

CONDITIONS OF APPROVAL:

Open Issues: 61

Engineering - PUD Plan Checklist

General Issues

54. F. Development Plan

kevin.long@franklintn.gov ***This is an advisory comment and does not hinder the approval of this development plan.***

At the site plan stage, all roadway improvements shall be designed in accordance with the appropriate common standards as established by (A) the City of Franklin Transportation and Street Technical Standards, (B) the AASHTO Policy on Geometric Design of Highways and Streets, and (C) the Tennessee Department of Transportation Design Guidelines and Standard Details. Features such as taper lengths, horizontal and vertical geometry, clear zones, guardrail requirements, etc., shall be evaluated In greater detail at the site plan stage and will be required to conform to the accepted standard in order to ensure public safety and well-being, as well as the continued functionality of the existing and proposed street networks.

greggamble209@gmail.com Noted

kevin.long@franklintn.gov ***This is an advisory comment and does not hinder the approval of this development plan.***

At the site plan stage, all roadway improvements shall be designed in accordance with the appropriate common standards as established by (A) the City of Franklin Transportation and Street Technical Standards, (B) the AASHTO Policy on Geometric Design of Highways and Streets, and (C) the Tennessee Department of Transportation Design Guidelines and Standard Details. Features such as taper lengths, horizontal and vertical geometry, clear zones, guardrail requirements, etc., shall be evaluated In greater detail at the site plan stage and will be required to conform to the accepted standard in order to ensure public safety and well-being, as well as the continued functionality of the existing and proposed street networks.

greggamble209@gmail.com Noted

kevin.long@franklintn.gov ***This is an advisory comment and does not hinder the approval of this development plan.***

At the site plan stage, all roadway improvements shall be designed in accordance with the appropriate common standards as established by (A) the City of Franklin Transportation and Street Technical Standards, (B) the AASHTO Policy on Geometric Design of Highways and Streets, and (C) the Tennessee Department of Transportation Design Guidelines and Standard Details. Features such as taper lengths, horizontal and vertical geometry, clear zones, guardrail requirements, etc., shall be evaluated In greater detail at the site plan stage and will be required to conform to the accepted standard in order to ensure public safety and well-being, as well as the continued functionality of the existing and proposed street networks.

65. F. Development Plan

kevin.long@franklintn.gov	<p>Applicant shall reflect and clearly label all roadway improvements required in accordance with the finalized Traffic Impact Study to plan set. These may include, but are not limited to, auxiliary lanes, traffic signal modifications, or revised entrance/exit configurations.</p>
greggamble209@gmail.com	<p>roadway improvements added per the traffic impact study</p>
kevin.long@franklintn.gov	<p>Prior to final approval, all improvements recognized in the final TIA as agreed upon by the applicant, the City, and the City's third-party reviewer shall be reflected in the plans. These improvements shall be identified and specified within the PUD plan set along with development milestones for the timing of their required completion. However, no design is required until the site plan stage, at which time the required improvements shall be designed in compliance with all applicable standards, to meet the capacities as described in the TIA. [Edited By Lance Fittro]</p>
greggamble209@gmail.com	<p>Noted</p>

Applicant shall complete all necessary roadway improvements as recommended by the TIA and the City's third-party review, and summarized below. All roadway improvements shall be completed and accepted prior to the first Certificate of Occupancy for each portion of the development as stated in the TIA.

All improvements along Lewisburg Pike shall meet AASHTO, TDOT, and City of Franklin design requirements for a 50-MPH Major Arterial Roadway.

Area "A" / Fair Oak Street / Phase 3 - The westbound approach shall include separate left and right turn lanes. A southbound left-turn lane with 100 feet storage shall be provided, along with the appropriate approach and bay tapers.

Area "B" & "D" / Southbrooke Boulevard / Phase 1 & 2 - The eastbound approach shall provide an exclusive left-turn lane and shared thru-right lane. The westbound approach shall include a shared left-thru lane and exclusive right-turn lane. The northbound and southbound approaches on Lewisburg Pike shall provide exclusive left-turn and right-turn lanes in each direction, with each of these turn lanes providing 100 feet of storage along with the appropriate approach and bay tapers.

Area "C" / Forestside Drive / Stream Valley Boulevard / Phase 2 - The intersection control shall be converted to signalized control. The eastbound approach shall provide separate shared right-thru and left turn lanes. The northbound and southbound approaches on Lewisburg Pike shall provide exclusive left-turn and right-turn lanes in each direction, with each of these turn lanes providing 100 feet of storage, along with the appropriate approach and bay tapers. In conjunction with signalization, the westbound approach shall be modified to provide shared right-thru and exclusive left turn lanes to promote optimal traffic signal operations under proposed conditions. The eastbound and westbound approaches shall be designed and modified as necessary to meet AASHTO and City of Franklin design standards for horizontal geometry.

Area "D" / Bolting Street / Bushnell Farm Drive / Phase 5 - The eastbound approach shall include a separate left-turn lane and shared thru-right lane. A northbound left-turn lane and southbound right-turn lane shall be provided including 100 feet of storage along with the appropriate approach and bay tapers.

Area "E" / Tranquil Oak Drive / Phase 6 - The eastbound approach shall include separate left and right turn lanes. A northbound left-turn lane and southbound right-turn lane with 100 feet storage shall be provided along with the appropriate approach and bay tapers.

72. F. Development Plan

Remove the typical sections from the ROW & Access plan sheets and put them on a separate sheet. Label all streets as per their classifications. All interior streets should be Intermediate or Low Volume Local; Alley; or a variation of such (e.g. w/ on-street parking.)

The Lewisburg Pike typical should match the City's COF TS-02 typical standard (Major Arterial).

McLemore should be a Minor Collector similar to TS-08, as modified by Comment #58.

[Edited By Joe Marlo]

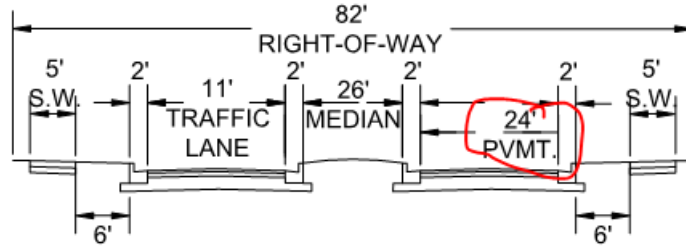
road typical sections moved to sheet c4.06

kevin.long@franklin.tn.gov

The one-way street section is a renamed alley and not acceptable. Only alleys are not required to have sidewalks, and appropriate raised curb sections are required for streets, not ribbon curbs.

Sidewalks on arterial and collector streets should be 6' in width.

Clarify what the 24' measurement on typical is referring to, or correct if in error:

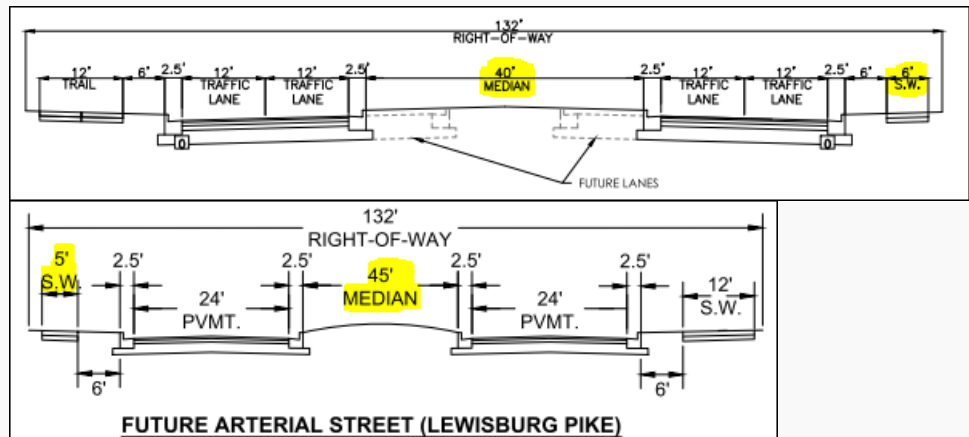


2-LANE BOULEVARD INTERMEDIATE AND LOW VOLUME STREET (AREA A)

If there is no difference between the "2-LANE BOULEVARD INTERMEDIATE AND LOW VOLUME STREET (AREA A)", "2-LANE BOULEVARD INTERMEDIATE AND LOW VOLUME STREET (AREA D)", and "2-LANE BOULEVARD INTERMEDIATE AND LOW VOLUME STREET (AREA E)", only show one and specify "2-LANE BOULEVARD INTERMEDIATE AND LOW VOLUME STREET (AREAS A, D & E)."

joe.marlo@franklin.tn.gov

Applicant to revise Lewisburg Pike section (C4.6) and associated drawings to match that shown in the Comprehensive Transportation Network Plan and Street Specifications.

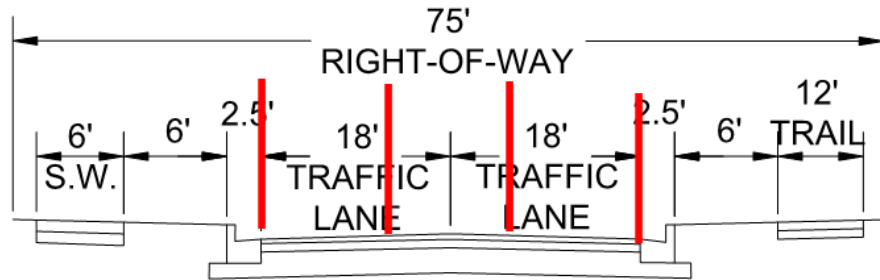


FUTURE ARTERIAL STREET (LEWISBURG PIKE)

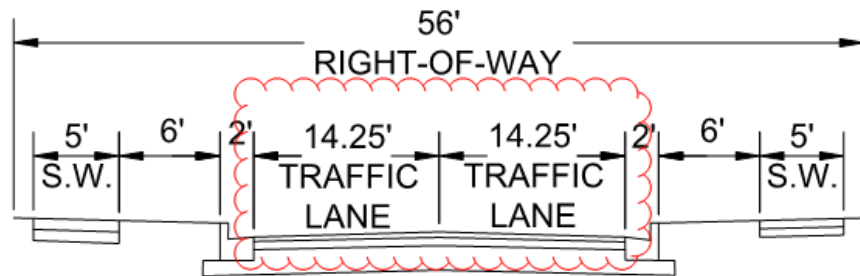
greggamble209@gmail.com

Section has been updated to match future proposed improvements on Lewisburg Pike.

