Greenlee RDB Series; adjustable wall wash; 100W metal halide; 120V; stainless steel trim; tie down fasteners
- [L2] (G2 by Ramon) FLOODLIGHT: Greenlee MDB Series; variable flood; 100W metal halide; 120V; black finish; MBM&MFM as needed



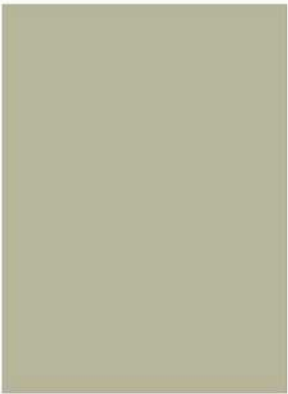
[A] WHITE PAINTED BRICK
[B] WHITE PLASTIC FENCE (BY OTHERS)



[C] CODA GREEN ALUMINUM



[D] WHITE ALUMINUM



[E] DARK GREY ALUMINUM



[E] GOLD CAST PRISMATIC METAL LETTERS

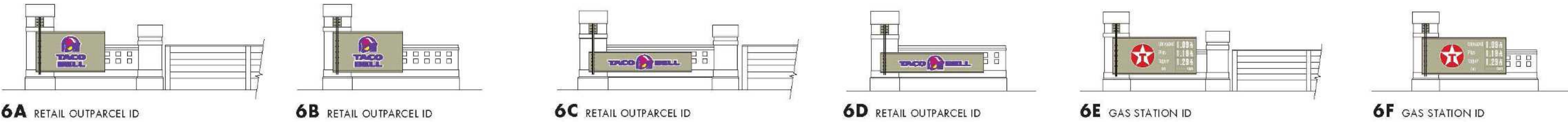
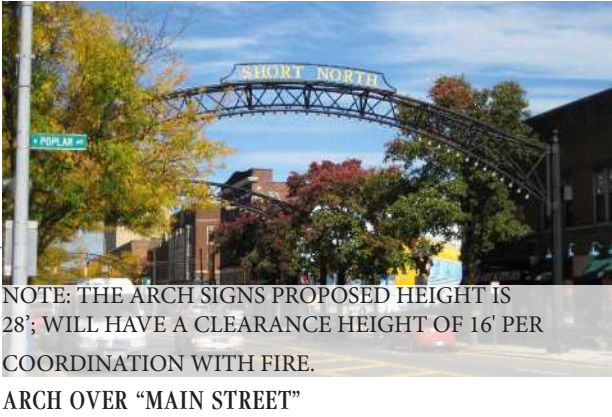
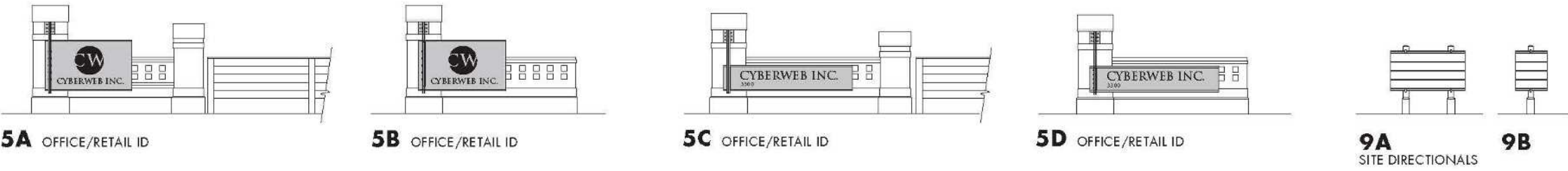
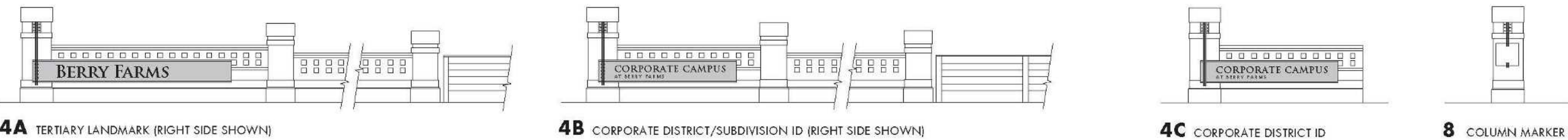
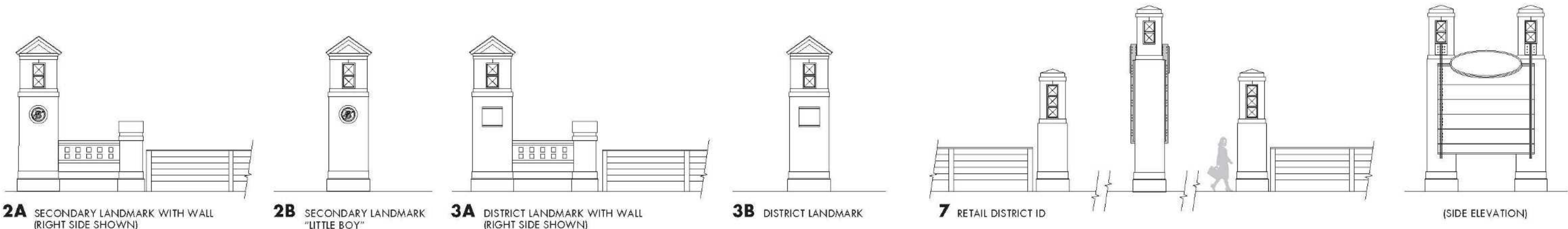


[G1] GREEN TEXTURED GLASS
[G2] GREEN TEXTURED GLASS
[G3] GREEN TEXTURED GLASS
[G4] GREEN TEXTURED GLASS
[G5] GREEN TEXTURED GLASS

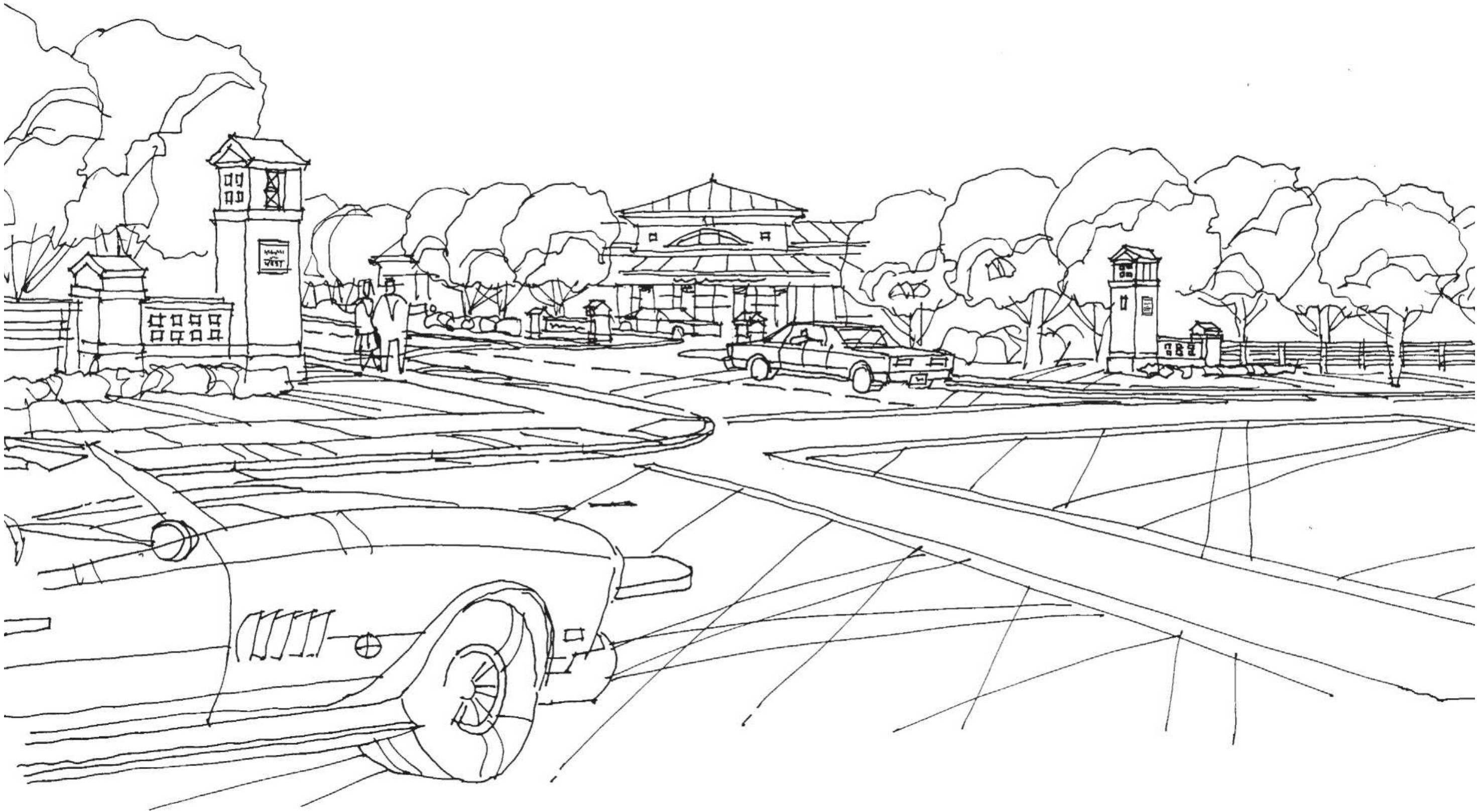
NOTE: All colors shown on this page are for representation only and are not to be used for color matching. Obtain samples from Lorenc Design.

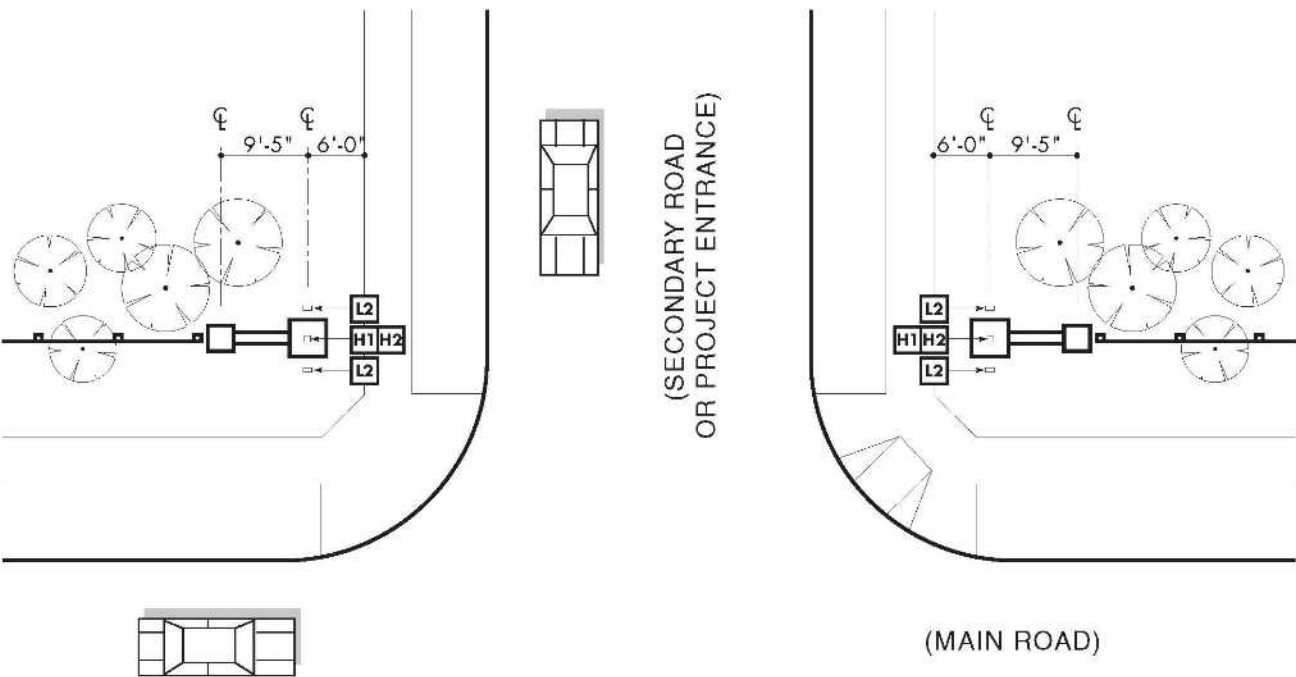
B Design Guidelines

LAND PLANNING & ARCHITECTURAL GUIDELINES FOR BERRY FARMS CHADWELL PARCEL



NOTE [16]



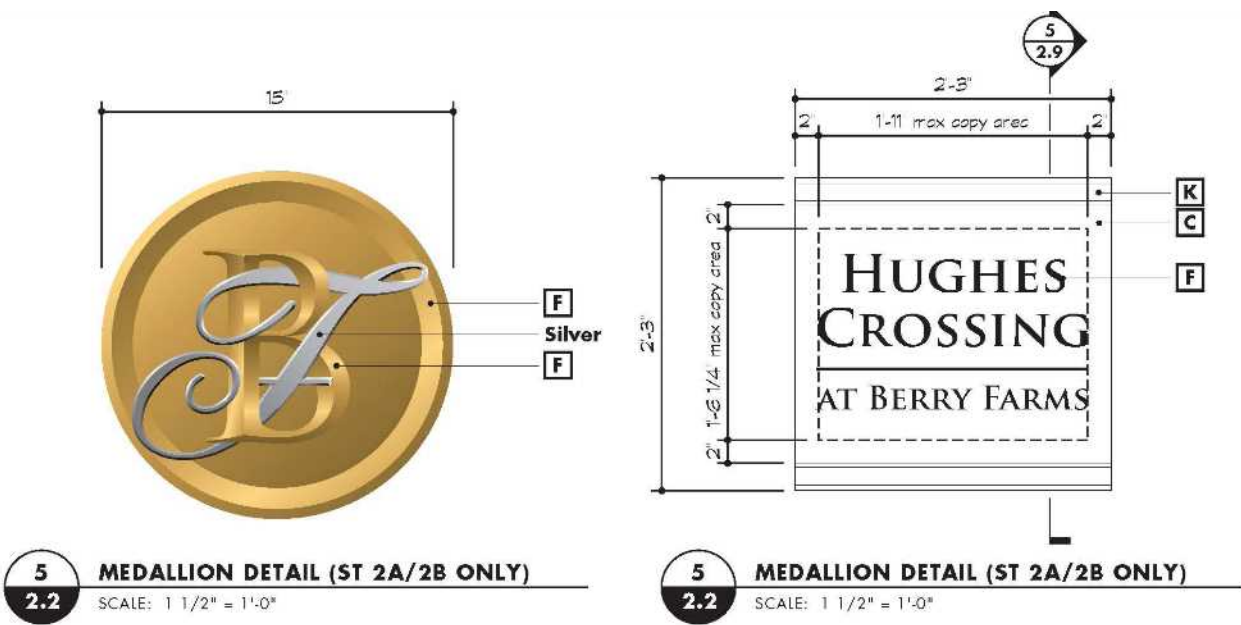


- NOTES:**
- 1. Easements/rights-of-way to be verified (and/or added).
 - 2. Sidewalk conditions and curb radii to be verified.
 - 3. Site plan to be finalized by landscape architect.
 - 4. Grade slopes along brick wall to be taken up in lower portion of wall, below the water table.

1 **ST 2A: SECONDARY LANDMARK . PLAN**
2.2 SCALE: 1" = 20'-0"

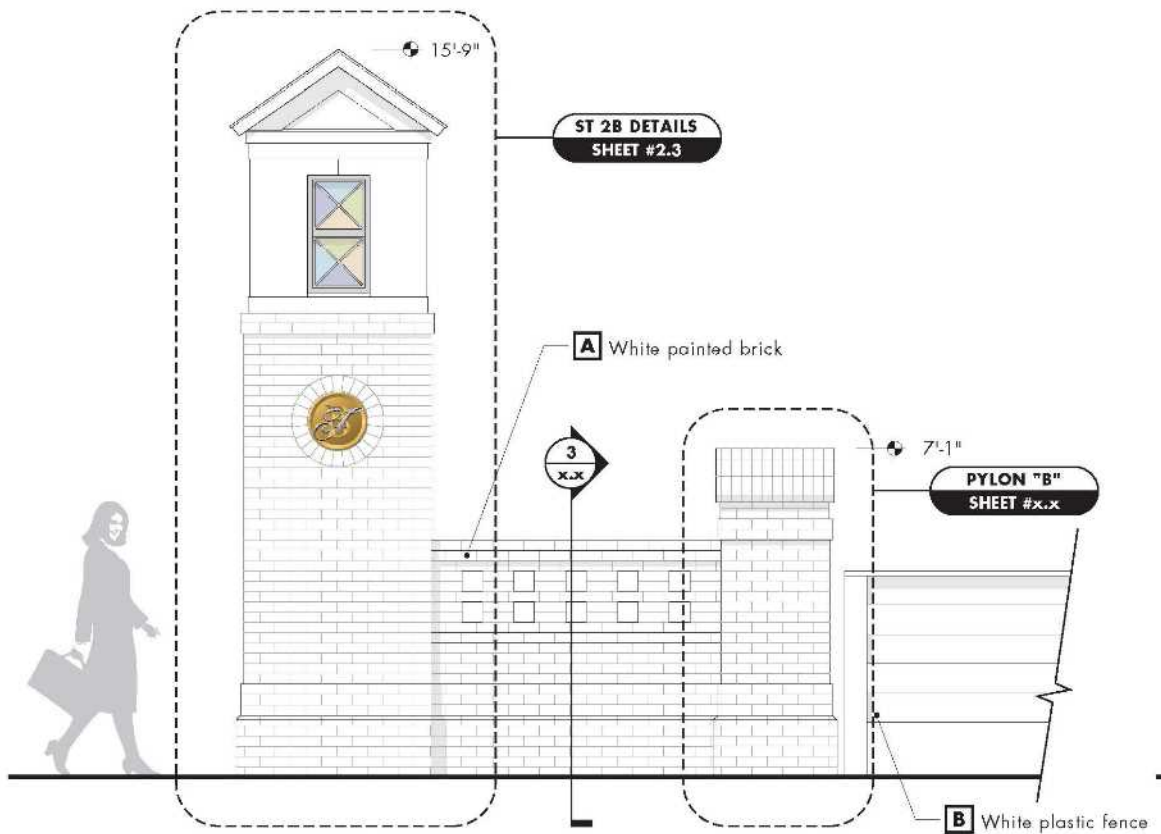


2 **ST 2A: SECONDARY LANDMARK . ELEVATION**
2.2 SCALE: 1" = 20'-0"



5 **MEDALLION DETAIL (ST 2A/2B ONLY)**
2.2 SCALE: 1 1/2" = 1'-0"

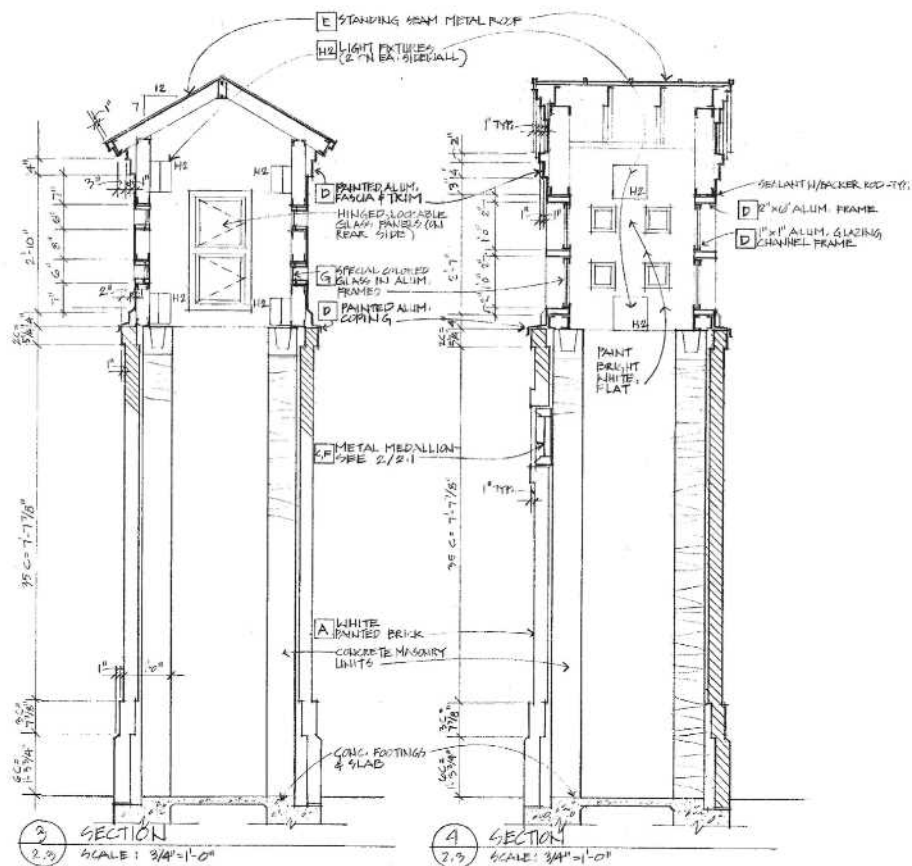
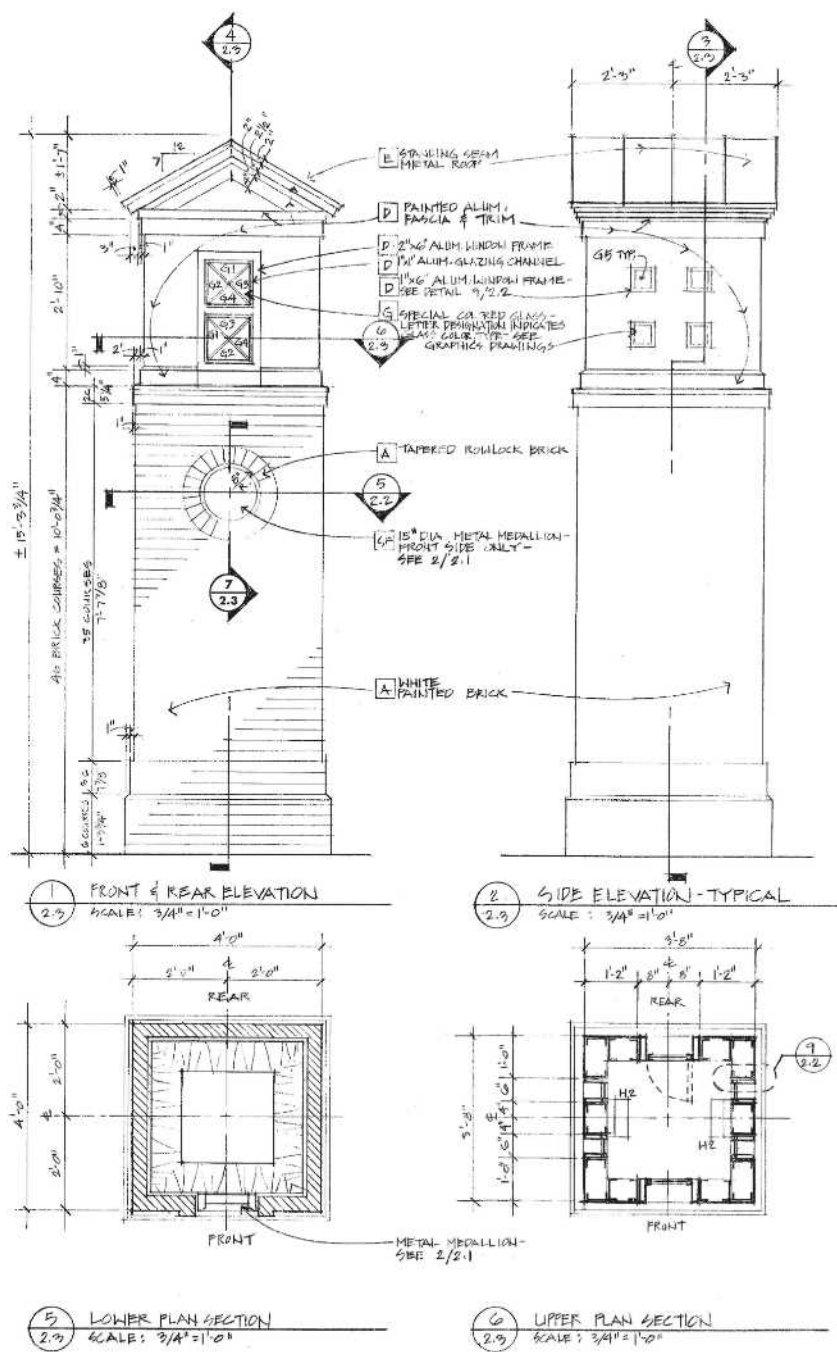
5 **MEDALLION DETAIL (ST 2A/2B ONLY)**
2.2 SCALE: 1 1/2" = 1'-0"



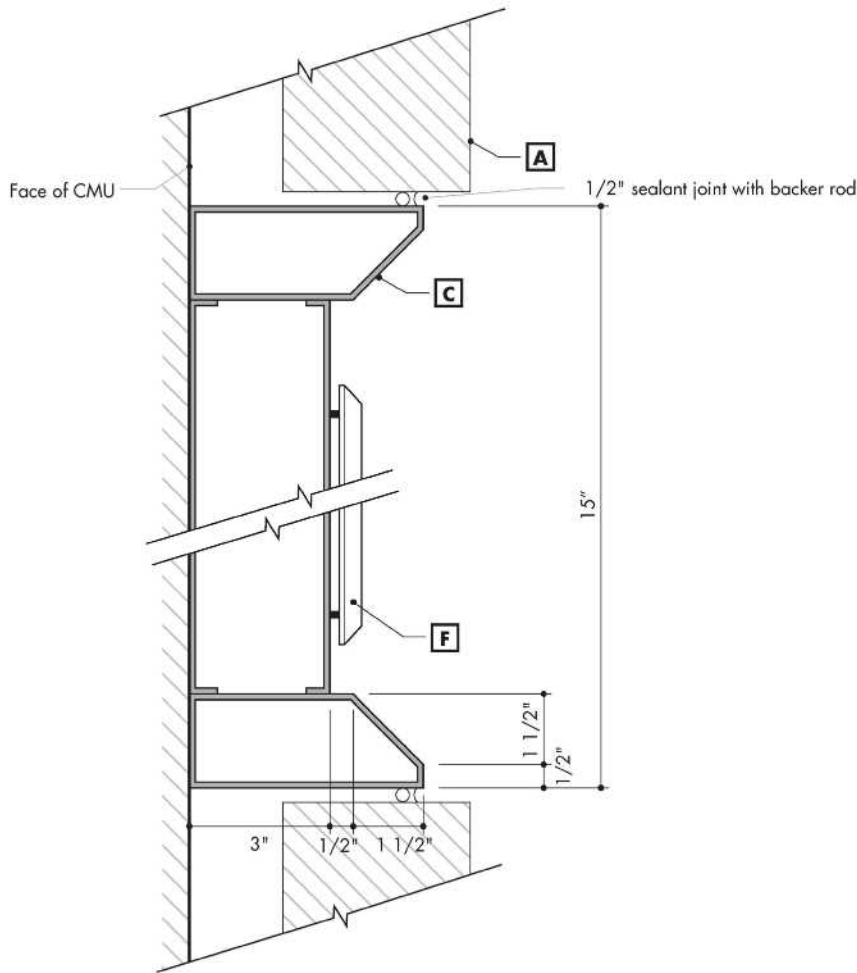
3 **ST 2A: SECONDARY LANDMARK . FRONT ELEVATION**
2.2 SCALE: 1/4" = 1'-0" **NOTE: ST 2B IS WITHOUT WALL/FENCE**

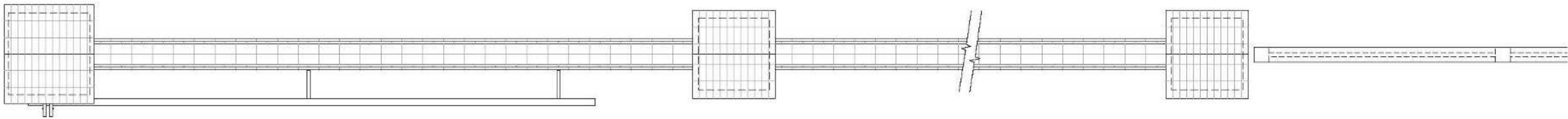


4 **ST 3B: DISTRICT LANDMARK**
2.2 SCALE: 1/4" = 1'-0"



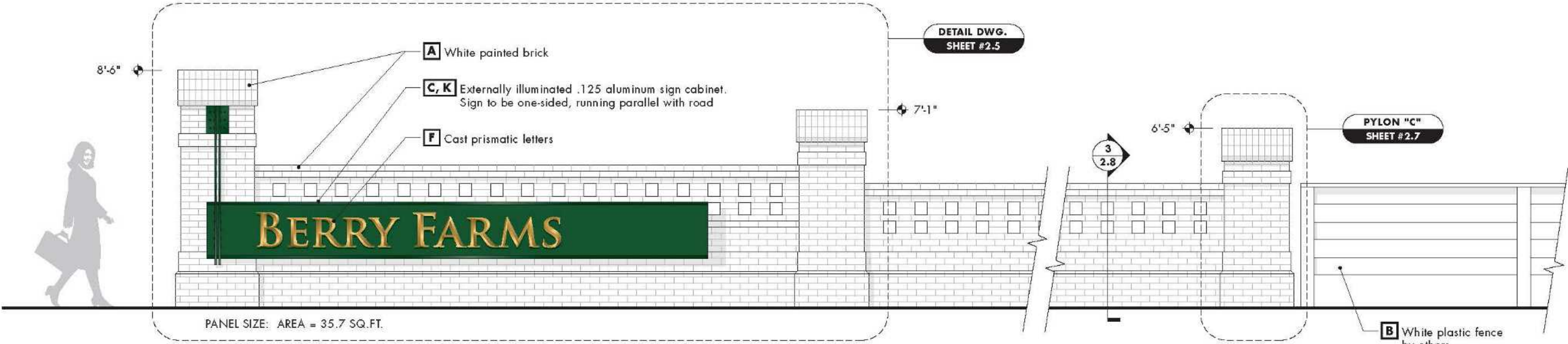
NOTE: This drawing is shown at one-third of full size. Use 1/4" = 1'-0" on this page. Contact Lorenc+Yoo Design for a full size digital file.