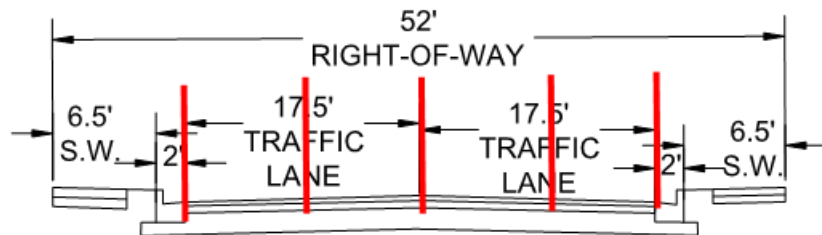
Applicant shall revise dimensions on typical sections to identify lanes as Travel, Turning, or Parking. The City of Franklin does not allow "yield streets" with excessively wide or narrow lanes.



COLLECTOR STREET (MCLEMORE ROAD)



SOUTHBROOKE BLVD (PHASE 2) - 56' ROW



**2-LANE INTERMEDIATE AND LOW VOLUME STREET
(WITH ON STREET PARKING)**

96. F. Development Plan

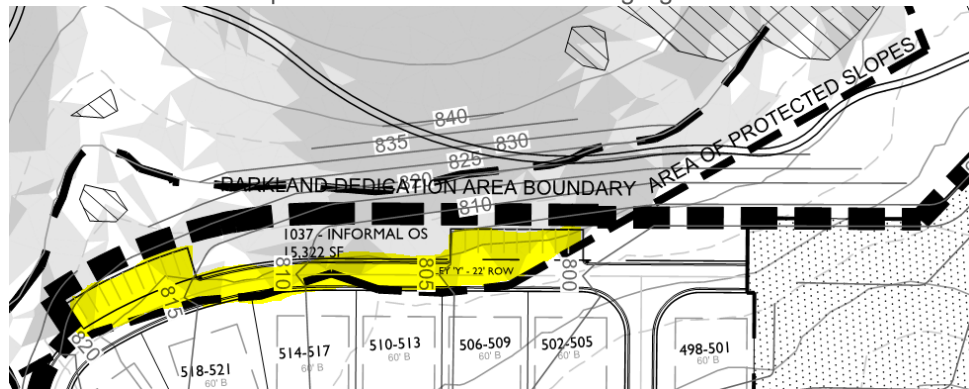
lance.fittro@franklintn.gov In order to ensure safe circulation for Fire and service vehicles through the alleys shown on the development plan, where perpendicular parking off of the alleys are proposed, these parking areas shall provide a minimum of 5 feet from the edge of the alley pavement to the end of the parking stalls. Minimum parking stall dimensions shall then be the standard 9 ft (width) x 18 ft (depth), with end stalls being 10 ft in width. No reduction in stall dimensions for compact parking spaces shall be permitted for parking off of alleys.

greggamble209@gmail.com Parking lots have been updated.

lance.fittro@franklintn.gov The previous comment has been addressed with the provided layout linework (thank you). Applicant shall provide dimensions for the alley perpendicular parking pads on the layout view or (preferably) provide a typical section for the alley perpendicular parking pads with dimensions to provide guidance for site plan submittals to follow.

97. Area of Protected Slopes

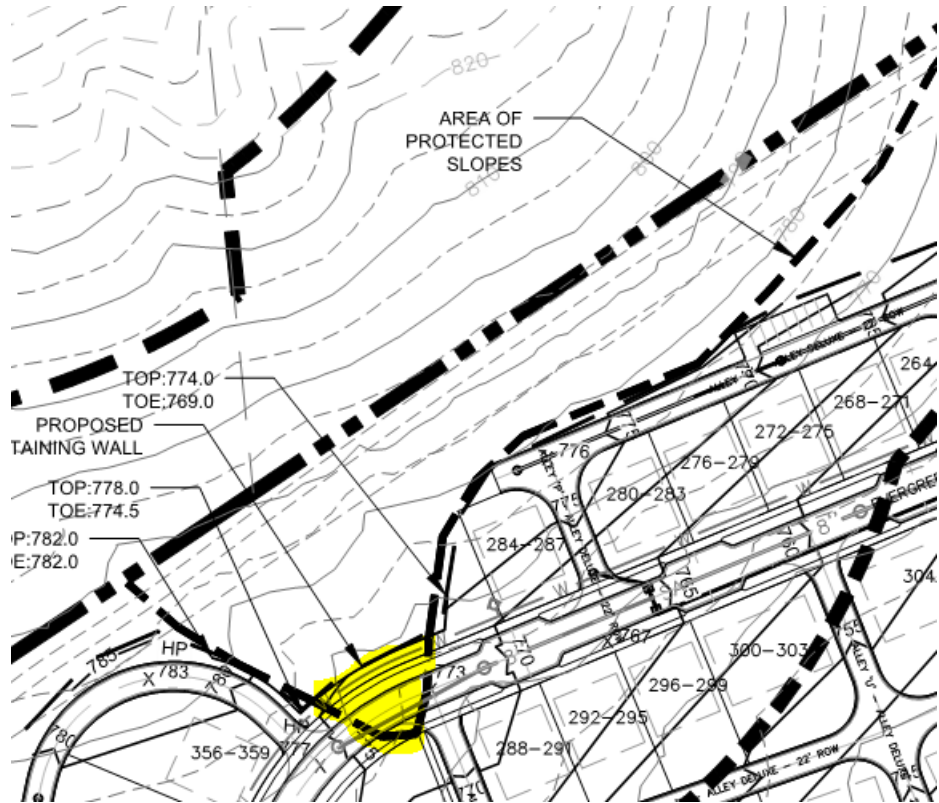
lance.fittro@franklintn.gov Remove all proposed development, including streets, alleys, off-alley parking areas, and associated grading and retaining walls, from the "Area of Protected Slopes" identified on the Development Plan. One such area is highlighted below:



[Edited By Lance Fittro]

greggamble209@gmail.com This comment is no longer applicable; layout has changed.

Applicant shall remove all proposed development, including streets, alleys, off-alley parking areas, and associated grading and retaining walls, from the "Area of Protected Slopes" identified on the Development Plan. One such area that persists is highlighted below:



[Edited By Lance Fittro]

108. Exhibit

joe.marlo@franklin.tn.gov	<p>Provide exhibits showing that the development will not hinder the future build-out of Lewisburg Pike. The exhibits shall include:</p> <ol style="list-style-type: none"> 1. Conceptual geometric/Autoturn functionality of intersections at project accesses with the future build-out of Lewisburg. 2. Dimensions for stacking lengths at project accesses indicating that TIA requirements can still be met with the future widening. 3. Future grading for Lewisburg Pike that ties into existing development contours without the need for retaining walls.
greggamble209@gmail.com	<p>Applicant will send Joe Marlo separate exhibits.</p>
joe.marlo@franklin.tn.gov	<p><i>Exhibit emailed to Joe Marlo on 6/13/19 and subsequently uploaded into IDT.</i></p> <p>With each Site Plan, Applicant shall show how grading for the future, ultimate build-out of Lewisburg Pike can be tied into the proposed grading for the site using 3H:1V or flatter slopes and without the need for future retaining walls. Future grades for the ultimate build-out shall be extrapolated from existing grades at the centerline of Lewisburg Pike. Retaining walls and stormwater features proposed within the development with each Site Plan shall be located a minimum of 10 feet from existing and dedicated ROW to allow for future construction easements.</p>

116. F. Development Plan

kevin.long@franklin.tn.gov

Sidewalks will be required along the entirety of the Lewisburg Pike frontage, either along the existing roadway, at the location of the future sidewalk with the eventual widening of Lewisburg Pike, or along the frontage of the proposed lots. (This would appear to be the most desirable option at the current time.) Also, all alley loaded lots must be served by sidewalk somewhere, so the Lewisburg frontage seems to make the most sense.

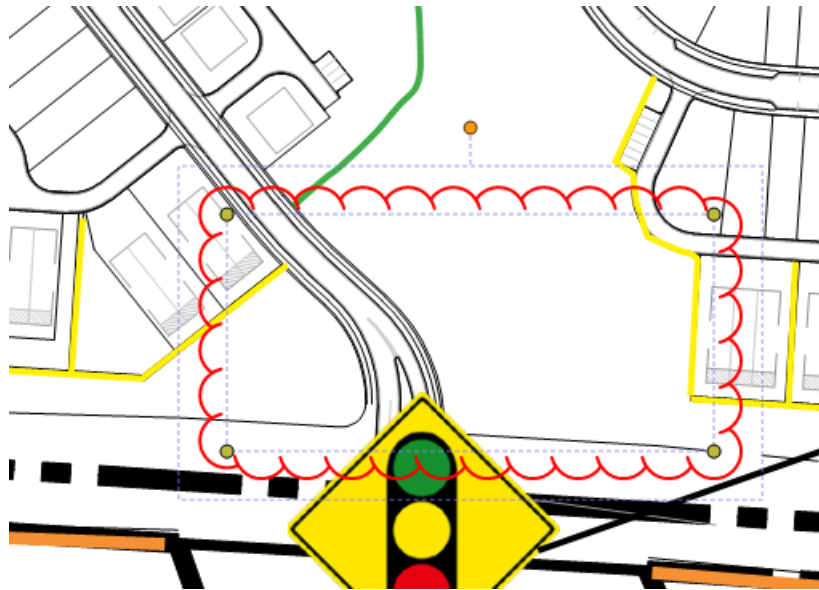


[Edited By Kevin Long]

greggamble209@gmail.com Pedestrian plan has been updated with additional sidewalks.

kevin.long@franklintn.gov Comment partially addressed.

Applicant shall provide a pedestrian connection along the western side of Lewisburg Pike in the northern portion of Area 'C'.



133. F. Development Plan

kevin.long@franklintn.gov The TIA has indicated improvements will be necessary at the intersection of Lewisburg Pike and Goose Creek Bypass. Please include a diagram of this intersection in the ROW and Access portion of the plan set to reflect improvements to be constructed at the intersection. (At present, the TIA is still under review by the City's consultant and the extent of the improvements are not fully determined. This exhibit only needs to reflect existing signal and lane conditions so improvements can be added with the completion of the TIA review.)

greggamble209@gmail.com Sheet added. C4.6

kevin.long@franklintn.gov Applicant shall update sheet 4.6 to reflect conditions outlined in comment 192 from Jimmy Wiseman:

192. B. General Information close issue

City of Franklin
Jimmy Wiseman
6/17/19 1:12 PM
3 - Planned Unit
Development

The signal at Goose Creek Bypass and Lewisburg Pike has several movements that operate with significant delay as well as above average queuing lengths. At the first site plan for the development, the construction documents for the following improvements shall be submitted for approval. At the 50% build-out of the project the following improvements shall be constructed:

1. Provide dual northbound right turn lanes and dual northbound through lanes on Lewisburg Pike.
2. Provide dual westbound left turn lanes, a westbound through lane and a dedicated westbound right turn lane on Goose Creek Bypass as well as a southbound receiving lane on Lewisburg Pike. The receiving lane shall be designed to accommodate the peak volume needed to prevent delay in the intersection.

All turn lanes shall have a minimum of 200' of storage with appropriate tapers.

The intersection improvements qualify for offset. An offset agreement must be approved with the development plan by the Board of Mayor and Alderman.

Reply Edit Delete

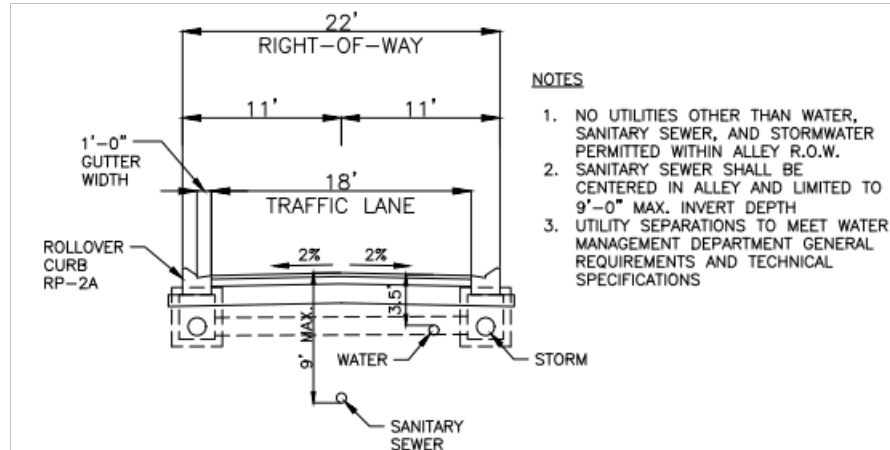
- Provide dual northbound right turn lanes and dual northbound through lanes on Lewisburg Pike.
- Provide dual westbound left turn lanes, a westbound through lane and a dedicated westbound right turn lane on Goose Creek Bypass as well as a southbound receiving lane on Lewisburg Pike.

[Edited By Kevin Long]

163. Alley Section

joe.marlo@franklintn.gov

Please revise the alley section to incorporate the new street standard for alleys (below). Note that the new alley section retains the 22-foot wide ROW width, but incorporates an 18-foot wide crowned traffic lane (20-foot paved surface including gutter pans), and allows for specified utilities within the alley.



greggamble209@gmail.com

The alleys are now reflective of the new alley section.

joe.marlo@franklintn.gov

Applicant to revise grading and storm infrastructure to reflect crowned section in alleys / mews.

164. F. Development Plan

kevin.long@franklintn.gov

This is an advisory comment, to be discussed further as part of the TIA review process. Several of the eastbound left-turn movements to go north toward the intersection of Goose Creek Bypass - Lewisburg Pike. Because these are new intersections that could be below an acceptable LOS when constructed, special considerations may need to be made in the design of these intersections regarding access management. This can be discussed and addressed as part of the TIA report.

greggamble209@gmail.com

Noted.

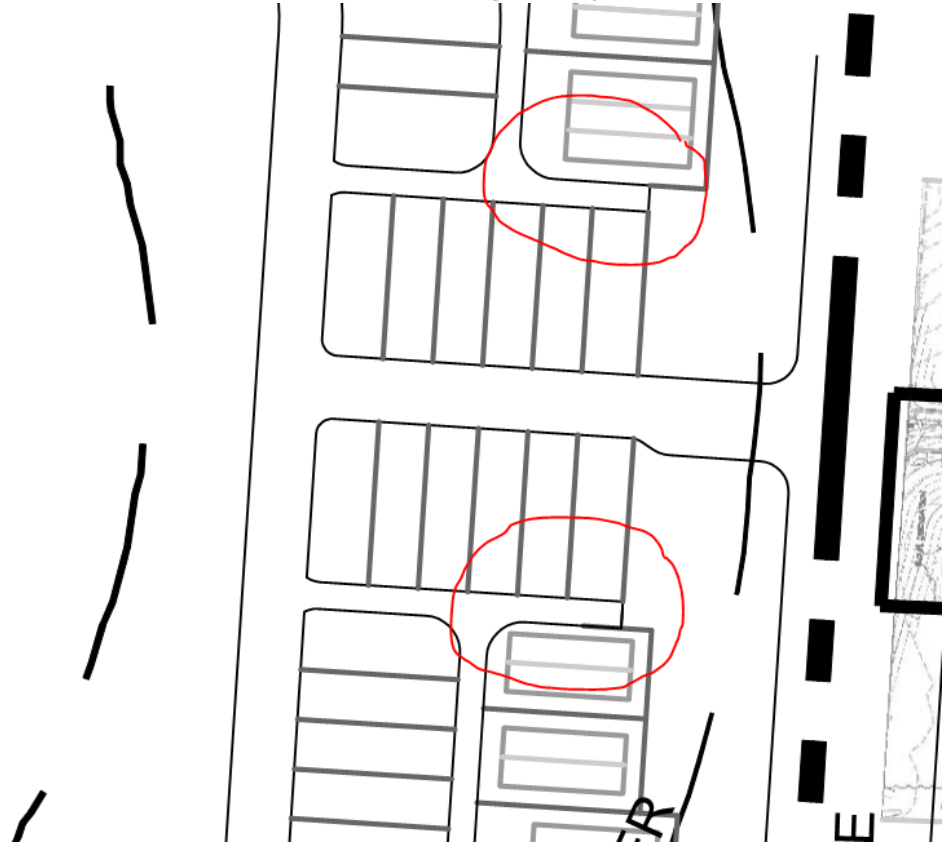
kevin.long@franklintn.gov

Applicant shall provide full design for the signalized intersection of Stream Valley Boulevard / Forestside Drive / Lewisburg Pike. The signal plans shall incorporate all intersection improvements (i.e. turn lanes) required per the approved TIA and must be approved by TDOT and the City of Franklin. All intersection improvements shall be completed and accepted prior to the issuance of the first Certificate of Occupancy for the Phase 2.

165. Dead-End Streets/Alleys

jimmy.wiseman@franklinton.gov

Section 2.3.7 of the Franklin Transportation & Street Technical Standards prohibits permanent dead-end streets/alleys without cul-de-sac designs. The dead-end alleys shall be removed and connected back to the right-of-way.

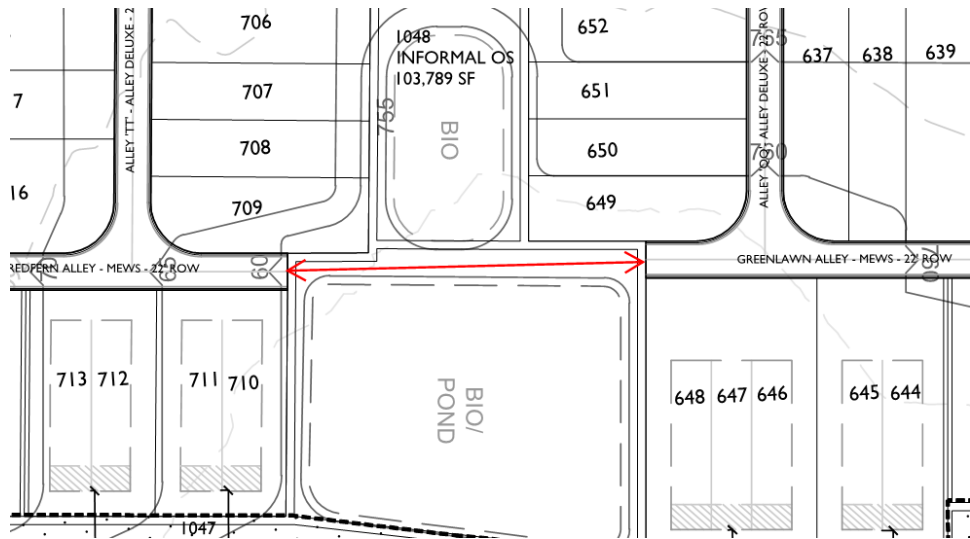


greggamble209@gmail.com

Street layout has been revised.

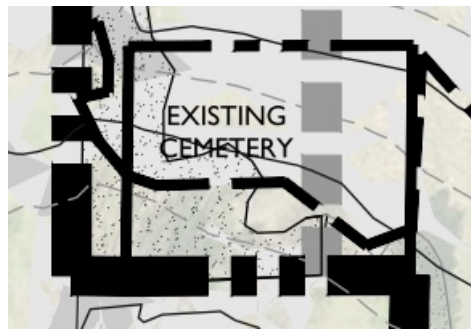
jimmy.wiseman@franklinton.gov Comment addressed. Thank you.

The applicant shall connect the alley section on sheet C2.5 as well.



166. Cemetery Lot

joe.marlo@franklinton.gov Applicant to verify if a cemetery exists or not on the property. If it does not exist, Applicant to remove all notes for 'Existing Cemetery', including those on C1.5.



182. Stormwater from Hillides

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

With each Site Plan, Applicant shall intercept and direct stormwater from adjacent hillsides using appropriate storm infrastructure prior to its crossing sidewalks or surface flowing into streets or alleys. Storm infrastructure outside of ROW shall require 20-foot wide public drainage easements centered on the infrastructure.

183. Advisory Comment

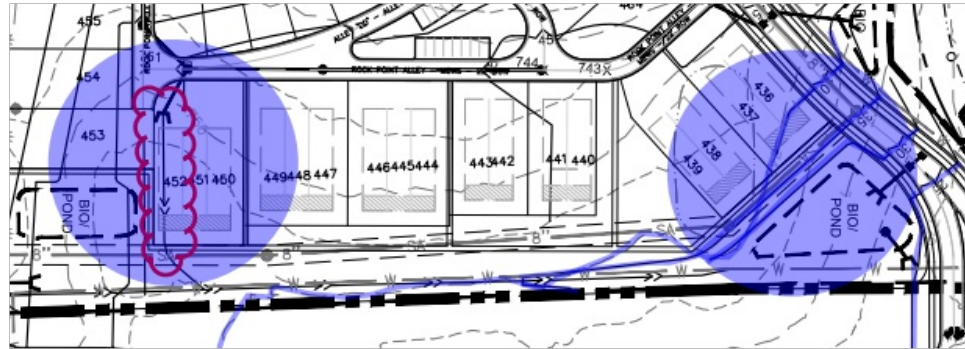
joe.marlo@franklinton.gov The following is an advisory comment, and **does not hinder approval of the Development Plan.**

Advisory Comment: Bioretention areas are to be constructed level. Several bioretention areas shown on the Development Plan appear to be on sloping grades.

184. Grading Plan

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

Applicant to correct / complete the grading contours and swales in the areas highlighted below from C3.4.



185. Meeting Required

joe.marlo@franklinton.gov **Prior to submitting for One Stop**, the Applicant is to schedule a meeting with Engineering, Stormwater, Water Management, and Planning staff to demonstrate that the comments made herein have been corrected and incorporated into the project documents.

After the corrections have been made, Applicant to contact Joe Marlo (joe.marlo@franklinton.gov) at the City of Franklin to arrange a meeting at City Hall.

186. Site Plan

joe.marlo@franklinton.gov Applicant to show buildable areas for units 615-618 that lie wholly outside of the Area of Protected Slopes. (C2.5)



193. ROW Reservation

joe.marlo@franklinton.gov Applicant to revise all instances of 'ROW Dedication' on Lewisburg Pike to read 'ROW Reservation', as this is a state route.