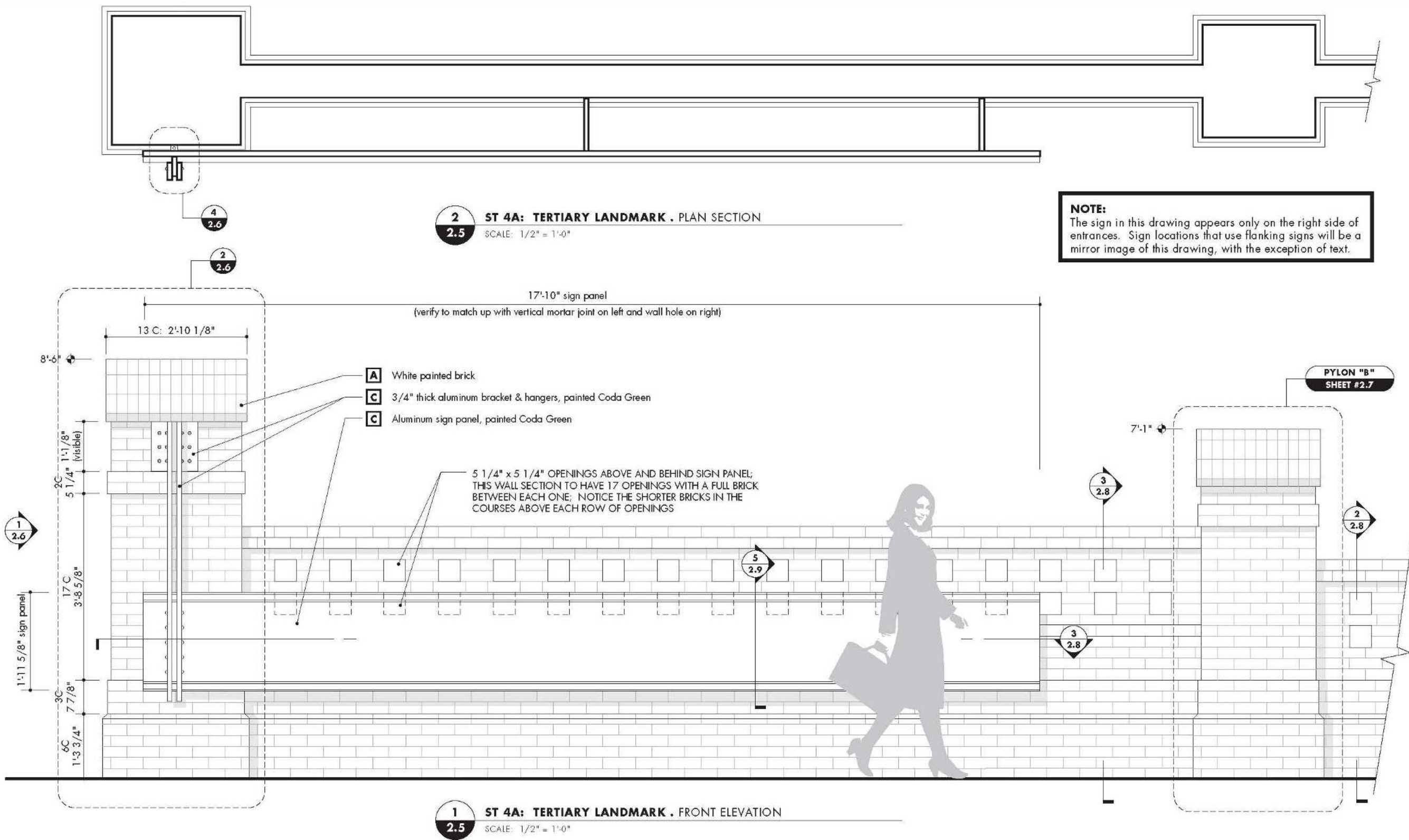


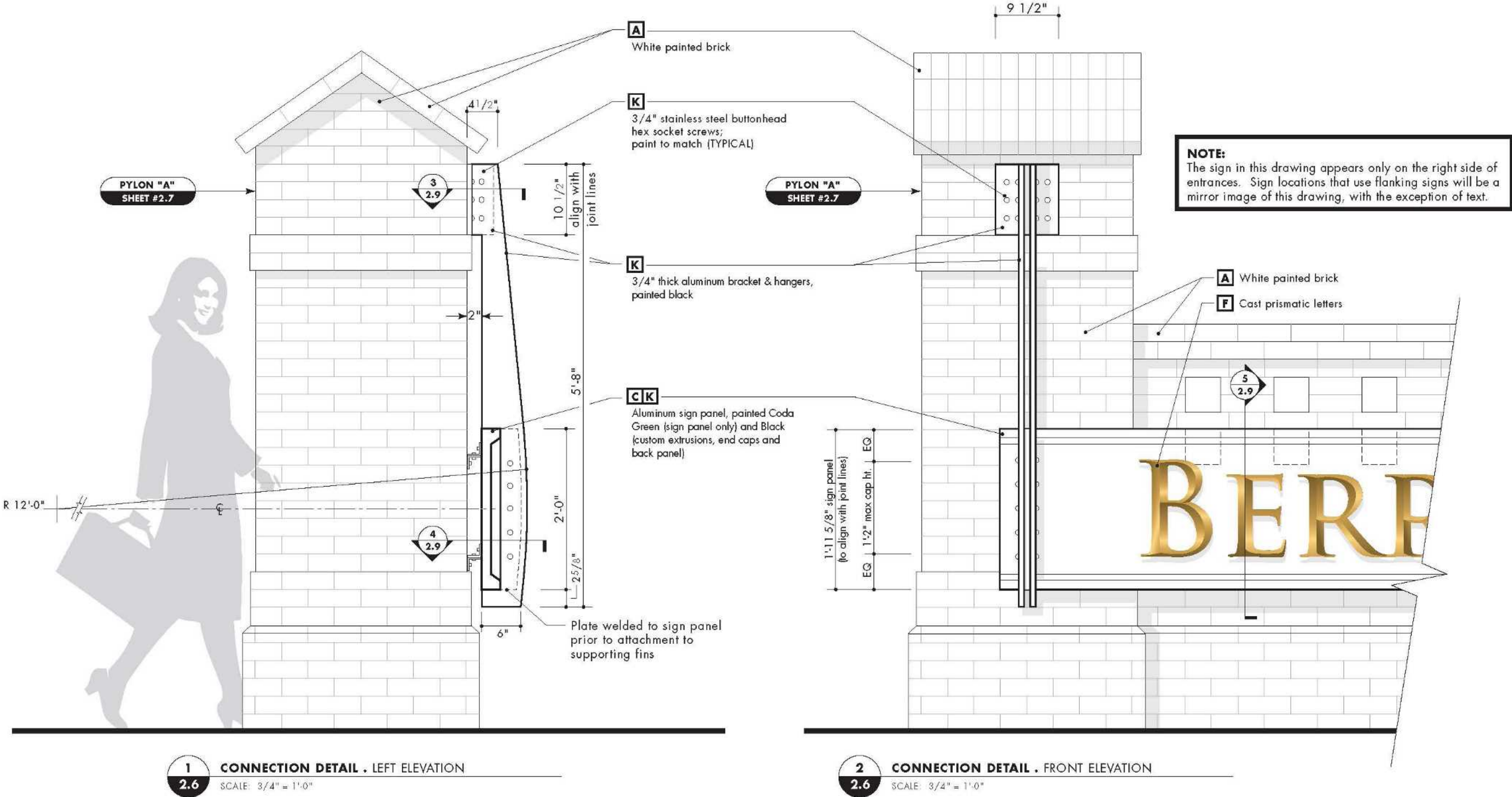
2
2.4 ST 4A: TERTIARY LANDMARK . PLAN
SCALE: 1/4" = 1'-0"

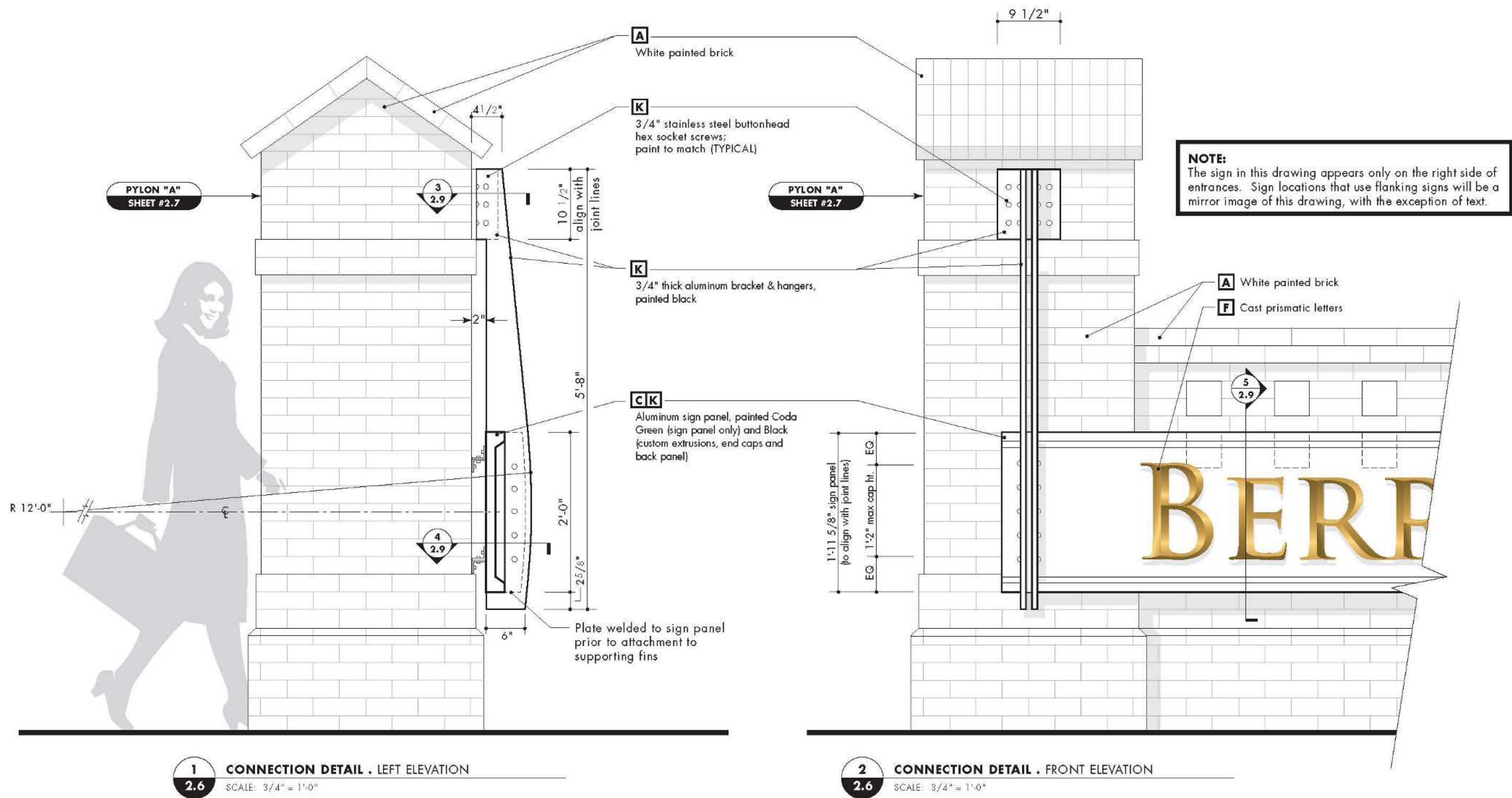
NOTE:
The sign in this drawing appears only on the right side of entrances. Sign locations that use flanking signs will be a mirror image of this drawing, with the exception of text.

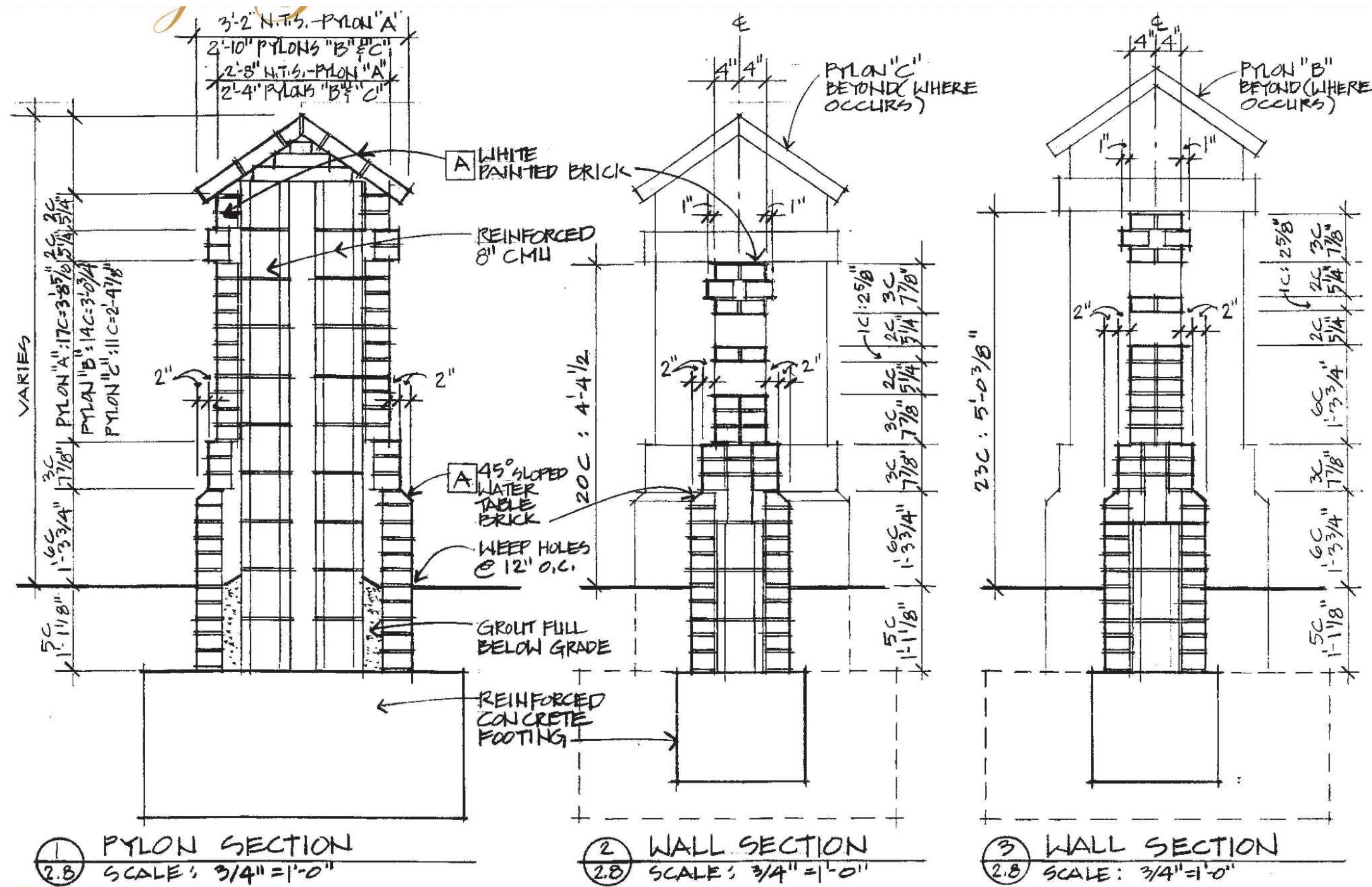


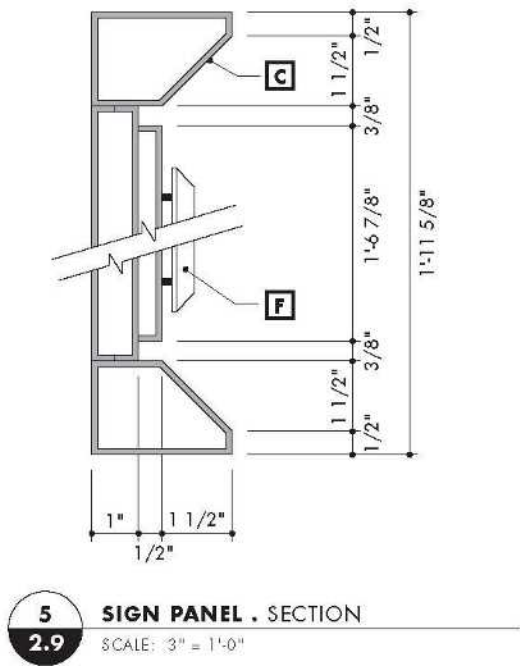
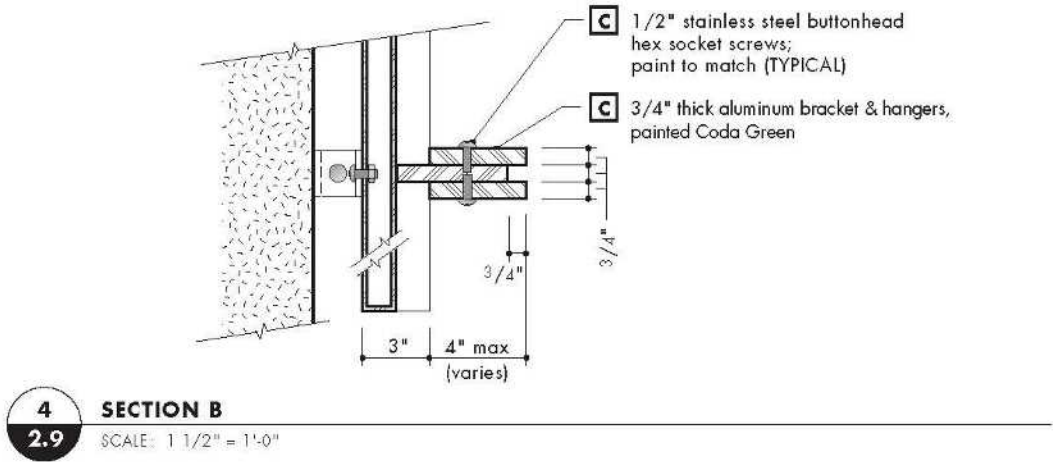
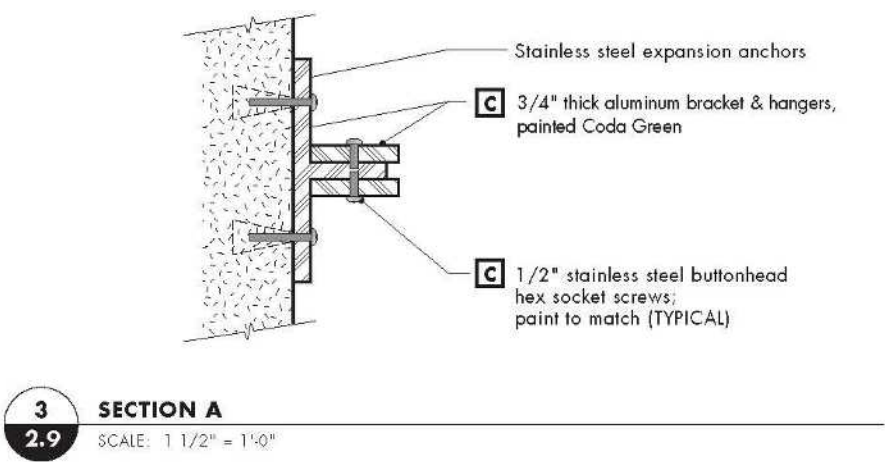
1
2.4 ST 4A: TERTIARY LANDMARK . FRONT ELEVATION
SCALE: 1/4" = 1'-0"

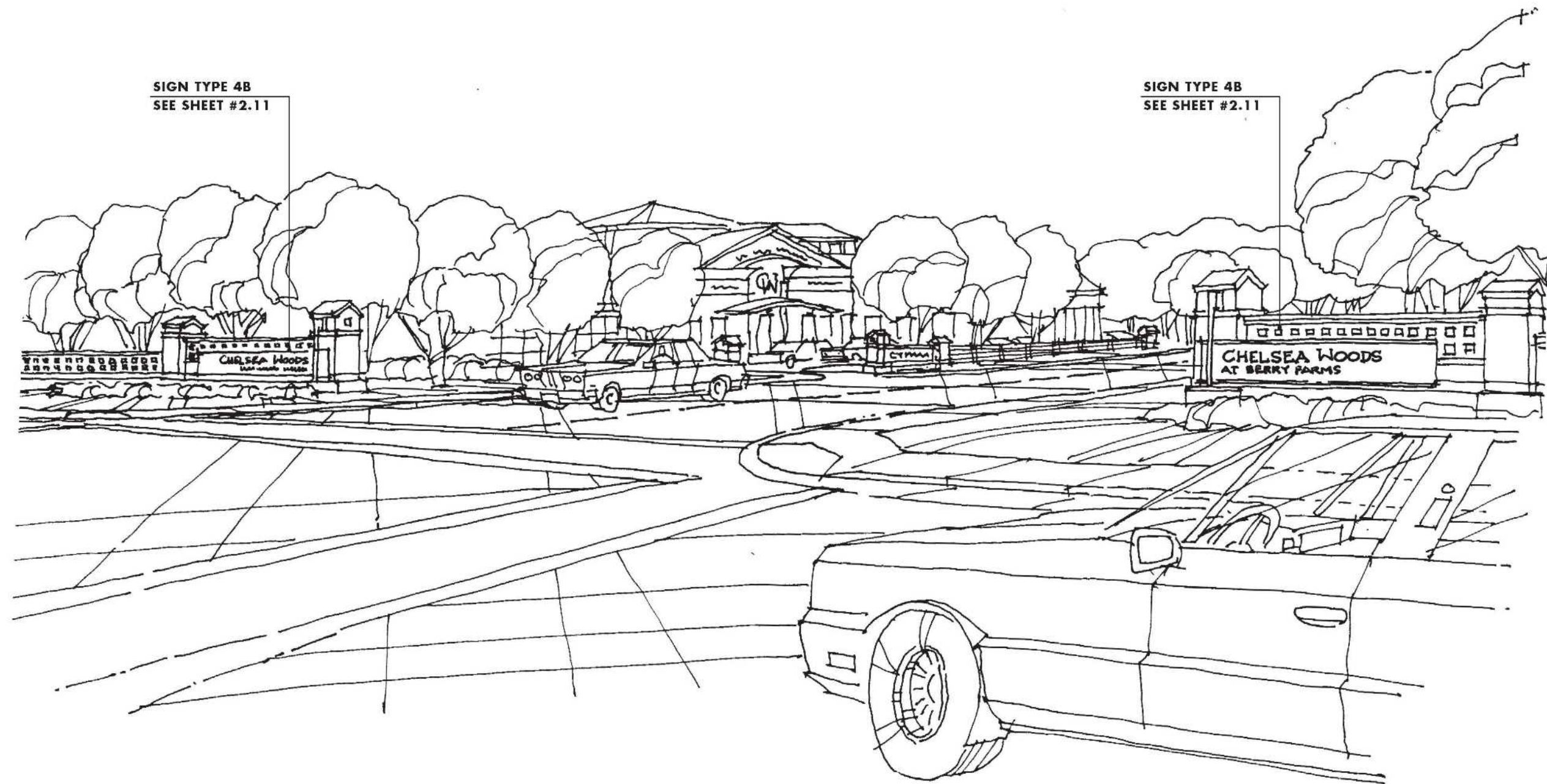












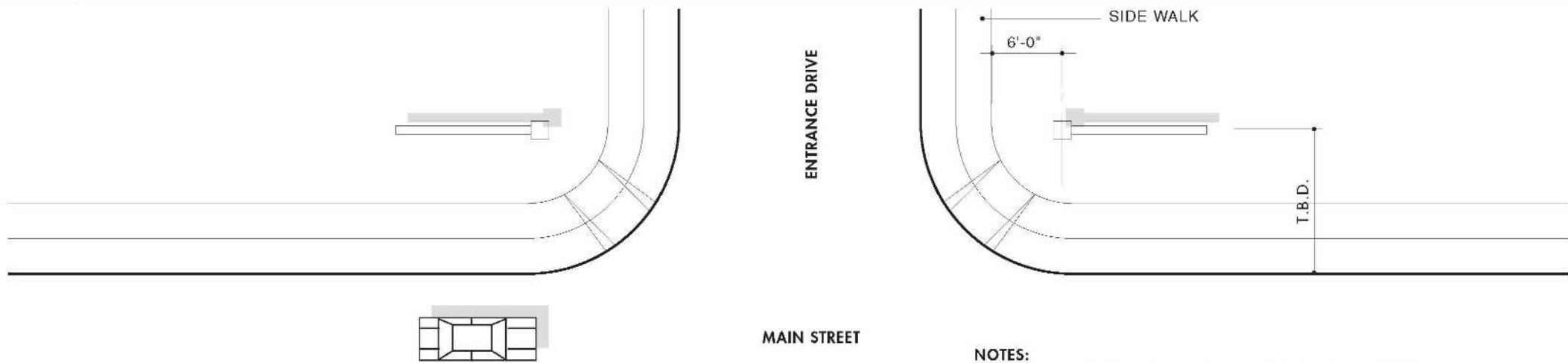


6'-0"

SIDE WALK

T.B.D.

3 **SIGN TYPE 4B: CORPORATE DISTRICT ID . RIGHT SIDE ELEVATION**
2.11 SCALE: 1/4" = 1'-0"



1
2.12 **SIGN TYPE 4C: CORPORATE DISTRICT ID . ELEVATION**
SCALE: 1" = 20'-0"

- NOTES:**
- 1. Easements/rights-of-way to be verified (and/or added).
 - 2. Sidewalk conditions and curb radii to be verified.
 - 3. Site plan to be finalized by landscape architect.
 - 4. Grade slopes along brick wall to be taken up in lower portion of wall, below the water table.
 - 5. SIGN MAY ALSO BE USED AS A TWO-SIDED SIGN IN A MEDIAN, PERPENDICULAR TO MAIN STREET



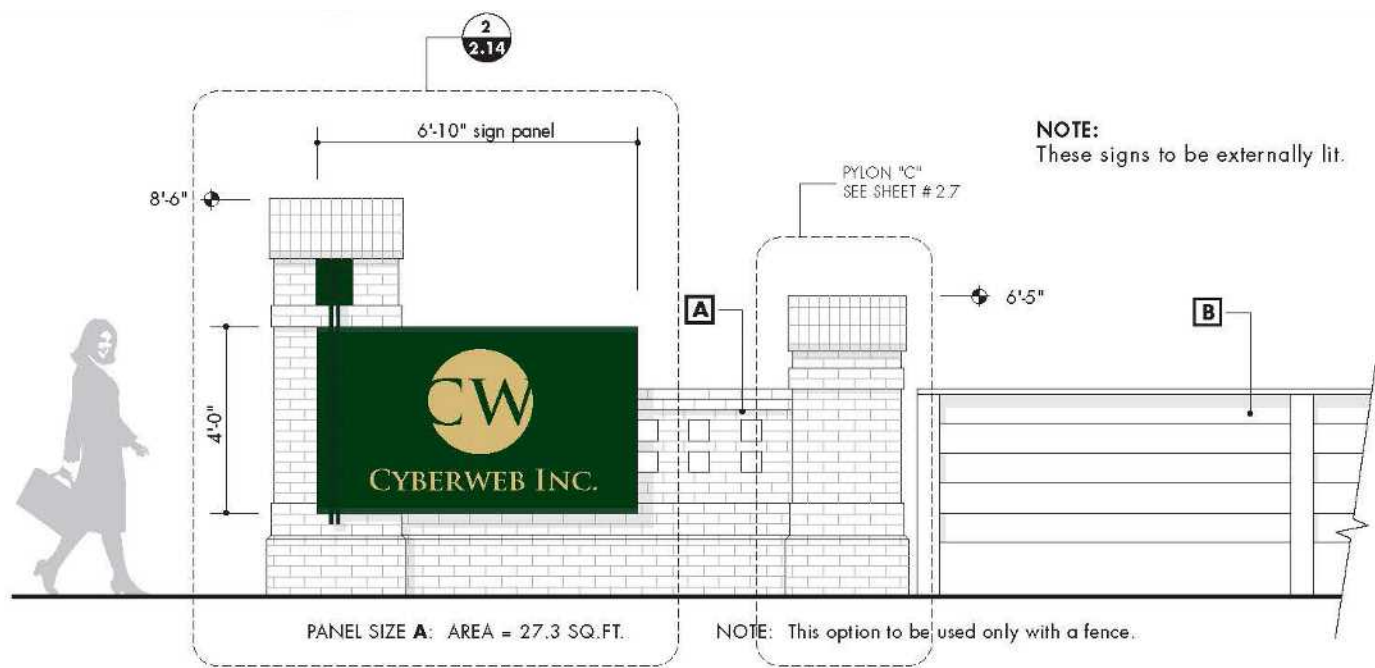
2
2.12 **SIGN TYPE 4C: CORPORATE DISTRICT ID . ELEVATION**
SCALE: 1" = 20'-0"



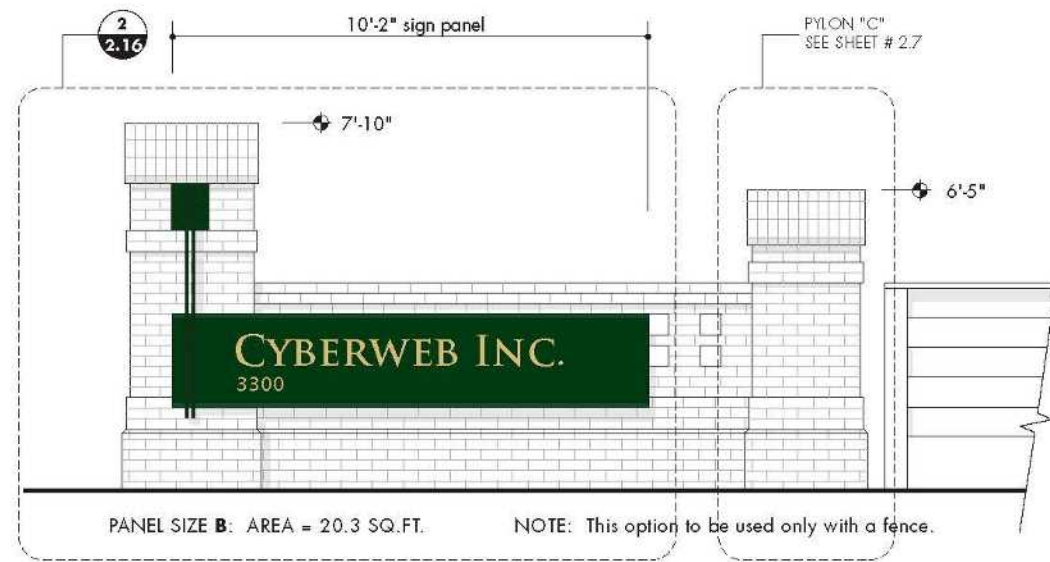
3
2.12 **SIGN TYPE 4C: CORPORATE DISTRICT ID . ELEVATION**
SCALE: 1/4" = 1'-0"



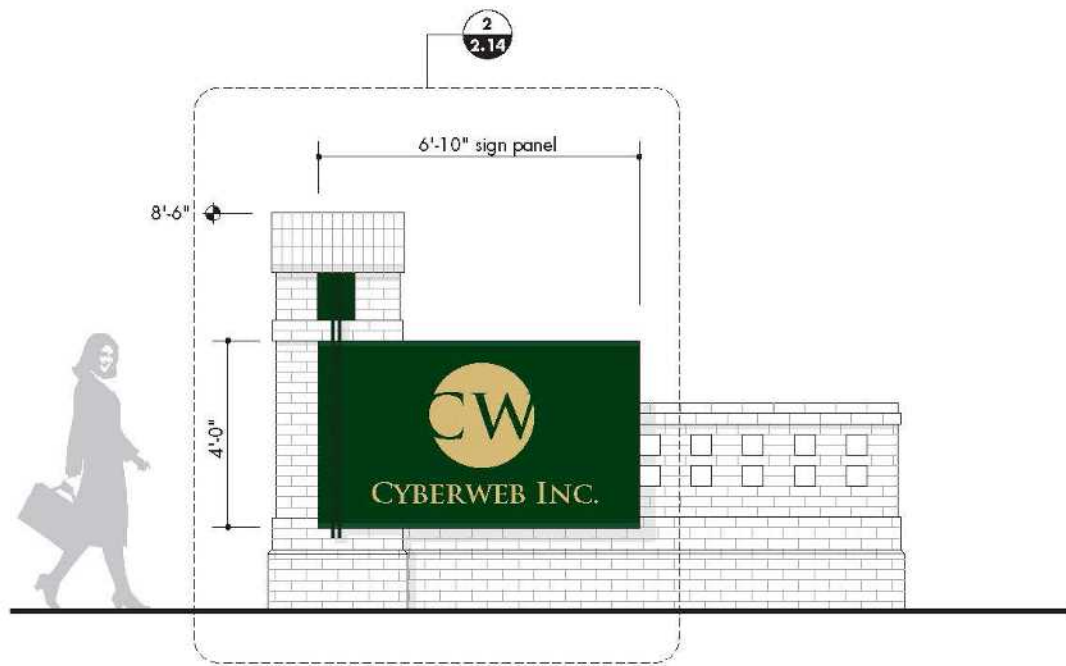
4
2.12 **SIGN TYPE 4C: CORPORATE DISTRICT ID . ALTERNATE COPY CONDITION**
SCALE: 1/4" = 1'-0"



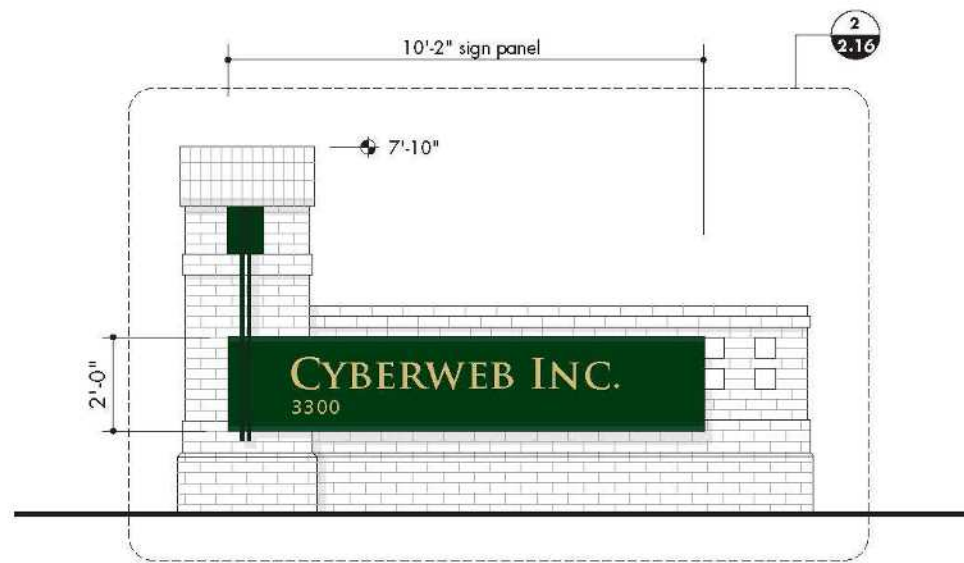
1
2.13 **SIGN TYPE 5A: OFFICE/RETAIL ID . ELEVATION**
SCALE: 1/4" = 1'-0"



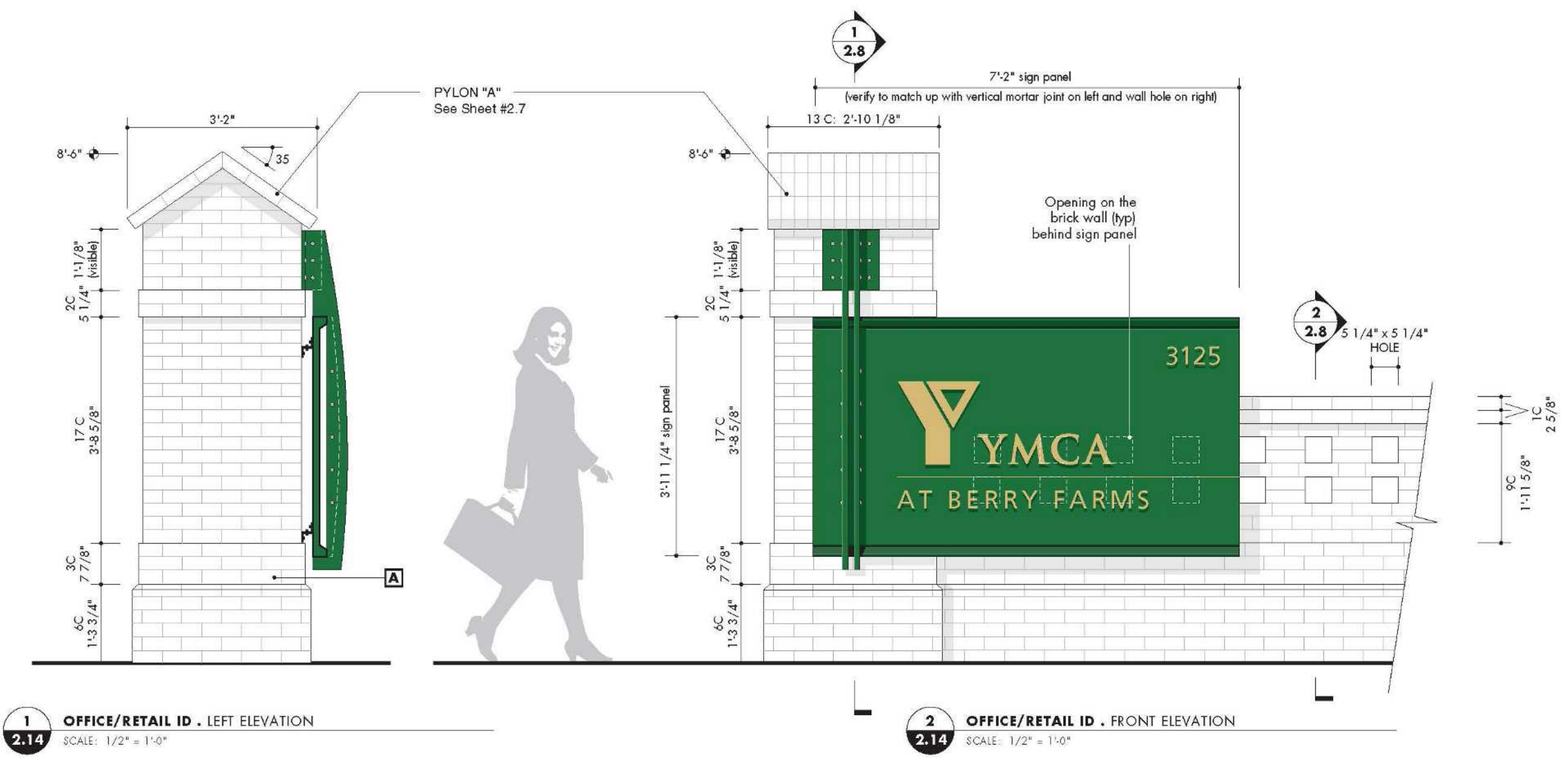
3
2.13 **SIGN TYPE 5C: OFFICE/RETAIL ID . ELEVATION**
SCALE: 1/4" = 1'-0"



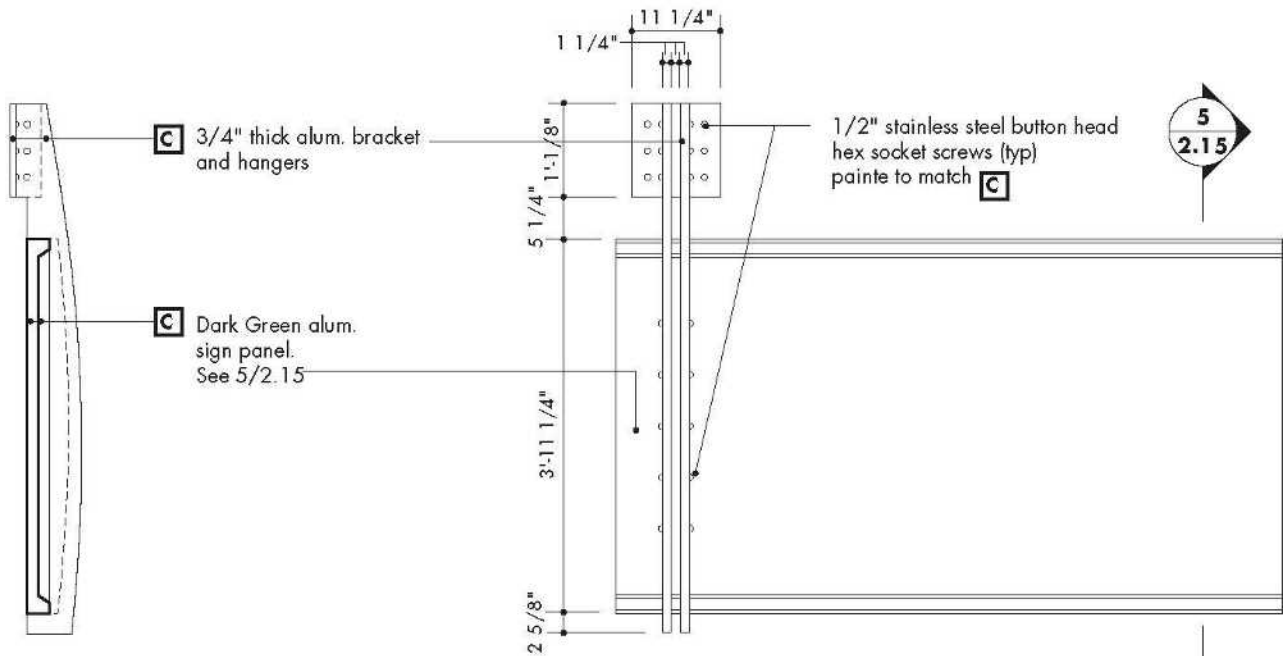
2
2.13 **SIGN TYPE 5B: OFFICE/RETAIL ID . ELEVATION**
SCALE: 1/4" = 1'-0"



4
2.13 **SIGN TYPE 5D: OFFICE/RETAIL ID . ELEVATION**
SCALE: 1/4" = 1'-0"

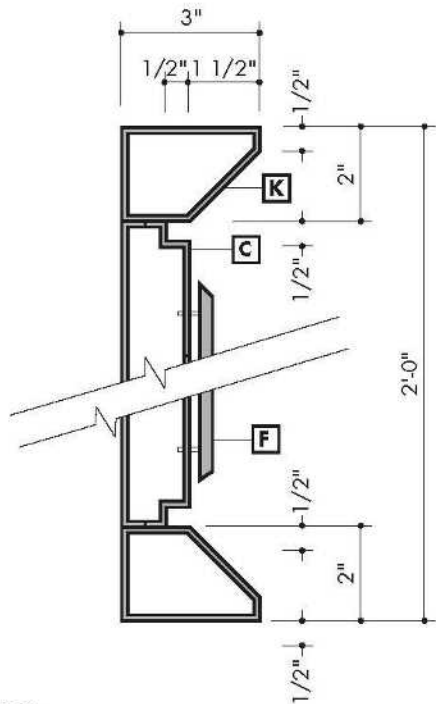


NOTE:
C = Courses of brick @
2 5/8" tall each

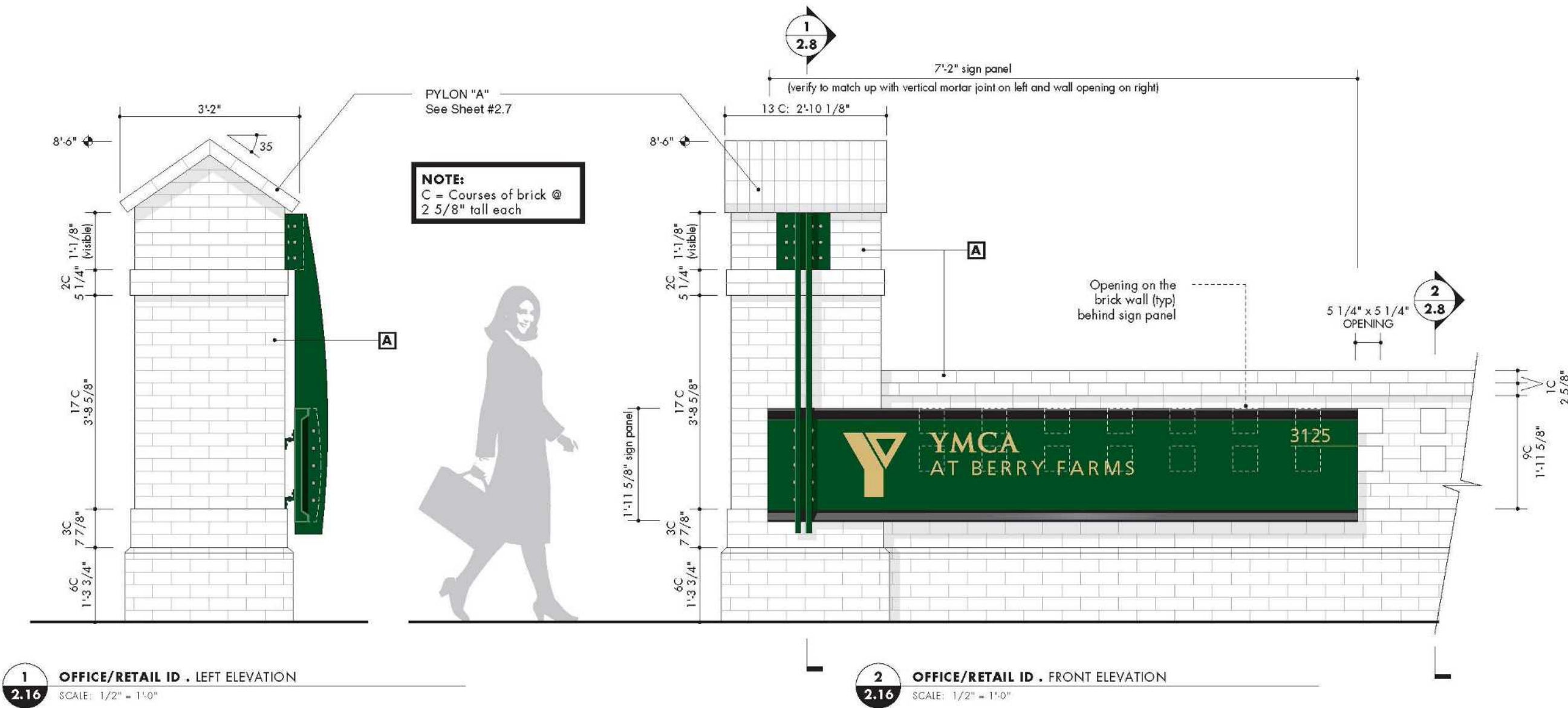


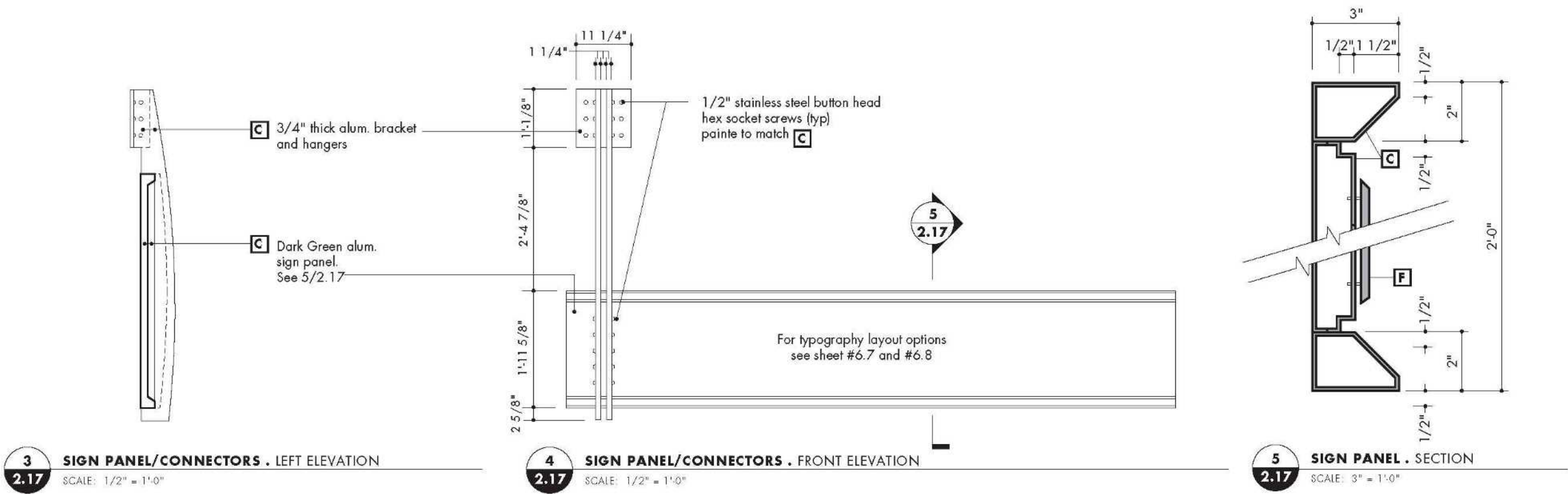
3
2.15 **SIGN PANEL/CONNECTORS . LEFT ELEVATION**
SCALE: 1/2" = 1'-0"

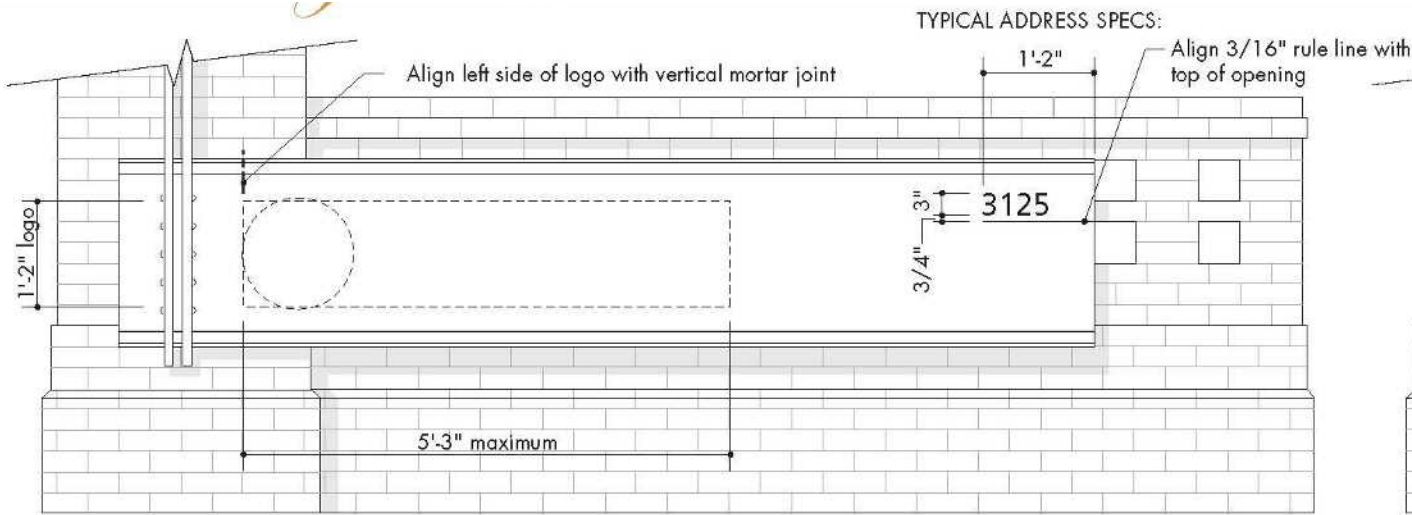
4
2.15 **SIGN PANEL/CONNECTORS . FRONT ELEVATION**
SCALE: 1/2" = 1'-0"



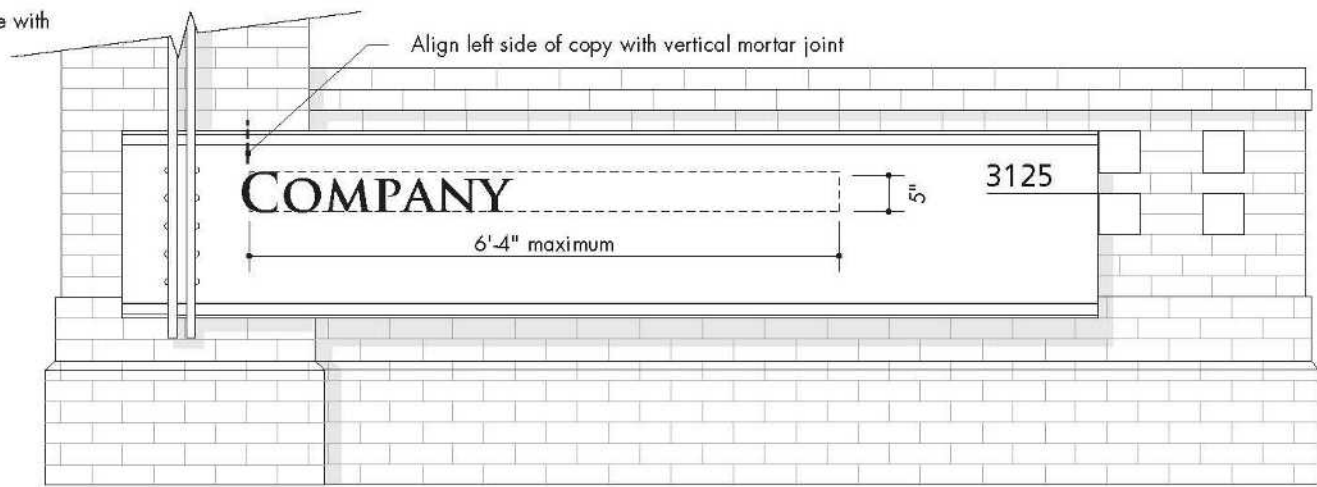
5
2.15 **SIGN PANEL . SECTION**
SCALE: 3" = 1'-0"



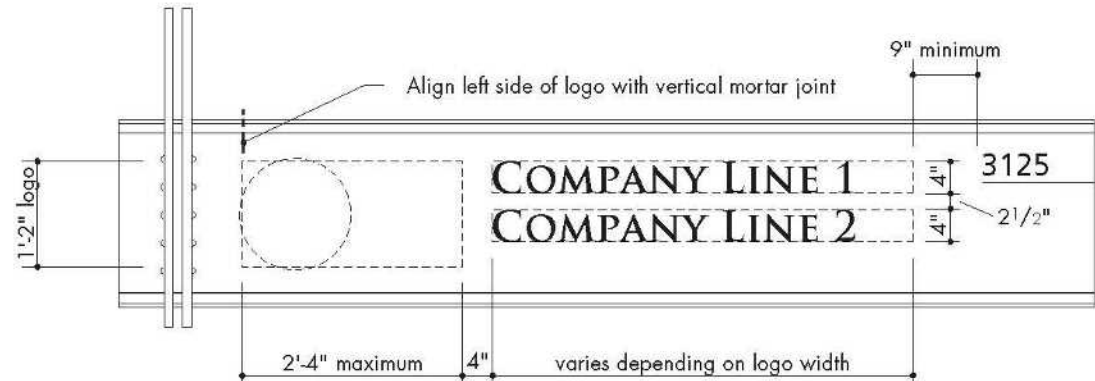




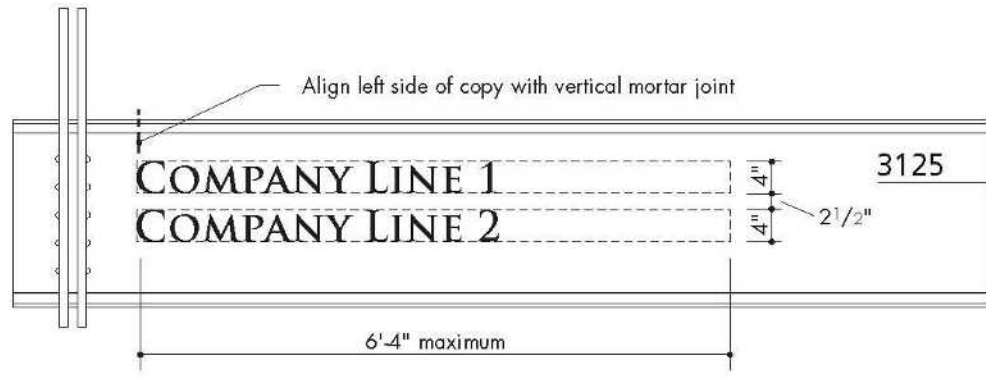
1 **TYPOGRAPHIC LAYOUT . LOGO ONLY**
2.18 SCALE: 1/2" = 1'-0"



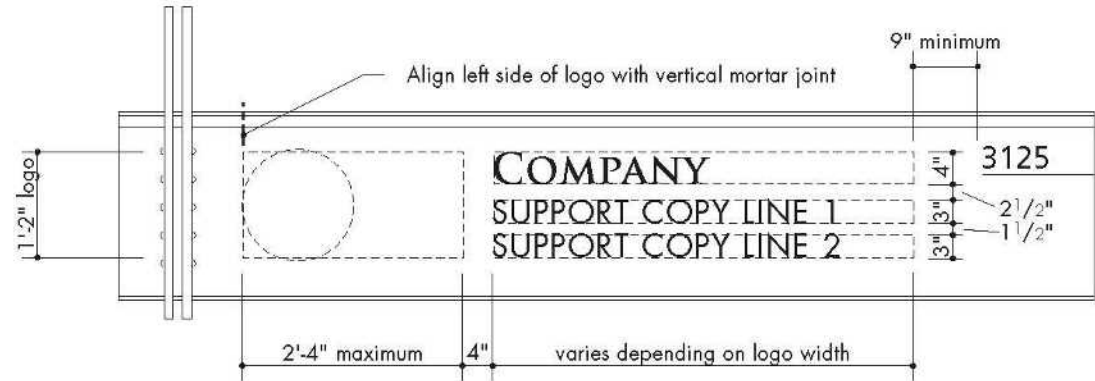
4 **TYPOGRAPHIC LAYOUT . LOGOTYPE ONLY (ONE-LINE)**
2.18 SCALE: 1/2" = 1'-0"



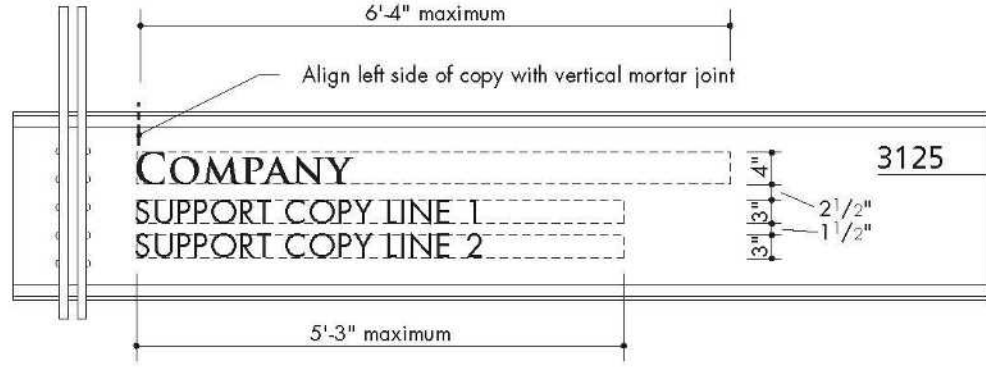
2 **TYPOGRAPHIC LAYOUT . LOGO AND LOGOTYPE (ONE-LINE)**
2.18 SCALE: 1/2" = 1'-0"



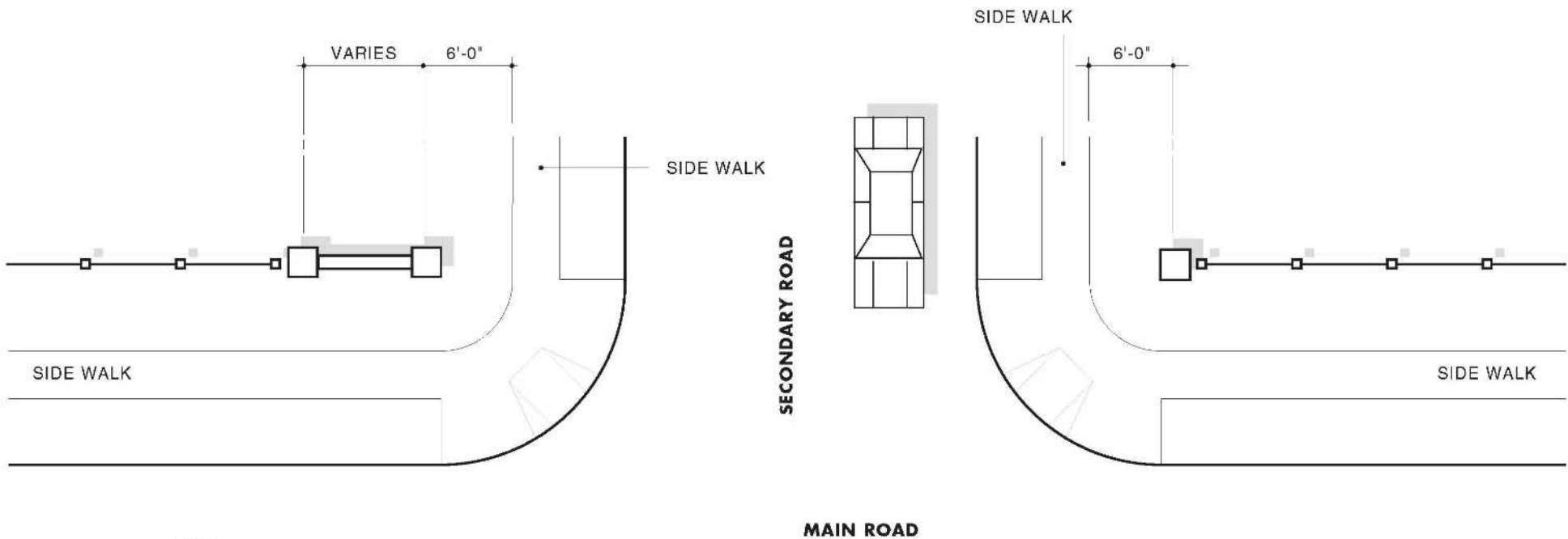
5 **TYPOGRAPHIC LAYOUT . LOGOTYPE ONLY (2 LINE COMPANY NAME)**
2.18 SCALE: 1/2" = 1'-0"



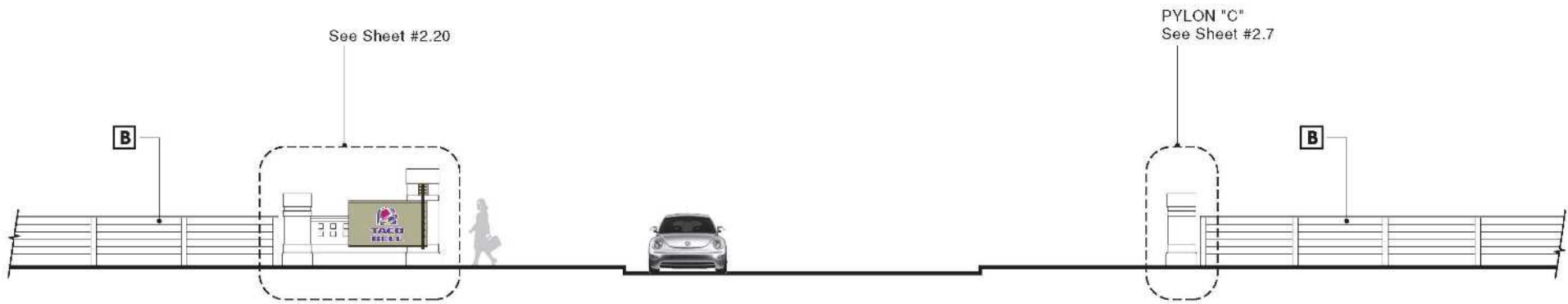
3 **TYPOGRAPHIC LAYOUT . LOGO AND LOGOTYPE (WITH SUPPORT COPY)**
2.18 SCALE: 1/2" = 1'-0"



6 **TYPOGRAPHIC LAYOUT . LOGOTYPE ONLY (WITH SUPPORT COPY)**
2.18 SCALE: 1/2" = 1'-0"

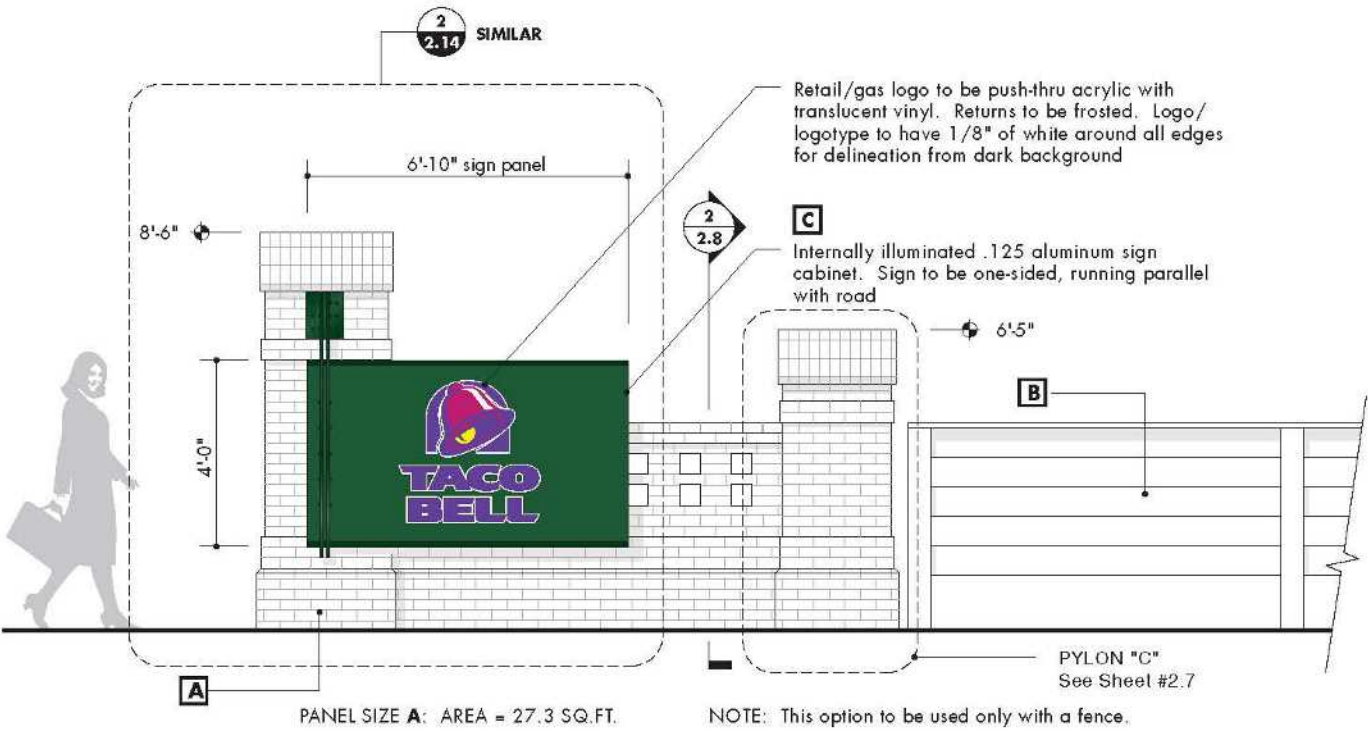


1 **SIGN TYPE 6: RETAIL OUTPARCEL ID . PLAN**
2.19 SCALE: 1" = 20'-0"

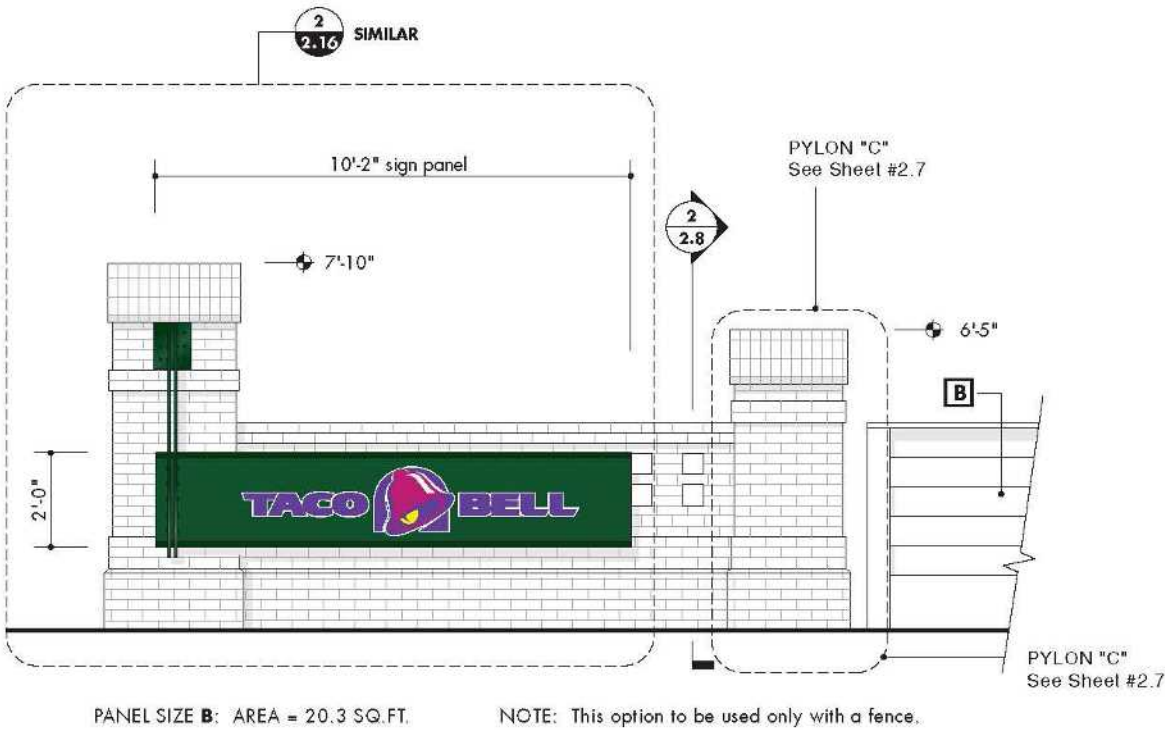


2 **SIGN TYPE 6: RETAIL OUTPARCEL ID . ELEVATION**
2.19 SCALE: 1" = 20'-0"

- NOTES:**
- 1. Easements/rights-of-way to be verified (and/or added).
 - 2. Sidewalk conditions and curb radii to be verified.
 - 3. Site plan to be finalized by landscape architect.
 - 4. Grade slopes along brick wall to be taken up in lower portion of wall, below the water table.