196. B. General Information

jimmy.wiseman@franklintn.gov The signalized intersection at Goose Creek Bypass and Lewisburg Pike has several movements that operate with significant delay as well as above average queuing lengths. At the first site plan for the development, the construction documents for the improvements listed below shall be submitted for approval. The applicant shall meet with City staff and determine the timing for construction of the improvements:

1. Provide dual northbound right turn lanes and dual northbound thru lanes on Lewisburg Pike.
2. Provide dual westbound left turn lanes, a westbound thru lane and a dedicated westbound right turn lane on Goose Creek Bypass as well as a southbound receiving lane on Lewisburg Pike. The receiving lane shall be designed to accommodate the peak volume needed to prevent delay in the intersection.

All turn lanes shall have a minimum of 200' of storage with appropriate tapers.

The intersection improvements qualify for offset. An offset agreement must be approved with the development plan by the Board of Mayor and Alderman.

Fire-Planning

General Issues

91. Water supply

curt.edelmann@franklintn.gov Hydrant spacing does not appear to be adequate on the C5 sheets. Hydrants must be spaced a maximum of 500-feet apart. Slight modifications to this requirement will be permitted in order to locate hydrants at intersections.

greggamble209@gmail.com Fire hydrant spacing updated

curt.edelmann@franklintn.gov Verify hydrant spacing is no more than 1000-feet apart along Vergreen Hill Drive between areas C and D

92. Water supply

curt.edelmann@franklintn.gov The applicant shall provide a water flow test or model for the highest elevation in the subdivision. The model should provide at least 1500 gpm at 20 psi above any normal peak domestic usage.

[Edited By Andy King]

greggamble209@gmail.com Flow test emailed to Curt

curt.edelmann@franklintn.gov I have not received this information yet. curt.edelmann@franklintn.gov. See new comment 194.

[Edited By Andy King]

194. Additional Comments Pending

andyk@franklintn.gov General

1. The applicant shall provide a water model for the anticipated number of units with peak demand for domestic and irrigation at the highest service elevation. The service level must be 1500gpm at 20 psi above the maximum demand. Water mains shall be sized accordingly. Please contact the fire department if you have any questions. This needs to be done prior to one-stop.
2. The applicant shall provide on-street parking on both sides where two alley-loaded lots front each other.
3. The applicant shall provide buildable lots facing an arterial with the following:

- i) Street name and each lot addressed from this street.
- ii) An accessible entrance to the primary structure on each lot. The detached garages do not appear to meet this intent. Generally, this is a door for a person to enter from the deluxe alley side.
- iii) A street pavement width of 20 feet minimum.
- iv) No parking on the street and provided with Fire Lane signage.
- v) Additional overflow parking areas appropriate for the number of units.
- vi) Provided with home fire sprinklers.
- vii) Water mains and hydrants must be provided on this street.

Area A

- 1) Deleted
- 2) Deleted
- 3) Applicant to provide an on-street parking space for Lot 46 in the curve.
- 4) Fair Oak St. needs on-street parking at the 6 lots closest to Lewisburg Pike.
- 5) The applicant shall connect the water main to Cattail Lane.

Area B

- 1) The applicant shall provide ROW to lot to the south where the road is terminated and shown as future ROW.
- 2) The deluxe alley off of Elk Grove Ave must be named and lots 162-176 are to be addressed to this street and comply with the street requirements in the General section for lots without access to a frontage street.
- 3) Applicant to add on-street parking near the pool in this section as it should not be a yield street.
- 4) The applicant shall connect the water main to Stream Valley at Rindle Lane.
- 5) Water mains and hydrants must be located on Hollydale Alley.
- 6) In Area B, the applicant shall connect to Stream Valley prior to platting 20 lots.

Area C – Sheet C2.3

- 1) The applicant shall provide on-street parking on both sides where the multi-family lots front alley-loaded lots or other multi-family lots.
- 2) Deleted comment.
- 3) The applicant shall construct both roadways to serve Area C after 20 lots are platted or a combination of 30 total dwelling units is platted.
- 4) The applicant shall provide on-street parking for Lots 385-386, 230, 224, 233.

Area D

- 1) The applicant shall provide on-street parking for Lots 473-474, 457-463 (curve and yield condition)
- 2) The applicant shall provide on-street parking for most of Forestside Dr for the alley-loaded and multi-family areas.
- 3) The applicant shall provide on-street parking for Southbrooke Blvd.
- 4) The applicant shall provide overflow parking for multi-family Lots 485-505.
- 5) The applicant shall provide on-street parking for Lots 540-542; 600-602.
- 6) The applicant shall provide Evergreen Hill Dr. with on-street parking due to the grade, curvature, and alley-loaded product.

Area E

- 1) The applicant shall complete the road (collector) to the property limits prior to platting more than 20 lots in Area E.
- 2) Deleted.

- 3) The applicant shall provide parking for critical Lots 603-618 and a description of the type of units to be built.
- 4) The applicant shall provide on-street parking on Blue Bonnet Dr. on the alley-loaded side.
- 5) The applicant shall provide additional overflow parking near the pond/bio area for the lots fronting Lewisburg Pike.
- 6) The applicant shall use the requirements outlined above for lots without access to a frontage street on Lots 641-652 and 706-715.
- 7) The applicant shall provide on-street parking on both sides of Tranquil Oak Dr.

[Edited By Andy King]

FMPC Condition of Approval

General Issues

197. soils identification

amy.diaz-barriga@franklintn.gov

Condition of approval made by Commissioner Petersen at the 6/27/2019 FMPC meeting:

Any lots where Dellrose soil is shown shall be identified as critical lots and a geotechnical study shall be submitted for those lots with the site plan.

[Edited By Amy Diaz-Barriga]

MTEMC

Southbrooke PUD Subdivision Development Plan Initial Submittal - 04-08-2019.pdf

98. MTEMC Easement

ehale@mtemc.com

MTEMC will require permanent access to the existing easement on the south side of Area B.

greggamble209@gmail.com

A 10' Access easement has been added.

99. MTEMC Requirements

ehale@mtemc.com

Developer should contact MTEMC for electric layout, installation requirements and easement information. Building envelopes should allow for proper clearance from MTEMC facilities.

Roger Heginbottom
615.595-4675

greggamble209@gmail.com

Developer will set up meeting

Parks

General Issues

39. Parkland Impact Fee

kevin@franklintn.gov

This plan can't go to BOMA or placed on an agenda without a Parkland Dedication and Impact Agreements being approved by the Law Department.

More information will be needed to better understand the scope for Parkland. Below is a quick intro on what will be expected.

Parkland Impact fee And Dedication procedure and timeline

This template is used for all Parkland Dedication and Impact Agreements with the City of Franklin. Below is a list of components that should be included as exhibits

(samples under Appendix A) with any Agreement, as well as a timeline for submittal and approval of agreements. It is important to note that this template, and provisions within it, may be altered when necessary to fit the project being proposed.

Exhibits to be Included:

- Image of Area to where the project will be built
- Design concept for the project
- Proposed budget for the project
- Full-Color Concept Plan

Timeline for Submittal and Approval

Development Agreements for Parkland Dedication projects must be submitted to the Franklin Municipal Planning Commission (FMPC) at the time the **Development Plan** is submitted. This is important as both documents will need to travel together through FMPC and the Board of Mayor and Aldermen (BOMA). Development Agreements will also be reviewed by the departments listed below. Other departments may need to review the Agreement, but the timeline for review will generally be:

- Parks Department Review: 10 days
- Risk Management Review: 10 days
- Engineering Department Review: 15 days
- Law Department Review: 30 days

After each of these departments has reviewed and approved the agreement, both the Development Agreement and Development Plan will be sent to FMPC and BOMA for review and approval.

Note: A development plan will NOT be placed on a BOMA agenda without an agreement accompanying the development plan. If fees are to be paid and no credit given, then the development plan shall show and be listed on the plan set that fees in lieu will be paid at the **final plat**.

Additional Notes

It is important to note that circumstances may arise which may alter this timeline, so please plan projects accordingly.

- These fees are due at the final plat stage.
Parkland impact fees are due prior to the issuance of the building permit if the **final plat** hasn't been recorded (in other words, whichever occurs first) or in those cases when a plat is not required, prior to the issuance of a building permit

Contact Kevin Lindsey at Parks for more information if needed. 615-794-2103-ext 6948

[Edited By Kevin Lindsey]

greggamble209@gmail.com noted

<p>kevin@franklintn.gov</p>	<p>Parks has not received a draft contact for Parkland Impact Fees to submit to Law. Also a Parkland Narrative is needed to explain the park project to go along with the contract.</p> <p>Due to not having the draft agreement this will delay this project going to BOMA for approval. The draft agreement must be submitted to Parks Dept with or before resubmittal for this resubmittal to be deemed complete.</p> <p>If the draft copy of the agreement is not presented and completed by Law, then Fees in Lieu will be the default for meeting parkland impact fees.</p> <p>[Edited By Amy Diaz-Barriga]</p>
<p>greggamble209@gmail.com</p>	<p>Parkland dedication submittal documents have been turned in and are currently under review.</p>
<p>kevin@franklintn.gov</p>	<p>Law still has the contact under review.</p>

Planning

General Issues

24. Minimum lot size

<p>amy.diaz-barriga@franklintn.gov</p>	<p>Per Envision Franklin, staff cannot support detached lots less than 45'. Of the 412 detached units proposed, only 30% of them are lots of a width that staff could support. If you take out the alley loaded lots from this percentage, this project has only 12% non-alley product. For a rural environment, this seems too low.</p> <p>[Edited By Amy Diaz-Barriga]</p>
<p>greggamble209@gmail.com</p>	<p>Southbrook is master planned with lot sizes consistent with Berry Farms and Stream Valley. The master plan is designed with smaller lot sizes within the interior of each hamlet area or with proposed additional landscape buffers along Lewisburg Pike. The homes in Section A are setback from the existing edge of Lewisburg Pike a distance of approximately 125 feet to provide visual relief from the roadway. Lots have been identified on Sheet C2.8 as High Profile Lots with additional architectural constraints. Lot Width has a direct relationship with the sales price of the home. The applicant is requesting lot sizes smaller than 45' in width to meet the need in Franklin of home for sale less than \$500,000. In addition, the significant amount of open space that is set aside in the proposed master plan is made possible by the clustering of smaller lots within the hamlets. The rural environment is protected and preserved with the creation of a 122 acre park to be dedicated to the City of Franklin for a park.</p>
<p>christopher.andrews@franklintn.gov</p>	<p>Staff comments remain, in consistency with Envision Franklin. Lots with widths of less than 45' can not be supported by staff.</p> <p>[Edited By Amy Diaz-Barriga]</p>
<p>greggamble209@gmail.com</p>	<p>The total number of alley loaded lots less than 45' in width have been reduced by 65 lots (24%). These lot types are critical to the economic diversity of the development. The applicant understands staff's position on this item.</p>
<p>amy.diaz-barriga@franklintn.gov</p>	<p>Staff comments remain: in consistency with Envision Franklin, lots with widths of less than 45' can not be supported by staff.</p>

26. steep slopes and the HHO Buffer

amy.diaz-barriga@franklintn.gov	Lots within the HHO buffer with 14% slope have to be acres. Lots 232-248, 512-521, 631-635, 673-680, and 766-767 are a problem.
greggamble209@gmail.com	lots have been adjusted
amy.diaz-barriga@franklintn.gov	The lot for 648-651 and for 636-639 seem impractical to build a building as shown. These lots need to be removed, or a smaller footprint of building needs to be provided, one that does not impede into the areas of protected slopes. Lots 636-651 require a 25-foot side yard setback. <i>[COF Zoning Ordinance 5.8.1 (b)]</i> [Edited By Joe Marlo]
greggamble209@gmail.com	Lots have been revised. They have been made 'critical lots,' to be further evaluated at site plan once we obtain a survey. A note has been added to sheet C2.5
amy.diaz-barriga@franklintn.gov	Lots labeled as Critical Lots will be further assessed at Site Plan. Building footprints and associated grading within these lots cannot disturb the 14% or greater slopes on these lots.