1 SIGN TYPE 6A: RETAIL OUTPARCEL ID . ELEVATION
2.20 SCALE: 1/4" = 1'-0"



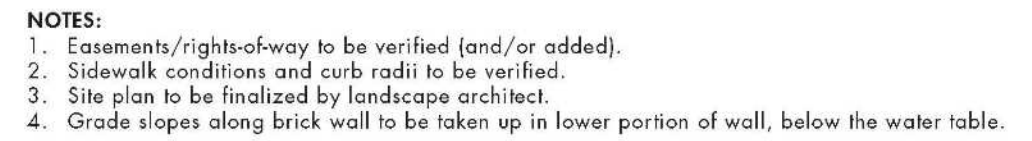
3 SIGN TYPE 6C: RETAIL OUTPARCEL ID . ELEVATION
2.20 SCALE: 1/4" = 1'-0"



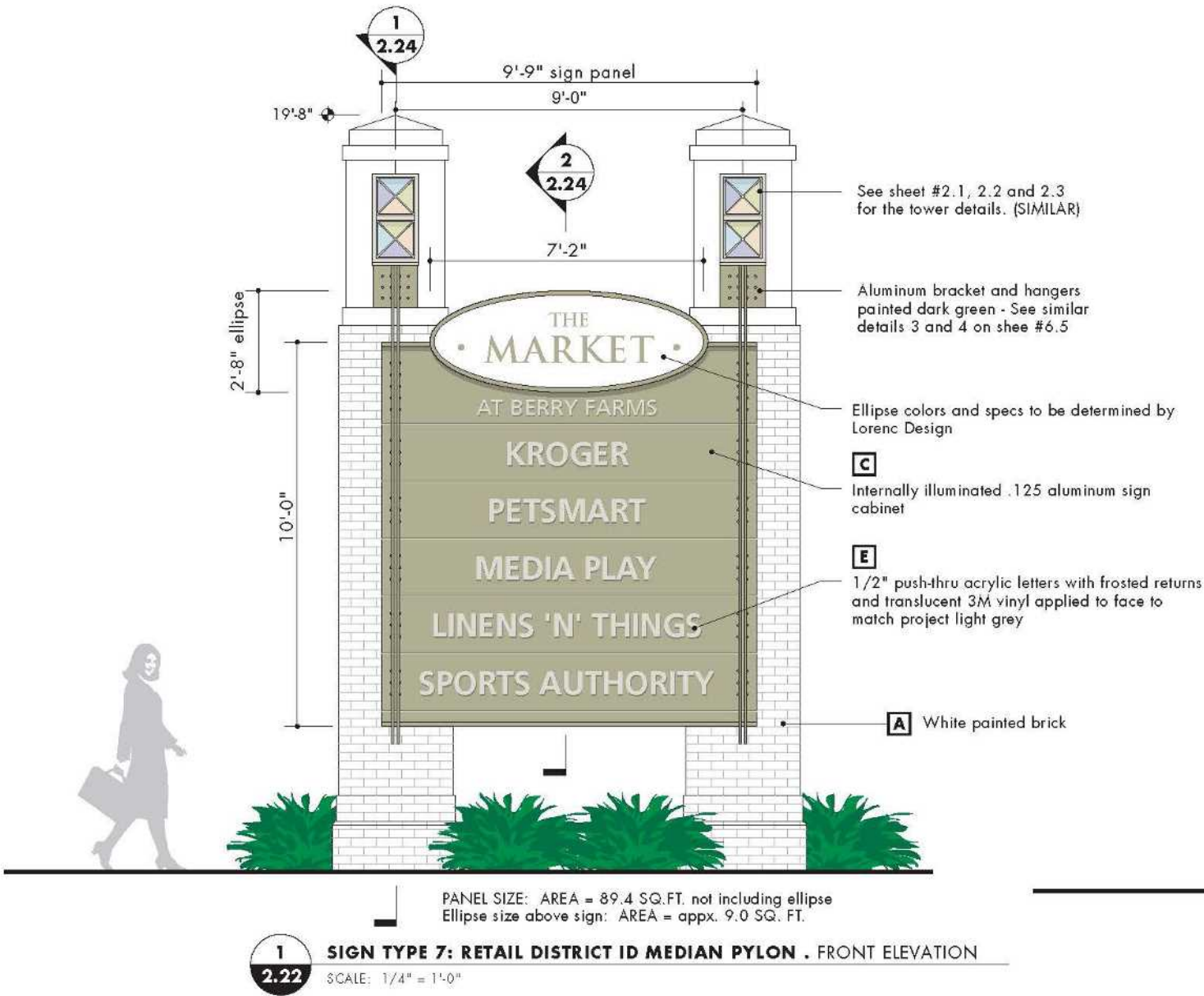
2 SIGN TYPE 6B: RETAIL OUTPARCEL ID . ELEVATION
2.20 SCALE: 1/4" = 1'-0"

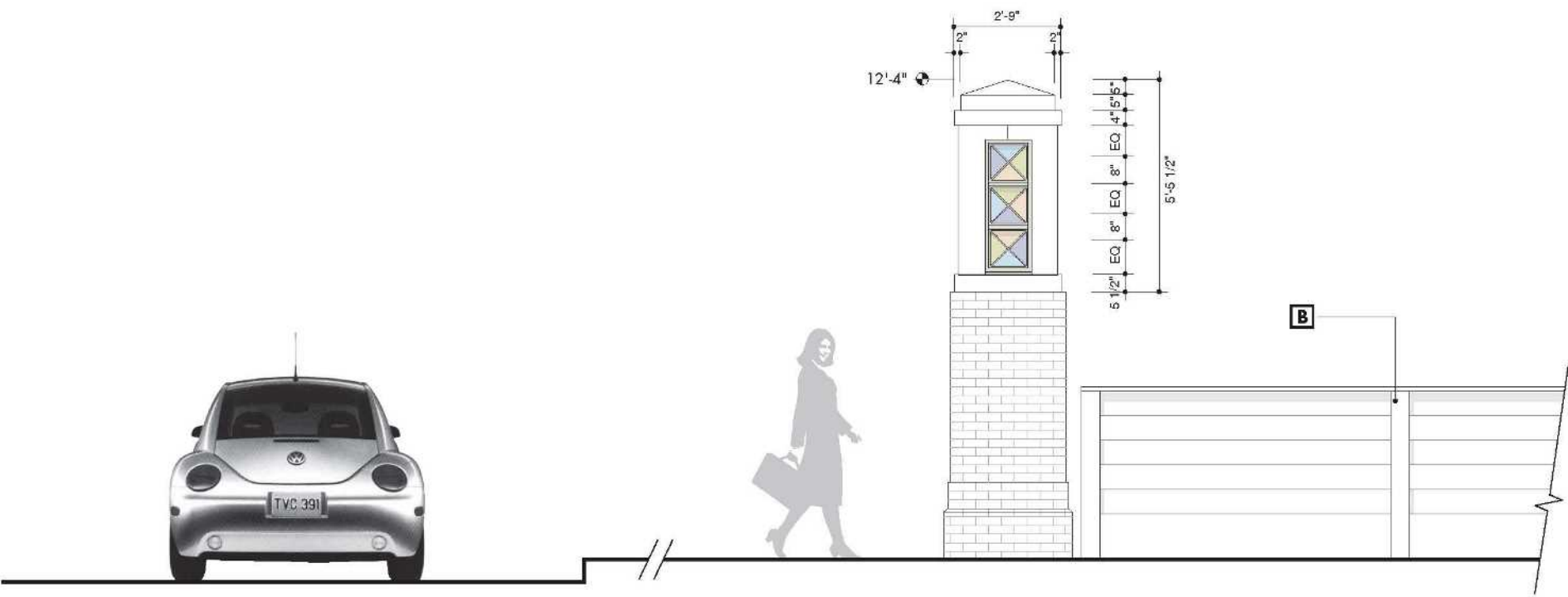


4 SIGN TYPE 6D: RETAIL OUTPARCEL ID . ELEVATION
2.20 SCALE: 1/4" = 1'-0"

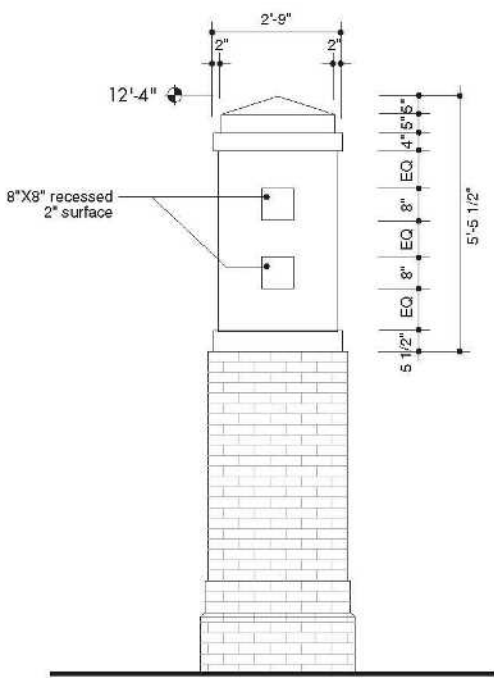


2 **SIGN TYPE 7: RETAIL DISTRICT ID . ELEVATION**
2.21 SCALE: 1" = 20'-0"

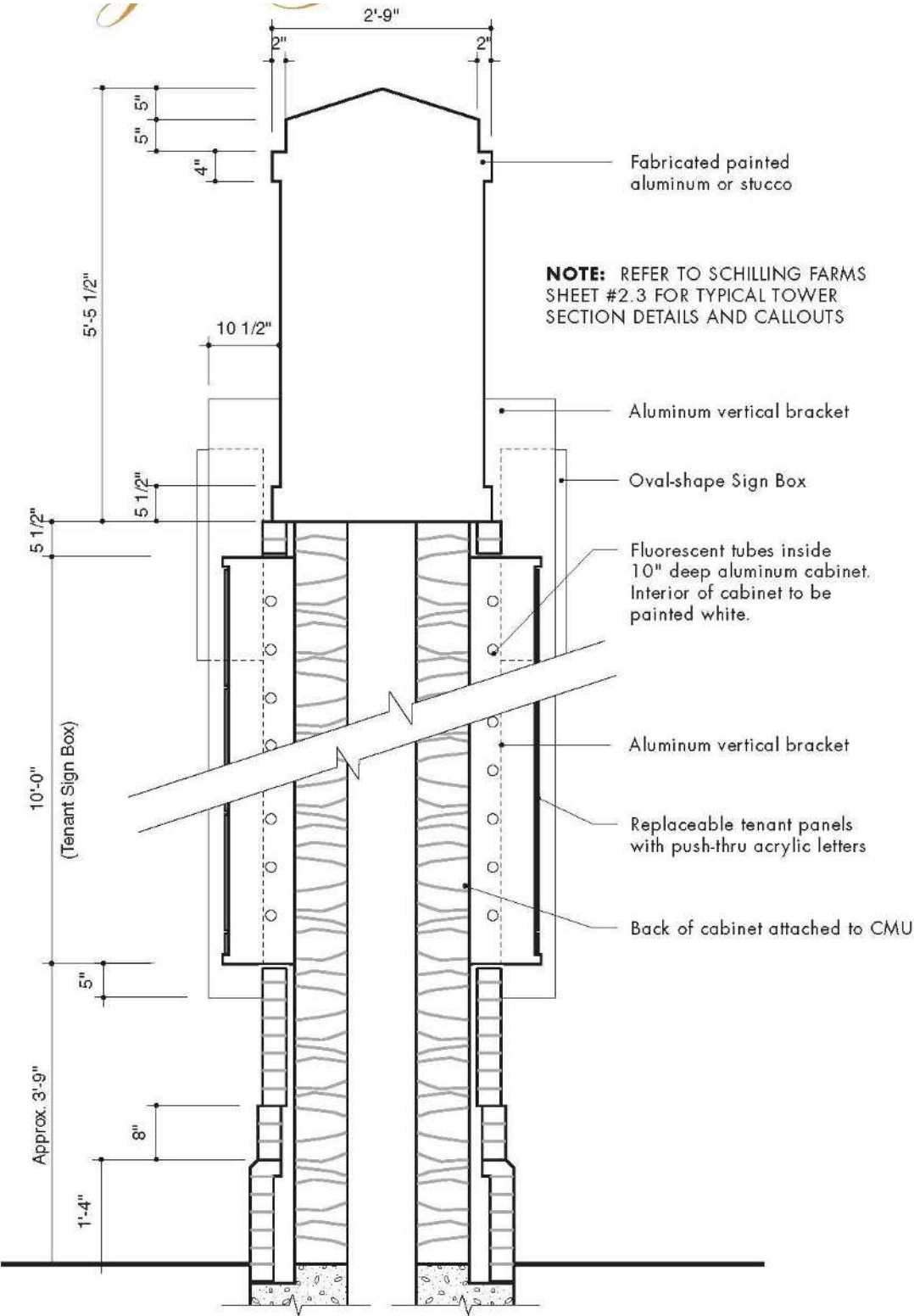




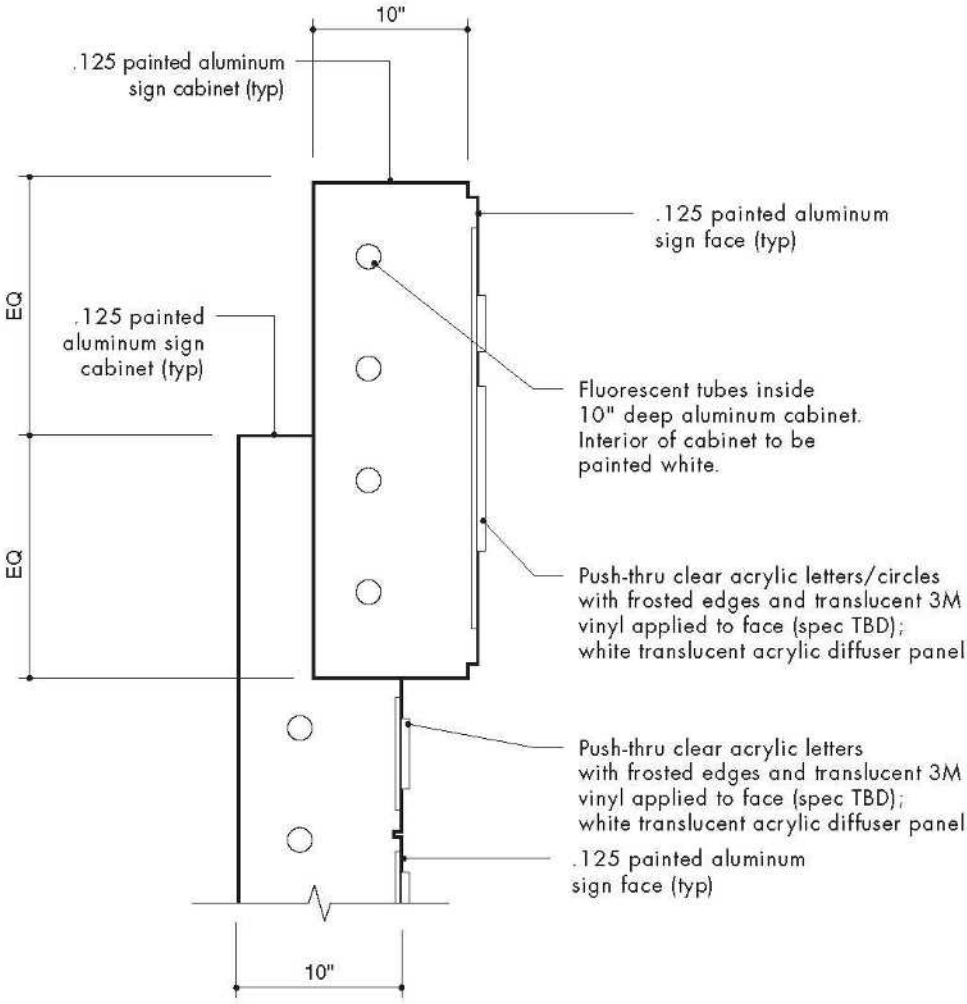
3
2.23 **SIGN TYPE 7: RETAIL DISTRICT ID FLANKING TOWER . ELEVATION**
SCALE: 1/4" = 1'-0"



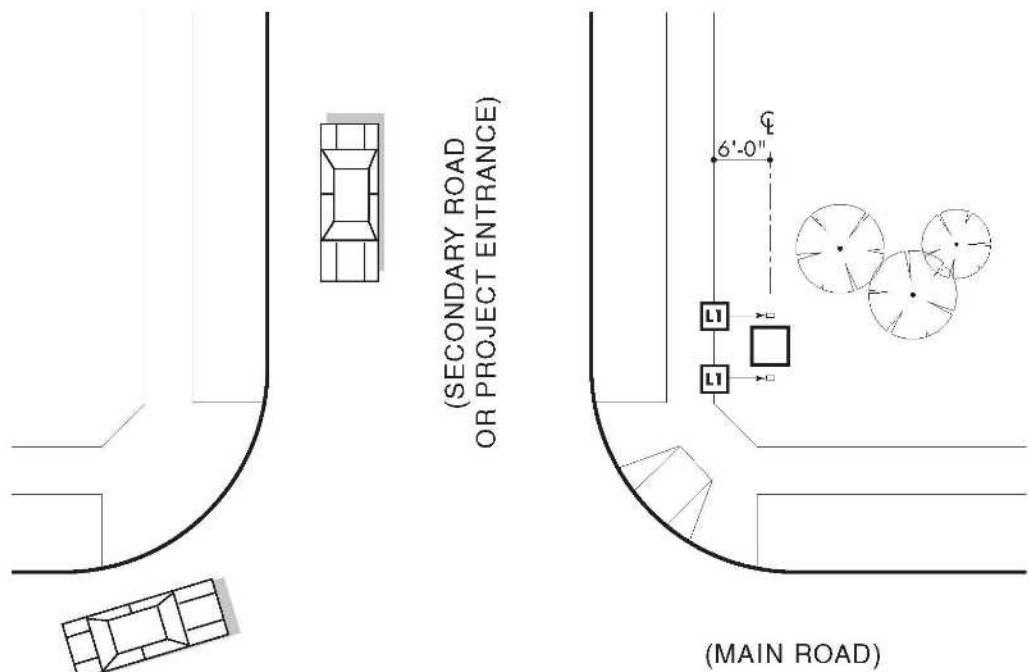
4
2.23 **SIGN TYPE 7: SIDE ELEVATION**
SCALE: 1/4" = 1'-0"



1
2.24 SIGN TYPE 7: RETAIL DISTRICT ID MEDIAN PYLON . SECTION
SCALE: 1/2" = 1'-0"



2
2.24 SIGN TYPE 7: RETAIL DISTRICT ID MEDIAN PYLON . SECTION
SCALE: 1" = 1'-0"

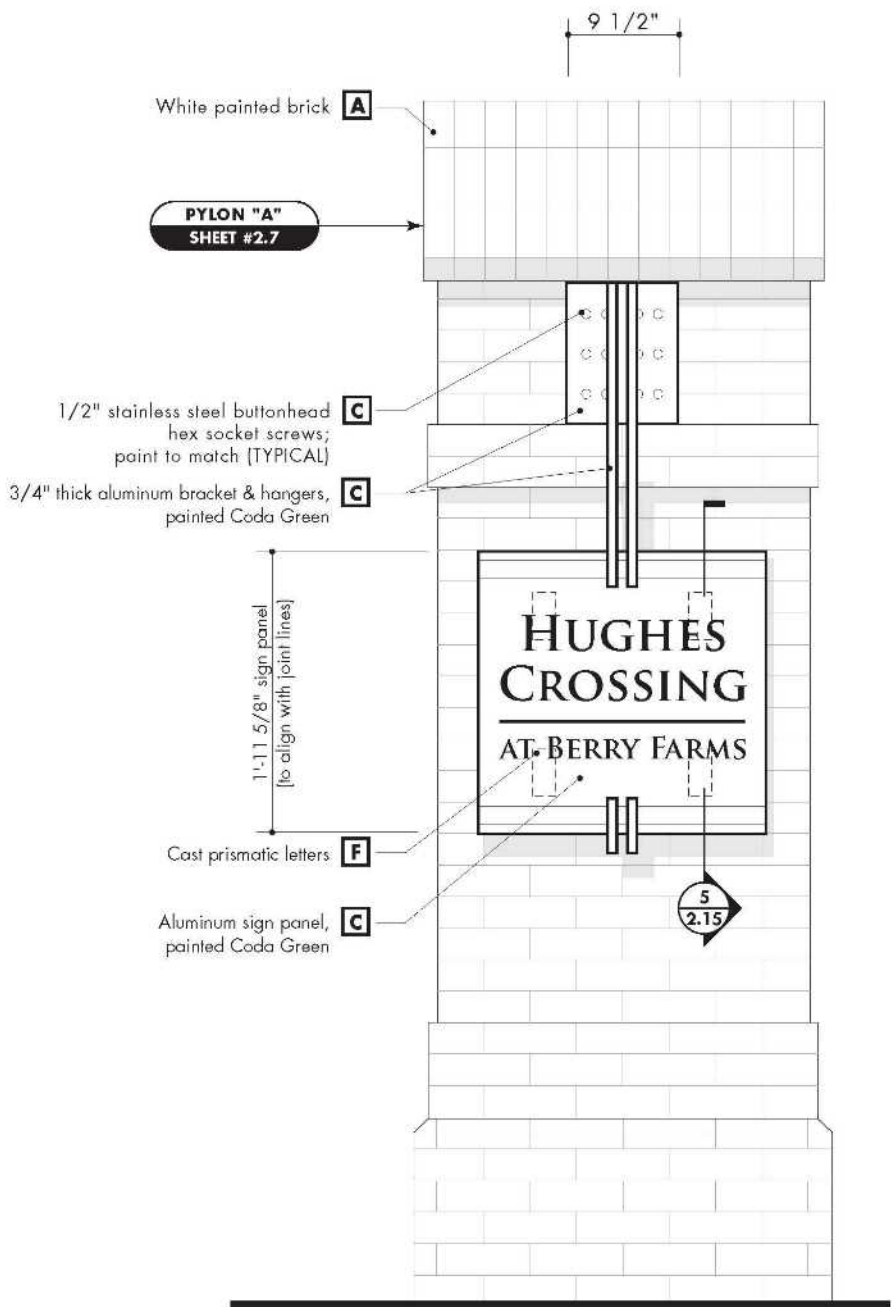


- NOTES:**
1. Easements/rights-of-way to be verified (and/or added).
 2. Sidewalk conditions and curb radii to be verified.
 3. Site plan to be finalized by landscape architect.
 4. Grade slopes along brick wall to be taken up in lower portion of wall, below the water table.
 5. This sign type can be composed of:
 - a) flanking signs with walls, secondary pylon and fences (as shown)
 - b) flanking large pylons only
 - c) one single large pylon on right side only
 - d) one single small pylon on right side only (see page 2D.3)

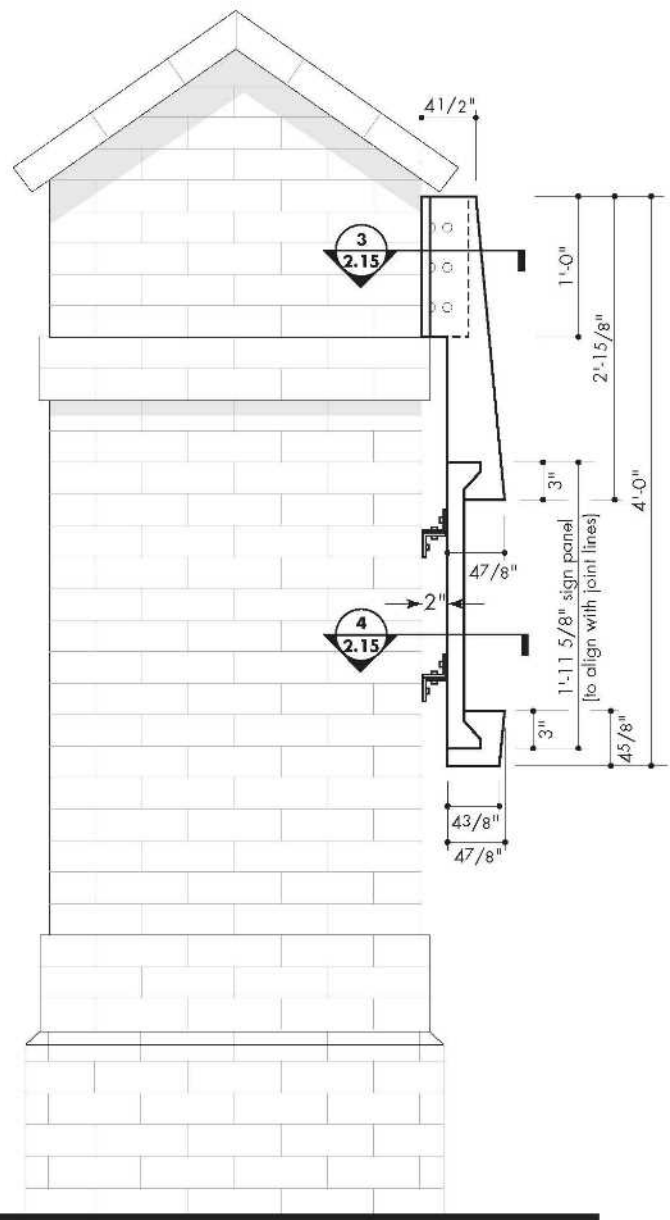
1
2.25 **ST 8: COLUMN MARKER . PLAN**
SCALE: 1" = 20'-0"



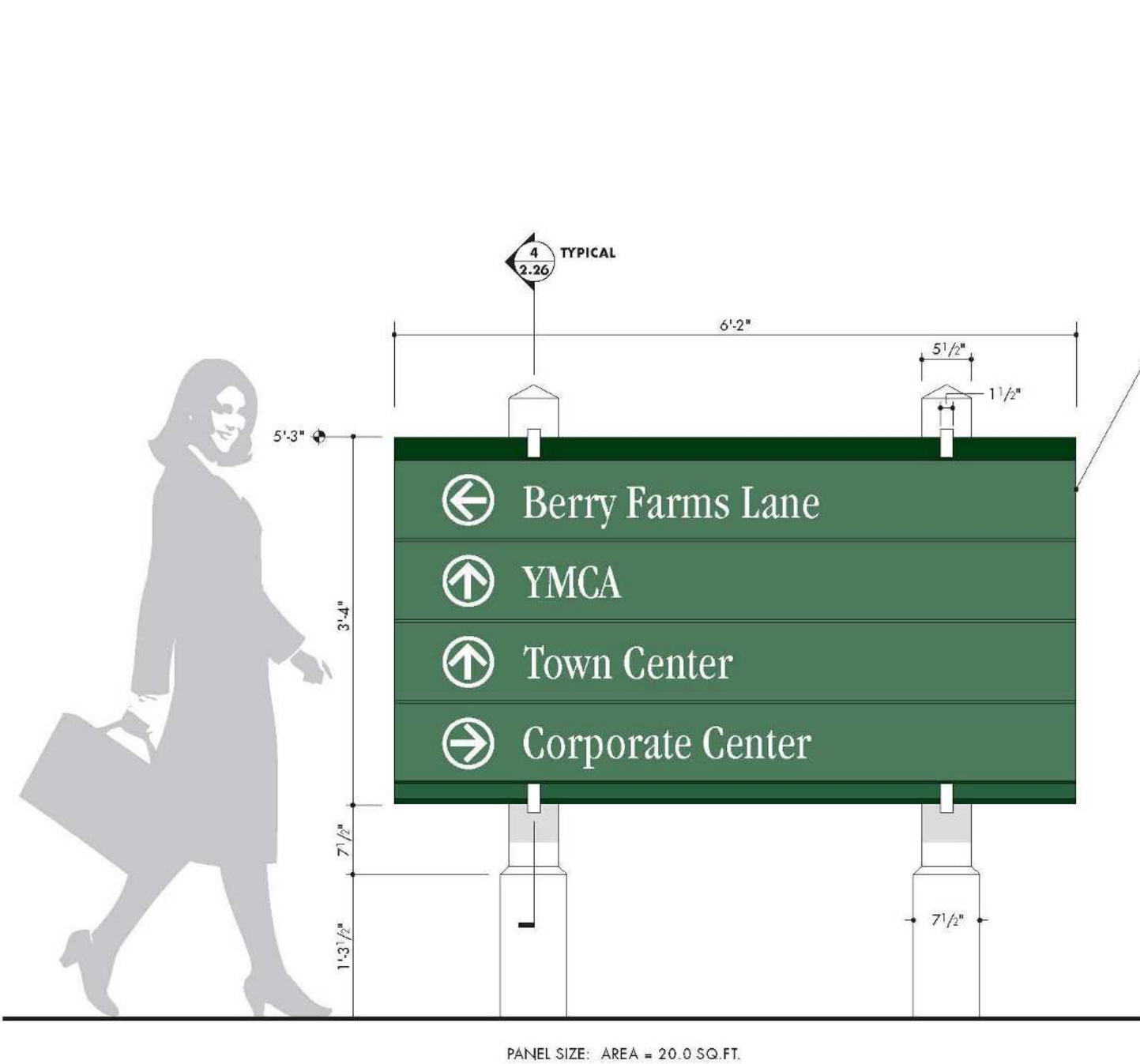
2
2.25 **ST 8: COLUMN MARKER . ELEVATION**
SCALE: 1" = 20'-0"



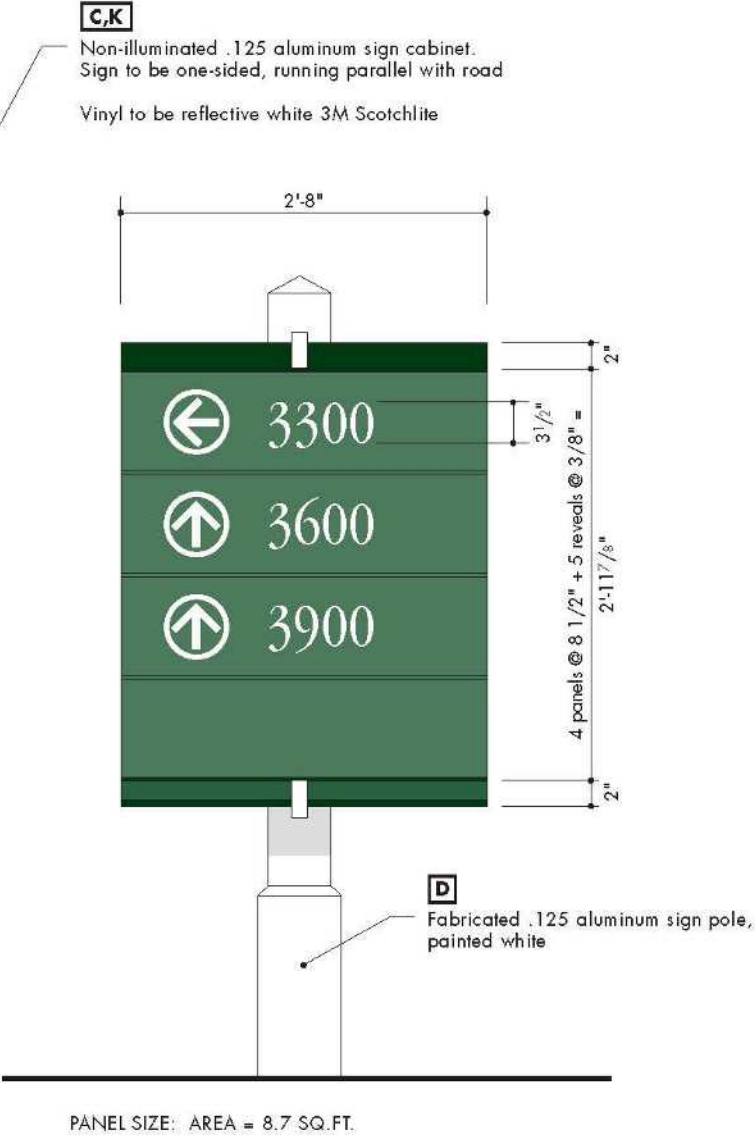
3
2.25 **CONNECTION DETAIL . FRONT ELEVATION**
SCALE: 3/4" = 1'-0"



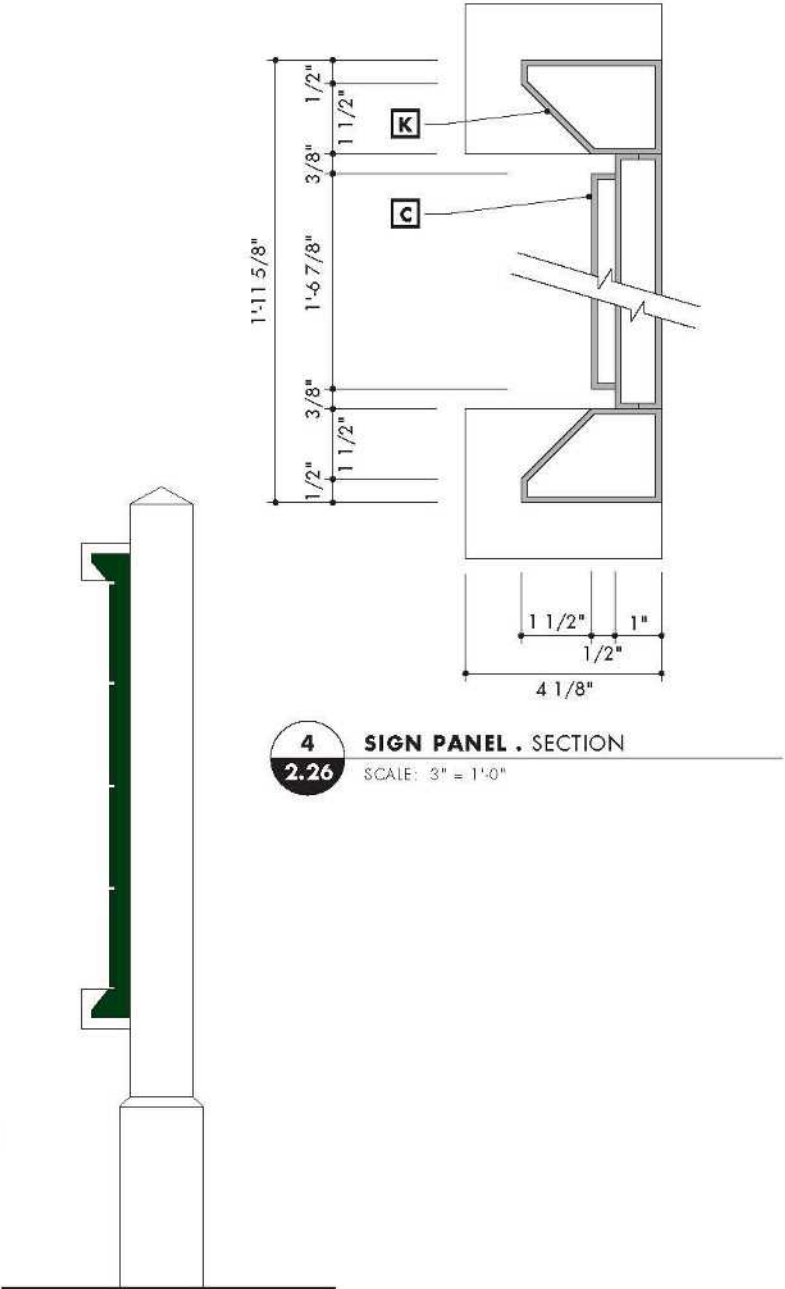
4
2.25 **CONNECTION DETAIL . LEFT ELEVATION**
SCALE: 3/4" = 1'-0"



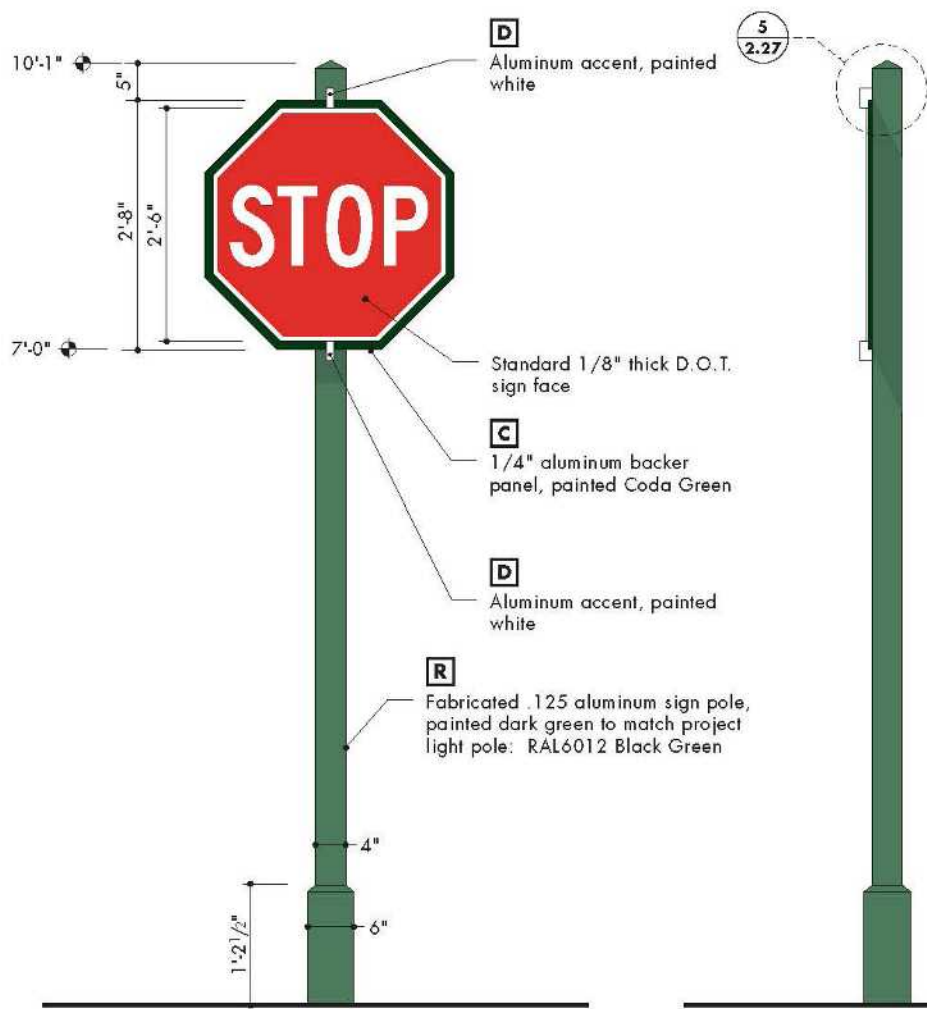
1
2.26
ST 9A: SITE DIRECTIONAL . FRONT ELEVATION
SCALE: 3/4" = 1'-0"



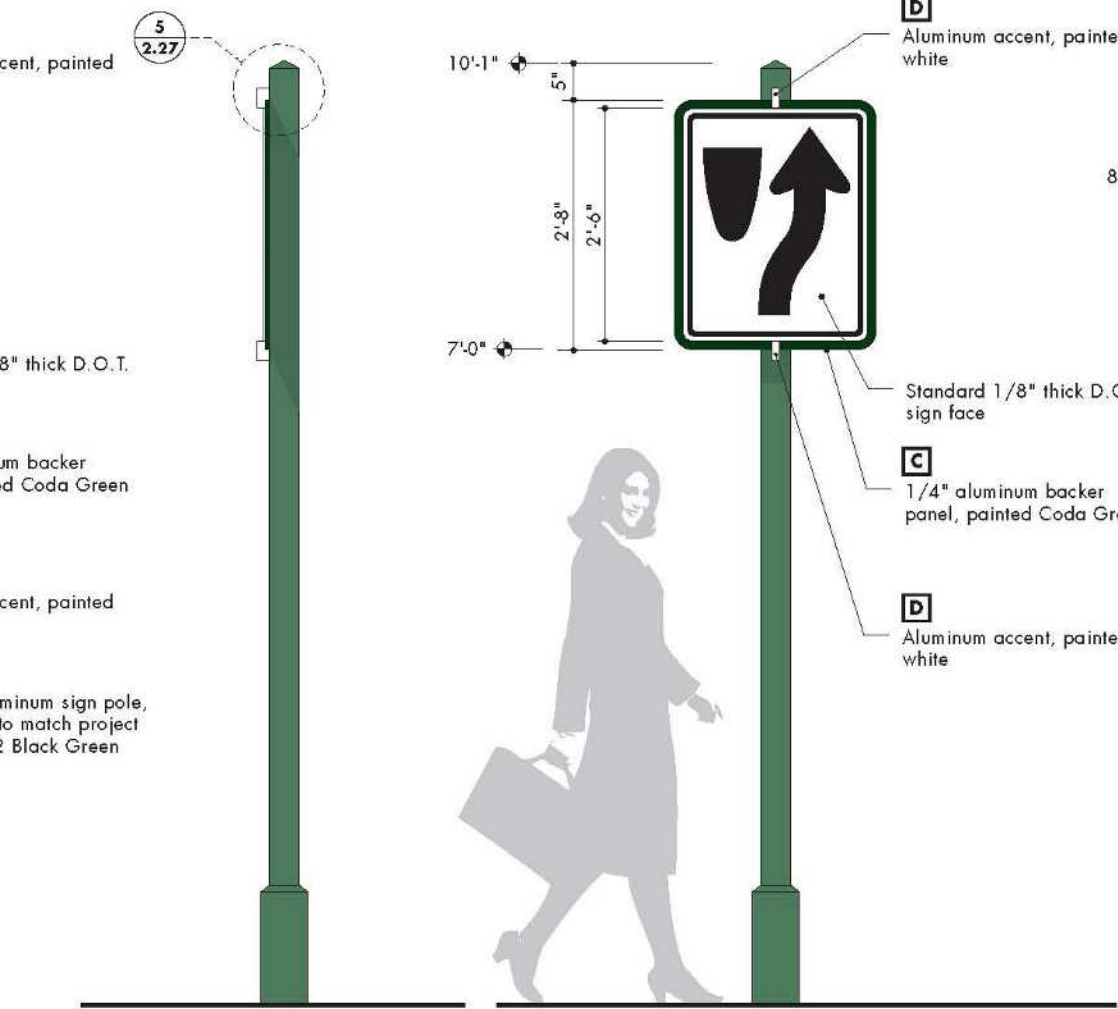
2
2.26
ST 9B: SMALL DIRECTIONAL . FRONT ELEVATION
SCALE: 3/4" = 1'-0"



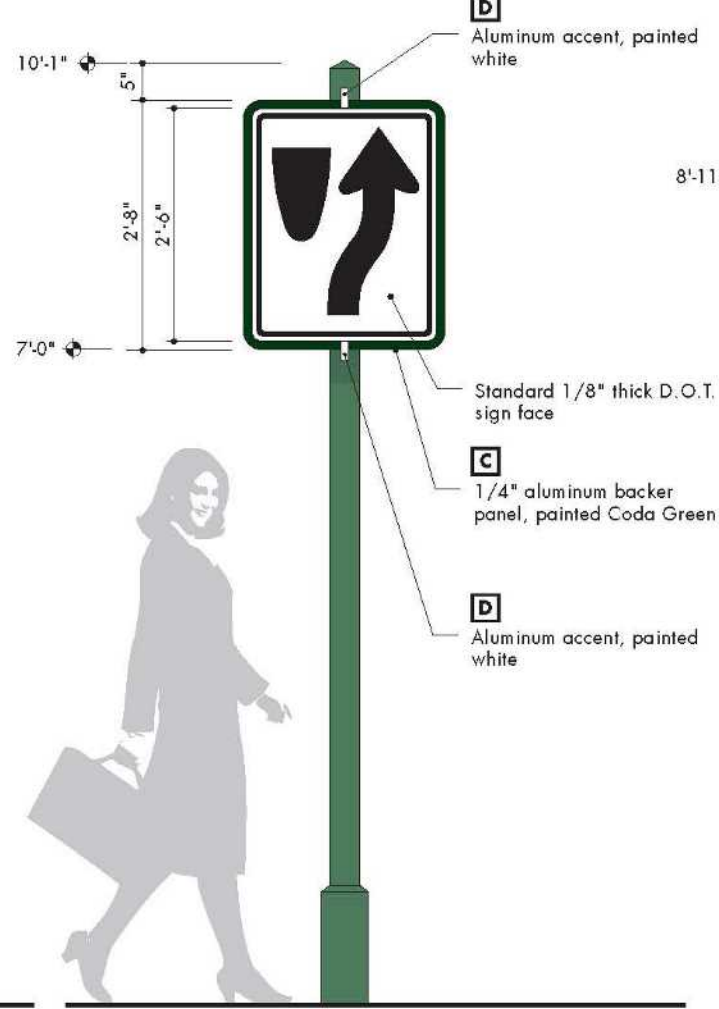
3
2.26
DIRECTIONAL . SIDE ELEVATION
SCALE: 3/4" = 1'-0"



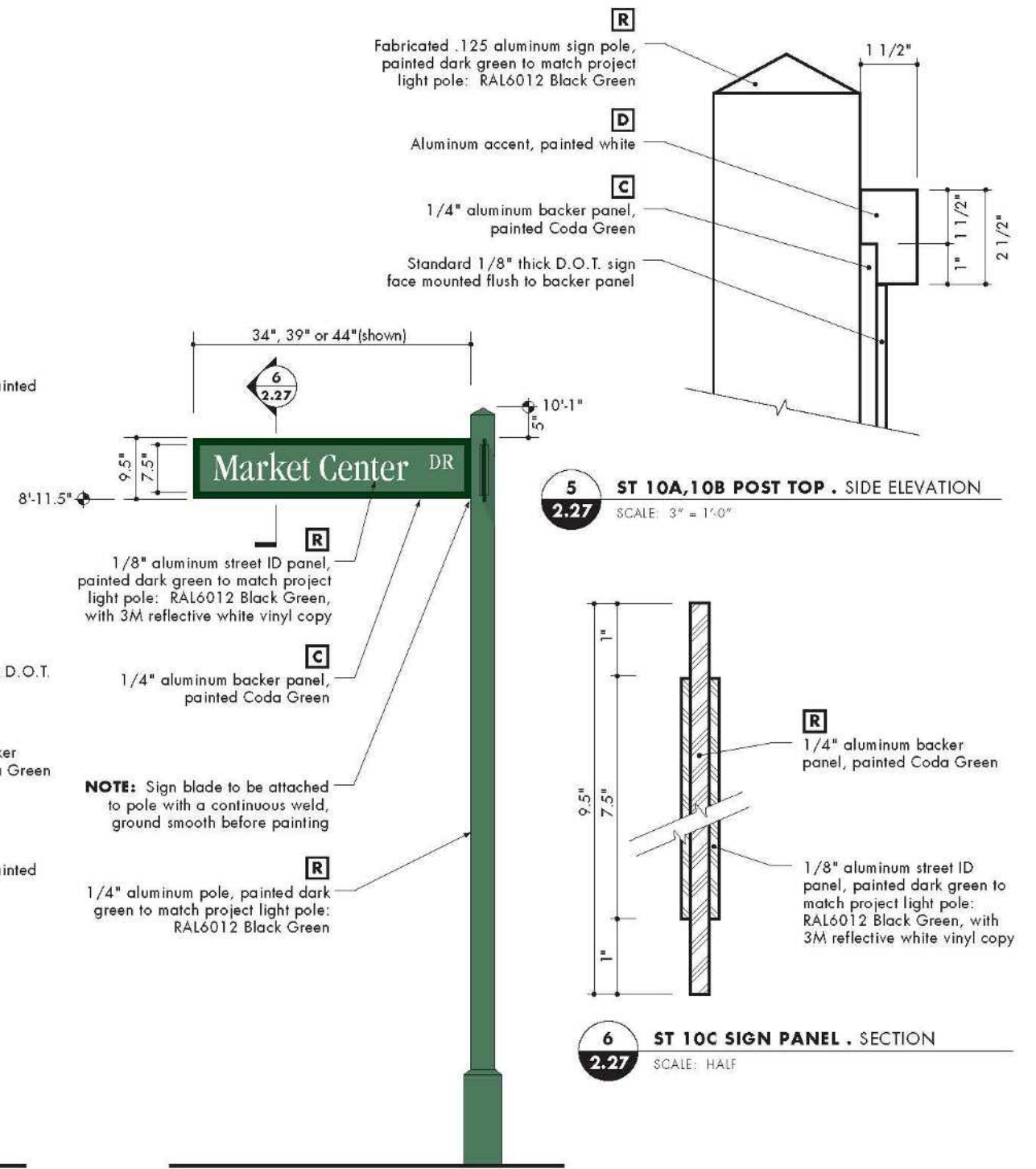
1 SIGN TYPE 10A - STOP SIGN . ELEVATION
2.27 SCALE: 1/2" = 1'-0"



2 SIGN TYPE 10A . RIGHT ELEVATION
2.27 SCALE: 1/2" = 1'-0"



3 SIGN TYPE 10B- KEEP RIGHT SIGN . ELEVATION
2.27 SCALE: 1/2" = 1'-0"



4 SIGN TYPE 10C - STREET SIGN . ELEVATION
2.27 SCALE: 1/2" = 1'-0"

5 ST 10A,10B POST TOP . SIDE ELEVATION
2.27 SCALE: 3" = 1'-0"

6 ST 10C SIGN PANEL . SECTION
2.27 SCALE: HALF



1
2.28 SIGN TYPE 10C - STREET SIGN . DETAIL ELEVATION
SCALE: 3" = 1'-0"

Old PeytonsvilleRD

NOTE: "Avenue," "Street," "Drive," etc. should be always be abbreviated and in all capital letters when they appear in the smaller type size.

NOTE: Special condition: This name is so long as to require "RD" to be closer to the vertical pole than the specifications call for.

Poplar Avenue

NOTE: "Avenue," "Street," "Drive," etc. should be spelled out in the larger type size whenever possible. "Boulevard" is the only street classification that should be abbreviated when used in the larger type size.

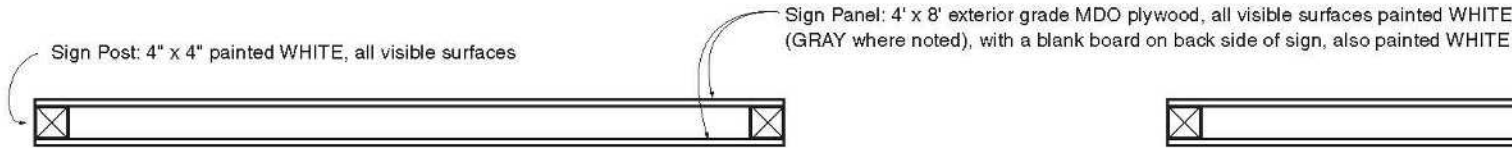
E Berry Circle

NOTE: East/West/North/South designations should appear as single letters at the beginning of the street name, in the larger type size

Goose Creek^{BYPASS}

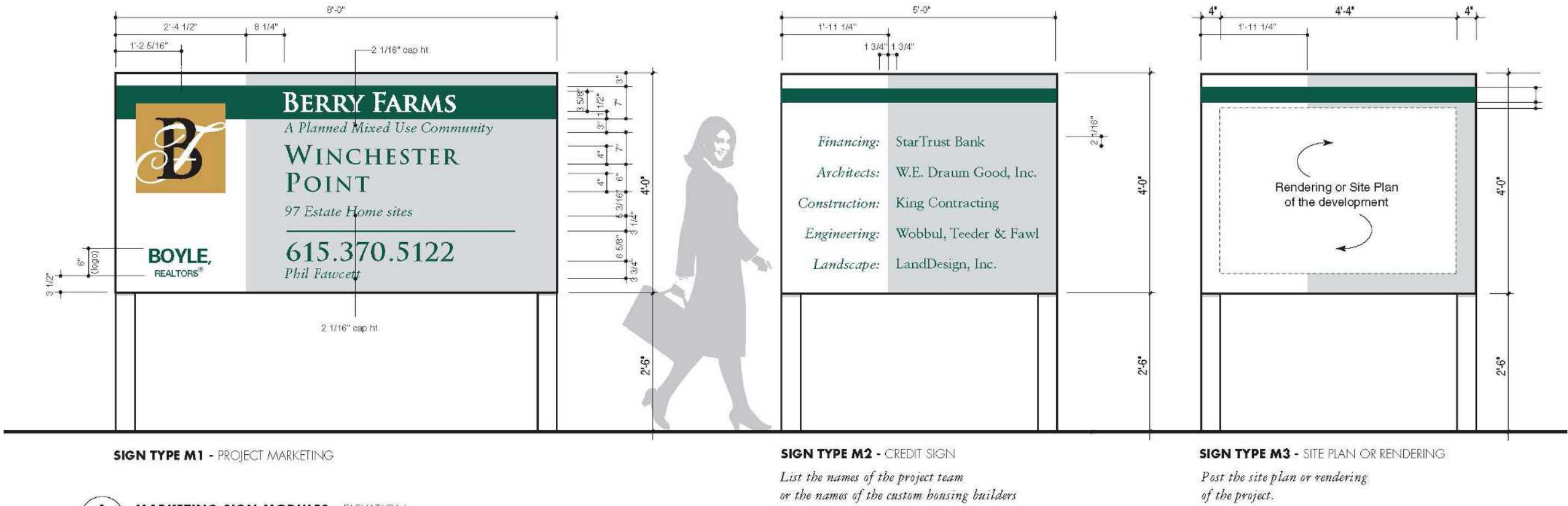
NOTE: This is a special condition. "Bypass" is to be spelled out since it is an unusual name. It is too long to include in the larger typeface.

2
2.28 SIGN TYPE 10C - STREET SIGN . SAMPLE COPY LAYOUTS
SCALE: 3/4" = 1'-0"

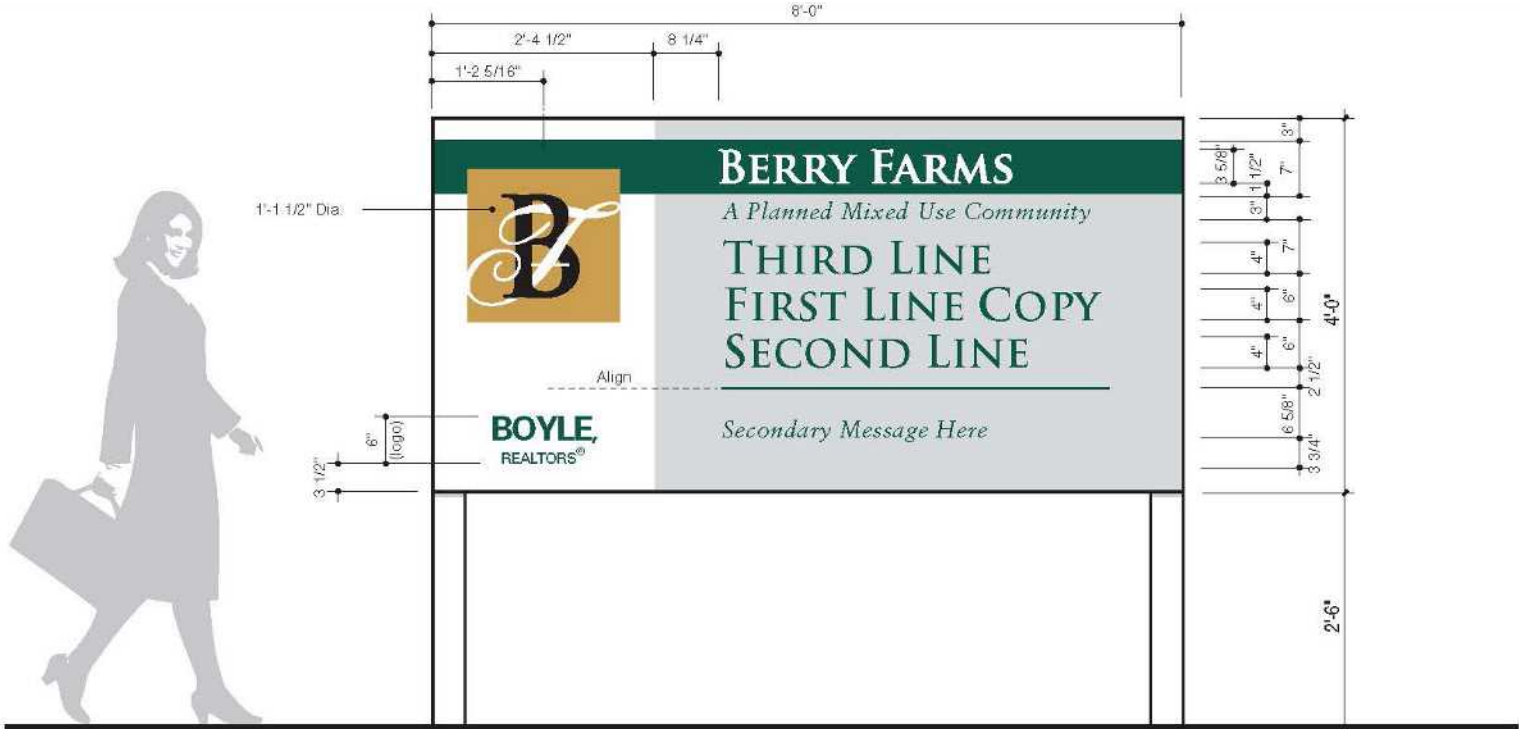


2 MARKETING SIGN MODULES . PLAN
3.1 SCALE: 1/2" = 1'-0"

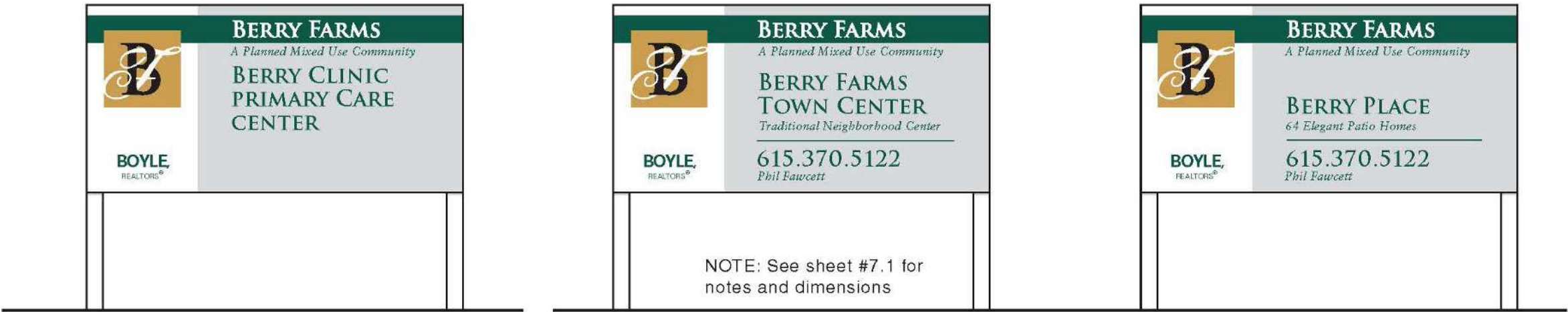
COLOR/MATERIAL NOTES:
'BF' vinyl to be Gold 3M Scotchcal Series 220 and Black
'Berry Farms' vinyl to be White 3M Scotchcal Series 220
All vinyl stripes/rule lines to be Dark Green 3M Scotchcal Series 220 - 1/4" thick
All text to be Dark Green 3M Scotchcal Series 220
Gray area of sign to be painted to match PMS 400C (match color along edge of plywood)



1 MARKETING SIGN MODULES . ELEVATION
3.1 SCALE: 1/2" = 1'-0"



1
3.2 GUIDELINE FOR PLACEMENT OF 1, 2 OR 3 LINES OF COPY . ELEVATION
SCALE: 1/2" = 1'-0"



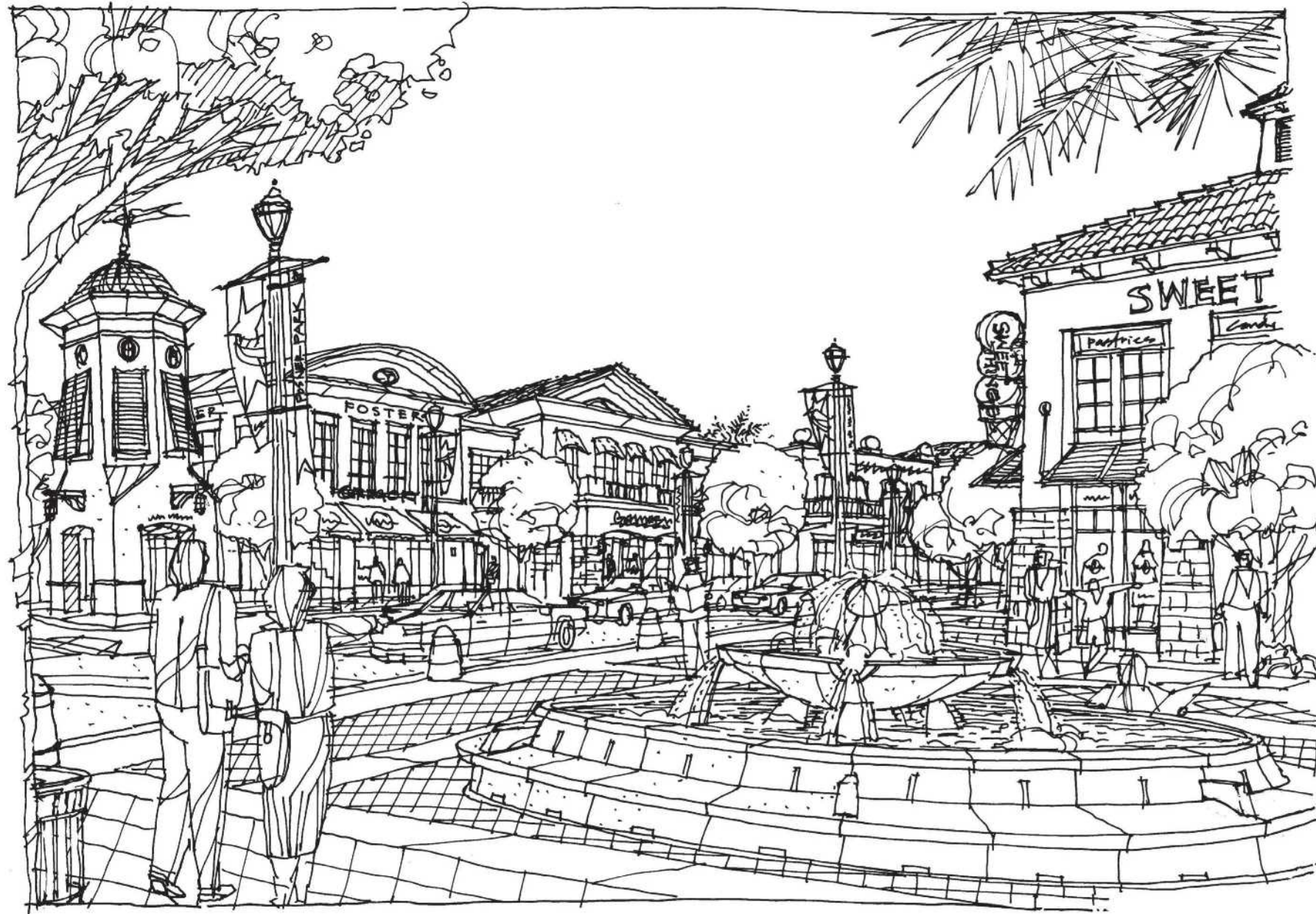
NOTE: HORIZONTAL RULE LINE HAS BEEN DELETED DUE TO THE LACK OF A SECONDARY LINE OF ITALICIZED COPY

NOTE: SECONDARY LINE OF ITALICIZED COPY HAS BEEN ADDED ABOVE THE HORIZONTAL RULE LINE; ADDITIONAL INFORMATION APPEARS BELOW THE RULE LINE

2
3.2 ALTERNATE LAYOUTS . ELEVATION
SCALE: 3/8" = 1'-0"



1
3.3 **SAMPLE LAYOUT FOR SIGN TYPES M1, M2 & M3 . ELEVATION**
SCALE: 1/2" = 1'-0"



TENANT SIGN TYPES

These items may be designed independently within the Guidelines detailed in this document. Review and approval of design is required prior to installation of any item. Creative and exuberant ideas are encouraged to enrich the environment of Berry Farms.