34. Architecture

amy.diaz-barriga@franklintn.gov	A 5' side yard setback on the 56' wide lots and up seems too small. These will end up with large houses imposing on their neighbor. These setbacks need to increase as the width of the lot increases.
greggamble209@gmail.com	56' wide lots are designed as corner lots and have additional width for larger wrap around porches. The homes are designed to be compatible with homes on 45' wide lots and will not have an imposing affect of neighboring lots.
amy.diaz-barriga@franklintn.gov	To be consisent along streets, all corner lots should have the same street frontage on both sides of the street. Please revise all lots to correspond correctly. The typical lots and setbacks listed on the architectural sheets are way too small. For ease of reference, please make all of these larger, and also provide a "summary" sheet showing all oft the different lot types and associated setbacks together on one page.
greggamble209@gmail.com	The typical lot diagrams and setbacks are shown at a larger scale.
amy.diaz-barriga@franklintn.gov	For all of the lot charts and setbacks listed on the A sheets, clarify the difference between the rear setback and the alley setback. For the 65-85' lots and the 100-125' lots, enlarge the side setbacks. A five foot side setback is not proportional to the potential house width. On sheet A1.1, revise sheet to show all setbacks proposed (at least one line is cut off on most charts).

76. Zoning - CI Zoning for Parkland Dedication

christopher.andrews@franklintn.gov	After staff discussion, please submit a legal description of the area intended to be included in the parkland dedication. Please propose to rezone the parkland area to Civic Institutional (CI).
greggamble209@gmail.com	after discussion with staff it was decided to wait to submit a rezoning request until the site plan initial submittal for phase 1

	<p>Staff believes that incorporating a frontage road along this section of big houses would be more appropriate, and solve many of the problem that staff has with this area, collectively. A frontage road would provide a presense to the front of the houses, for addressing purposes, vistor ease, and utility location. It would also provide better fire access to these lots. It would disperse parking spaces more evenly along the street.</p> <p>If the applicant chooses not to do a frontage road in this location, staff recommends meeting prior to resubmittal to discuss an alternative that staff <i>can</i> support.</p>
greggamble209@gmail.com	The applicant has met with staff to discuss. The Development Plan has been revised in this area to add intentional open space separation between the buildings.
amy.diaz-barriga@franklintn.gov	All formal and informal open spaces must meet the requirements of the Zoning Ordinance. Formal open spaces will be required to meet the amenities requirements at site plan. All open space dimensions will need to have a rational nexus to the purpose of the area. Slight modifications to the shape can be done at site plan, but larger changes may need to go back to FMPC for re-review.

143. Development plan

amy.diaz-barriga@franklintn.gov	Provide a measurement to show the setbacks of all buildings/streets along Lewisburg, to make it clear that deep setbacks are being provided.
greggamble209@gmail.com	Measurements have been added
amy.diaz-barriga@franklintn.gov	<p>Revise all sheets to show the proposed setbacks along Lewisburg Pike from the PROPOSED R.O.W. to the lot line (not the building façade). Envision Franklin calls for deep setbacks along Lewisburg Pike, and the plan needs to accurately reflect the distance from the existing as well as the future ROW.</p> <p>Applicant shall also provide the rationale for their proposed setback along Lewisburg Pike, and how it is consistent with adjacent developments and/or structures.</p> <p>[Edited By Amy Diaz-Barriga]</p>

144. Development plan

amy.diaz-barriga@franklintn.gov	Like the parkland dedication sheet, I would recommend providing a HHO/Area of Protected Slopes sheet. That way, staff can see all sections together, and it provides an opportunity to explain the intent of the "areas of protected slopes".
greggamble209@gmail.com	Sheet c2.12 has been created to show HHO, HHO Buffer, and slope protection area on the overall site.
amy.diaz-barriga@franklintn.gov	Add the red dashed line to all of the C2 sheets, to clarify that this is the area of protected slopes line.

145. Development plan

amy.diaz-barriga@franklintn.gov	similar to the parkland dedication sheet, the applicant should provide a phasing sheet, to show collectively how the phasing works over the entire property. Many of the phase lines simply don't make sense when seen only in sections.
greggamble209@gmail.com	Sheet C2.12 has been created to show phasing.

amy.diaz-barriga@franklin.tn.gov	On sheet C2.0, reference C2.12 next to the phasing list.
149. Buffers	
amy.diaz-barriga@franklin.tn.gov	The buffers in Section A are inconsistent from sheet to sheet. There should be an incompatible lot size buffer of 50' where the lots along the perimeter of the development are not within 75% of the existing adjacent lots.
greggamble209@gmail.com	All buffers are now 50'
amy.diaz-barriga@franklin.tn.gov	Label the buffer a class "c" incompatible use buffer, to be consistent in wording with the Zoning Ordinance.
156. B and B property buffering	
amy.diaz-barriga@franklin.tn.gov	The B and B property should probably have a landscape buffer around it, or a green line on the regulating plan should be included around this property.
greggamble209@gmail.com	Landscape buffer has been added. See regulating plan.
amy.diaz-barriga@franklin.tn.gov	The evergreen screen shall extend down the south property line of the B & B property, and the north property line of the adjacent parcel, to screen these existing uses from the development proposed very close to their properties.
157. HZC and Landscape buffers	
amy.diaz-barriga@franklin.tn.gov	Label the Historic buffer and landscape buffers on all sheets.
greggamble209@gmail.com	Buffers have been labeled.
amy.diaz-barriga@franklin.tn.gov	Clarify that the historic buffer expands to 75' in width for the majority of the property line.
180. tree canopy: number accuracy	
amy.diaz-barriga@franklin.tn.gov	Make the tree canopy preservation amounts match on sheet C2.0.
181. Addressing Manual update	
amy.diaz-barriga@franklin.tn.gov	Staff suggests an update to the addressing manual, to allow limited addressing off of alleys, when residential units front open spaces which are not perpendicular to ROW, or when residential units front open spaces which are perpendicular to arterial or collector roads.
190. parkland trailhead area	
amy.diaz-barriga@franklin.tn.gov	Parking spaces provided for the proposed park/trail system shall be further evaluated at site plan, to ensure there is adequate parking provided within the park site, so as to not overwhelm the adjacent streets and parking areas. If additional spaces are deemed necessary, the additional spaces must be provided within the park property and outside of the area of protected slopes.
191. defined separation between park and development	
amy.diaz-barriga@franklin.tn.gov	The plan shall incorporate a defined separation, to be confirmed at site plan, between the parkland trail area and the lots for units 603-618, to ensure patrons of the trail do not deviate into private property.

Preservation/HZC

General Issues

64. Protection of Historic Lands and Structures

amanda.rose@franklintn.gov Section 5.7 of the Zoning Ordinance, "Protection of Historic Lands and Structures," applies to development proposed on lots containing, adjacent to, and across the street from properties listed on the National Register of Historic Places. Area B is demonstrating a Historic Preservation buffer to address 5.7, but the area proposed across the street from the Sugar Hill property is not addressed. Let's talk about ways to mitigate any potential adverse impacts here--larger lots, architecture reflective of the historic structure, etc.

greggamble209@gmail.com On sheet C2.8, homes across from Sugar Hill have been identified as Historic Context Lots and are to be designed in a way to be respectful to the historic home at Sugar Hill.

amanda.rose@franklintn.gov Please refer to Ms. Diaz-Barriga's comment re: development plan frontage road.

greggamble209@gmail.com The layout of buildings across Lewisburg from Sugar Hill have been revised.

136. Protection of Historic Lands and Structures

amanda.rose@franklintn.gov A 75' naturalistic screen is required to be placed on the developed property, at the property line adjacent to the Sugar Hill historic property, per Section 5.7 of the ZO, unless otherwise approved for a reduction in width by the Historic Zoning Commission.

A portion of the section, near the curb cut, appears to be less than 75'. Please confirm the width of the proposed screening at this location and if a 75' buffer may be accommodated as required. If not, please contact Planning staff to determine the appropriate timing to seek consideration from the Historic Zoning Commission prior to resubmittal.

[Edited By Amanda Rose]

greggamble209@gmail.com The applicant has filed a request with the Historic Zoning Commission to request a revised buffer at the entry to the development. The HZC meeting is on June 10th.

amanda.rose@franklintn.gov The buffer modification was approved by the Historic Zoning Commission, as currently shown, at its June 10, 2019 meeting.

The Historic Zoning Commission also stated that the applicant shall work with the historic property owner to see what changes may be made to facilitate the historic site. Namely, the applicant shall reach out to the adjacent property owner to see if they would like to coordinate access, given the plan for a future median on Lewisburg Pike.