- T1 Building/Tenant ID Sign
- T2 Blade Sign
- T3 Awning Sign
- T4 Window Sign/Graphics
- T5 Address Number
- T6 Marquee Sign
- T7 Multi-Tenant Wall Sign
- T8 Flags

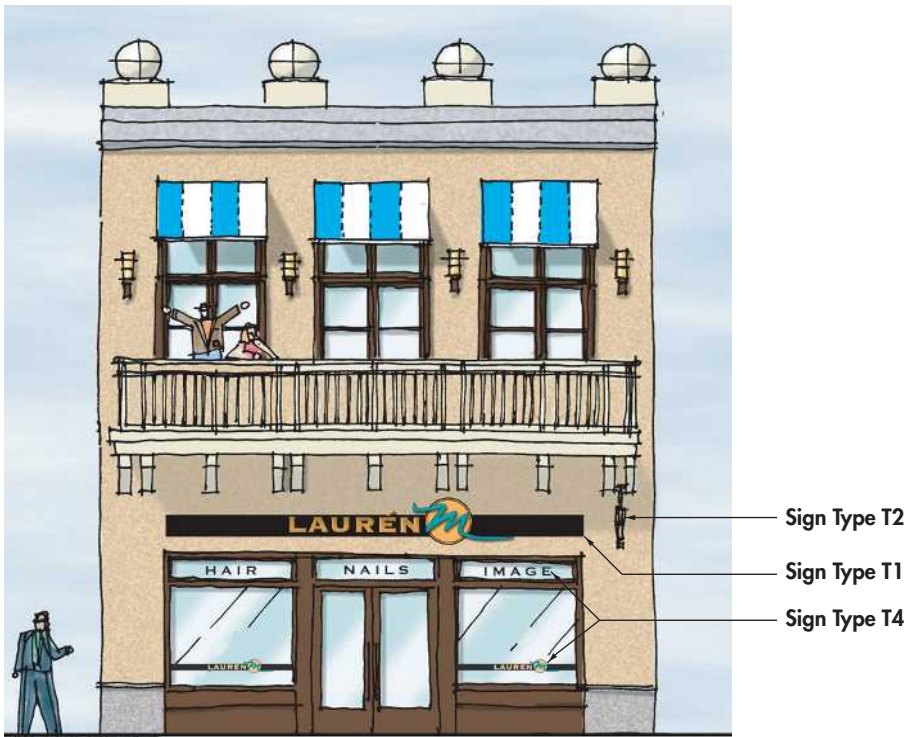
Marketing and Construction Signs are described and detailed in the section on Site Signage.

TENANT SIGNAGE EXAMPLES

The buildings within Berry Farms will each contain a variety of allowable sign types to enhance the vitality of the retail streetscape district at the center of the development. The face elevations contained herein are not representative of size or square footage, but rather serve as examples of the combinations that can be utilized.

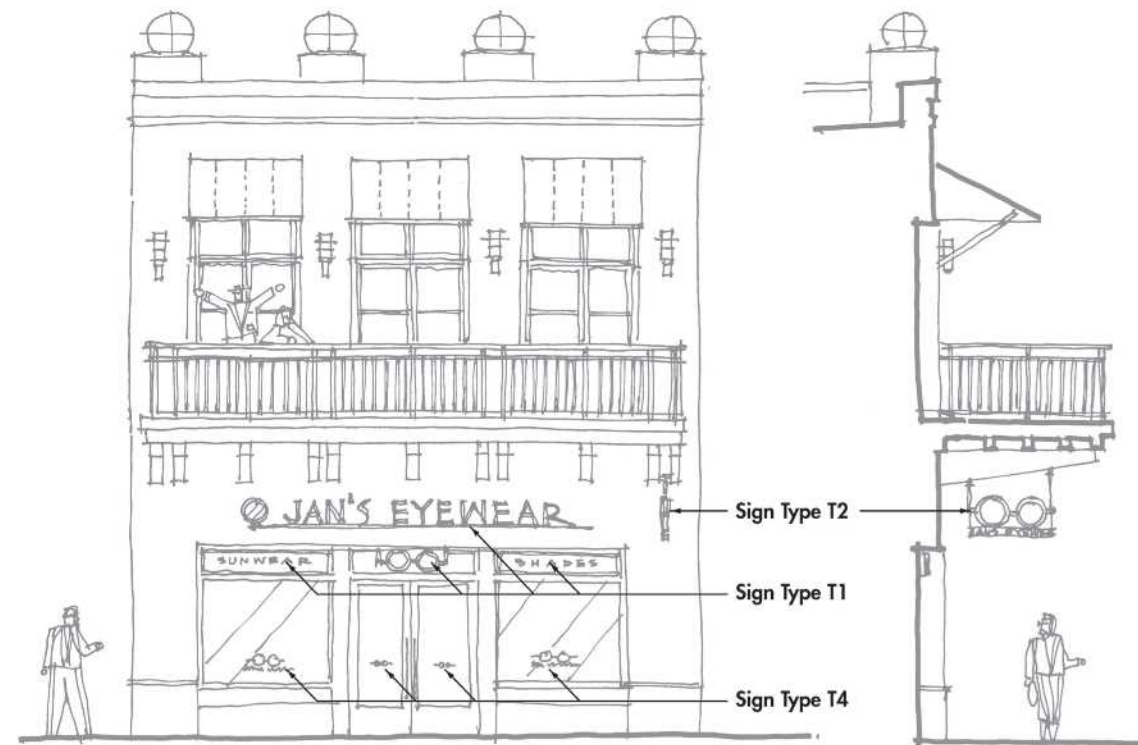
Example A

In this example, the Tenant takes up both floors of the building (or the second level is a residence). Immediately above the doors and display windows are transom windows; therefore these graphics must be considered Window Graphics (Sign Type T4).



Example B

In this example, there is only one retail Tenant, but the building is named and there are commercial tenants on the second floor. These tenants are identified on the Multi-Tenant Wall Sign affixed to the facade on the first floor.



Example C

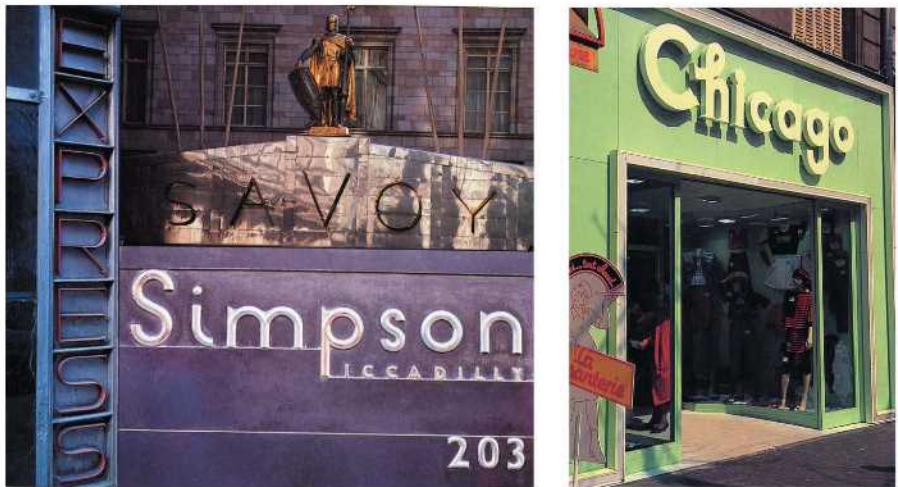
In this example, the panels immediately above the doors and display windows are solid, and therefore must be considered Building Signs (Sign Type T1). The total size of the building signs together must not exceed the allowable limit described later in the Guidelines.

NOTE: The panel above the entrance doors could be used for the Address Number (Sign Type T8).



Example D

In this example, there are two retail tenants in the building, each requiring their own Building Sign. The total size of the building signs together must not exceed the allowable limit described later in the Guidelines. Note that the small elliptical sign hanging from the colonnade is considered a Building Sign, not a Blade Sign, as it is parallel to the building facade.



SIGN TYPE T1: BUILDING/TENANT ID SIGN

These signs appear upon the face of a building wall reading toward the street or public circulation space. Building signs may present the name of the building and/or the name of the business or enterprise located within the building. Building signs are not used for identification of off-site businesses or advertising for any business.

The building sign design is encouraged to coordinate carefully with the character of the building on which it is applied. Fitting onto parapet wall areas, frieze areas, window bays, column or pilaster grids, all are encouraged to promote a strong architectural character for the building signs. Alternatively, building signs may be applied to an overhead fascia or may take the form of applied bulkheads, projections, cornices or other architectural features.

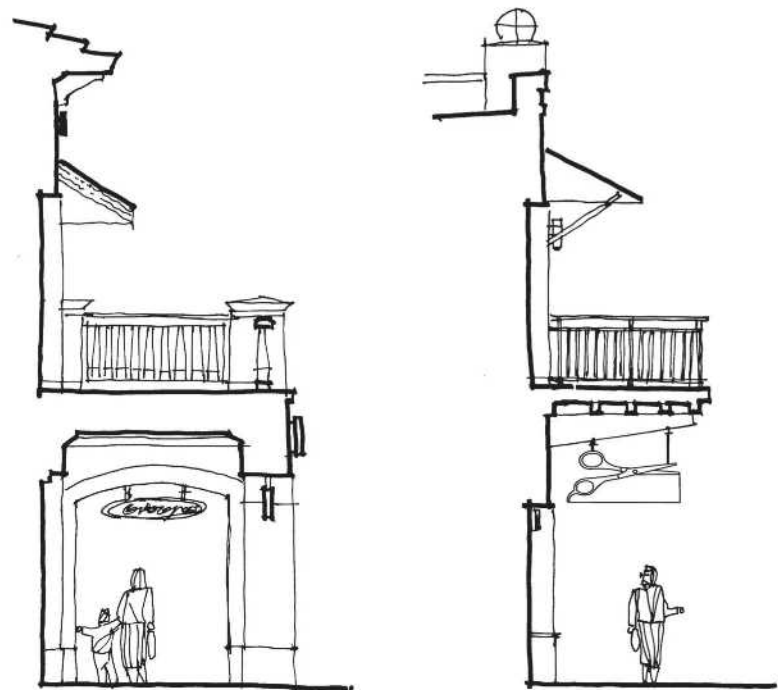
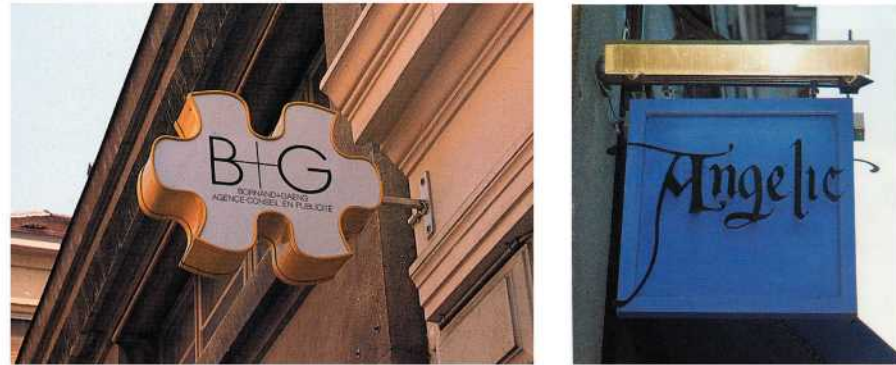
- A. Building signs are limited to three items per building face, per street frontage. If more than one business is contained within the building, each business may use one building sign in addition to one sign which may identify the building itself.
- B. A marquee sign, a building mounted projection sign, or a wall sign may be substituted for a Building Sign if desired.

- C. Illumination of signs is encouraged. The following types are allowed:
 - 1. Individual dimensional metal back-lit (halo effect) letters or lighted by external light fixtures.
 - 2. Internally illuminated channel letters with opaque metal sides and translucent plastic faces may be used only when facing internal parking fields. Transformer may be placed behind the sign fascia with provision made for proper cooling and access. Internally illuminated and neon signs are prohibited in show windows.
 - 3. Neon shall be allowed only at the discretion of the Landlord on an individual and limited basis.
 - 4. Freestanding signage letters attached to horizontal canopies may be lighted by decorative light fixtures approved by the Landlord. Such signage letters shall not be internally illuminated.
- D. No animated components, flashing lights, colored lighting, formed plastic, injection-molded plastic, box-type or solid panel signs are permitted.

SIGN AREA LIMITATIONS

Tenant Square Footage	Max Letter Height	Total Sign Area Allowed Per Elevation ¹	Number of Signs Allowed Per Elevation
100 sf – 12,000 sf	30" 54" if stacked	75 sf or 4% of building face ²	Per A above
12,000 sf – 20,000 sf	42"	125 sf	Per A above
20,000 sf – 50,000 sf	48"	200 sf	Per A above
50,000 sf +	96"	400 sf	2

1. For this sign type only. Other sign types (blade signs, address numbers, etc.) have their own limitations and are described on their own pages.
2. Whichever is smaller. For tenants who intend to use more than one sign, the first sign may not exceed 1.5% of the building facade; each additional sign may not exceed 1% of the building facade.

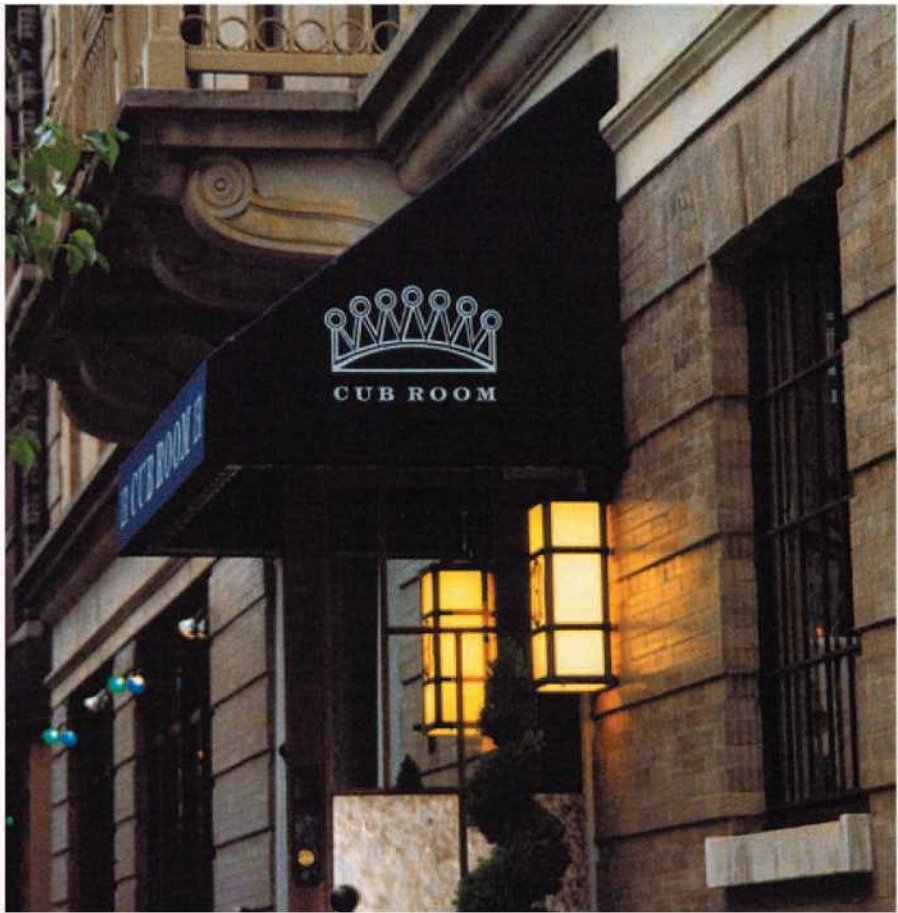


SIGN TYPE T2: BLADE SIGN

Blade Signs hang above a pedestrian circulation area from an overhead structural element or from a bracket attached to a side-wall. The sign may be single or double-sided, and Tenants are encouraged to utilize imaginative cut-out shapes from logos or featured pictorial or illustrated items.

- A. A blade sign must incorporate the Tenant's name, and may include brief text.
- B. In-line tenants are allowed one (1) blade sign. The sign may not exceed 8 square feet in area per side, not including supporting bracket or suspension devices.
- C. Corner stores are permitted to have two (2) blade signs, but the total area of the signs may not exceed 12 square feet. In no instance will a tenant be allowed three (3) blade signs.
- D. A blade sign must extend perpendicular to the storefront plane. The sign may not extend further than 3'-6" from the surface to which it is mounted, nor more than 3'-6" total in front of the tenant lease line.
- E. With the exception of illustrative signs as shown on the second row, the colors are limited to business logo colors along with no more than two additional colors including the color of the bracket or suspension device. Illustrative signs shall be subject to careful scrutiny and approval by the Landlord.
- F. Simple rectangular or square signs are discouraged, but unusual shapes must be designed with care and restraint.
- G. Signs may not extend below 8'-0" above the finished floor.
- H. Signs must be attached to either a bracket of the Landlord's design or a bracket designed by the Tenant with the Landlord's approval.
- I. The area of the blade sign(s) is not counted towards the Building Sign area maximums. They are limited in area per B and C above.

- J. Signs may be lighted by decorative light fixtures approved by the Landlord. Such signage letters shall not be internally illuminated.
- K. Signs shall be a minimum of 1.5" thick, or shall have a border with a minimum thickness of 1.5"
- L. Sign materials may include:
 1. Fabricated metal. No brake-forming allowed; no bare metal allowed without at least a clearcoat finish. Paint finishes must be free of oil-canning and orange-peel.
 2. Acrylic. No translucent or fluorescent-colored acrylics.
 3. Wood. Must be finished to withstand weather for a minimum of 5 years. Landlord may require replacement of sign if it is deemed to appear too weathered.
 4. Applied full-color graphics as shown on the illustrative signs in the second row at left. Adhesive graphics must be applied to a rigid metal substrate with no bubbles or wrinkles. The resolution must be high enough such that pixelation is not visible. All applied graphics of this type must be warranted against fading for a minimum period of 5 years.
 5. Non-corrosive fasteners only.
- M. No animated components, flashing lights, colored lighting, formed plastic, injection-molded plastic, box-type or solid panel signs are permitted.

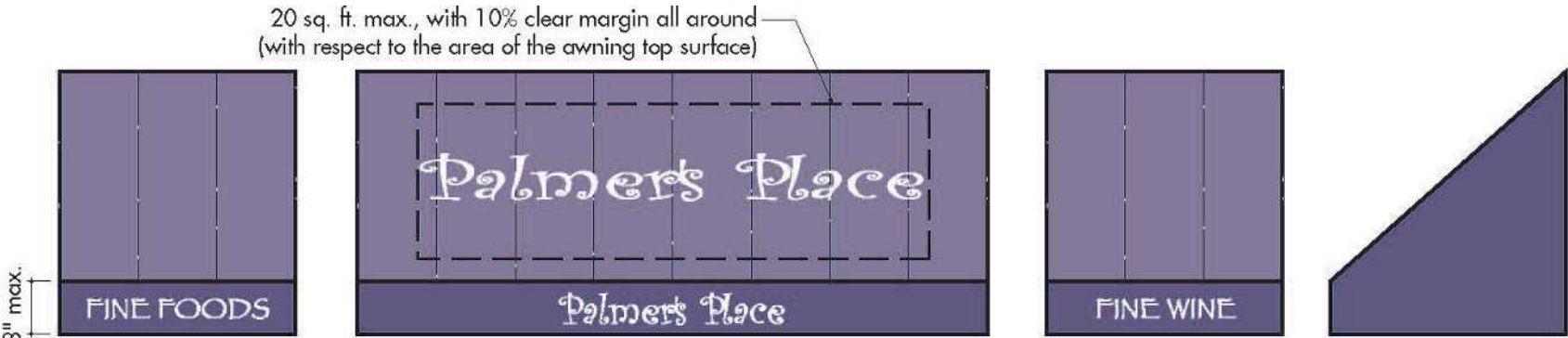


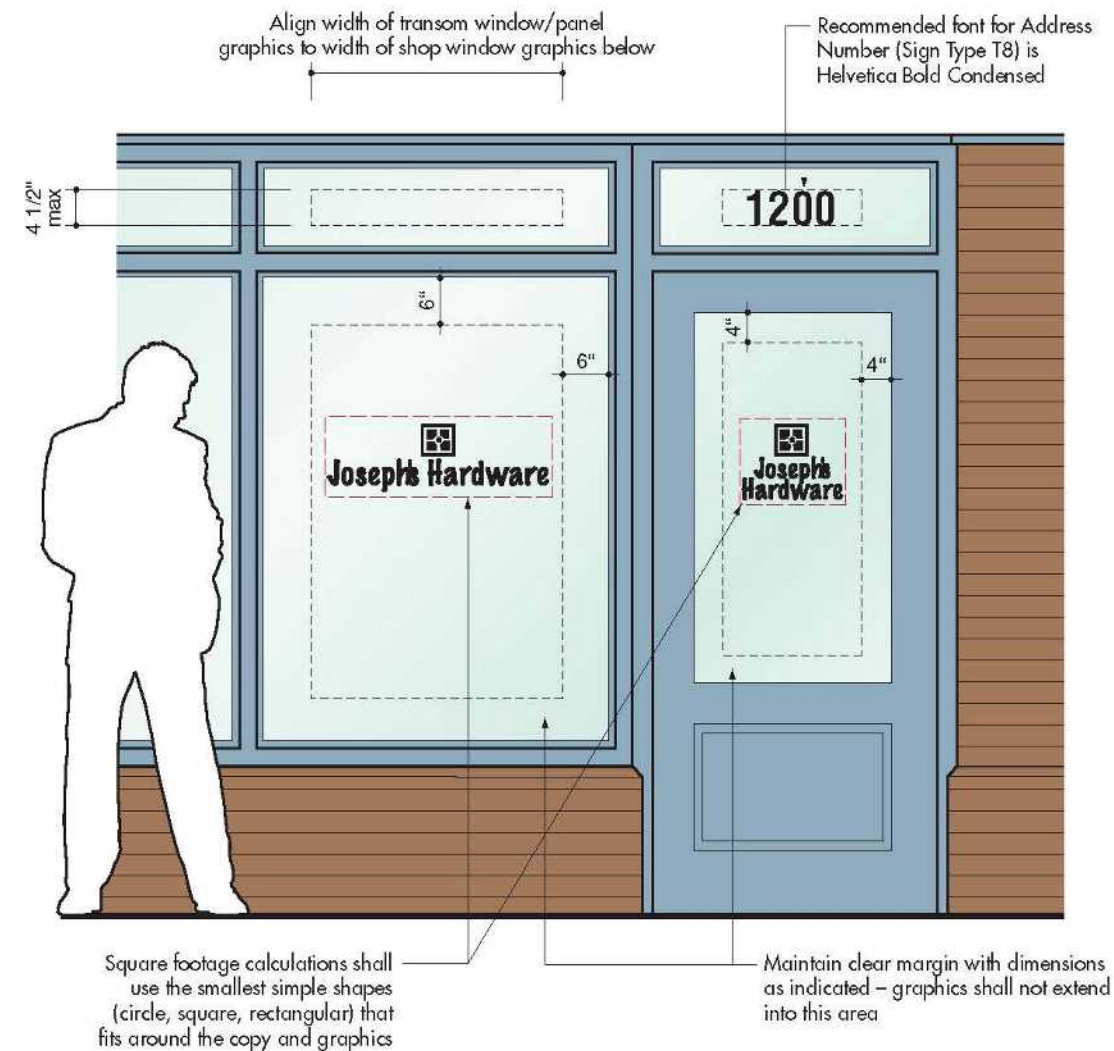
SIGN TYPE T3: AWNING SIGN

Text or graphic images may be applied to traditional, useful awnings placed above a window, door or other logical architectural feature.

- A. The awning itself may be one or two colors in the form of stripes, or solid color with trim.
- B. The applied graphic text or image must all appear in one color additional to the awning colors.
- C. The area of applied graphics must conform to the shape and porportion of the awning and generally limited to 8 inches in overall height if appropriate for the awning configuration and not longer than 42 inches, if appropriate for the awning configuration.
- D. Awnings may not extend below 8 feet above finished floor.
- E. Graphic elements may not span joints in the awning construction configuration, may not span from one awning to an adjacent awning, and may not wrap around corners or tight bends in the awning shape.

- F. One additional graphic image per storefront not to exceed 20 square feet may be added to the top or sloping area of the awning if deemed appropriate by the review/approval process.
- G. The sides of all awnings are to remain blank.
- H. Internal illumination of awnings is strictly prohibited. Signage or logos applied to the exterior of fabric or metal awnings may be illuminated by decorative light fixture (such as goose-neck fixtures) subject to approval by the Landlord. Plastic and metal awnings are prohibited without specific Landlord approval.

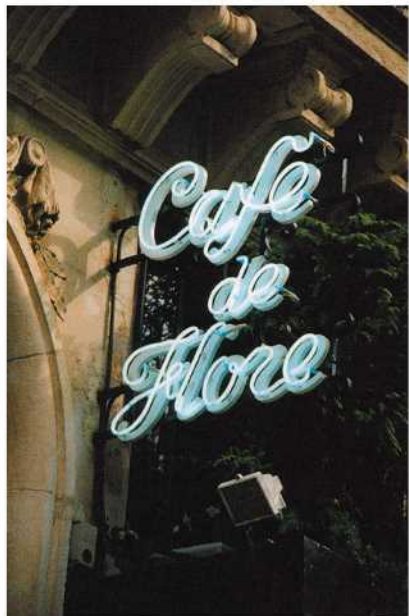




SIGN TYPE T4: WINDOW SIGN/GRAPHICS SIGN TYPE T5: ADDRESS NUMBER

Window Signs/Graphics are applied directly to window glass and are designed to be seen from the exterior or public circulation area.

- Window Signs/Graphics shall not exceed 8 square feet total using the simple shape method. This area limitation shall include OPEN/CLOSED signs or signs indicated hours of operation, which are each limited to 12"x12" (1 sf). Graphic area may not exceed 15% of the area of the window (this does not apply to transom windows).
- The Address Number is not included in the area limitations per A, but shall not be larger than 4.5". The Address Number shall appear on the entrance doors or the transom above the entrance doors. Tenants with awnings on the first floor may place the Address Number on the leading edge of the awning.
- Signs are limited to two colors total per sign, plus white, and should reflect the color scheme of the Tenant's logo and identity.
- Signs shall not extend into a clear margin around each window pane perimeter as dimensioned in the drawing at left. NOTE: In the case of windows with a vertical or horizontal dimension greater than 8 feet, the clear margin shall be 10% of the width or height of the window.
- As these graphics are applied directly to the glass, they are by nature non-illuminated. Illuminated signs are prohibited unless approved by the Landlord. Under no circumstances shall neon signs be allowed behind the glass.

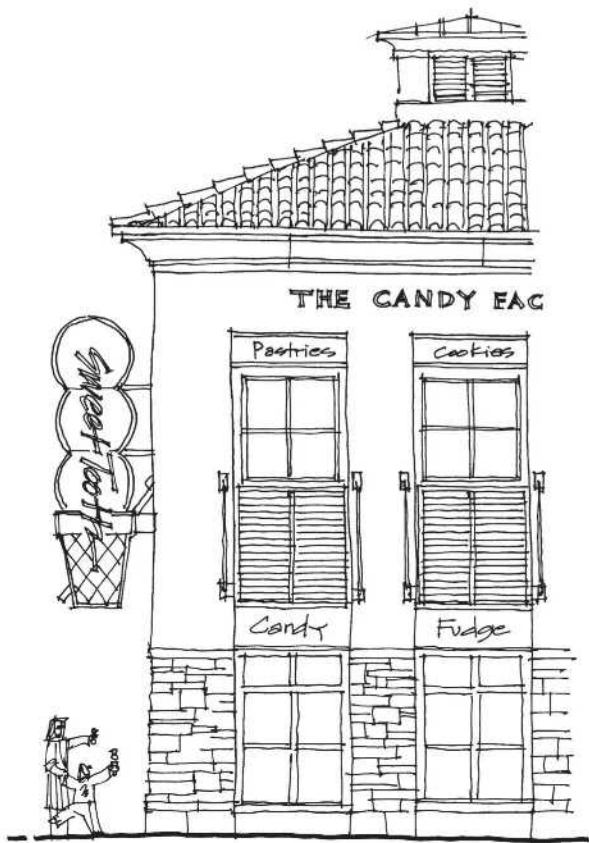


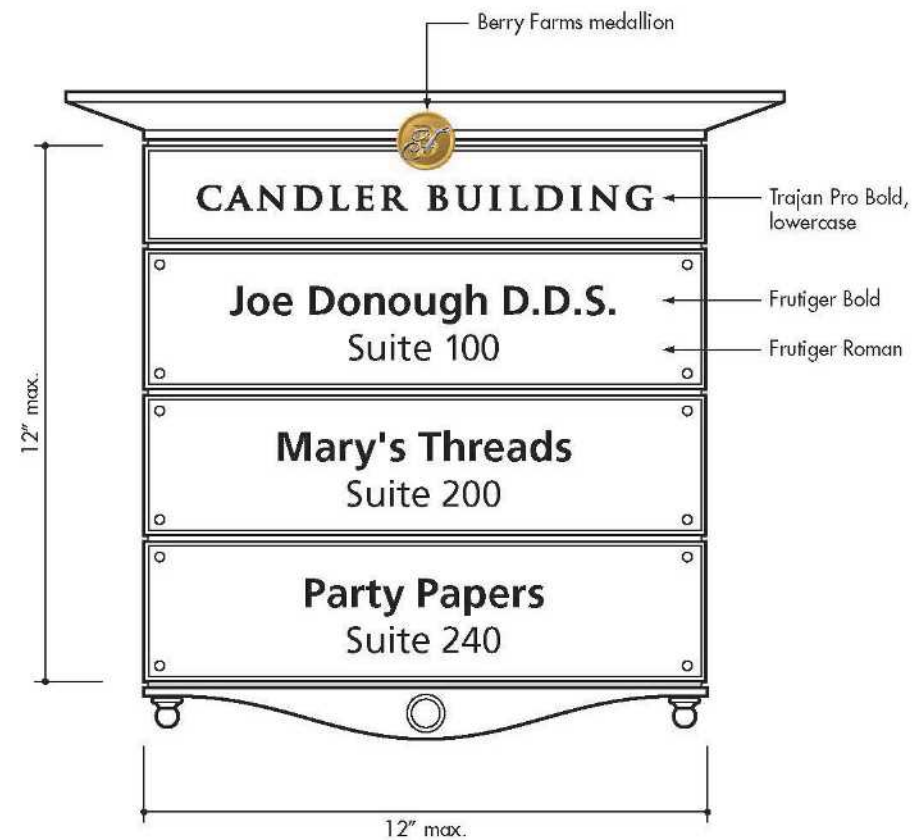
SIGN TYPE T6: MARQUEE SIGN

Marquee Signs give Tenants an alternate way of identifying their businesses, and help to add variety to the streetscape. As these are identification signs, their size must be figured into the limitations imposed on Sign Type 1: Building/Tenant ID Signs.

The following guidelines apply:

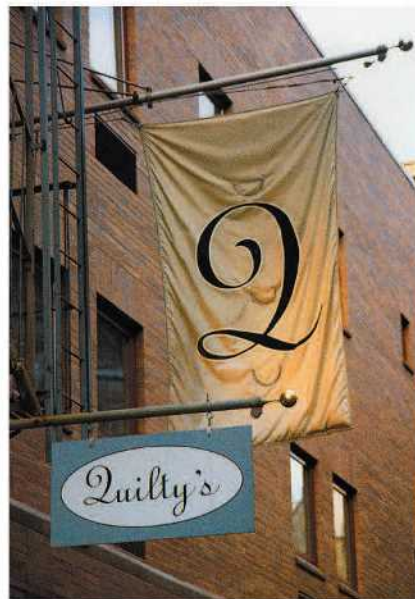
- A. A Marquee Sign may protrude from the building face up to 4 feet, or up to 6 feet at 45 degrees from a building corner between two building faces.
- B. A corner sign shall not exceed more than 25% of the largest face of the building that is attached, using the simple shape method for each elevation of each face of the marquee sign.
- C. The sign may be illuminated internally or externally and may include neon (encased in clear acrylic tubing), incandescent or internal lighting sources. The overall effect of lighting features may not exceed 100 foot candles in intensity.
- D. Creative forms are encouraged.
- E. Approval will be determined according to the application of the light source, suitability of its use, and the nature of other sign items in close proximity to the intended installation site.





SIGN TYPE T7: MULTI-TENANT WALL SIGN

This sign is smaller in scale than a building sign. It is used for the identification of a tenant or multiple tenants located with a building. The building itself may have building signs to identify the building and major retail tenants. Additional tenants or services may be identified with wall signs. These may not exceed 1 square foot in size (not including top & bottom moulding details) and are generally mounted at eye level near an entry door or pedestrian walkway. The wall sign must utilise only two colors total and may include a business logo or symbol but not an illustration or other decorative elements.



SIGN TYPE T8: FLAGS

These items are distinctly different from banners. A flag will be attached with traditional mechanical fasteners along one side only of the fabric panel which shall not exceed 20 square feet in face area. The supporting pole may be either vertical, horizontal or at an angle. No device or method may be used to stretch the fabric panel flat since it must be free hanging at all but one side. Flags may contain an emblem, logo, symbol or pattern. Text is not encouraged since this item is not well suited to clear readability. One flag per business allowable.