Stormwater

General Issues

20. Hydrologic Determination

Doug.Noonan@franklintn.gov Applicant shall provide a site assessment identifying all water features (i.e.- channels, springs, seeps, wetlands, ponds, etc.) onsite. The site assessment should include any jurisdictional determinations, delineations, and/or concurrence letters from applicable regulatory agencies.

greggamble209@gmail.com assessment has been provided

Doug.Noonan@franklintn.gov	<p>Comment partially addressed, "Applicant shall provide a site assessment identifying all water features (i.e.- channels, springs, seeps, wetlands, ponds, etc.) onsite. The site assessment should include any jurisdictional determinations, delineations, and/or concurrence letters from applicable regulatory agencies."</p> <ul style="list-style-type: none"> • Concurrence letters from regulatory agencies not included. • Delineations of potential wetland areas not included.
greggamble209@gmail.com	Concurrence letter has been added.
Doug.Noonan@franklintn.gov	<p>Comment partially addressed, "Applicant shall provide a site assessment identifying all water features (i.e.- channels, springs, seeps, wetlands, ponds, etc.) onsite. The site assessment should include any jurisdictional determinations, delineations, and/or concurrence letters from applicable regulatory agencies."</p> <ul style="list-style-type: none"> • Concurrence letters from regulatory agencies not included. • Delineations of potential wetland areas not included. <p>Potential wetland areas have not been delineated and are not shown buffered on the plans.</p>

75. Stormwater Management Plan

ellen.moore@franklintn.gov	<p>Conceptually, applicant shall show how stormwater from the hillsides will be bypassed before entering any infrastructure, such as streets, alleys or storm infrastructure. Bypass stormwater from the hillsides should bypass safely and bypass all bioretention or detention ponds.</p>
greggamble209@gmail.com	<p>RESPONSE: Due to the way the drainage basins occur on the site, we will provide swales where possible to bypass water around the detention and bioretention site and will include these areas with final design calculations.</p>
ellen.moore@franklintn.gov	<p>Conceptually, applicant shall show on the plans how stormwater from the hillsides will be bypassed before entering any infrastructure, such as streets, alleys or storm infrastructure. Bypass stormwater from the hillsides should bypass safely and bypass all bioretention or detention ponds. Based on the current grading and the areas that are protected, lots may need to shift or be classified as critical to accommodate the flows from the hillsides.</p>
greggamble209@gmail.com	Bypass swales and storm added
ellen.moore@franklintn.gov	<p>At site plan, applicant shall show stormwater runoff from undeveloped hillsides as safely bypassing bioretention and detention for the development. Based on the current grading and the areas that are protected, lots may need to shift or be classified as critical lots to accommodate the flows from the hillsides. There shall be no grading or infrastructure installed for bypassing of stormwater within the area of protected slopes. [Edited By Lance Fittro]</p>

195. Riparian Buffer

jeff.willoughby@franklintn.gov Identify all water resources onsite. Label by their corresponding name as shown on the most current USGS maps. Include top of bank and riparian buffer zones on all site plan sheets. Riparian buffers shall be applied from top of bank. Top of bank is defined as the break in slope of the corresponding grade or if available, the ordinary high water mark.

- For drainage areas over 1 square mile there shall be a 60' riparian buffer zone 1.
- For drainage areas under 1 square mile shall be a 30' riparian zone 1 and 30' riparian zone 2.
- Zones shall be labeled in the following format, "Width, Riparian Buffer, Zone designation" for example "60' Riparian Buffer Zone 1"
- Where the average Slope of the land within the Streamside Buffer is between fifteen percent (15%) and twenty-five percent (25%), an additional twenty (20) feet shall be added to the zone 1 minimum buffer width.
- Where the average Slope of the land within the riparian buffer is greater than twenty-five percent (25%), an additional fifty (50) feet shall be added to the zone 1 minimum buffer width.

Water/Sewer

General Issues

2. Off-site sewer

scott.andrews@franklintn.gov Applicant shall provide an enlarged utility plan sheet showing the layout of the off-site sewer infrastructure required as part of this project.

greggamble209@gmail.com sheet added

ben.mcneil@franklintn.gov The applicant has provided the off-site sewer infrastructure, but did not include existing conditions. The applicant shall provide all existing conditions in the layout for review of the proposed routing.

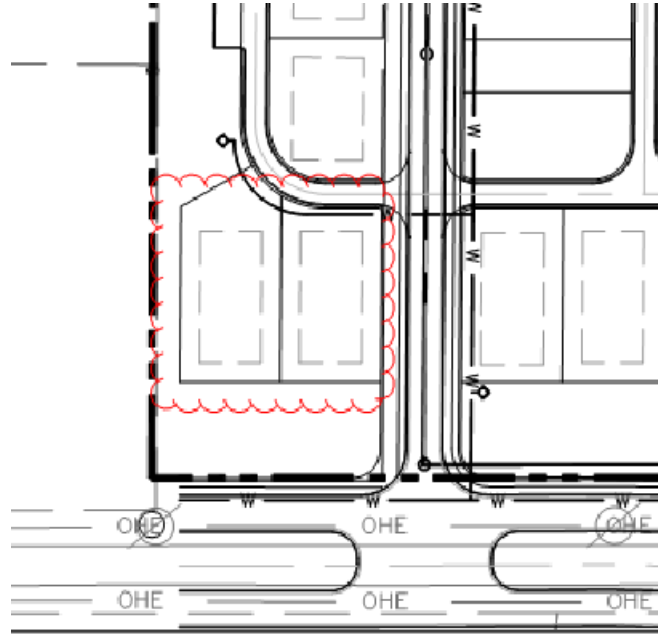
greggamble209@gmail.com Existing conditions added to sheet C5.6-C5.8.

ben.mcneil@franklintn.gov The applicant did not fully address the issue, the existing conditions that have been provided do not have enough information for a complete review of the layout. The existing sanitary sewer locations shall be shown, the stream banks, buffers and all required information needed to ensure the layout will meet requirements. at site plan this must meet all Franklin Water requirement.
[Edited By Ben McNeil]

9. Sanitary sewer

ben.mcneil@franklinton.gov

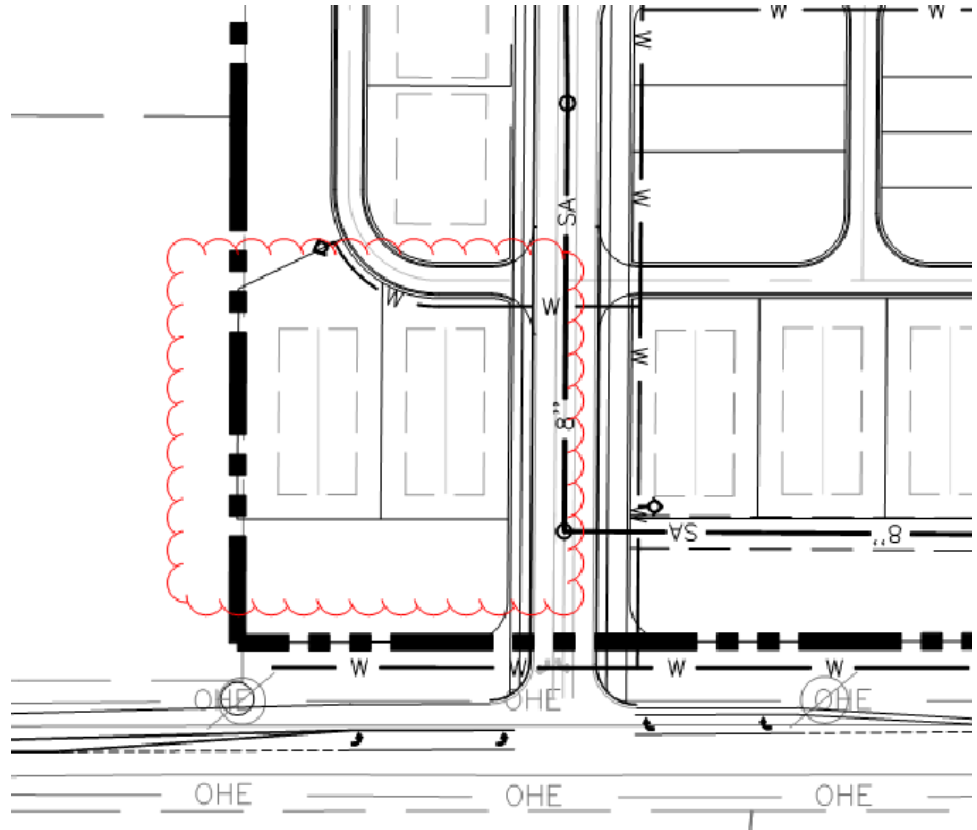
The applicant shall show how each lot will be served by sanitary sewer . The lot depicted below does not show sanitary sewer service.



greggamble209@gmail.com sewer revised to include all lots

ben.mcneil@franklintn.gov

The applicant shall show how each lot will be served by sanitary sewer . The lot depicted below does not show sanitary sewer service.

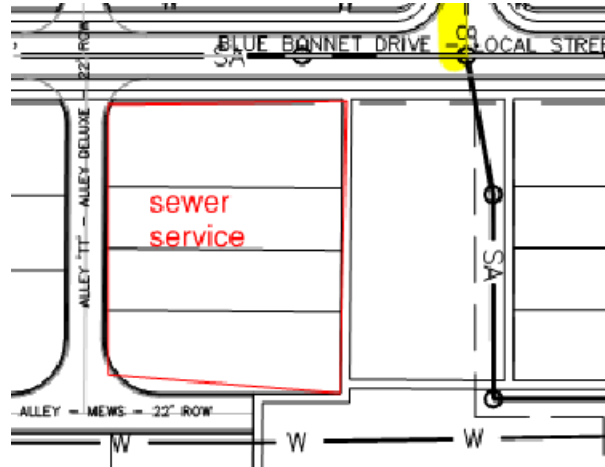


greggamble209@gmail.com

Sewer extended to west to serve 2 lots

ben.mcneil@franklintn.gov

The applicant has lots shown that are not served by sanitary sewer, the applicant shall ensure that all lots are served by sanitary sewer.