Design Guidelines



Appendix

LIST OF REVISED SHEETS FOR DEVELOPMENT PLAN

NOTE [1]

COVER: UPDATED PERSPECTIVE TO REFLECT THE PROPOSED DEVELOPMENT PLAN

NOTE [2]

PAGE 2: UPDATED TO INCLUDE THE DEVELOPER’S DESIGN TEAM

NOTE [3]

PAGE 3: REVISED PAGE NUMBERS TO ALIGN WITH NEW FORMATTING

NOTE [4]

PAGE 4: UPDATED CHARACTER IMAGES

NOTE [5]

PAGE 7: UPDATED TO REFLECT ENVISION FRANKLIN POLICIES AND ADDED CURRENT AERIAL

NOTE [6]

PAGE 10-11: UPDATED MASTER PLAN TO REFLECT PROPOSED DEVELOPMENT PLAN

NOTE [7]

PAGE 12: UPDATED “BUILDING TYPES” TO REFERENCE CITY OF FRANKLIN ZONING CODE BUILDING TYPES

NOTE [8]

PAGES 13-15: UPDATED TO INCLUDE PERSPECTIVES OF PROPOSED DEVELOPMENT.

NOTE [9]

PAGES 16-17: UPDATED CHARACTER IMAGES

NOTE [10]

PAGE 19: CREATED AN INFRASTRUCTURE PHASING PLAN TO REFLECT PROPOSED DEVELOPMENT

NOTE [11]

PAGE 20: STREET SECTION KEY MAP UPDATED TO REFLECT PROPOSED DEVELOPMENT

NOTE [12]

PAGE 21-24: STREET SECTIONS UPDATED TO REFLECT PROPOSED DEVELOPMENT

NOTE [13]

PAGES 26-30: UPDATED SITE FURNISHINGS AND STREET SIGNS TO BERRY FARMS TOWN CENTER STANDARDS

NOTE [14]

PAGE 60: SETBACKS HAVE BEEN REVISED TO SHOW DETAILED SETBACKS FOR THE DEVELOPMENT

PAGE 61: TOWNHOMES AND LIVE WORK UNITS FROM BERRY FARMS RURAL PLAINS (TOWN CENTER) HAVE BEEN INCORPORATED INTO THE PATTERN BOOK (THESE ARE UNCHANGED FROM BERRY FARMS RURAL PLAINS).

NOTE [15]

PAGE 62: PARKING SHEET MOVED FROM ANOTHER SECTION TO IMPROVE DOCUMENT ORGANIZATION.

MAX BUILDING HEIGHTS UPDATED TO MATCH HEIGHT OVERLAYS ESTABLISHED IN ENVISION FRANKLIN.

FLOOR HEIGHTS ADJUSTED FOR DEVELOPMENT SCENARIOS AND ALLOW FUTURE ONE-STORY DEVELOPMENT TO APPEAR AS TWO-STORY

PARKING MATRIX UPDATED TO STANDARDIZE RESIDENTIAL PARKING

NOTE [16]

PAGE 70: ADDED IMAGE OF PROPOSED ARCHWAYS AS REQUESTED WITH MODIFICATION OF STANDARDS; CLEARANCE HEIGHT OF 16’ REQUIRED BY FIRE.

Internal Road Improvements :

Phase 1 – The entry road, starting at the northern roundabout and connecting the development to Goose Creek Bypass, shall be constructed as a two-lane road on the eastern side of the proposed entry road median through phase I of the development and can remain a two lane road up to the point of the need for a Certificate of Occupancy (CO) to be issued that would trigger the 30% threshold of total development trips. The road between the northern and southern roundabouts may or may not be constructed at this time depending on the development pattern of the property. Prior to receiving occupancy on the building that triggers Appendix D of the Fire Code (D1064), an all weather roadway connection from the development to Stream Valley shall be provided. This all weather roadway will be for emergency access and will require an emergency access gate and Knox box at the connection to Stream Valley.

Phase 2 – Prior to the CO being issued for the structure that exceeds 30% threshold of the total development trips, the full four-lane section of the entry road shall be completed. The four-lane section should continue from the northern roundabout to the Goose Creek Bypass intersection. The road between the northern and southern roundabouts may or may not be constructed at this time depending on the development pattern of the property.

Phase 3 – Prior to the CO that would trigger the 50% threshold of total development trips of the North Parcel, or when the first CO is issued for the South Parcel, a paved connection shall be completed from Goose Creek Bypass to Stream Valley and opened for public use. If the connection is only for the 50% threshold of total development trips of the North Parcel, then either connection, as shown above, may be utilized at the Developer's discretion.

Phase 4 – Prior to the CO that would trigger the 50% threshold of total development trips of the North Parcel and the 75% threshold of total development trips of the South Parcel, a second paved connection to Stream Valley shall be completed and opened for public use.

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Lazy Vale Way access & egress - SAFETY Chadwell Development
Date: Wednesday, February 24, 2021 12:16:54 PM
Attachments: [Atth 1 - 2020-06-29 Chadwell Pre App Submittal.pdf](#)
[Atth 2 - 2016-05-27 Berry Farm Lot 902 Pre App Submittal.pdf](#)
[Atth 3 - 2021-02-04 Chadwell-Development Plan Resubmittal page 2.pdf](#)
[Atth 4 - 2020-06-29 Chadwell Pre App Subm Illustrative Master Plan page 3. pdf.pdf](#)
[Atth 5 - BF-Chadwell Dev Plan Sht C0.2 Connector Road.pdf](#)
Importance: High

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Alexandra Farias (GDL) <alexandra.farias@flex.com>
Sent: Monday, February 15, 2021 11:52 AM
To: Vernon Gerth <vernon.gerth@franklintn.gov>; Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@Franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>; Aaron Wood <Aewood21@gmail.com>; Richard Sutton <craig.sutton1226@att.net>
Subject: Lazy Vale Way access & egress - SAFETY Chadwell Development
Importance: High

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear Mr. Speedy & COF, hope you are doing well and staying safe, healthy and warm!

Team, some of our neighbors have received the notification that the Chadwell development approval was put back into the agenda for Feb.25.2021 – our concerns are still not addressed and as per our further investigation, we find out that Residents of Stream Valley have already paid for the small connector road located in Lazy Vale Way. We want to make sure the money that we paid is used for our neighborhood and nothing else. The COF denials to our petition are adding a great risk to our lives by not adding an entrance/exit on that side of the neighborhood.

Now, important to mention that The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. **It is CRITICAL for the safety of our residents**

Items:

#1. Boyle / GDC have agreed to start all construction and all project build-out from the north side entrance of Chadwell at Goose Creek Bypass.

#2. Boyle / GDC have advised that Streamside Lane access / egress will need to be completed for Fire Department protection during construction but will be locked and maintained with Knox Box control by FD and contractors. Once the project reaches a CO for any building structure, the access / egress through this public road will have to be opened, but the Boyle and contractors will prevent / control the access of materials and equipment through Streamside Lane. As part of the public right of way, contractor working personnel might use this access as a short cut but this will have to be allowed. Boyle and contractors will continue to monitor access to maintain appropriate use of Streamside Lane.

#3. Boyle is planning to install a 16" water line contract with COF/WCS scheduled to start in the second quarter of 2021. This line will cross the Chadwell site. Due to the safety concern for construction personnel, equipment, and material access will be needed from the south / Streamside Lane. Stream Valley has asked for notice (two weeks if possible) to residents of this action so that there will be no surprises or misunderstandings.

#4. Unfortunately, the requested safety and emergency entrance for northeast apartments and homes at Lazy Vale Way has not been approved at this time which brings a lot of discomfort to the residents and we ask for your re-consideration. Funds are already available which were paid by us, The Residents of Stream Valley and we don't see why they should be allocated to a different purpose. Please understand that by denying this access, the COF increases the risk and chances to have an accident. It impacts the safety of our children, families, pets and livability which the COF preaches so much about.

The following is an attempt to show the history on this access / egress to the Goose Creek Bypass for Stream Valley. There are a lot of words and dates in this, but **the goal was to show how this particular piece of a road was discussed as far back as 2004 to 2006.** If needed the planning depart could verify the information listed below. The attachments and narratives may show that this road was not acted on when other updates were considered.

a. Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf L-2 was issued on 1/10/2006, revised on 1/31/2006. C0.1 title of drawing in submittal.

a.1 Future Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

a.2 Future Connection (center left of document) - Future Lazy Vale Way.
into Chadwell.

a.3 75' ROW belonging to SV developer (on west side of Chadwell property).
Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no known way to now connect to Goose Creek Bypass.

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d. Atth. 4 - Berry Farms - Chadwell Development Plan with Illustrative Master Plan, Sheet C0.2 - Pre-Submittal dated 6/29/2020. Illustrates the same drawings as in section "a." above but does not reference the Project #69 New 2 Lane Road any more. Nor does it show the Lazy Vale Way road into Chadwell.

d.1 Shows a Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

d.2 Does not show a Future Connection (center left of document) - Future Lazy Vale Way into Chadwell.

d.3 Shows the 75' ROW belonging to SV developer (on west side of Chadwell property). Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no possible way to connect to Goose Creek Bypass.

e. Atth. 5 - BF - Chadwell Dev Plan Sheet C0.2 Connector Road.

2/4/2021 Boyle / GDC submitted an unmarked copy of this document for approval and apparent funding by "collector" funding. The marked roadway - dark purple - may have been submitted as a full collector road into Chadwell, but the marked roadway piece - dark green - shows the extension of Lazy Vale Way.

Summary - This piece of Lazy Vale Way shown in Atth. 5 could be funded by the monies already collected from the SV subdivision (approximately \$1.9m). The funding of this road connector should not set any precedent for future road work. This Lazy Vale Way extension for safety access and egress has been planned and discussed as "future construction", but it apparently was not acted on since 2004 - 2006. Lazy Vale Way extension apparently was shown in past revisions / updates (1/10/2006, 1/31/2006, 11/10/14, 9/17/2015, 6/29/2020 submissions and including TDOT rework of Goose Creek Bypass.

We are looking forward for your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Alexandra Farias

A Resident of Stream Valley

Attachments:

- Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf
- Atth. 2 - 2016-05-27 Berry Farm Lot 902 Pre App Submittal.pdf
- Atth. 3 - 2021-02-04 Chadwell - Development Plan Resubmittal page 2.pdf
- Atth. 4 - 2020-06-29 Chadwell Pre App Subm Illustrative Master Plan page 3. pdf
- Att. 5 - BF-Chadwell Dev Plan Sht C0.2 Connector Road.pdf

From: Vernon Gerth <vernon.gerth@franklinton.gov>

Sent: Monday, January 11, 2021 5:06 PM

To: Alexandra Farias (GDL) <alexandra.farias@flex.com>; Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklinton.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklinton.gov>; Joseph Bryan <joseph.bryan@franklinton.gov>; Paul Holzen <paul.holzen@franklinton.gov>; Jimmy Wiseman <jimmy.wiseman@franklinton.gov>; Eric Stuckey <eric.stuckey@franklinton.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklinton.gov>; Greg Gamble <greg.gamble@gdc-tn.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

Thank you for the reminder Alexandra. As my colleague Joey Bryan noted, we did receive an

amended Development Plan for the Chadwell tract late last week and just started reviewing it. If we determine this plan as able to be placed on the Franklin Municipal Planning Commission agenda scheduled for January 28, the applicant will be sending letters to property owners within 500 feet of this parcel. Additionally, since you have been so kind in keeping your neighbors updated, I would encourage you to contact Joey again early next week for an update. We will have completed our review by that time.

Best,

Vernon

Vernon J. Gerth, CEcD
Assistant City Administrator
Community & Economic Development
City of Franklin
109 Third Avenue South
Franklin, TN 37064
Office 615.550.6671
Mobile 615.332.2906
vernon.gerth@franklintn.gov

From: Alexandra Farias (GDL) <alexandra.farias@flex.com>

Sent: Monday, January 11, 2021 9:03 AM

To: Vernon Gerth <vernon.gerth@franklintn.gov>; Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Thank you Mr. Vernon – just as a friendly reminder on the neighborhood concerns/request

1. City of Franklin to approve the 3rd. entrance at STV which will also provide a entry/exit point to the new section which includes the apartments. The 3rd. entrance/exit will start

from North (Chadwell) to South (Stream Valley) and that will also help to minimize all the construction traffic coming through the neighborhood since it will be built from the Chadwell end .

2. If Stream Valley roads are used as a passthrough:

- Not only will significantly impact our lifestyle but it is a huge risk for the community specially with the COVID, kids are at home and playing outside, we have had very close calls already with the construction from Ryan Homes + the apartments, there is no room for extra trucks.
- In addition, the fact that there is not a 3rd entrance/exit available adds risk if an evacuation is needed – the density of the neighborhood is big and dealing with construction traffic once you are trying to exit the place won't help.

Please let me know if you guys are now seeing something different or if we are still on the same page.

Thanks

Alex

From: Vernon Gerth <vernon.gerth@franklintn.gov>

Sent: Monday, January 11, 2021 8:47 AM

To: Alexandra Farias (GDL) <alexandra.farias@flex.com>; Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

Good morning Alexandria and Happy New Year! We are continuing to collaborate with the Boyle development team as they prepare to submit an amended Development Plan for their Chadwell tract property. There remains a variety of infrastructure design details to work through before they will be able to complete this plan and submittal. Please feel free to check back in another 30-45 days for an update.

Best,

Vernon

From: Alexandra Farias (GDL) <alexandra.farias@flex.com>

Sent: Monday, January 11, 2021 8:39 AM

To: Vernon Gerth <vernon.gerth@franklintn.gov>; Alexandra Farias <alefasia@gmail.com>; Emily

Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

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Good morning everybody! Hope you had a fantastic holiday season! May 2021 bring you lots of joy, peace, prosperity and health!

Folks, may I please have an update as of where we are on the below?

Thank you.

Sincerely

Alex

From: Vernon Gerth <vernon.gerth@franklintn.gov>

Sent: Thursday, October 29, 2020 1:02 PM

To: Alexandra Farias <alefasia@gmail.com>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>; Scott Speedy <scott.speedy@franklintn.gov>; Alexandra Farias (GDL) <alexandra.farias@flex.com>

Subject: RE: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

Good afternoon Alexandra.

The past Tuesday evening the BOMA voted not to recommend the local road that extends from Stream Valley, through the Chadwell parcel to Goose Creek Bypass be included on the City Major Thoroughfare Plan (Connect Franklin) as a collector road.

At this point in time the City is anticipating the re-submittal of the a revised Chadwell Development Plan by the Boyle Team. The next re-submittal date is November 5 which, if submitted could place this Development Plan on the Franklin Planning Commission agenda scheduled for December 10.

However, until this revised plan is submitted and, the City team has had an opportunity to review it, it is premature whether the City staff recommendation to the Planning Commission would be to recommend approval, approval w/conditions, denial, or deferral to the BOMA (the final approval authority).

Thank you again for sharing your expectations regarding construction traffic and connectivity. Be assured these items will be included in future discussions with the Boyle team, Planning Commission, and BOMA during the approval process. Equally important, in Franklin the approval of Development Plans such as this, does provide for Public Hearings before both the Planning Commission and BOMA.

I recommend you contact me or my colleague assigned to this project Joey Bryan 615-550-6730 prior to the Thanksgiving holiday to confirm the status of the Chadwell Development Plan and the approval/public hearing schedule.

I hope this helps.

Vernon

From: Alexandra Farias <alefasia@gmail.com>

Sent: Thursday, October 29, 2020 11:49 AM

To: Vernon Gerth <vernon.gerth@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; aballash@boyle.com; Adam Moser <adam.moser@franklintn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>; Scott Speedy <scott.speedy@franklintn.gov>; Alexandra Farias (GDL) <alexandra.farias@flex.com>

Subject: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Good morning... May I please have a response / follow up to the Stream Valley concerns? Please kindly reply today with the outcome of the meeting that you guys (CoF/Gamble/Boyle) had this past Monday-Tuesday

Thank you

Alex.

On Tue, Oct 27, 2020, 10:08 AM Alexandra Farias <alefasia@gmail.com> wrote:

Mr. Gerth, I appreciate your personal follow up – the residents of Stream Valley want to be sure we don't get caught in the middle. Our request is simple:

1. Under NO circumstance BOYLE/Chadwell is to use Stream Valley roads as a pass through to begin construction on Chadwell development
2. Third point of entrance should be on the connection that is located crossing on Fernshaw street, we urgently need an entry/exit point on that side of the development which is heavily populated with increased risk to be trapped in case of an accident.

In regards of the below note:

In point one:

- Before; Boyle stated that work could not start from Goose Creek Bypass due to DOT modified Goose creek Bypass. It seems that they might now start with new the connector road from Fernshaw area. If you can please clarify on the intent of this new plan will be appreciated.
- In addition – we would like to see an approval declaration that connector road must be complete before grading permit issued.
- Another question to answer - Does this allow construction traffic on some SV roads if they cannot first start from Goose Creek Bypass please let us know if the grading permit allows ANY OTHER construction not directly related (might need to define "directly related") to completion of connector road before any other work including grading would start.

In point two:

- I believe the typical definition of "public use prior to the issuance of the first Certificate of Use and Occupancy" means the move in of people and furniture. This would not necessarily preclude any other construction work. Just wanting to understand completely the intent of these "powerful words". Please kindly clarify.

Again, Boyle along with Williamson County are showing wisdom and understanding of how the earlier approved plans were developed and (now) how the new developers are using "planned roads" to build new developments which **affect safety and lives of the existing home owners and families**. I believe that the developments to the south and west of SV plan to use existing roads to the developer benefits and should be reviewed in the **future for impacts on existing safety and traffic flow**.

We appreciate the team of the City of Franklin along with Boyle/Gamble and the SV Families for working out an apparent safety and progress win for all. I am expecting great things from this new development!

Looking forward for your updates. Please kindly let us know the agenda schedules so we can keep up with the updates on the request, we have been attending to the ones that are shared with us.

Sincerely

Alex

----- Forwarded message -----

From: **Vernon Gerth** <vernon.gerth@franklintn.gov>

Date: Mon, Oct 26, 2020, 4:24 PM

Subject: Follow-up to inquiry from Alexandra Farias from Stream Valley regarding proposed Chadwell Development

To: Alexandra Farias <alefasia@gmail.com>

Cc: Emily Wright <emily.wright@franklintn.gov>, Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>, Joseph Bryan <joseph.bryan@franklintn.gov>, Paul Holzen <paul.holzen@franklintn.gov>, Jimmy Wiseman <jimmy.wiseman@franklintn.gov>, Eric Stuckey <eric.stuckey@franklintn.gov>, Adam Ballash (aballash@boyle.com) <aballash@boyle.com>, Adam Moser <adam.moser@franklintn.gov>, Greg Gamble <greg.gamble@gdc-tn.com>, Scott Speedy <scott.speedy@franklintn.gov>

Good afternoon Alexandra and thank you phoning me for sharing you and your Steam Valley neighbors concerns/expectations regarding the pending development to be located on the adjacent Chadwell parcel in Berry Farms. I have attempted to summarize and address your concerns below.

1. Construction Traffic on Stream Valley Blvd. - Once a revised Development Plan is submitted and approved for the Chadwell parcel, erosion and storm water control measures will be put in place and inspected prior to a Grading Permit being activated. Included in these measures will be a temporary construction entrance with access off Goose Creek Bypass. Except for a unique situation, there should be no need for construction vehicles/workers to access the Chadwell parcel from Stream Valley Blvd. For clarity, City staff will ask the Board of Mayor to add this as a Condition of Approval of the revised Development Plan.
2. Connectivity. In the mid-2000's when the original Chadwell Concept Plan was approved a road that connects the adjacent Stream Valley neighborhood through Chadwell to Goose Creek Bypass was included. Regardless of the BOMA's decision on the revised Development Plan, City staff is recommending this road be installed, as approved, sooner than later and will ask the BOMA as a Conditional of Approval of the revised Development Plan, that this road be constructed and open for public use prior to the issuance of the first

Certificate of Use and Occupancy. There is no difference on the timing of this road whether it is designated a local road or, collector road.

In closing, even though Boyle is a valued development partner of the City, as with any project the economy generally dictates the timing and development of a property. Understandably, it was anticipated construction would have commenced on the Chadwell parcel shortly after the initial approval in the mid 2000's. We remain optimistic Boyle Investments is ready to proceed with the Chadwell parcel soon.

Please feel free to phone us should you have any additional questions.

Vernon

Vernon J. Gerth, CEcD
Assistant City Administrator
Community & Economic Development
City of Franklin
109 Third Avenue South
Franklin, TN 37064
Office 615.550.6671
Mobile 615.332.2906
vernon.gerth@franklintn.gov

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From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass
Date: Wednesday, February 24, 2021 12:17:48 PM
Attachments: [Atth 5 - BF-Chadwell Dev Plan Sht C0.2 Connector Road.pdf](#)
[Atth 4 - 2020-06-29 Chadwell Pre App Subm Illustrative Master Plan page 3. pdf.pdf](#)
[Atth 3 - 2021-02-04 Chadwell-Development Plan Resubmittal page 2.pdf](#)
[Atth 1 - 2020-06-29 Chadwell Pre App Submittal.pdf](#)
[Atth 2 -2016-05-27 Berry Farm Lot 902 Pre App Submittal.pdf](#)

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Chris <goldmanchris4@gmail.com>
Sent: Monday, February 15, 2021 8:10 PM
To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>
Subject: Chadwell Development on South Side of Goose Creek Bypass

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: City of Franklin (TN)
From: Stream Valley Subdivision
Subject: Chadwell Development on South Side of Goose Creek Bypass
Feb.25 Hearing on Chadwell Development which is approaching approval.

Dear City of Franklin,
The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas ~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. It is CRITICAL for the safety of our residents

Items:

#1. Boyle / GDC have agreed to start all construction and all project build-out from the north side entrance of Chadwell at Goose Creek Bypass.

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#4 Unfortunately, the requested safety and emergency entrance for northeast apartments and homes at Lazy Vale Way has not been approved at this time which brings a lot of discomfort to the residents and we ask for your re-consideration. Funds are already available which were paid by us, The Residents of Stream Valley and we don't see why they should be allocated to a different purpose. Please understand that by denying this access, the COF increases the risk and chances to have an accident. It impacts the safety of our children, families, pets and livability which the COF preaches so much about.

The following is an attempt to show the history on this access / egress to the Goose Creek Bypass for Stream Valley. There are a lot of words and dates in this, but the goal was to show how this particular piece of a road was discussed as far back as 2004 to 2006. If needed the planning depart could verify the information listed below. The attachments and narratives may show that this road was not acted on when other updates were considered. Please note that due to size – our neighbor Alexandra Farias has sent the attachments directly to Scott Speedy, Vernon Gerth, Amy Diaz Barriga, Jimmy Wiseman and Joseph Bryan on February 15/2021

a. Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf L-2 was issued on 1/10/2006, revised on 1/31/2006. CO.1 title of drawing in submittal.

a.1 Future Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

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c. Atth. 3 - Application Submittal 004 - 2021-02-04 Chadwell Development Plan - Resubmitted Plan - No longer showing the project #29 New 2 Lane Road on the Drawing L-2 (this time with Drawing L-2 as part of C0.1 with stamped date of 02/04/2021) but still showing the future connection at Streamside Lane extension, still showing the Stream Valley 75' ROW, and Future Connection (center left of document) - Future Lazy Vale Way into Chadwell.

d. Atth. 4 - Berry Farms - Chadwell Development Plan with Illustrative Master Plan, Sheet C0.2 - Pre-Submittal dated 6/29/2020. Illustrates the same drawings as in section "a." above but does not reference the Project #69 New 2 Lane Road any more. Nor does it show the Lazy Vale Way road into Chadwell.

d.1 Shows a Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

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We are looking forward for your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Christopher Goldman
A Resident of Stream Valley
1025 Belamy Lane
Franklin, TN 37064

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass (Feb. 25th Hearing on Chadwell Development which is approaching approval)
Date: Wednesday, February 24, 2021 12:13:45 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: bmiller8711 <bradley.miller992@gmail.com>

Sent: Monday, February 15, 2021 11:36 AM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; eric.stucky@franklintn.gov; Adam Moser <adam.moser@Franklintn.gov>

Subject: Chadwell Development on South Side of Goose Creek Bypass (Feb. 25th Hearing on Chadwell Development which is approaching approval)

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Sincerely,

Bradley Miller
A Resident of Stream Valley

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:16:47 PM

Amy Diaz-Barriga, AICP
Current Planning Supervisor

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

-----Original Message-----

From: David Gauthier <dgauthier5@yahoo.com>
Sent: Monday, February 15, 2021 2:29 PM
To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>
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David Gauthier
A Resident of Stream Valley

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:17:43 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Paul Havlicek <staffofficer1@bellsouth.net>

Sent: Monday, February 15, 2021 8:45 PM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>

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Pauk Havlicek

A Resident of Stream Valley

□

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:14:48 PM

Amy Diaz-Barriga, AICP
Current Planning Supervisor

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

-----Original Message-----

From: Christopher and Diamond Molini <cdmolini2018@gmail.com>
Sent: Monday, February 15, 2021 11:46 AM
To: Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>
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We are looking forward for your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Chris and Diamond Molini
A Resident of Stream Valley

Sent from my iPhone

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of 65 Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:14:35 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Nate Ragan <nate@nateragan.com>
Sent: Monday, February 15, 2021 11:41 AM
To: Nate Ragan <nate@nateragan.com>
Subject: Chadwell Development on South Side of Goose Creek Bypass and East of 65 Feb.25 Hearing on Chadwell Development which is approaching approval.

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

Dear City of Franklin TN,

The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. It is CRITICAL for the safety of our residents
Items:

1. Boyle / GDC have agreed to start all construction and all project build-out from the north side entrance of Chadwell at Goose Creek Bypass.
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4. Unfortunately, the requested safety and emergency entrance for northeast apartments and homes at Lazy Vale Way has not been approved at this time which brings a lot of discomfort to the residents and we ask for your re-consideration. Funds are already available which were paid by us, The Residents of Stream Valley and we don't see why they should be allocated to a different purpose. Please understand that by denying this access, the COF increases the risk and chances to have an accident. It impacts the safety of our children, families, pets and livability which the COF preaches so much about.

The following is an attempt to show the history on this access / egress to the Goose Creek Bypass for Stream Valley. There are a lot of words and dates in this, but the goal was to show how this particular piece of a road was discussed as far back as 2004 to 2006. If needed the planning depart could verify the information listed below. The attachments and narratives may show that this road was not acted on when other updates were considered. Please note that due to size – our neighbor Alexandra Farias has sent the attachments directly to Scott Speedy, Vernon Gerth, Amy Diaz Barriga, Jimmy Wiseman and Joseph Bryan on February 15/2021

- a. Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf L-2 was issued on 1/10/2006, revised on 1/31/2006. C0.1 title of drawing in submittal.
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Sincerely,
Nate Ragan
A Resident of Stream Valley

nate ragan

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:17:43 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Sarah Hillard <shillard1013@gmail.com>

Sent: Tuesday, February 16, 2021 11:05 AM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>

Subject: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.

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To: City of Franklin (TN)

From: Stream Valley Subdivision

Subject: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.

Dear COF,

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□

Sincerely,

□

Sarah Hillard

A Resident of Stream Valley

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass and East of Feb.25 Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:16:48 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Satish Maddukuri <nzsatish@gmail.com>

Sent: Monday, February 15, 2021 7:04 PM

To: Scott Speedy <scott.speedy@franklintn.gov>; Emily Wright <emily.wright@franklintn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklintn.gov>; Joseph Bryan <joseph.bryan@franklintn.gov>; Paul Holzen <paul.holzen@franklintn.gov>; Jimmy Wiseman <jimmy.wiseman@franklintn.gov>; Eric Stuckey <eric.stuckey@franklintn.gov>; Adam Moser <adam.moser@Franklintn.gov>

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Sincerely,

Satish Maddukuri

A Resident of Stream Valley

--

Thanks

Satish M

916 717 0991

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Chadwell Development on South Side of Goose Creek Bypass, West of I-65
Date: Wednesday, February 24, 2021 12:17:55 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Geary Tanner <gearytanner@gmail.com>

Sent: Tuesday, February 16, 2021 2:13 PM

To: Scott Speedy <scott.speedy@franklin.tn.gov>; Emily Wright <emily.wright@franklin.tn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklin.tn.gov>; Joseph Bryan <joseph.bryan@franklin.tn.gov>; Paul Holzen <paul.holzen@franklin.tn.gov>; Jimmy Wiseman <jimmy.wiseman@franklin.tn.gov>; Eric Stuckey <eric.stuckey@franklin.tn.gov>; Adam Moser <adam.moser@franklin.tn.gov>

Subject: Chadwell Development on South Side of Goose Creek Bypass, West of I-65

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: City of Franklin (TN)

From: Geary Tanner at Stream Valley Subdivision

Subject: Chadwell Development on South Side of Goose Creek Bypass

Feb.25 Hearing on Chadwell Development which is approaching approval.

Dear COF,

□

The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned about the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

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Summary - This piece of Lazy Vale Way shown in Atth. 5 could be funded by the monies already collected from the SV subdivision (approximately \$1.9m). The funding of this road connector should not set any precedent for future road work. This Lazy Vale Way extension for safety access and egress has been planned and discussed as "future construction", but it apparently was not acted on since 2004 - 2006. Lazy Vale Way extension apparently was shown in past revisions / updates (1/10/2006, 1/31/2006, 11/10/14, 9/17/2015, 6/29/2020 submissions and including TDOT rework of Goose Creek Bypass.

We are looking forward to your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Vale Way Extension for safe access and egress.

□

Sincerely,

Geary Tanner

A Resident of Stream Valley

█

--

█

Geary Tanner

112 Stream Valley Blvd.

Franklin, TN 37064

615-767-3992

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Hearing on Chadwell Development which is approaching approval.
Date: Wednesday, February 24, 2021 12:15:05 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Wes Wooden <wwooden@gmail.com>

Sent: Monday, February 15, 2021 11:49 AM

To: Scott Speedy <scott.speedy@franklin.tn.gov>; Emily Wright <emily.wright@franklin.tn.gov>; Amy Diaz-Barriga <amy.diaz-barriga@franklin.tn.gov>; Joseph Bryan <joseph.bryan@franklin.tn.gov>; Paul Holzen <paul.holzen@franklin.tn.gov>; Jimmy Wiseman <jimmy.wiseman@franklin.tn.gov>; Eric Stuckey <eric.stuckey@franklin.tn.gov>; Adam Moser <adam.moser@franklin.tn.gov>

Subject: Hearing on Chadwell Development which is approaching approval.

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 everyone. My name is Wes Wooden and I am a resident of Stream Valley (113 Stream Valley Blvd; 37064). Below is a form letter detailing some concerns relating to the Chadwell Development which abuts our subdivision. Bottom line: we want to limit construction traffic through our neighborhood and alleviate traffic in general. **The crux of this request is to gain commitment from the city to build out the requested safety and emergency entrance for the northeast apartments and homes at Lazy Vale Way.**

Sincerely,
Wes Wooden
wwooden@gmail.com
615-957-5641

Dear City of Franklin,

□

The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. It is CRITICAL for the safety of our residents

Items:

#1. Boyle / GDC have agreed to start all construction and all project build-out from the north side entrance of Chadwell at Goose Creek Bypass.

#2. Boyle / GDC have advised that Streamside Lane access / egress will need to be completed for Fire Department protection during construction but will be locked and maintained with Knox Box control by FD and contractors. Once the project reaches a CO for any building structure, the access / egress through this public road will have to be opened, but the Boyle and contractors will prevent / control the access of materials and equipment through Streamside Lane. As part of the public right of way, contractor working personnel might use this access as a short cut but this will have to be allowed. Boyle and contractors will continue to monitor access to maintain appropriate use of Streamside Lane.

#3. Boyle is planning to install a 16" water line contract with COF/WCS scheduled to start in the second quarter of 2021. This line will cross the Chadwell site. Due to the safety concern for construction personnel, equipment, and material access will be needed from the south / Streamside Lane. Stream Valley has asked for notice (two weeks if possible) to residents of this action so that there will be no surprises or misunderstandings.

#4 Unfortunately, the requested safety and emergency entrance for northeast apartments and homes at Lazy Vale Way has not been approved at this time which brings a lot of discomfort to the residents and we ask for your re-consideration. Funds are already available which were paid by us, The Residents of Stream Valley and we don't see why they should be allocated to a different purpose. Please understand that by denying this access, the COF increases the risk and chances to have an accident. It impacts the safety of our children, families, pets and livability which the COF preaches so much about.

The following is an attempt to show the history on this access / egress to the Goose Creek Bypass for Stream Valley. There are a lot of words and dates in this, but the goal was to show how this particular piece of a road was discussed as far back as 2004 to 2006. If needed the planning depart could verify the information listed below. The attachments and narratives may show that this road was not acted on when other updates were considered. Please note that due to size – our neighbor Alexandra Farias has sent the attachments directly to Scott Speedy, Vernon Gerth, Amy Diaz Barriga, Jimmy Wiseman and Joseph Bryan on February 15/2021

a. Atth. 1 - 2020-06-29 Chadwell Pre App Submittal.pdf L-2 was issued on 1/10/2006, revised on 1/31/2006. C0.1 title of drawing in submittal.

a.1 Future Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

a.2 Future Connection (center left of document) - Future Lazy Vale Way.

into Chadwell.

a.3 75' ROW belonging to SV developer (on west side of Chadwell property). Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no known way to now connect to Goose Creek Bypass.

b. Atth. 2 - Application Submittal 001 - Berry Farm Lot 902, Pre Application Site Plan 2016-05-27. Drawing C1-00 (dated 11/10/14 with a revision 6 dated 9/17/2015) shows the Stream Valley 75' ROW and a Project #69 New 2 Lane Road. Drawing does not reflect the Lazy Vale Way but does show other accesses that were not chosen or allowed.

c. Atth. 3 - Application Submittal 004 - 2021-02-04 Chadwell Development Plan - Resubmitted Plan - No longer showing the project #29 New 2 Lane Road on the Drawing L-2 (this time with Drawing L-2 as part of C0.1 with stamped date of 02/04/2021) but still showing the future connection at Streamside Lane extension, still showing the Stream Valley 75' ROW, and Future Connection (center left of document) - Future Lazy Vale Way into Chadwell.

d. Atth. 4 - Berry Farms - Chadwell Development Plan with Illustrative Master Plan, Sheet C0.2 - Pre-Submittal dated 6/29/2020. Illustrates the same drawings as in section "a." above but does not reference the Project #69 New 2 Lane Road any more. Nor does it show the Lazy Vale Way road into Chadwell.

d.1 Shows a Connection (left side of document) - Future Streamside Lane extension) into Chadwell. Still part of Chadwell proposal.

d.2 Does not show a Future Connection (center left of document) - Future Lazy Vale Way into Chadwell.

d.3 Shows the 75' ROW belonging to SV developer (on west side of Chadwell property). Connection onto Goose Creek Bypass. This 75' ROW was part of the SV plot but with the later build-out, TDOT complete rework of Goose Creek Bypass, and Berry Farms Development roads plotted. Still undeveloped and no possible way to connect to Goose Creek Bypass.

e. Atth. 5 - BF - Chadwell Dev Plan Sheet C0.2 Connector Road.

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Summary - This piece of Lazy Vale Way shown in Atth. 5 could be funded by the monies already collected from the SV subdivision (approximately \$1.9m). The funding of this road connector should not set any precedent for future road work. This Lazy Vale Way extension for safety access and egress has been planned and discussed as "future construction", but it apparently was not acted on since 2004 - 2006. Lazy Vale Way extension apparently was shown in past revisions / updates (1/10/2006, 1/31/2006, 11/10/14, 9/17/2015, 6/29/2020 submissions and including TDOT rework of Goose Creek Bypass.

We are looking forward for your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Wes Wooden

A Resident of Stream Valley

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Public Comment - Chadwell - Berry Farms - January 28, 2021
Date: Wednesday, February 24, 2021 12:13:18 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Maria Caulder <mncaulder@gmail.com>
Sent: Tuesday, January 26, 2021 6:32 PM
To: Planning Intake <planningintake@franklintn.gov>
Subject: Public Comment - Chadwell - Berry Farms - January 28, 2021

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

My name is Maria Caulder, I live on 2012 Fernshaw Ln, Franklin, TN.

My house is located next to the proposed roadway connecting the development and Stream Valley. The second roadway entry (near I-65) to Stream Valley will be closer to the apartments and townhomes. My concern is this roadway will be used by the residents living in those multi-family units as a cut through from Goose Creek Bypass. Since the traffic impact will be greater due to the number of people residing in these multi-family units, the traffic safety will be more at risk with the small children living on that street.

Previous request was to add this roadway closer to I-65 where traffic would flow directly to the apartments and townhomes roadway.

Please consider this when approving the revised proposed plan.

Thank you,

--

Maria Neff Caulder
407-409-6609 (Cell)

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Public comment on Berry Frams- Chadwell development plan
Date: Wednesday, February 24, 2021 12:13:03 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Matthew Dobberfuhl <widobberman@hotmail.com>
Sent: Sunday, January 17, 2021 7:53 AM
To: Planning Intake <planningintake@franklintn.gov>
Subject: Public comment on Berry Frams- Chadwell development plan

ATTENTION COF staff: This email originated from outside the City of Franklin. Please use discretion when clicking on attachments & links from unknown senders or suspicious emails.

From: Matt Dobberfuhl, 513 Downy Meade Drive, Goose Creek Estates
Conclusion: support 100% this redevelopment plan
Reasons: Our property has the longest property line adjoining Chadwell of any private property owner. As such, I have been very involved over the past decade in issues regarding this property, including the favorable resolution to not build a road on the ROW from Stream Valley to Goose Creek Bypass.

This new plan meshes much better with the surrounding neighborhoods, particularly Goose Creek Estates which borders the entire west side of Chadwell. The plan condenses development, creates more green, quiet, unlit space and is significantly better than the existing development plan. Please approve this new plan

From: [Amy Diaz-Barriga](#)
To: [Joseph Bryan](#)
Subject: FW: Stream Valley Subdivision
Date: Wednesday, February 24, 2021 12:13:31 PM

AMY DIAZ-BARRIGA, AICP
CURRENT PLANNING SUPERVISOR

Planning and Sustainability Department
City of Franklin
109 Third Avenue South
Franklin, TN 37064

Phone: 615-550-6732

From: Ashley Mulkey <ashleymulkey@gmail.com>
Sent: Monday, February 15, 2021 11:26 AM
Subject: Stream Valley Subdivision

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: City of Franklin (TN)

From: Stream Valley Subdivision

Subject: Chadwell Development on South Side of Goose Creek Bypass and East of

Feb.25 Hearing on Chadwell Development which is approaching approval.

Dear COF,

The residents of Stream Valley (SV) wish to thank the COF, Boyle Development (BD), and Gamble Design Collaborative (GDC) for the process review and interface with all parties for this new Chadwell Development, however; we are still extremely concerned on the impact to our beloved neighborhood since the decisions being made by the COF ~ the many pleas~ continue to be ignored.

We kindly ask you again to please consider building the extension for safety access and egress located in Lazy Vale Way. It is CRITICAL for the safety of our residents

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We are looking forward to your cooperation to allocate our money to the improvement of our neighborhood by building the Lazy Way Extension for safety access and egress.

Sincerely,

Zach and Ashley Mulkey

A Residents of Stream Valley



File #: 21-01779

DATE: February 15, 2021
TO: Franklin Municipal Planning Commission
FROM: Chelsea Randolph, Planner
Amy Diaz-Barriga, Planning Supervisor
Emily Wright, Planning Director

SUBJECT:

Lockwood Glen PUD Subdivision, Final Plat, Section 16, Creating 16 Townhome Lots, 10 Single Family Lots, 3 Open Space Lots, And Dedicating Right-Of-Way, On 5.92 Acres, Located At The Intersection of S. Carothers Road and Mount Castle Drive. (CONSENT AGENDA)

PURPOSE:

PROJECT INFORMATION

COF Project Number: 7448
Applicant: Clay Wallace, Energy Land & Infrastructure, LLC
Owner: Lockwood Section 9 & 12, LLC (Representative - Ted Terry)

BACKGROUND/STAFF COMMENTS:

The purpose of the plat is to create 16 townhome lots, 10 new single family residential lots, 3 open space lots, and dedicate right-of-way. The site plan for the associated section was approved on the October 2018 administrative agenda.

PROCEDURAL REQUIREMENTS:

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

3. The applicant shall upload a .dwg copy of the final plat through the IDT system (link above) in Tennessee state plan coordinates, NAD 83, NAVD 88, zone 4100/5301 for incorporation of the plat into the Franklin GIS database.

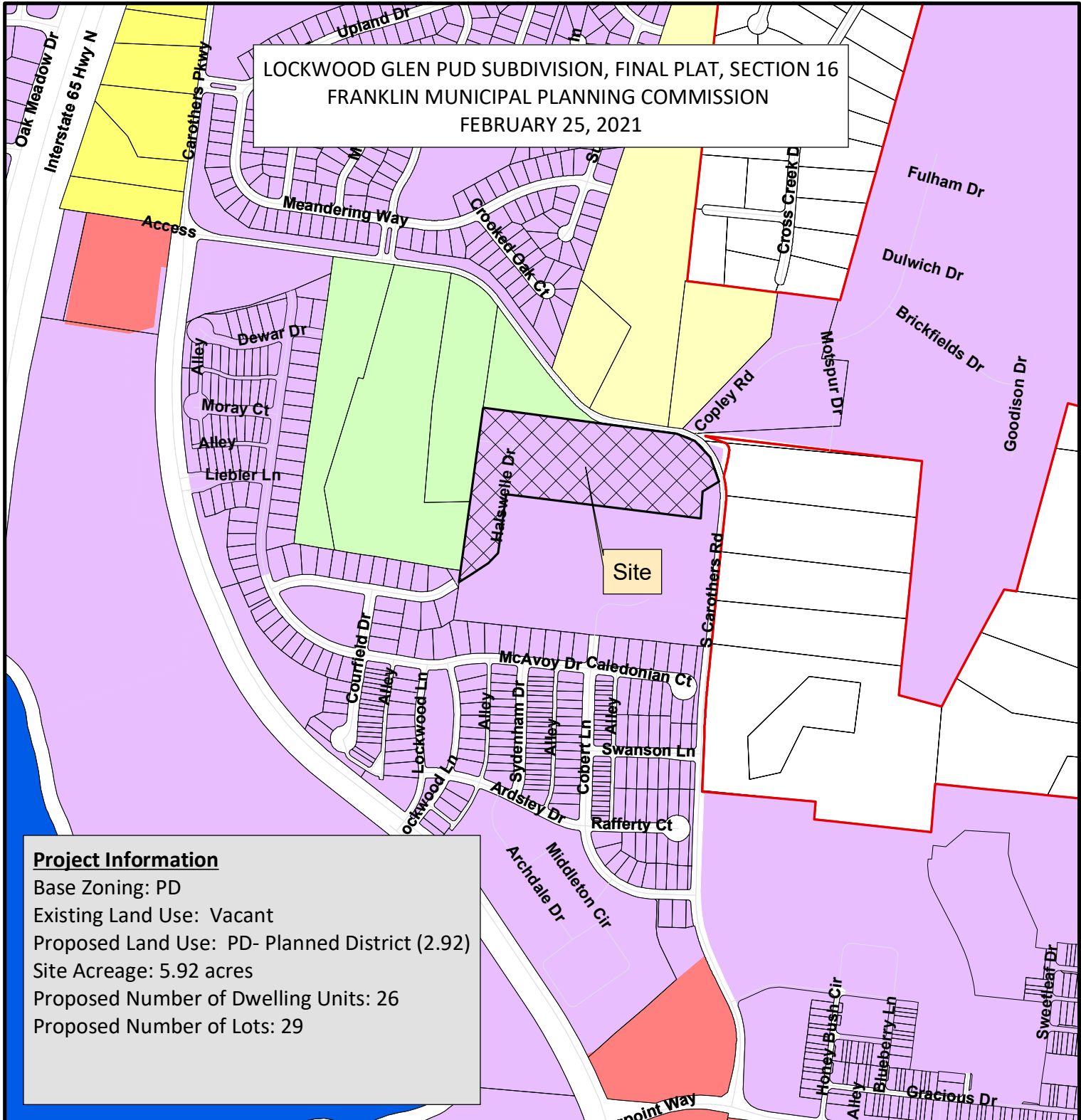
FINANCIAL IMPACT:

Unknown

RECOMMENDATION:

Staff recommends approval with conditions of the Lockwood Glen PUD Subdivision, Final Plat, Section 16. The conditions of approval are attached to this staff report.

LOCKWOOD GLEN PUD SUBDIVISION, FINAL PLAT, SECTION 16
FRANKLIN MUNICIPAL PLANNING COMMISSION
FEBRUARY 25, 2021



Project Information

Base Zoning: PD
Existing Land Use: Vacant
Proposed Land Use: PD- Planned District (2.92)
Site Acreage: 5.92 acres
Proposed Number of Dwelling Units: 26
Proposed Number of Lots: 29

- | | |
|--------------------------------|------------------------------------|
| Lockwood Glen, Section 16 | CI Civic Institutional District |
| AG Agricultural District | NC Neighborhood Commercial |
| ER Estate Residential District | CC Central Commercial District |
| R1 Residential 1 District | DD Downtown District |
| R2 Residential 2 District | 1ST Avenue District |
| R3 Residential 3 District | 5TH Avenue District |
| R4 Residential 4 District | RC6 Regional Commerce 6 District |
| R6 Residential 6 District | RC12 Regional Commerce 12 District |
| MR Mixed Residential District | GO General Office District |
| PD Planned District | LI Light Industrial District |
| OR Office Residential District | HI Heavy Industrial District |



0 125 250 500
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 2019. All rights reserved.

CONDITIONS OF APPROVAL:

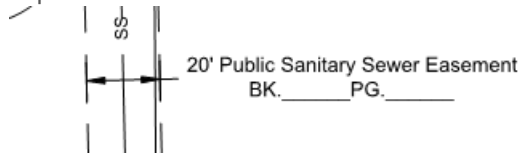
Open Issues: 4 These issues are currently being filtered

Engineering - Final Plat Checklist

General Issues

5. No "To Be Recorded" Notes

lance.fittro@franklintn.gov The book and page number for the easement shown below to be recorded by separate instrument shall be filled in with the final submittal of the plat at One Stop:



6. C. Final Plat

lance.fittro@franklintn.gov Because the sanitary sewer availability for Lockwood Glen Section 16 is dependent on the completion of sanitary sewer shown to be constructed with Lockwood Glen Section 12 and Section 15, the final plat for Section 16 cannot be approved until either

- 1) the sanitary sewer shown on the site plans for both Section 12 and Section 15 of Lockwood Glen has been constructed, tested, and accepted by City of Franklin Water Management, or
- 2) all necessary easements for the Section 12 and Section 15 sanitary sewer have been recorded, including the portion through Section 17 which is indicated to be recorded by separate instrument, and sureties which ensure the construction of this sanitary sewer have been posted for both Section 12 and Section 15.

Performance Agreement and Surety

General Issues

4. Engineering Sureties

kevin.long@franklintn.gov Any unposted sureties associated with this development from site plan [COF# 7151 \(Lockwood Glen PUD Subdivision, Site Plan, Section 16\)](#) shall be transferred to this final plat as a condition of approval.

Planning

General Issues

7. Plat Note

chelsea.randolph@franklintn.gov Applicant shall detail more clearly what is being platted within the purpose statement. Townhome lots are included with this plat and the purpose statement does not clarify this. In addition, diagrams for each type of setback shall be provided.
[Edited By Chelsea Randolph]

Site Data

Project Name:

COF Project #:

Subdivision:

Lot numbers:

Address:

City:

County:

State:

Civil District:

Lockwood Glen PUD Subdivision - Section 16

7448

Lockwood Glen

Lots 327-352

South Carothers Road

Franklin

Williamson

Tennessee

14th

Existing zoning:

Applicable development standard:

Other Overlays:

Acreage of site:

PD

NA

FFO, FWO (does not exist in this section)

5.92 acres

Minimum required setback lines:

Owners representative:

Address:

Front: 15', Side: 5', Rear: 10'

Lockwood Section 9 & 12, LLC

572 Savannah Highway

Charleston, SC 29407

(843) 906-4768

T.Terry@crescenthomes.net

Ted Terry

Phone number:

Email address:

Contact name:

Applicant:

Address:

Energy Land & Infrastructure

1420 Donelson Pike, Suite A12

Nashville, TN 37217

Phone number:

Fax number:

Email address:

Contact name:

(615) 383-6300

(615) 383-6341

Clay.Wallace@eli-llc.com

Clay Wallace

Engineer / Land Surveyor:

Address:

Energy Land & Infrastructure

1420 Donelson Pike, Suite A12

Nashville, TN 37217

Phone number:

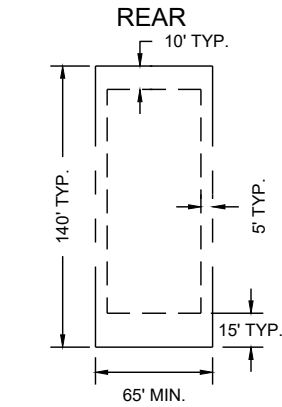
Fax number:

Contact names:

(615) 383-6300

(615) 383-6341

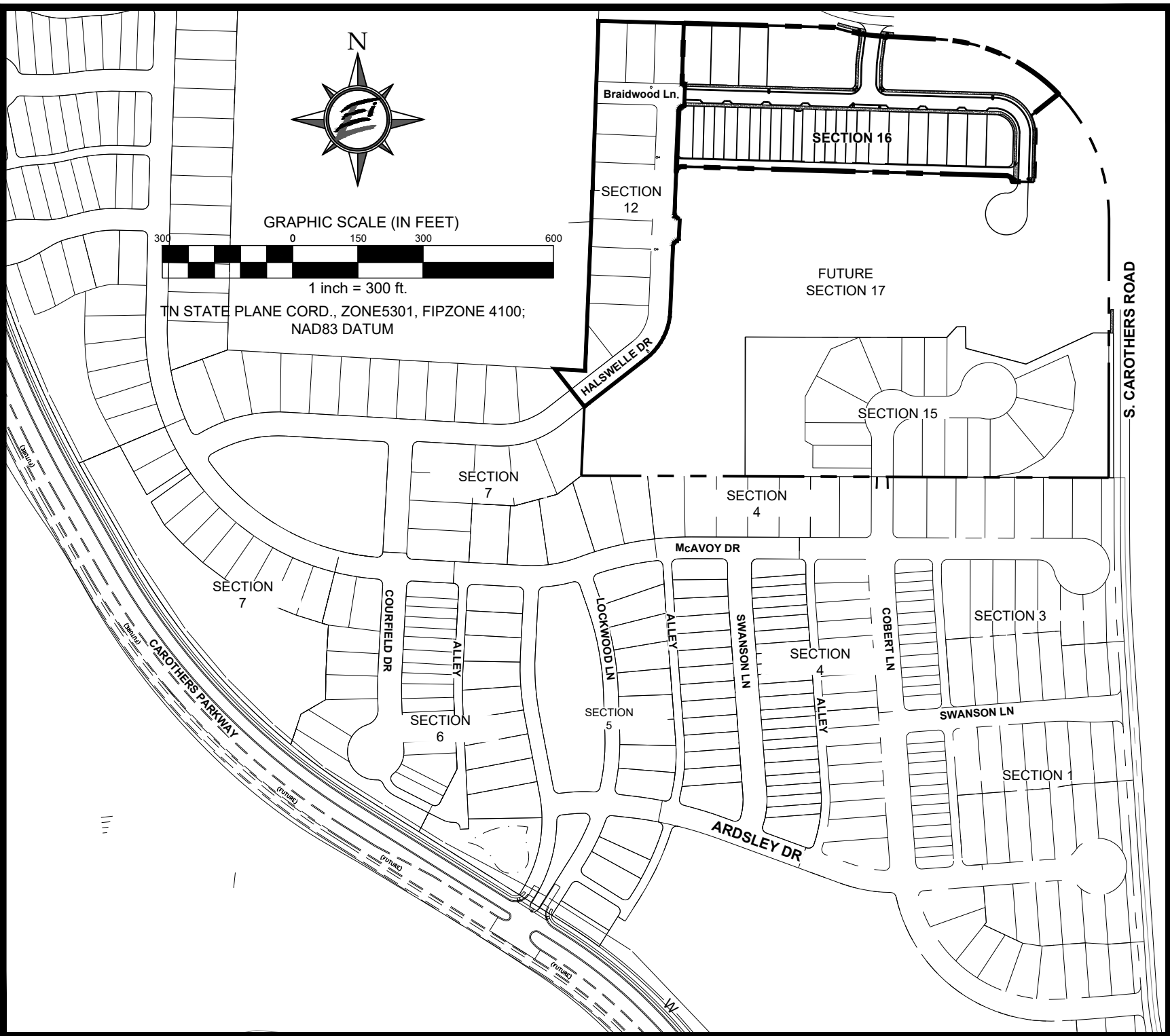
Bennie Wheeler



STREET ACCESS
YARD SETBACK

Utility Disclaimer

Energy, Land and Infrastructure, LLC (ELI, LLC) has not physically located the underground utilities. Above grade and underground utilities shown were taken from visible appurtenances at the site, public records and/or maps prepared by others. ELI, LLC makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. ELI, LLC further does not warrant that the underground utilities are in the exact location indicated. Therefore, reliance upon the type, size and location of utilities shown should be done so with this circumstance considered. Detailed verification of existence, location and depth should also be made prior to any decision relative thereto is made. Availability and cost of service should be confirmed with the appropriate utility company. In Tennessee, it is a requirement, per "The Underground Utility Damage Prevention Act", that anyone who engages in excavation must notify all known underground utility owner, no less than three (3) nor more than ten (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. Tennessee One Call 811.



Notes

- The purpose of this plat is to create 26 single-family residential lots, 3 open space lot, and dedicate right-of-way.
- This property is not located within a flood hazard area as per FEMA FIRM Community Map No. 47187CO214 G, dated December 22, 2016.
- The lots shall be served by water from Milcrofton Utility District and sewer from the City of Franklin. Individual water and/or sanitary sewer service lines are required for each parcel.
- Parcel ID's shown thus (000) pertain to property map 089.
- All property corners not designated otherwise shall be marked with 1/2" iron rods x 18" long with plastic caps.
- Bearings based on Tennessee State Plan Coordinate System, Zone 5301, Fipszone 4100; NAD 83 datum.
- Within new development 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.
- All street light locations and quantities are approximate. Final positioning and quantity shall be at direction of MTEMC.
- All open space shall be maintained by the HOA or Property Owner(s) and shall be Public Utility, Drainage and Access Easements.
- Homeowner's association will maintain all open space, landscape and detention/retention areas, and all sidewalks and pathways located outside public rights-of-way. All roadways shall be public streets constructed to the City of Franklin specifications in public rights-of-way.
- All Milcrofton Utility District (MUD) easements are exclusive easements. No excavation, building, structure, or obstruction of any kind may be constructed or permitted within the easements, except pavement for a driveway that crosses an easement. No trees or shrubbery may be planted within the easements. MUD will have unrestricted access to all of its lines, meters, valves, vaults, and other water system facilities within the easements without seeking any further permission. MUD has the right to disturb or remove any impermissible items within the easements. The property owner will be responsible for repairing or replacing any such items at the property owner's expense.
- Unless otherwise designated on the recorded plat, a 10' wide public drainage easement shall exist along all common building lot lines (5' on each side of common lot line) the common building lot line being the center line of said easement. The owner or master developer reserves the right to enter upon all lots to establish or re-establish drainage swales within said easements for the purpose of controlling and directing storm water to collection facilities.
- Maintenance of all storm water management features shall be the responsibility of the property owner(s) or HOA.
- Sidewalks and trails outside of public right-of-way shall be public access easements and shall be maintained by the Homeowners Association.
- No obstructions or encroachments which impede the flow of stormwater shall be permitted within the 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 activities within easements.
- The City of Franklin Water Management department has unrestricted access to its domestic water, sanitary sewer, reclaim water lines of system improvement 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 owner or H.O.A. The property owner or H.O.A. 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 H.O.A. at no expense to the City of Franklin. Individual homeowners shall be responsible for structures removed or disturbed by the City of Franklin within an easement on the homeowners' lot at the homeowners' expense.
- Any and all mineral rights for the subject property shall transfer to the owner.
- Any side elevation visible from a street shall have the same degree of architectural details as the front facade.
- Green Infrastructure Easements (GIE) are exclusive easements defining areas set aside for the construction, maintenance, repair, monitoring and other activities necessary for the furtherance of water quality features designated as green infrastructure practices by the City of Franklin, and 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.
- 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.

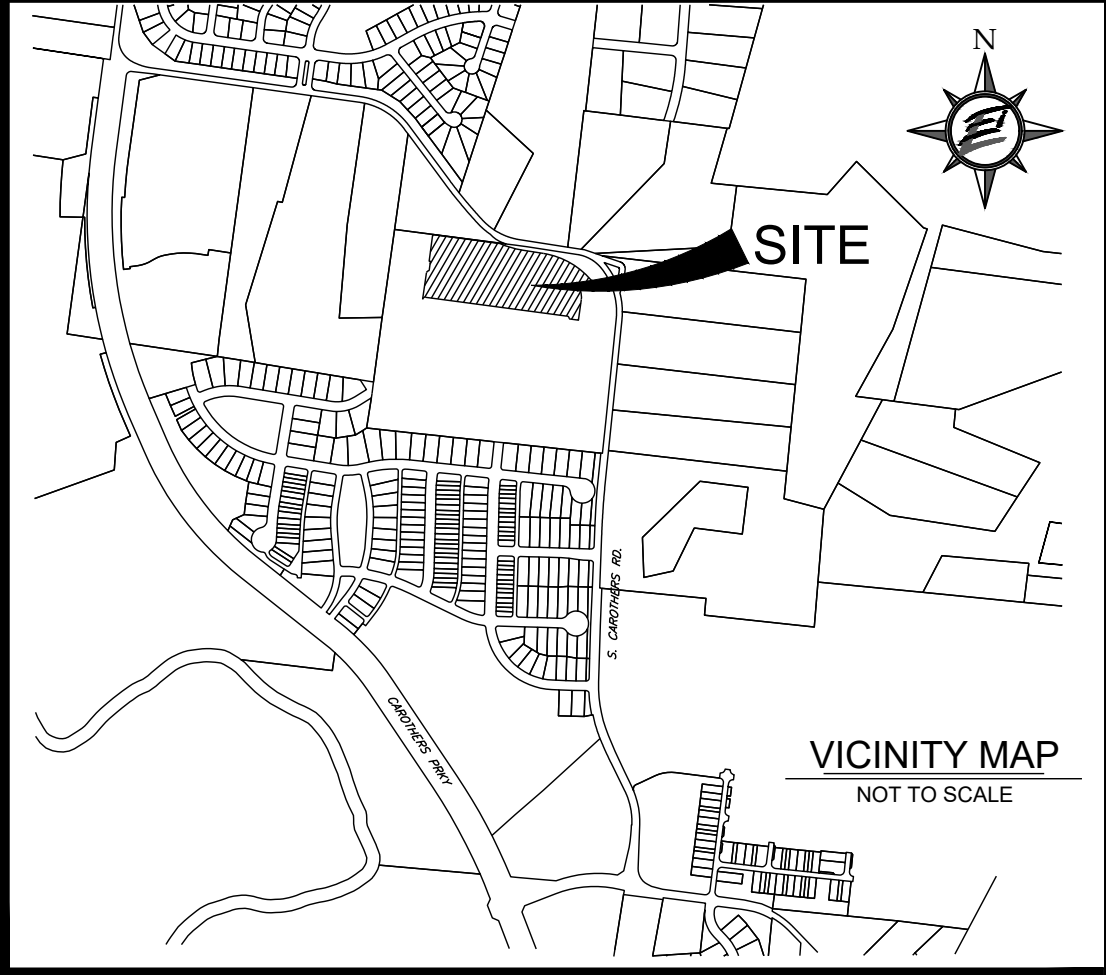
Total area: 257,962 S.F. or 5.92 Acres

Road Data:

Acreage in new roads including alley right-of-ways	1.60 Acres
Linear footage of new roads	1879 Feet

Deed Reference

TAX MAP 089, PART OF PARCEL 43.01
Owner: Lockwood Section 9 & 12, LLC
P/O Deed Book 7809 ,Page 470
Register's Office for Williamson County, TN



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

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

Williamson County Emergency Management Agency	Date
City of Franklin	Date

Certificate Of Approval of Sewer Systems

I hereby certify that:
(1) The sewer system designated in Lockwood Glen PUD Subdivision - Section 12 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 systems.

Director, Water Management Department City of Franklin, Tennessee	Date
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Certificate Of Approval of Water

I hereby certify that:
(1) The water system designated in Lockwood Glen PUD Subdivision - Section 12 has been installed in accordance with MUD specifications, or
(2) A performance agreement and surety in the amount of \$ _____ for the water system has been posted with the Milcrofton Utility District to assure completion of such improvements.

General Manager, Milcrofton Utility District	Date
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Certificate Of Approval of Streets, Drainage, and Sidewalks

I hereby certify that:
(1) the streets, drainage, and sidewalks designated in Lockwood GlenPUD Subdivision - Section 12 has been installed in accordance with City specifications, or
(2) a performance agreement and surety in the amount of \$ _____ for streets, \$ _____ for access, \$ _____ for drainage, and \$ _____ for sidewalks has been posted with the City of Franklin, Tennessee, to assure completion of such improvements.

Director, Streets Department City of Franklin, Tennessee	Date
---	------

Certificate Of Approval for Recording

Approved by the Franklin Municipal Planning Commission, Franklin, Williamson County, Tennessee, with the exception of such conditions, if any, as are noted in the Planning Commission minutes for the ____ day of _____,
20 __ , and this plat has been approved for recording in the Register's Office of Williamson County.

Secretary, Franklin Municipal Planning Commission	Date
---	------

LOCKWOOD GLEN PUD
SUBDIVISION
FINAL PLAT SECTION 16

SHEET 1 OF 2

14th CIVIL DISTRICT
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE
CITY OF FRANKLIN PROJECT # 7448
DATE: January 11, 2020
REV.: February 4, 2021



ENERGY LAND & INFRASTRUCTURE
1420 DONELSON PIKE, SUITE A12 • NASHVILLE, TN 37217
OFFICE 615-383-6300 • WWW.ELI-LLC.COM
ENGINEERS • SURVEYORS • INFRASTRUCTURE • ENVIRONMENTAL

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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 7809, Page 470, R.O.W.C., Tennessee and that I (we) hereby adopt this plan of subdivision of the property as shown hereon and dedicate all public ways and easements as noted. No lot or lots as shown hereon shall again be subdivided, re-subdivided, 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 or lots 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.

Owner	Date
-------	------

Owner Information
Lockwood Section 9 & 12, LLC
572 Savannah Highway
Charleston, SC 29407

MTEMC Certificate of Approval
for Recording

Middle Tennessee Electric Membership Corporation (MTEMC) will provide electric service to the subject property according to normal operating practices of MTEMC as defined in the rules and regulation, bylaws, policy bulletins and operational bulletins of MTEMC, and in accordance with the plat approval checklist, tree planting guidelines and other regulations contained on the MTEMC website at www.mtemc.com (collectively the "Requirements"). No electric service will be provided until MTEMC's Requirements have been met and approved in writing by an authorized representative of MTEMC. Any approval is, at all times, contingent upon continuing compliance with MTEMC's Requirements.

Middle Tennessee Electric Membership Corporation	Date
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Certificate Of Survey

I hereby certify that the subdivision plat shown hereon is correct and that approved monuments shown hereon will be placed as indicated upon completion of construction. All side lot lines are at right angles or radial to a street unless otherwise noted. I further certify that this plat exceeds the minimum requirements for a Federal Geodetic Control Standards pursuant to Chapter 0820-2, Section 4 of the Department of Insurance Standards of Practice for Land Surveyors, having a ratio of precision of the unadjusted survey greater than 1:10,000.



Surveyor Information
Bennie O. Wheeler, R.L.S.
ELI, LLC
1420 Donelson Pike, Suite A12
Nashville, Tn 37217
Phone: 615-383-6300
Email: Bennie.Wheeler@eli-llc.com

GRAPHIC SCALE (IN FEET)

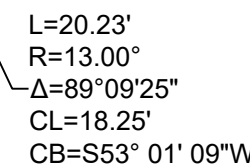
50 0 25 50 100

1 inch = 50 ft.

TN STATE PLANE COORD., ZONE5301,
FIPZONE 4100: NAD83 DATUM

★ = Critical Lots for Grading. These lots will require submittal of a Critical Lot Site Plan with the building permit submittal.

Robert & Nicole Russell
Map 089f, Parcel 44.00
4341 S Carothers Road
DB 6264, PG 672



L=20.42'
R=13.00°
Δ=90°00'00"-
CL=18.38'
CB=N37° 24' 09"W

20' Public Sanitary Sewer Easement

— "Street to be extended by the authority of the City of Franklin" sign per City of Franklin specifications)

Curve #	Length	Radius	Delta	Chord Direction	Chord Length	Tangent
C2	20.61	13.00	90°50'35"	S36° 58' 51"E	18.52	13.19
C3	19.45	12.50	89°09'25"	S53° 01' 09"W	17.55	12.32
C4	19.63	12.50	90°00'00"	N52° 35' 51"E	17.68	12.50
C5	13.58	130.50	5°57'48"	S10° 34' 46"W	13.58	6.80
C6	18.82	12.50	86°16'33"	N29° 34' 37"W	17.09	11.71
C7	18.65	12.50	85°29'34"	N56° 18' 27"E	16.97	11.55
C8	7.23	69.50	5°57'48"	S10° 34' 46"W	7.23	3.62
C9	19.63	12.50	90°00'00"	S37° 24' 09"E	17.68	12.50
C10	147.65	94.00	90°00'00"	N37° 24' 09"W	132.94	94.00
C11	69.12	44.00	90°00'00"	N37° 24' 09"W	62.23	44.00

Sewer Outfall Is —
Located Cobert Lane

**LOCKWOOD GLEN PUD
SUBDIVISION
FINAL PLAT SECTION 16
SHEET 2 OF 2**

14th CIVIL DISTRICT
FRANKLIN, WILLIAMSON COUNTY, TENNESSEE
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