10. Sanitary sewer

ben.mcneil@franklintn.gov

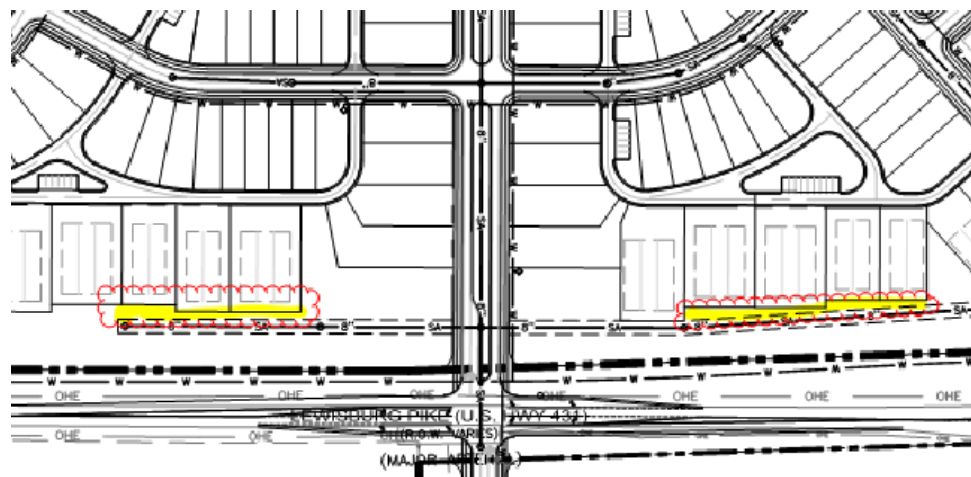
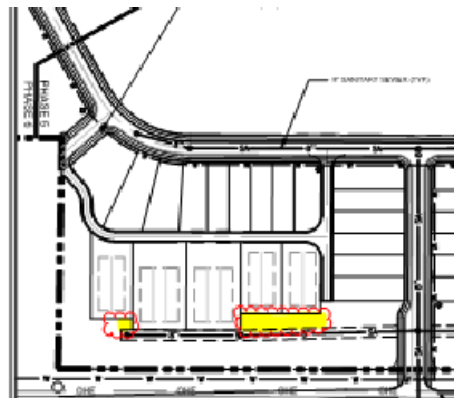
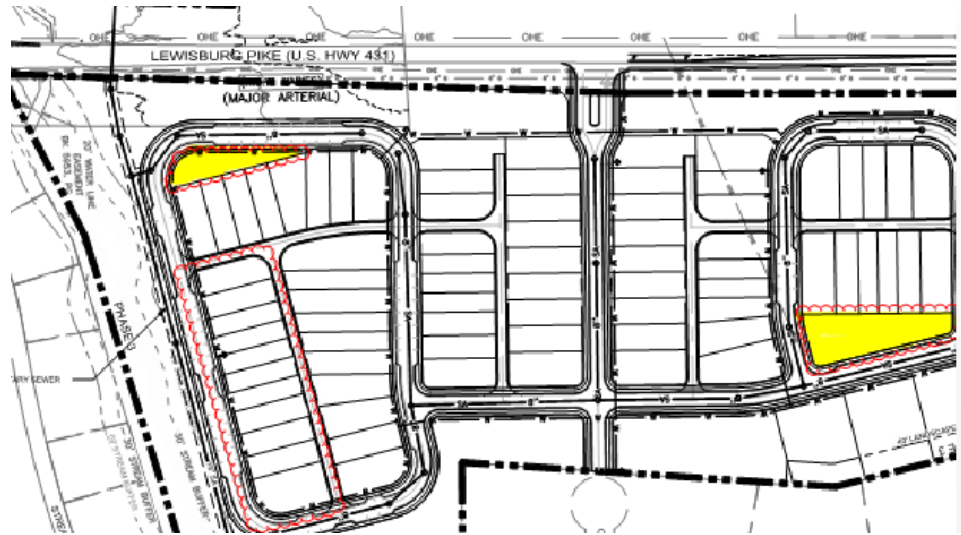
The sanitary sewer shall be designed to ensure that COF sewer service lines do not cross open space areas. The sanitary sewer mains shall be designed to limit this. In addition, sanitary sewer mains shall be minimized where possible to limit the amount of infrastructure that will serve this development.
[Edited By Ben McNeil]

greggamble209@gmail.com

sewer locations revised as discussed with staff

ben.mcneil@franklin.tn.gov

The sanitary sewer shall be designed to ensure that COF sewer service lines do not cross open space areas. The sanitary sewer mains shall be designed to limit this. Below are several areas where this needs to be revised.

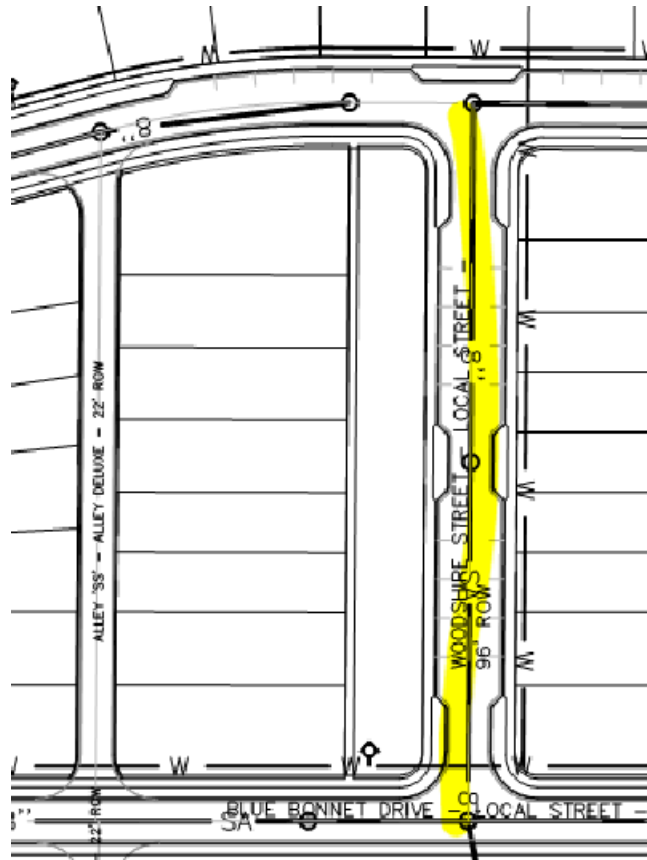


greggamble209@gmail.com

Easements have been extended to lots so no lateral will cross through open space.

ben.mcneil@franklintn.gov

The applicant failed to address the issue. The sanitary sewer shall be designed to ensure that COF sewer service lines do not cross open space areas. The sanitary sewer service lines do cross open space areas as shown below.



11. Sanitary sewer

ben.mcneil@franklintn.gov

The sanitary sewer main shall extend to the south west property line to extend and serve future drainage areas.

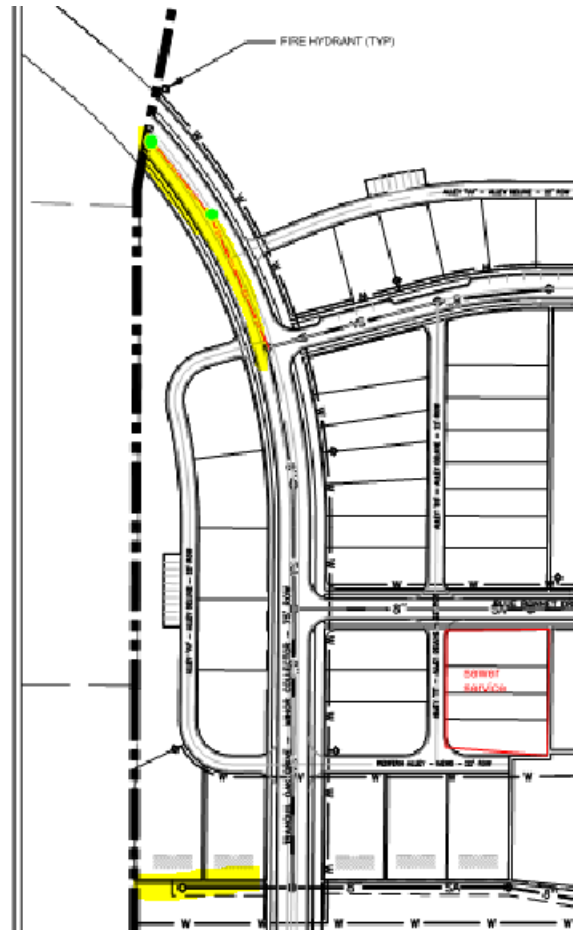
greggamble209@gmail.com

extended sewer main

ben.mcneil@franklintn.gov Issue Closed

ben.mcneil@franklintn.gov Issue re-opened

ben.mcneil@franklintn.gov The applicant has revised the layout with the latest submittal. The sanitary sewer shall be extended to the south to serve future properties. The sanitary sewer shall be extended to the property lines.



12. Sanitary sewer

ben.mcneil@franklintn.gov The Redwing pump station is being evaluated to ensure the station can handle the anticipated flows. The applicant shall submit a phasing plan with the development plan to show how each section will be constructed. The proposed flow and lots shall be shown. If the evaluation of the station shows that upgrades are needed to the existing station or infrastructure, the applicant will be responsible for these identified upgrades.

A development agreement must go to BOMA with the development plan to ensure the required upgrades are corrected.

[Edited By Ben McNeil]

greggamble209@gmail.com phasing plan has been submitted for staff review

scott.andrews@franklintn.gov Applicant met with staff and a phasing plan was discussed. As a result of that discussion, an availability letter was granted for Phases 1 and 2, to consist of a maximum of 301 SFUEs (105,350 GPD). Phases 1 and 2 shall not be modified in any way that results in flows greater than 301 SFUEs.

The submittal of any site plans beyond Phases 1 and 2 and/or exceeding 301 SFUEs will trigger the requirement to make necessary improvements to the Redwing Pump Station and any other offsite sanitary sewer improvements identified by WMD as being associated with this project. The pump station upgrades and any off-site improvements must be made in conjunction with the construction of any site plan that exceeds the 301 SFUE limit.

This comment shall remain open as a reminder to COF staff.

[Edited By Scott Andrews]

greggamble209@gmail.com Agreed.

ben.mcneil@franklintn.gov Applicant met with staff and a phasing plan was discussed. As a result of that discussion, an availability letter was granted for Phases 1 and 2, to consist of a maximum of 301 SFUEs (105,350 GPD). Phases 1 and 2 shall not be modified in any way that results in flows greater than 301 SFUEs.

The submittal of any site plans beyond Phases 1 and 2 and/or exceeding 301 SFUEs will trigger the requirement to make necessary improvements to the Redwing Pump Station and any other offsite sanitary sewer improvements identified by WMD as being associated with this project. The pump station upgrades and any off-site improvements must be made in conjunction with the construction of any site plan that exceeds the 301 SFUE limit.

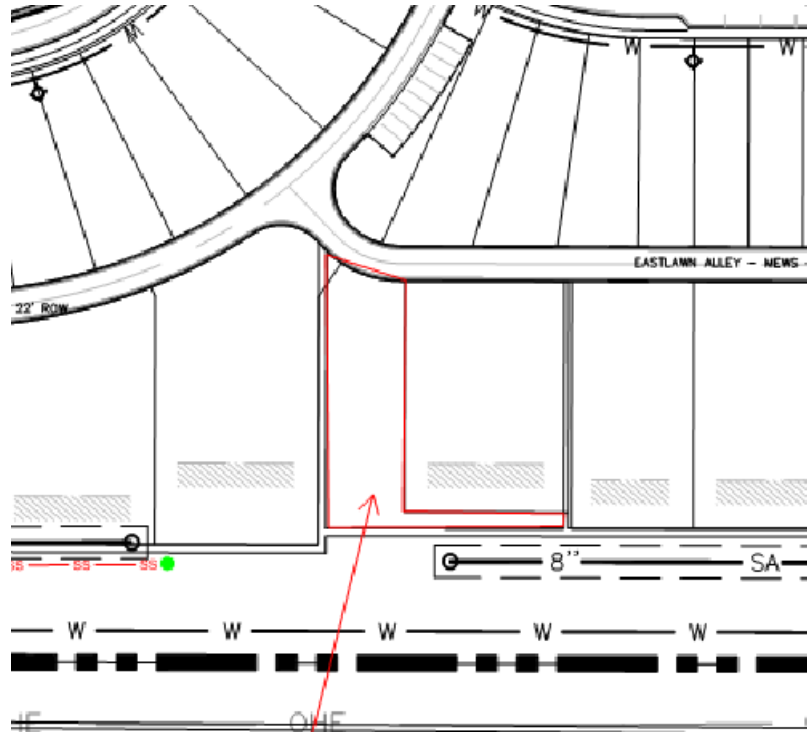
This comment shall remain open as a reminder to COF staff.

169. Sanitary sewer

ben.mcneil@franklintn.gov The applicant shall add lot numbers to identify buildable lots to the utility plan.

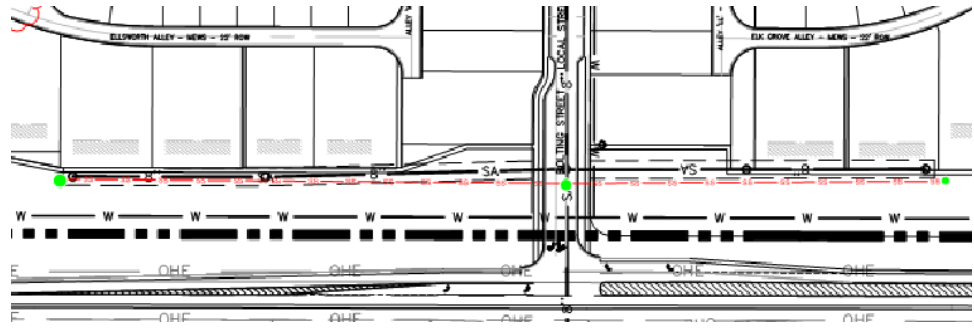
170. Sanitary sewer

ben.mcneil@franklinton.gov The applicant shall identify the outlined area below. it appears that a lot is surrounded by open space? the applicant shall revise.



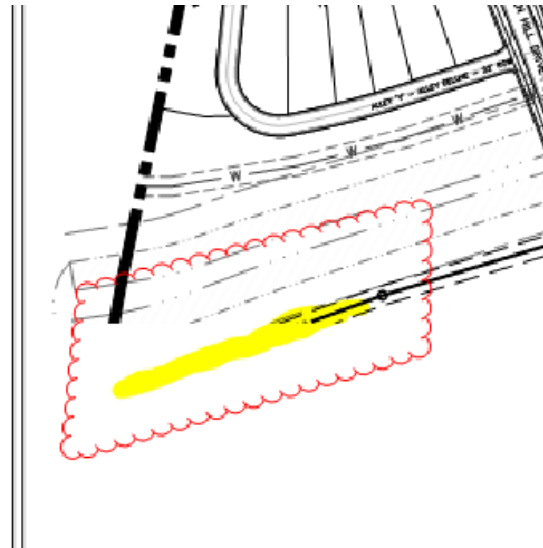
171. Sanitary sewer

ben.mcneil@franklin.tn.gov The applicant shall show the sanitary sewer main and easement off of the proposed lots. The picture below appears to have the sanitary sewer easement shown on the proposed lots. This applies to all similar areas.



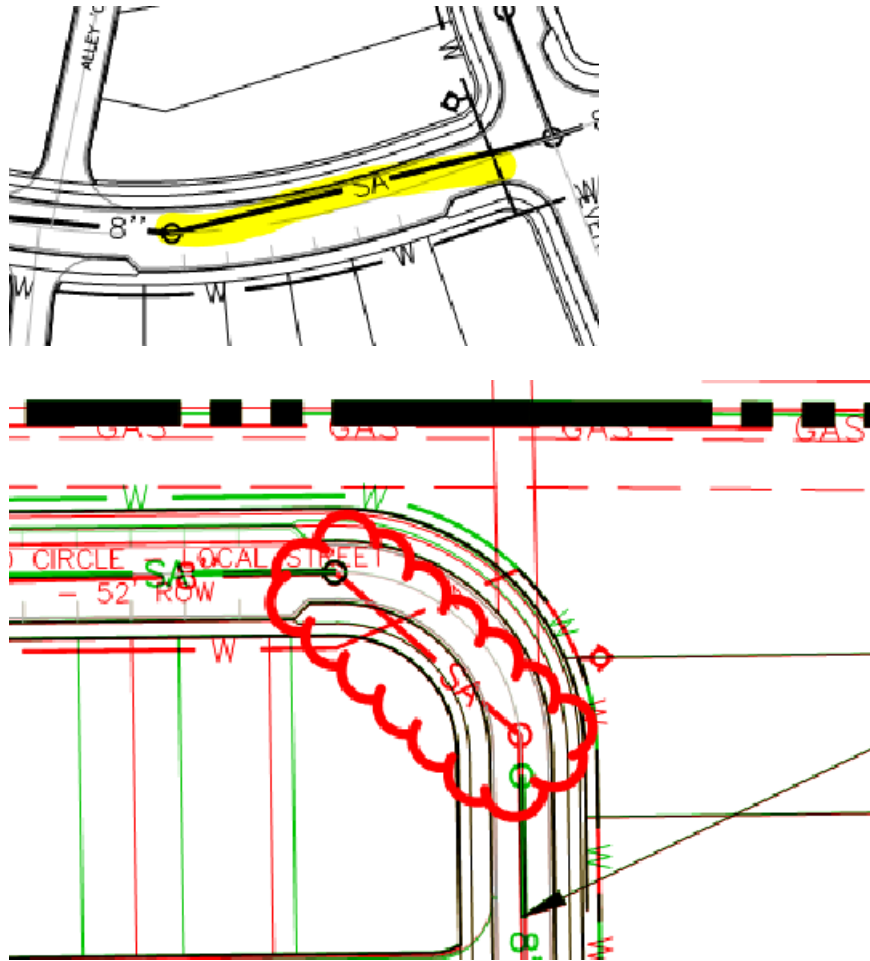
173. Sanitary sewer

ben.mcneil@franklin.tn.gov The applicant shall show the full extent of the proposed sanitary sewer to the property line



174. Sanitary sewer

ben.mcneil@franklinton.gov The applicant shall show the proposed sanitary sewer mains in the center of the streets. There are numerous areas where the sanitary sewer main appears to be under curbs. The applicant shall revise.

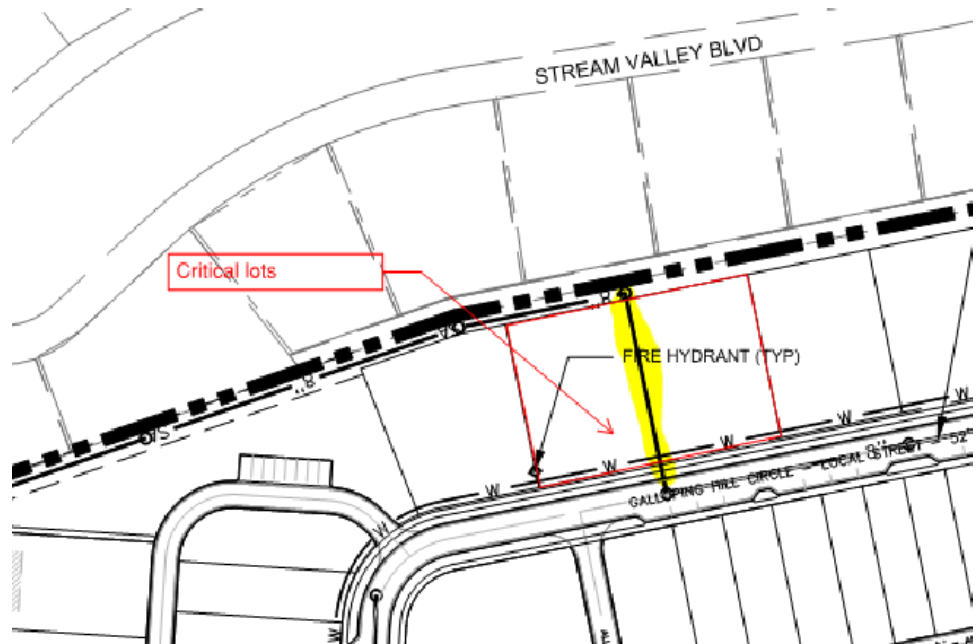


175. Sanitary sewer

ben.mcneil@franklinton.gov HB&TS Water lines are historically in the street. The applicant shall verify that the water mains will be allowed out of the street in easement areas. If not, the applicant shall show the waterlines in the correct locations and provide correct separations.

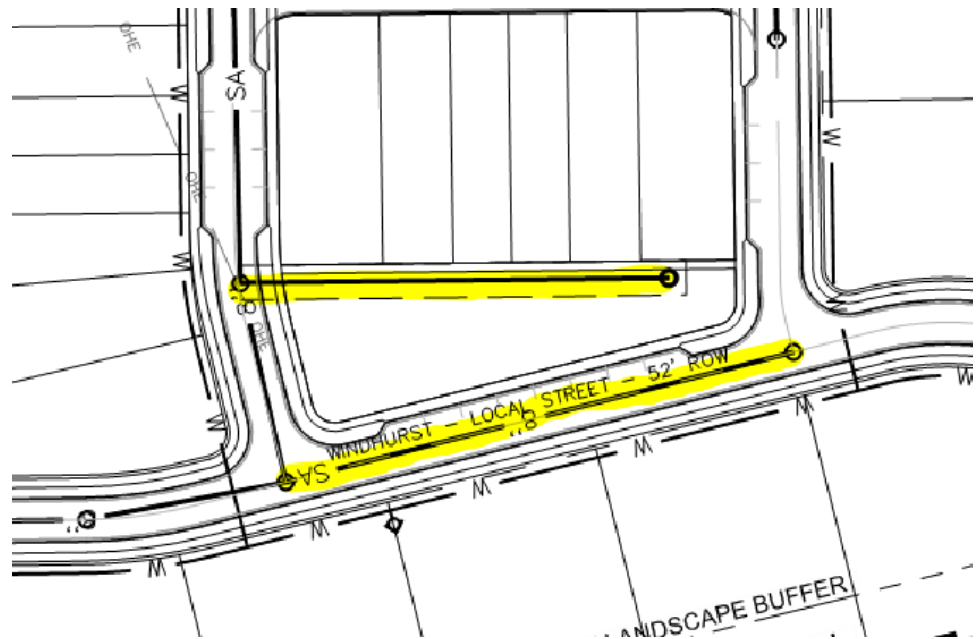
176. Sanitary sewer

ben.mcneil@franklin.tn.gov The applicant has revised the utility plan and now shows sanitary sewer mains crossing proposed lots. The applicant shall label the lots where sanitary sewer crosses as critical lots for Water Management review.



177. Sanitary sewer

ben.mcneil@franklin.tn.gov The applicant is currently showing dual infrastructure for sanitary sewer. The applicant shall revise the layout to show single sewer mains to serve the proposed lots.



178. Sanitary sewer

ben.mcneil@franklinton.gov It appears that the current lot layout is requiring a significant amount of sanitary sewer mains to serve the site. The applicant shall evaluate the layout and provide a design that limits the amount of sanitary sewer to serve the property.

179. Sanitary sewer

ben.mcneil@franklinton.gov The sanitary sewer main shown below will not be allowed in the swale for storm water. the applicant shall revise.

